

AIR QUALITY TECHNICAL MEMORANDUM

Florida Department of Transportation

District 6

SR 994/SW 200th Street/Quail Roost Drive PD&E Study
From West of SW 137th Avenue to East of SW 127th Avenue
Miami-Dade County, Florida

Financial Management Number: 445804-1-22-01

ETDM Number: 14429

June 7, 2023

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and FDOT.



Air Quality Technical Memorandum

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Project Development & Environment Study
From W of SW 137th Avenue to E of SW 127th Avenue
Miami-Dade County, Florida**

Financial Management Number: 445804-1-22-01
FAP Project Number: Not Assigned
Efficient Transportation Decision-Making Number:
14429

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District 6
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Date: May 10, 2023

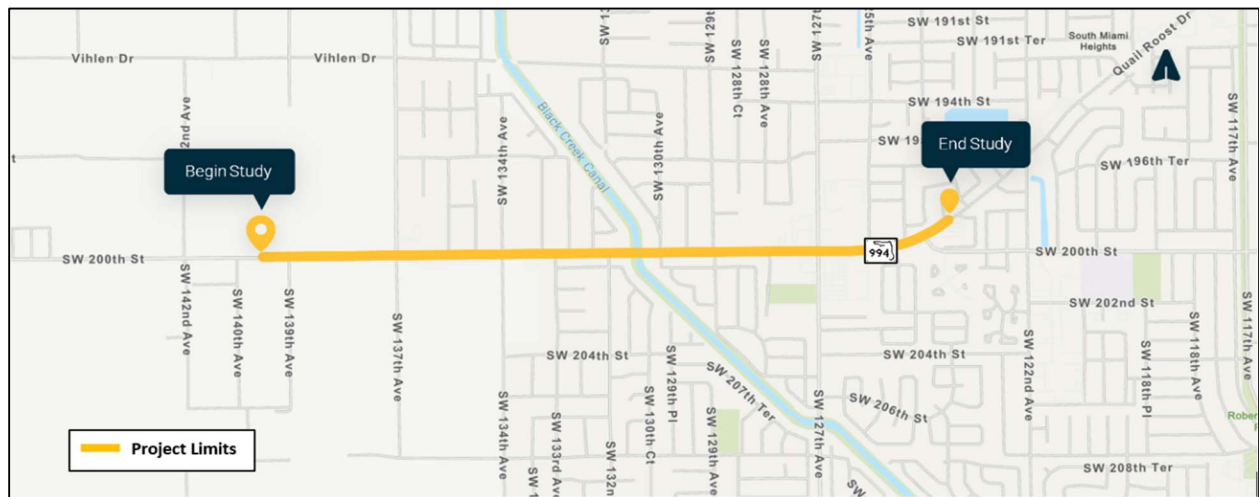
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Subject: FM# 445804-1-22-01; ETDM# 14429
Air Quality Technical Memorandum
SR 994 / SW 200th Street / Quail Roost Drive PD&E Study
Miami-Dade County, FL

A Project Development and Environment (PD&E) Study is being conducted by the Florida Department of Transportation (FDOT) to evaluate potential impacts of widening State Road (SR) 994/SW 200th Street/Quail Roost Drive from west of SW 137th Avenue to east of SW 127th Avenue from two lanes to four lanes. The project is located in southwest Miami-Dade County at SR 994/SW 200th Street/Quail Roost Drive, from west of SW 137th Avenue to east of SW 127th Avenue (see **Figure 1**) The project corridor is approximately 1.67 miles in length. Within the project limits, the roadway is locally known as Quail Roost Drive. A 350-foot extension of a Miami-Dade County road, SW 196th Street, was initially considered in order to provide an east-west connection between SW 134th Avenue (Talbot Rd) and SW 133rd Court. This connection was removed from the project scope since it is not located within FDOT’s jurisdiction. As part of the PD&E Study, an air quality analysis to assess the potential for project-related impacts in accordance with Part 2, Chapter 19 of the PD&E Manual.

Figure 1 Project Location Map



The project corridor is located in the southern portion of Miami-Dade County, which is part of the Southeast Florida Region of Palm Beach, Broward, and Miami-Dade Counties. The predominant land use present is Residential followed by Commercial and Services, Industrial, Institutional, and Transportation.

Miami-Dade County is an area currently designated as being in attainment for particulate matter (2.5 microns in size and 10 microns in size) and carbon monoxide (CO). The project alternatives were not subjected to a CO screening model since the project is a Type 2 Categorical Exclusion (Type 2 CE), is located in an attainment area for National Ambient Air Quality Standards (NAAQS), and does not meet the following thresholds per Section 19.2.2.1, Part 2, Chapter 19 of the PD&E Manual:

1. The project is an Environmental Impact Statement (EIS) and/or;
2. The total vehicular delay time (veh-hours) at an intersection in the design year build condition is projected to increase when compared to the design year no-build condition and/or;
3. The project is expected to have community controversy regarding air quality. (Coordination with District specialists may be required to determine potential community controversy.)

In addition, since Florida is in attainment for particulate matter, no project level analysis is needed according to Part 2, Chapter 19 of the PD&E Manual. Since the Class of Action has been determined to be a Type 2 Categorical Exclusion (CE), the project has no potential meaningful Mobile Source Air Toxics (MSAT) effects and is exempt from a MSAT analysis according to Part 2, Chapter 19 of the PD&E Manual.

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all NAAQS. Therefore, the Clean Air Act (CAA) conformity requirements do not apply to the project. Additionally, the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

