

SECTION 106 DETERMINATION OF EFFECTS CASE STUDY REPORT

Florida Department of Transportation

District 6

SR 994/SW 200th Street/Quail Roost Drive PD&E Study

From SW 137th Avenue to SW 127th Avenue

Miami-Dade County, Florida

Financial Management Number: 445804-1-22-01

ETDM Number: 14429

June 29, 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.



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FAP Project Number: Not Assigned
Efficient Transportation Decision-Making Number: 14429

Prepared for:
*Florida Department of
Transportation
District 6
1000 NW 111th Avenue
Miami, Florida 33172*

Prepared by:
*Gannett Fleming,
Inc.
800 NW 62nd
Avenue
Suite 490
Miami, Florida
33126*

June 29, 2023

EXECUTIVE SUMMARY

In 2022, the Florida Department of Transportation (FDOT), District 6 engaged Janus Research, in coordination with Gannett Fleming, Inc., to conduct a Section 106 Determination of Effects Case Study Report for the State Road (SR) 994/SW 200th Street/Quail Roost Road from SW 137th Avenue to SW 127th Avenue Project Development and Environment (PD&E) Study, in Miami-Dade County, Florida (Financial Management [FM] No. 445804-1-22-01). In accordance with the provisions of Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004), this case study report documents potential effects of the proposed alternatives to the *National Register of Historic Places* (National Register)–eligible resources identified during the *Cultural Resources Assessment Survey (CRAS) for the SR 994/SW 200th Street/Quail Roost Drive PD&E Study from SW 137th Avenue to SW 127th Avenue* (Janus Research 2022).

The 2022 CRAS resulted in the identification of three National Register-eligible resources: the Talbott Estate (8DA2789), the MacDonnell Residence (8DA20712), and the building at 20000 SW 137th Avenue (8DA20713). The State Historic Preservation Officer (SHPO) concurred with the 2022 CRAS in a letter dated January 30, 2023 (Appendix A). This case study report was prepared as a part of a project studying alternatives with potential widening, which are based on design criteria, safety and operational needs, and the minimization of environmental effects and Right-of-Way (ROW) needs.

The Section 106 process thus far has identified historic properties within the project APE, and this report presents the evaluation of the potential effects that the proposed project activities may have on the three NRHP-eligible resources. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources to determine project effects on each of the eligible historic properties. The No-Build Alternative will have no effect on the significant historic resources. The Transportation System Management & Operations (TSM&O) Alternative and Build Alternatives 1, 2, and 3 will have an adverse effect on the Talbott Estate (8DA2789), the MacDonnell Residence (8DA20712), and 20000 SW 137th Avenue (8DA20713). This adverse effect finding is primarily due to the roadway widening which will require the acquisition of property from each historic property, will require the removal or relocation of contributing elements of the properties, will bring the ROW and improvements closer to each historic building, and will notably compromise the setting of each historic resource.

Build Alternative 2 is the recommended alternative, and this alternative will have an adverse effect on the Talbott Estate (8DA2789), the MacDonnell Residence (8DA20712), and 20000 SW 137th Avenue (8DA20713). This alternative will require property acquisition from each of the parcels, and the widened facility will encroach onto the historic properties, affecting the historic buildings, their historic walls, and overall setting and other aspects of their historic integrity. In addition to direct impacts, as the ROW and improvements encroach onto the historic parcels, there may be visual effects, increases in noise and vibration, as well as changes to access.

During the course of this project, several coordination meetings and public meetings have occurred regarding the Section 106 process. On August 23, 2022, FDOT, the FDOT Office of Environmental Management (OEM), and the consultant project team attended a meeting coordinating Section 106 Affected Parties Consultation (Appendix C contains meeting minutes). Section 106 consultation also took place during two affected parties consultation meetings, on October 12, 2022 and May 15, 2023. The meetings were held with the SHPO, FDOT, Miami-Dade



County, potentially affected property owners, and the consultant project team (Appendices D and E contain meeting minutes). These meetings focused on the Section 106 process, proposed alternatives, the historic resources, and next steps under the Section 106 process. Affected parties consultation will continue as part of the resolution of adverse effects step of the Section 106 Process, and all mitigation measures will be documented in the Memorandum of Agreement (MOA)

TABLE OF CONTENTS

1.0 INTRODUCTION..... 1
 2.0 PROJECT DESCRIPTION..... 2
 2.1 PURPOSE AND NEED..... 3
 2.1.1 Capacity/Transportation Demand..... 3
 2.1.2 Safety 4
 2.1.3 Modal Interrelationships 4
 2.1.4 Evacuation Routes and Emergency Services 5
 2.2 ALTERNATIVES ANALYSIS SUMMARY..... 5
 2.2.1 No-Build Alternative..... 5
 2.2.2 Transportation System Management & Operations (TSM&O) Alternative 6
 2.2.3 Build Alternative 1 7
 2.2.4 Build Alternative 2 (Preferred Alternative) 11
 2.2.5 Build Alternative 3: 17
 3.0 HISTORIC PROPERTIES..... 22
 4.0 HISTORIC PROPERTIES EFFECTS ANALYSIS..... 40
 5.0 CONCLUSIONS..... 41
 6.0 REFERENCES..... 43

LIST OF APPENDICES

- Appendix A: SHPO Concurrence Letter Dated January 30, 2023
- Appendix B: PD&E Evaluation Matrix
- Appendix C: FDOT and OEM Coordination for Section 106 Affected Parties Consultation and Section 4(f) Meeting Minutes
- Appendix D: October 12, 2022 Affected Parties Consultation Meeting Minutes
- Appendix E: May 15, 2023 Affected Parties Consultation Meeting Minutes

LIST OF FIGURES

Figure 2-1: Project Location..... 2
 Figure 2-2: Existing Typical Section..... 3
 Figure 2-3: Build Alternative 1 Typical Section 7
 Figure 2-4: Proposed area of ROW acquisition for Build Alternative 1 within the parcel containing the National Register–eligible Talbott Estate (8DA2789)..... 8
 Figure 2-5: Proposed area of ROW acquisition for Build Alternative 1 within the parcel containing the National Register–eligible MacDonell Residence (8DA201712)..... 9
 Figure 2-6: Proposed area of ROW acquisition for Build Alternative 1 within the parcel containing the National Register–eligible building at 20000 SW 137th Avenue (8DA201713)..... 10
 Figure 2-7: Build Alternative 2 Typical Section 11
 Figure 2-8: Proposed area of ROW acquisition for Build Alternative 2 within the parcel containing the National Register–eligible Talbott Estate (8DA2789)..... 13
 Figure 2-9: Proposed area of ROW acquisition for Build Alternative 2 within the parcel containing the National Register–eligible MacDonell Residence (8DA201712)..... 14

Figure 2-10: Proposed area of ROW acquisition for Build Alternative 2 within the parcel containing the National Register–eligible building at 20000 SW 137 th Avenue (8DA201713).....	15
Figure 2-11: Table depicting projected noise impacts to National Register–eligible historic properties within the project APE in the year 2045.	16
Figure 2-12: Build Alternative 3 Typical Section	17
Figure 2-13: Proposed area of ROW acquisition for Build Alternative 3 within the parcel containing the National Register–eligible Talbott Estate (8DA2789).....	19
Figure 2-14: Proposed area of ROW acquisition for Build Alternative 3 within the parcel containing the National Register–eligible MacDonell Residence (8DA201712).....	20
Figure 2-15: Proposed area of ROW acquisition for Build Alternative 3 within the parcel containing the National Register–eligible building at 20000 SW 137 th Avenue (8DA201713).....	21
Figure 3-1: Identified National Register–Eligible Resources.....	23
Figure 3-2: Oolitic limestone exterior wall, located at the northeastern corner of the National Register–eligible and locally designated Talbott Estate (8DA2789), facing west.....	27
Figure 3-3: Damaged segment of oolitic limestone exterior wall, located at the northwestern corner of the National Register–eligible and locally designated Talbott Estate (8DA2789), at the intersection of SW 134th Avenue/Talbot Road and SW 200th Street/Quail Roost Drive, facing east	27
Figure 3-4: Oolitic limestone exterior wall, located at the western driveway entrance to the National Register–eligible and locally designated Talbott Estate (8DA2789). At this entrance, multiple mailboxes are incorporated into the wall, facing south	28
Figure 3-5: Northern elevation of the main house of the National Register–eligible and locally designated Talbott Estate (8DA2789). The doorway features thin oolitic limestone columns flanking the entrance, facing south	28
Figure 3-6: Western elevation of the main house of the National Register–eligible and locally designated Talbott Estate (8DA2789). This entrance features a covered porch supported by a wooden column, facing east.....	29
Figure 3-7: Enclosed shed building south of the main house on the National Register–eligible and locally designated Talbott Estate (8DA2789), facing east.....	29
Figure 3-8: Northwestern corner of the cottage outbuilding south of the converted shed on the National Register–eligible and locally designated Talbott Estate (8DA2789), facing southeast.....	30
Figure 3-9: Western elevation of the cottage outbuilding south of the converted shed on the National Register–eligible and locally designated Talbott Estate (8DA2789). The decorative brickwork on the western wall of this building is visible in this photograph, facing east.....	30
Figure 3-10: Southern elevation of the National Register–eligible MacDonell Residence (8DA20712), with a damaged segment of the parcel’s oolitic limestone wall in the foreground, facing northwest.....	33
Figure 3-11: Western elevation of the National Register–eligible MacDonell Residence (8DA20712), facing northeast	33
Figure 3-12: Damaged segment of oolitic limestone exterior wall, located at the southwestern corner of the National Register–eligible MacDonell Residence (8DA20712), facing northeast	34
Figure 3-13: Damaged segment of oolitic limestone exterior wall, located at the southwestern corner of the National Register–eligible MacDonell Residence (8DA20712), facing northeast	34

Figure 3-14: Segment of oolitic limestone exterior wall, located along eastern edge of the National Register–eligible MacDonell Residence (8DA20712, facing south 35

Figure 3-15: Northern elevation of the National Register–eligible building at 20000 SW 137th Avenue (8DA20713). The gabled top of the parcel’s oolitic limestone wall is visible in the foreground, behind the privacy fence, facing south 37

Figure 3-16: Eastern elevation of the National Register–eligible building at 20000 SW 137th Avenue (8DA20713). March 2021 Google Streetview photograph, facing west 37

Figure 3-17: Eastern elevation of the southeastern outbuilding on the property containing the National Register–eligible building at 20000 SW 137th Avenue (8DA20713), facing west 38

Figure 3-18: Northern elevation of the southeastern outbuilding on the property containing the National Register–eligible building at 20000 SW 137th Avenue (8DA20713). March 2021 Google Streetview photograph, facing southwest 38

Figure 3-19: Southwestern outbuilding on the property containing the National Register–eligible building at 20000 SW 137th Avenue (8DA20713). This outbuilding is in a ruinous state. March 2021 Google Streetview photograph, facing southwest 39

Figure 3-20: Surviving material from historic oolitic rock perimeter walls on the property containing the National Register–eligible building at 20000 SW 137th Avenue (8DA20713). The walls are located north of the main house on the property, near the parcel boundary. April 2022 Google Streetview photograph, facing south 39

1.0 INTRODUCTION

In 2022, the Florida Department of Transportation (FDOT), District 6 engaged Janus Research, in coordination with Gannett Fleming, Inc., to conduct a Section 106 Determination of Effects Case Study Report for the State Road (SR) 994/SW 200th Street/Quail Roost Road from SW 137th Avenue to SW 127th Avenue Project Development and Environment (PD&E) Study, in Miami-Dade County, Florida (Financial Management [FM] No. 445804-1-22-01). In accordance with the provisions of Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004), this case study report documents potential effects of the proposed improvements to the *National Register of Historic Places* (National Register)–eligible resources identified during the *Cultural Resources Assessment Survey (CRAS) for the SR 994/SW 200th Street/Quail Roost Drive PD&E Study from SW 137th Avenue to SW 127th Avenue* (Janus Research 2022).

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Based upon the Section 106 process, potential effects that the alternatives may have on the three identified National Register-eligible historic resources were evaluated. Subsequently, this report includes a description of the project alternatives and a summary description of the significant historic resources. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources and the subsequent analysis of effects is also discussed in this report.

2.0 PROJECT DESCRIPTION

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 2-1**). The general location of the project area, which is in Sections 1-3 and 10-12 of Township 56 South, Range 39 East on the Goulds (1988) United States Geological Survey (USGS) quadrangle map. The project corridor is approximately 1.67 miles in length. Within the project limits, the roadway is locally known as Quail Roost Drive. This roadway project involves the potential widening of Quail Roost Drive up to four lanes from SW 137th Avenue to SW 127th Avenue.

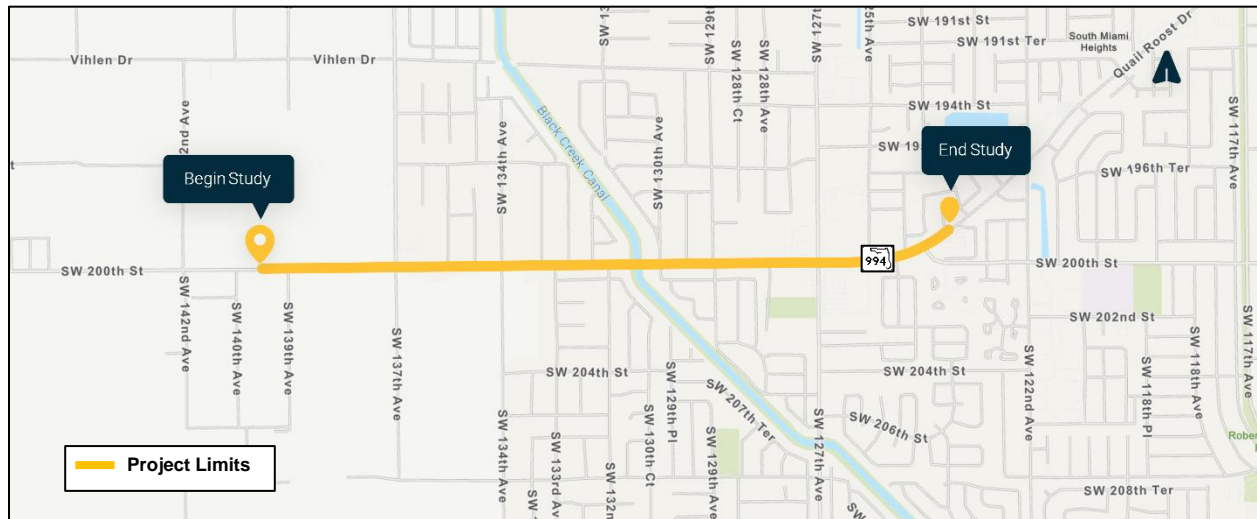


Figure 2-1: Project Location

While the project is located in southwest unincorporated Miami-Dade County, it occurs within the Miami Urbanized Area (as defined by the Miami-Dade County 2015 Urban Development Boundary). The project corridor primarily serves existing and future residential land uses and provides local east-west access and connectivity. Outside of the project limits, SR 994 connects directly to two Strategic Intermodal System (SIS) Highway Corridors at SR 997/Krome Avenue (west of study limits) and SR 821/Homestead Extension of Florida’s Turnpike (HEFT) (east of study limits).

Within the project limits, SR 994 is classified as a rural major collector to the west of SW 137th Avenue and an urban minor arterial to the east of SW 137th Avenue. The corridor primarily has a C3R Suburban Residential Context Classification and a posted speed of 40 miles per hour. Four major intersections are located along the project corridor, including two signalized intersections (SW 137th Avenue and SW 127th Avenue) and two unsignalized intersections (SW 134th Avenue and SW 132nd Avenue). Eight other minor (unsignalized) intersections are located within the study corridor.

Currently, SR 994 is a two-lane roadway (one lane in each direction) from west of 137th Avenue to west of 127th Avenue. From west of SW 127th Avenue to SR 821/HEFT, SR 994 is a four-lane roadway. The existing SR 994 typical section consists of two undivided 11.5-foot travel lanes with unpaved shoulders and open drainage. Curb and gutter exist at the SR 994/SW 134th Avenue intersection and east of SW 127th Avenue within the study limits. Sidewalks, varying in width, are noncontinuous and generally located at residential subdivisions along the study corridor. There are no existing designated bicycle lanes on SR 994 within the study limits. There is one unrecorded historic bridge within the study limits that spans over the Black Creek Canal. There is

a pedestrian crossing just east of the bridge for access to the Black Creek Trail, which intersects SR 994. The ROW along the study corridor varies from 30 to 100 feet. See **Figure 2-2** for details.

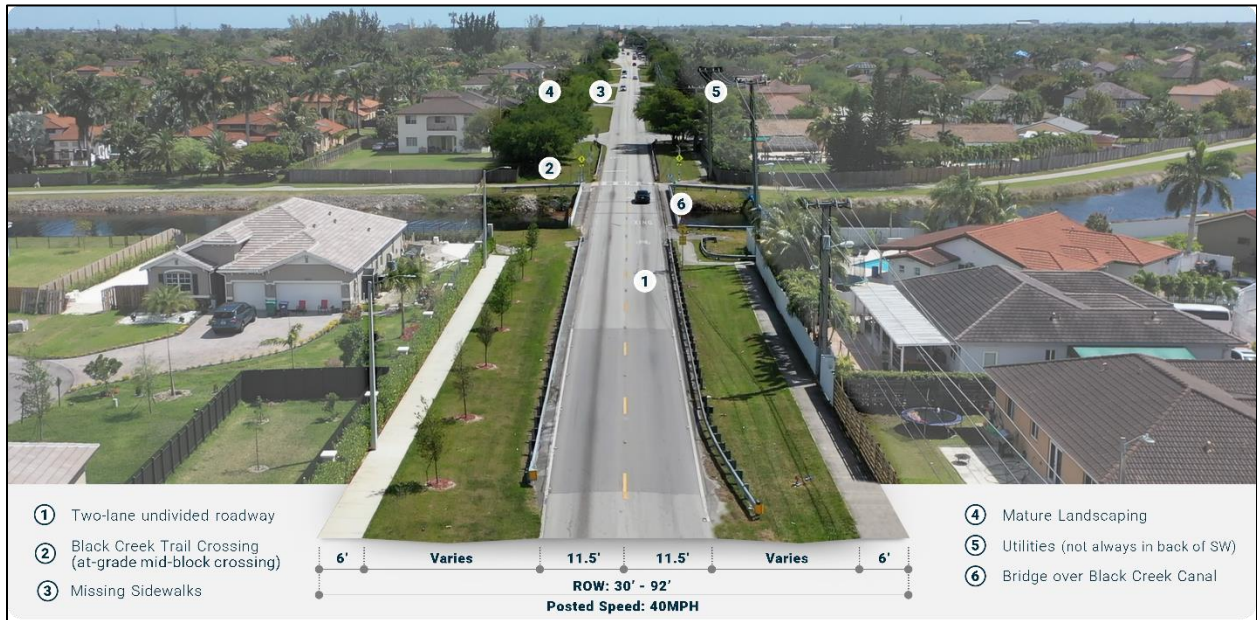


Figure 2-2: Existing Typical Section

In addition to the potential widening, the proposed roadway improvements may include operational enhancements at the existing intersections, widening/reconstruction of the bridge structure over Black Creek Canal, access management measures, and stormwater management facilities. The PD&E Study will evaluate typical section alternatives based on design criteria, safety and operational needs, and the minimization of environmental effects and ROW needs. The PD&E Study will evaluate the provision of Americans with Disabilities Act (ADA)-compliant facilities as well as new/enhanced pedestrian and bicycle infrastructure, including paved shoulders/designated bicycle lanes, sidewalks, and/or a shared-use path (SUP) connection to the existing Black Creek Trail.

2.1 PURPOSE AND NEED

The purpose of this project is to address traffic operations and capacity constraints on SR 994 from west of SW 137th Avenue to east of SW 127th Avenue in unincorporated Miami-Dade County in order to accommodate future travel demand projected as a result of population and employment growth along the corridor. Other goals of the project are to 1) improve safety conditions along the corridor, including emergency evacuation and response times, and 2) enhance mobility options and multimodal access. Each of the elements of need is described further below:

2.1.1 Capacity/Transportation Demand

This project is anticipated to improve traffic operations along SR 994 by increasing the capacity to meet projected travel demand as a result of Miami-Dade County population and employment growth. Miami-Dade County is the most populous county in Florida with almost 2.6 million residents in 2015. By 2045, the county's population is expected to grow by over 33% to over 3.5 million residents. Employment growth in the county is expected to increase from 1.4 million workers in 2015 to more than 1.7 million workers by 2045.

Between SW 137th Avenue and SW 127th Avenue, the corridor has experienced a 7% increase in Annual Average Daily Traffic (AADT) from 2015 to 2019 with traffic volumes growing from 17,900 to 19,200 vehicles per day. Traffic is anticipated to continue to increase due to population growth and residential development in the area.

A traffic level of service (LOS) analysis was conducted for the Future Year 2045. The analysis determined that some intersections along the corridor as well as several intersecting roads are expected to operate at LOS F during the AM and PM Peak periods if no improvements are implemented.

2.1.2 Safety

A crash analysis was conducted from west of SW 137th Avenue to east of SW 127th Avenue. The crash data for the latest five-year period (January 2015 to December 2019) was downloaded from the FDOT's Crash Analysis Reporting System (CARS) and summarized for the project segment. A total of 422 crashes were documented for the five-year period within the project limits. The leading types of crashes along the corridor were rear-end (with 201 crashes), angle (with 97 crashes), and left-turn (with 40 crashes). Based on crash severity, 67% (281 crashes) were property-damage-only crashes, 33% (139 crashes) were injury crashes, and <1% (2 crashes) were fatal crashes. Based on FDOT's 2015–2019 High Crash Lists, the following locations were considered high-crash spots/segments:

Spots:

- SR 994 at SW 137th Avenue
- SR 994 at SW 134th Avenue
- SR 994 at SW 133rd Avenue
- SR 994 at SW 132nd Avenue
- SR 994 at SW 127th Avenue

Segment:

- SR 994 from SW 137th Avenue to west of SW 127th Avenue

According to the safety review, congestion/lack of capacity and lack of left-turn lanes serve as the probable causes of the safety issues within the corridor. Providing additional capacity and improving intersections along the corridor are anticipated to result in reduced crashes and safety benefits. Improved traffic operations due to increased capacity are also anticipated to decrease emergency response times for emergency response vehicles.

2.1.3 Modal Interrelationships

There are no existing designated bicycle lanes within the project limits. Sidewalks are noncontinuous and generally located at residential subdivisions along the project corridor. The Black Creek Trail intersects the project corridor just east of the Black Creek Canal. The trail is a 17-mile-long greenway corridor that connects the Everglades Levee (L-31N Canal) with Black Point Park and Marina in Homestead. There is a pedestrian crossing equipped with Rectangular Rapid Flashing Beacons (RRFBs) and pavement markings to facilitate pedestrian/bicycle crossing and alert drivers of the pedestrian traffic, just east of the bridge for access to the Black Creek Trail.

Based on 2010 United States Census Data, approximately 4% of the housing units (192 housing units) within the study area are transit-dependent (no vehicle available); in addition, approximately

392 housing units within the study area use public transportation for work. This noted transit-dependent population has a higher propensity to walk, bike, or take transit to access essential services. The project is anticipated to improve multi-modal connectivity and mobility options for the transit-dependent population and the overall residential population within the project area by providing continuous bicycle and pedestrian facilities along the entire corridor and improving access to the Black Creek Trail.

2.1.4 Evacuation Routes and Emergency Services

SR 994 connects directly to two SIS Highway Corridors at SR 997/Krome Avenue (west of the project limits) and SR 821/HEFT (east of the project limits). According to the Florida Division of Emergency Management, both SR 997/Krome Avenue and SR 821/HEFT are designated emergency evacuation routes. SR 997/Krome Avenue additionally provides regional connectivity to US 1, which is a major evacuation route for the Florida Keys. The project is anticipated to enhance emergency evacuation capabilities by improving the capacity of the roadway and, thereby, increasing the number of residents that can be evacuated safely during an emergency event and enhancing access from the residential areas along the corridor to designated emergency evacuation routes.

2.2 ALTERNATIVES ANALYSIS SUMMARY

A range of alternatives were considered for the study corridor including the No-Build option, Transportation System Management & Operations (TSM&O) improvements and three Build scenarios as described below. All alternatives were evaluated in terms of engineering, environmental, and socioeconomic aspects. Refer to Appendix B for an evaluation matrix including the criteria considered as part the alternative selection process.

2.2.1 No-Build Alternative

The No-Build Alternative proposes to keep the existing configuration throughout the corridor without further improvements. No operation, traffic capacity, or safety improvements be implemented throughout the project limits. The No-Build Alternative has a number of positive aspects, since it would not require expenditure of public funds for design, construction, right of way and/or utility relocation. Traffic would not be temporarily disrupted due to construction, avoiding disruptions to local residents and businesses. Also, there would be no direct or secondary impacts to the environment, the socio-economic characteristics, community cohesion, or system linkage of the area. However, this alternative does not address existing and future congested traffic conditions. Travel demand and truck traffic will increase significantly over time, given the continued growth expected in this area of Miami-Dade County and future adjacent projects further connecting the corridor with high-volume roadways nearby. An example of a recently completed project nearby is the widening of SW 137th Avenue, a direct connection to SR 994. Furthermore, this alternative does not address safety concerns and multimodal deficiencies along the corridor.

The No-Build alternative is considered a viable alternative through the public hearing and final selection phase to serve as a comparison to the study proposed alternatives. However, the No-Build Alternative fails to fulfill the purpose and need of the project.

The No-Build roadway typical section within the study limits is the same as the existing typical section. SR 994, between SW 137th Avenue and SW 127th Avenue, consists of two 11.5-ft wide general use lanes (one lane in the westbound direction and one lane in the eastbound direction). Sidewalk sections are scattered throughout project limits and are mostly present near residential areas adjacent to the corridor.

The No-Build Alternative has the following advantages and disadvantages:

Advantages:

- No construction cost
- No Right-of-Way acquisition
- No Adverse Effects to historic resources
- No temporary construction impacts
- No disruption to travel patterns

Disadvantages:

- Does not meet purpose and need of the project
- Congestion will worsen as population and traffic volumes increase
- No bicycle and pedestrian connectivity
- Safety will not be improved. Additional crashes are anticipated as traffic volumes increase.
- Rehabilitation (RRR, Safety, etc) will be needed in the near future at different locations along the corridor.

Recommendation

The No-Build Alternative fails to fulfill the purpose and need of the project. It is therefore, not recommended for the project.

2.2.2 Transportation System Management & Operations (TSM&O) Alternative

This alternative is a strategy aimed at improving the overall performance of the transportation network without resorting to large-scale capital improvements. This alternative maintains one lane of traffic in both directions and proposes the following improvements:

- Signal optimization and one additional eastbound left-turn lane at the intersection of SW 137th Avenue and SR 994
- New signal and one additional left-turn lane on all approaches of the intersection of SW 134th Avenue and SR 994
- One additional westbound left-turn lane at the intersection of SW 132nd Ave and SR 994
- New sidewalk on missing segments
- 5-ft outside paved shoulder along the study limits

This alternative presents significant impacts to the ROW and historic resources within the study limits, and it also requires the widening/replacement of the bridge over the Black Creek Canal. Furthermore, these improvements would not sufficiently address the purpose and need of the project. The alternative was therefore considered non-viable.

The TSM&O Alternative has the following advantages and disadvantages:

Advantages:

- Low construction cost
- Less Right-of-Way acquisition compared to Build Alternatives
- Adverse Effects to historic resources are less compared to the Build Alternatives
- Minimal temporary construction impacts
- Minimal disruption to travel patterns

Disadvantages:

- Does not meet the purpose and need of the project
- No continuous capacity improvement – congestion along the corridor will increase
- Does not address safety along the corridor, only at spot locations
- Does not provide pedestrian and bicycle facilities

Recommendation

The TSM&O Alternative does not address the purpose and need of the project. It is therefore, not recommended for the project.

2.2.3 Build Alternative 1

This alternative maintains one lane of traffic in each direction, while adding a 16.5-ft median with exclusive left turn lanes along SR 994. Curb and Gutter Type F is being proposed on the outside of the travel lanes while Type B curb is the typical condition on the inside to maximize the available landscaping area within the raised islands. This alternative proposes a 10-ft Shared Use Path (SUP) along both sides of the corridor, that are intended to be utilized by pedestrians as well as bicyclists. A minimum 4.5-ft buffer is proposed from the back of curb to the front of the SUP. A 2-ft buffer is proposed behind the SUPs to accommodate signing and lighting features. A traffic signal is proposed at the intersection of SR 994/Quail Roost Drive and SW 134th Avenue. See **Figure 2-3** for typical section details.



Figure 2-3: Build Alternative 1 Typical Section

Build Alternative 1 will result in adverse effects to the following three National Register–eligible historic properties previously identified in the CRAS prepared for this PD&E Study.

- Talbott Estate (8DA2789) (SE corner of SW 134 Ave intersection)
- MacDonell Residence (8DA20712) (NW corner of SW 137 Ave intersection)
- 20000 SW 137th Avenue (8DA20713) (SW corner of SW 137 Ave intersection)

This alternative presents the least physical impact and encroachment of the historic buildings, walls, and properties. Below is a summary of the anticipated impacts. **Figures 2-4 through 2-6** depict the proposed areas of ROW acquisition for Build Alternative 1 from the three parcels containing National Register-eligible properties.

Talbott Estate (8DA2789) (SE corner of SW 134 Ave intersection)

- Property Address: 13390 SW 200 Street
- Parcel impact area = 21,775 SF
- Distance from Residence to Proposed ROW = 42-ft on the north and 56-ft on the west sides of the parcel



Figure 2-4: Proposed area of ROW acquisition for Build Alternative 1 within the parcel containing the National Register-eligible Talbott Estate (8DA2789)

MacDonell Residence (8DA20712) (NW corner of SW 137 Ave intersection)

- Property Address: 13701 SW 200th Street
- Parcel impact area = 17,223 SF
- Distance from Residence to Proposed ROW = 60-ft on the south and 14-ft on the east sides of the parcel

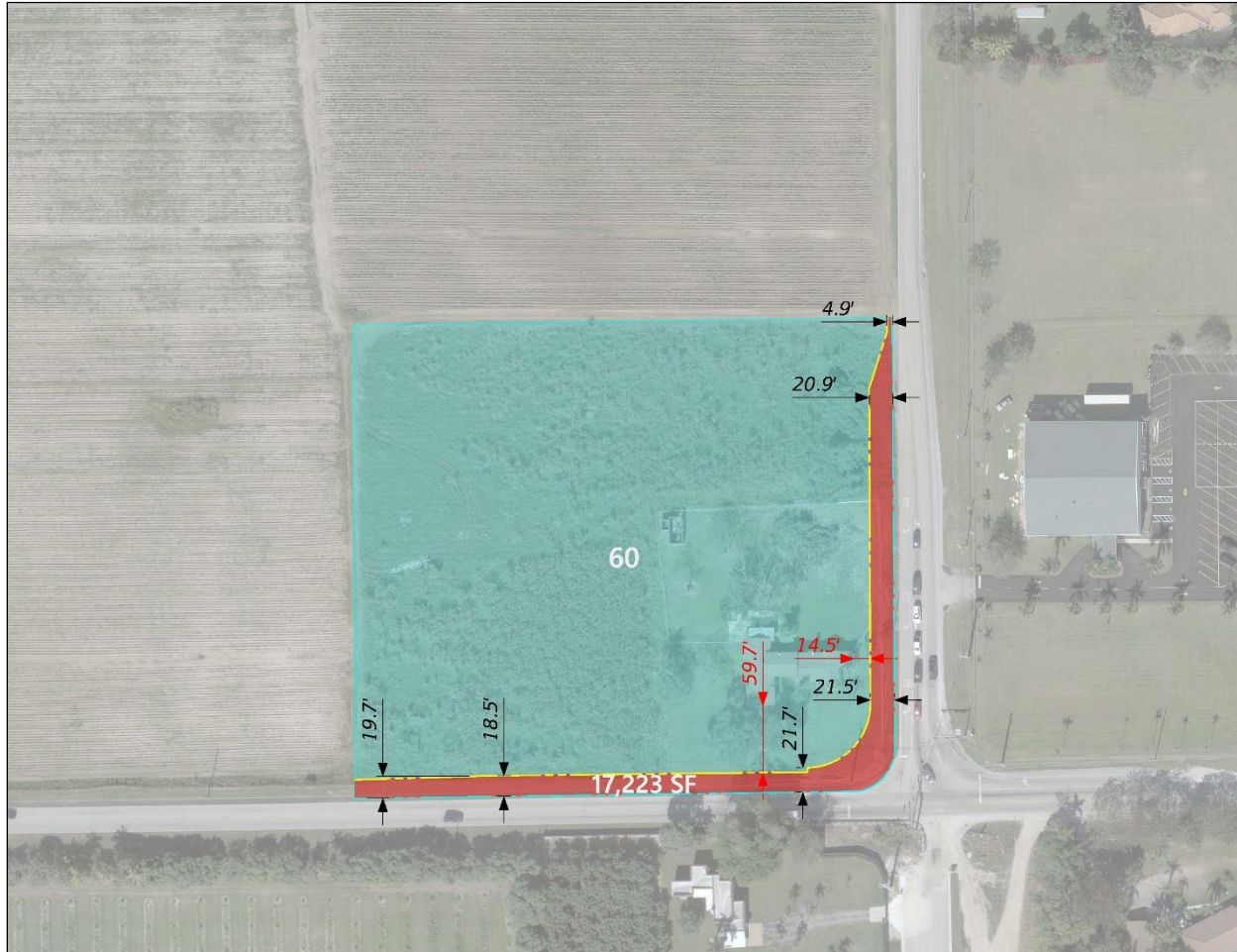


Figure 2-5: Proposed area of ROW acquisition for Build Alternative 1 within the parcel containing the National Register–eligible MacDonell Residence (8DA20712)

20000 SW 137th Avenue (8DA20713) (SW corner of SW 137 Ave intersection)

- Property Address: 20000 SW 137th Avenue
- Parcel impact area = 2,957 SF
- Distance from Residence to Proposed ROW = 22-ft on the north side of the parcel

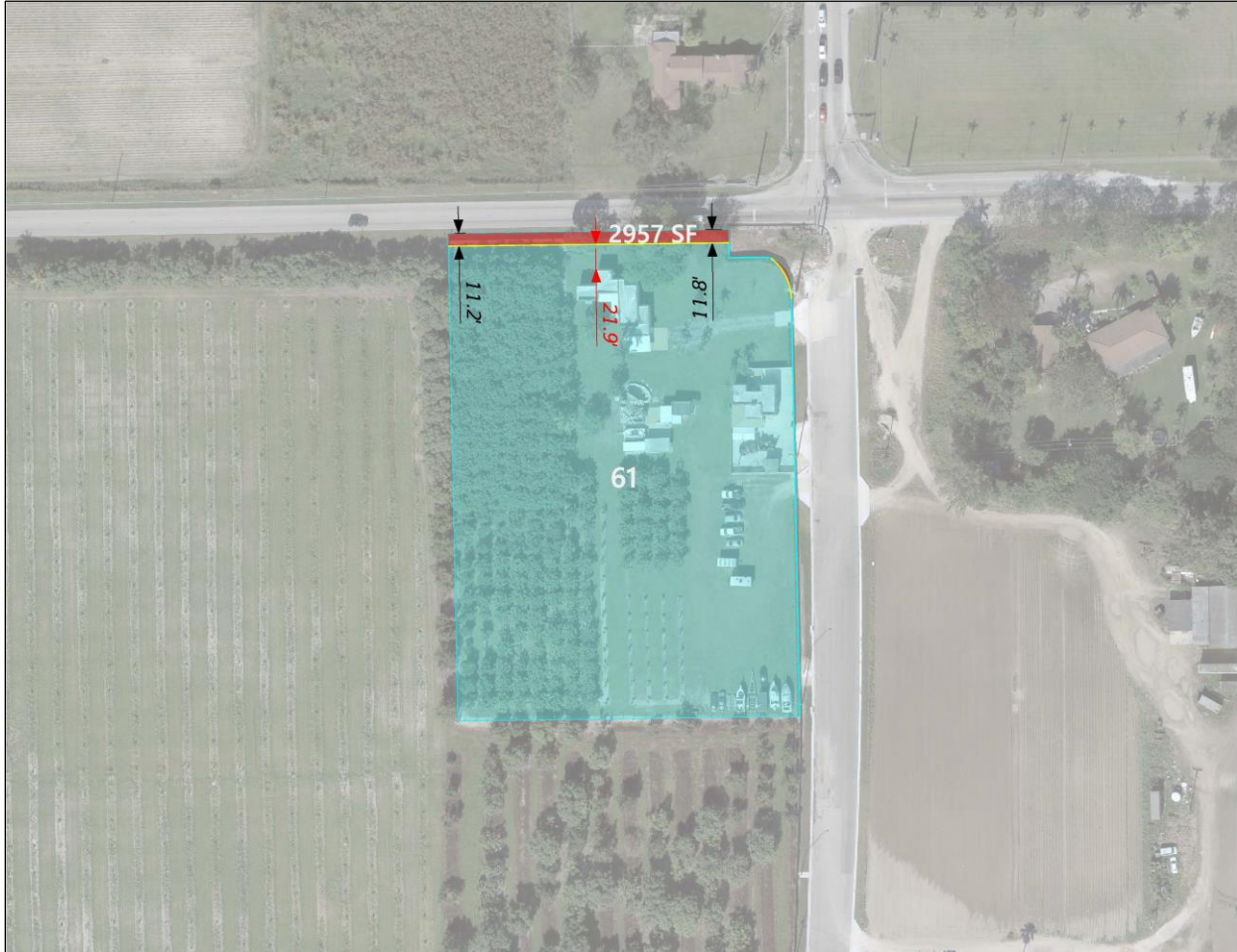


Figure 2-6: Proposed area of ROW acquisition for Build Alternative 1 within the parcel containing the National Register–eligible building at 20000 SW 137th Avenue (8DA201713)

Build Alternative 1 has the following advantages and disadvantages:

Advantages:

- Reduces delay by adding auxiliary lanes at the signalized intersections
- Improves safety when compared to the No-Build and TSM&O alternatives
- Less construction time than other build alternatives
- Less Right-Of-Way acquisition compared to the other Build alternatives
- Adverse Effects to historic resources are less compared to Build Alternatives 2 and 3.
- Provides bicycle and pedestrian facilities

Disadvantages:

- Adverse Effects to historic resources (least severe of all three build alternatives)

- No continuous capacity improvement – maintains current condition of one lane of traffic in each direction
- Increased traffic congestion (more than with other build alternatives)
- Fewer safety improvements when compared to other Build Alternatives (related to congestion)

Recommendation

Build Alternative 1 does not sufficiently address the purpose and need of the project. It is therefore not recommended for the project.

2.2.4 Build Alternative 2 (Preferred Alternative)

This alternative proposes one additional travel lane in each direction, for a total of two 11-ft lanes on each bound, and a 16.5-ft median with exclusive left turn lanes along SR 994. Curb and Gutter Type F is proposed on the outside of the travel lanes while Type B curb is the typical condition on the inside to maximize the available landscaping area within the raised islands. This alternative also proposes a 10-ft Shared Use Path (SUP) along both sides of the corridor, that are intended to be utilized by pedestrians as well as bicyclists. A minimum 4.5-ft buffer is proposed from the back of curb to the front of the SUP. A 2-ft buffer is proposed behind the SUPs to accommodate signing and lighting features. A traffic signal is proposed at the intersection of SR 994/Quail Roost Drive and SW 134th Avenue. See **Figure 2-7** for typical section details.



Figure 2-7: Build Alternative 2 Typical Section

Build Alternative 2 also includes adverse effects to the following three National Register–eligible historic properties previously identified in the CRAS prepared for this PD&E Study.

- Talbott Estate (8DA2789) (SE corner of SW 134 Ave intersection)
- MacDonell Residence (8DA20712) (NW corner of SW 137 Ave intersection)
- 20000 SW 137th Avenue (8DA20713) (SW corner of SW 137 Ave intersection)

This alternative presents a comparable physical impact to Build Alternative 1 in terms of the encroachment of the historic buildings, walls, and properties. Below is a summary of the anticipated impacts. **Figures 2-8 through 2-10** depict the proposed areas of ROW acquisition for Build Alternative 2 from the three parcels containing National Register–eligible properties.

Since the CRAS for this project was reviewed by SHPO, Build Alternative 2 has been adjusted at the SW 137th Avenue and SW 134th Avenue intersections to mitigate the project’s impact on the existing historic properties adjacent to the corridor. In the southbound direction along SW 137th Avenue approaching SR 994/Quail Roost Drive, the dedicated right turn lane was eliminated, lessening the impact to the MacDonell Residence (8DA20712). On the west side of the intersection in the eastbound direction, the double left turn lane onto northbound SW 137th Avenue was converted into a single (left turn) lane configuration. Its length was also reduced, which allowed for a faster transition into the existing roadway on the west side of the intersection, further minimizing impacts to the adjacent historic properties: the MacDonell Residence (8DA20712) and 20000 SW 137th Avenue (8DA20713). This change to the eastbound approach of SW 137th Avenue also allowed the existing right/through lane to be shifted north, which significantly reduced encroachment into the 20000 SW 137th Ave (8DA20713) property.

At the southern side of SW 134th Avenue, the length of the northbound left turn lane heading towards westbound SR 994/Quail Roost Drive was minimized to create a smaller impact on to the Talbott House (8DA2789) parcel. On the west side of the intersection in the eastbound direction, the sodded strip between the Shared Use Path and the curb was eliminated, which reduced the encroachment into the north side of the Talbott House (8DA2789) parcel.

Talbott Estate (8DA2789) (SE corner of SW 134 Ave intersection)

- Property Address: 13390 SW 200 Street
- Parcel impact area = 23,359 SF
- Distance from Residence to Proposed ROW = 28-ft on the north and 58-ft on the west side of the parcel



Figure 2-8: Proposed area of ROW acquisition for Build Alternative 2 within the parcel containing the National Register-eligible Talbott Estate (8DA2789)

MacDonell Residence (8DA20712) (NW corner of SW 137 Ave intersection)

- Property Address: 13701 SW 200th Street
- Parcel impact area = 17,165 SF
- Distance from Residence to Proposed ROW = 46-ft on the south and 14-ft on the east side of the parcel



Figure 2-9: Proposed area of ROW acquisition for Build Alternative 2 within the parcel containing the National Register–eligible MacDonell Residence (8DA20712)

20000 SW 137th Avenue (8DA20713) (SW corner of SW 137 Ave intersection)

- Property Address: 20000 SW 137th Avenue
- Parcel impact area = 3,689 SF
- Distance from Residence to Proposed ROW = 20-ft on the north side of the parcel

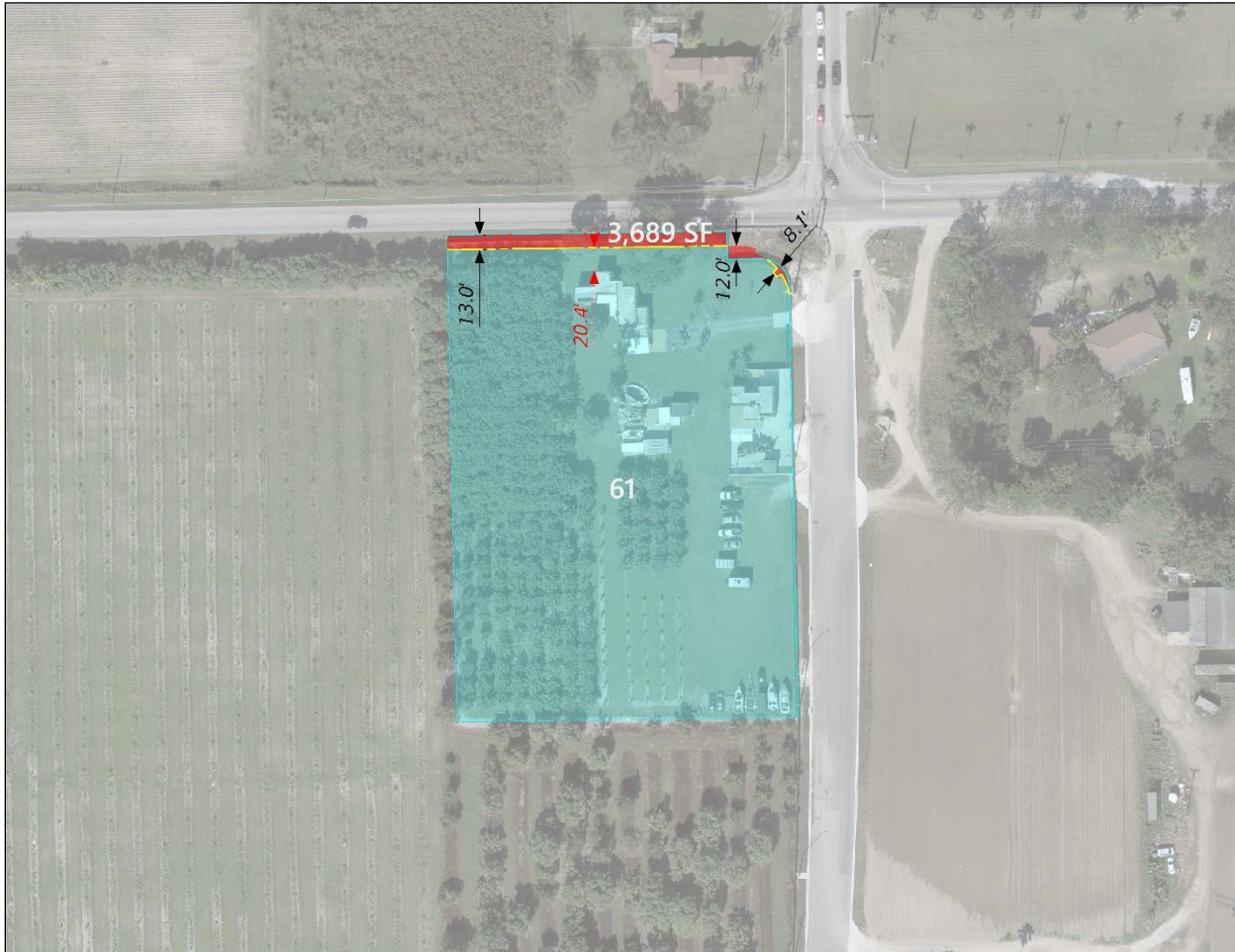


Figure 2-10: Proposed area of ROW acquisition for Build Alternative 2 within the parcel containing the National Register–eligible building at 20000 SW 137th Avenue (8DA201713)

A traffic noise analysis was performed on the Quail Roost Drive corridor for the Existing, No-Build, and future Build Alternative 2 (2045). The results from this analysis for receptors placed at each of the historic properties along the Quail Roost Drive project corridor are found in **Figure 2-11** below. For reference, an increase of 3 decibel (dB(A)) is recognized as the smallest increase in sound level that is perceived by most humans, with an increase of 10 dB(A) being recognized as a perceived doubling of sound.

A receptor with a future design year, build alternative traffic noise level that is predicted to approach (within 1 dB), meet, or exceed the Noise Abatement Criterion (NAC) for its respective activity category (for all listed historic properties this is Activity Category B, with a 66 dB(A)

criterion), or will experience an increase in noise levels of 15 dB(A) or more in the design year over the existing noise levels. Therefore, all historic properties within the project corridor will experience traffic-related noise impacts.

Property	Site ID	NAC	AM Peak Noise Levels in dB(A)				PM Peak Noise Levels in dB(A)					
			Existing (2019)	No-Build (2045)		Build Alternative 2 (2045)		Existing (2019)	No-Build (2045)		Build Alternative 2 (2045)	
				Level	Increase over Existing	Level	Increase Over Existing		Level	Increase Over Existing	Level	Increase Over Existing
MacDonell House	R1.01 (M7)	B	65.9	69.0	3.1	69.0	3.1	65.6	66.6	1.0	69.0	3.4
20000 SW 137th Avenue	R3.01	B	66.0	68.9	2.9	68.9	2.9	65.4	66.4	1.0	67.6	2.2
Talbott Estate	R3.05 (M6)	B	63.8	69.0	5.2	69.0	5.2	63.5	64.2	0.7	68.2	4.7

Figure 2-11: Table depicting projected noise impacts to National Register-eligible historic properties within the project APE in the year 2045.

Build Alternative 2 has the following advantages and disadvantages:

Advantages:

- Meets purpose and need of the project
- Reduces delay by adding an additional through lane and auxiliary lanes in each direction
- Improves safety (compared to Build Alternative 1)
- Provides additional capacity (additional through lanes)
- Access management improvements
- Provides bicycle and pedestrian facilities
- Less Right-of-Way acquisition than Build Alternative 3
- Adverse Effects to historic resources less than Build Alternative 3

Disadvantages:

- Adverse Effects to historic resources greater than Build Alternative 1
- ROW impacts than Build Alternative 1
- Higher construction cost than Build Alternative 1

Recommendation

Build Alternative 2 addresses the purpose and need of the project while resulting in fewer overall project impacts than Build Alternative 3. It is therefore recommended as the Preferred Alternative for the project. As the project proceeds through the Section 106 process, Build Alternative 2 will be further evaluated and refined to minimize and/or avoid impacts to the historic resources along the corridor.

Should avoidance of adverse effects to historic properties not be possible, FDOT will consult with the SHPO, locally affected and interested parties, and the public to develop mitigation measures that resolve the adverse effect.

Potential minimization strategies to be evaluated from a design standpoint include realigning the roadway to minimize or avoid impacts to the resources; reducing number of turn lanes; narrowing typical section features such as the median, traffic separator, bicycle and pedestrian features, etc, which will require design variations or exceptions. Other mitigating strategies to consider include relocating and restoring the historic walls.

2.2.5 Build Alternative 3:

Similar to Build Alternative 2, this alternative proposes adding one travel lane in each direction along SR 994 for a total of two 11-ft lanes on each bound. A 22-ft-wide raised median with exclusive left turn lanes is provided along the corridor, restricting access to the minor roads and driveways connecting to SR 994. At the intersections, a striped buffer is proposed at between the left turn lanes and the thru traffic. Curb and Gutter Type F is being proposed on the outside of the roadway while Type B curb is the typical condition on the inside to maximize the available landscaping area within the raised median when present. This alternative also proposes a 10-ft Shared Use Path (SUP) along both sides of the corridor, that are intended to be utilized by pedestrians as well as bicyclists. A minimum 4.5-ft buffer is proposed from the back of curb to the front of the SUP. A 2-ft buffer is proposed behind the SUPs to accommodate signing and lighting features. A traffic signal is proposed at the intersection of SR 994/Quail Roost Drive and SW 134th Avenue. This alternative has the greatest impact to the existing right-of-way and also the most access management restrictions. See **Figure 2-12** for typical section details.



Figure 2-12: Build Alternative 3 Typical Section

Build Alternative 3 also includes adverse effects to the following three National Register–eligible historic properties previously identified in the CRAS prepared for this PD&E Study.

- Talbott Estate (8DA2789) (SE corner of SW 134 Ave intersection)
- MacDonell Residence (8DA20712) (NW corner of SW 137 Ave intersection)
- 20000 SW 137th Avenue (8DA20713) (SW corner of SW 137 Ave intersection)

This alternative presents the most physical impact and encroachment of the historic buildings, walls, and properties. Below is a summary of the anticipated impacts. **Figures 2-13 through 2-15** depict the proposed areas of ROW acquisition for Build Alternative 3 from the three parcels containing National Register–eligible properties.

Talbott Estate (8DA2789) (SE corner of SW 134 Ave intersection)

- Property Address: 13390 SW 200 Street
- Parcel impact area = 31,186 SF
- Distance from Residence to Proposed ROW = 14-ft on the north and 57-ft on the west sides of the parcel

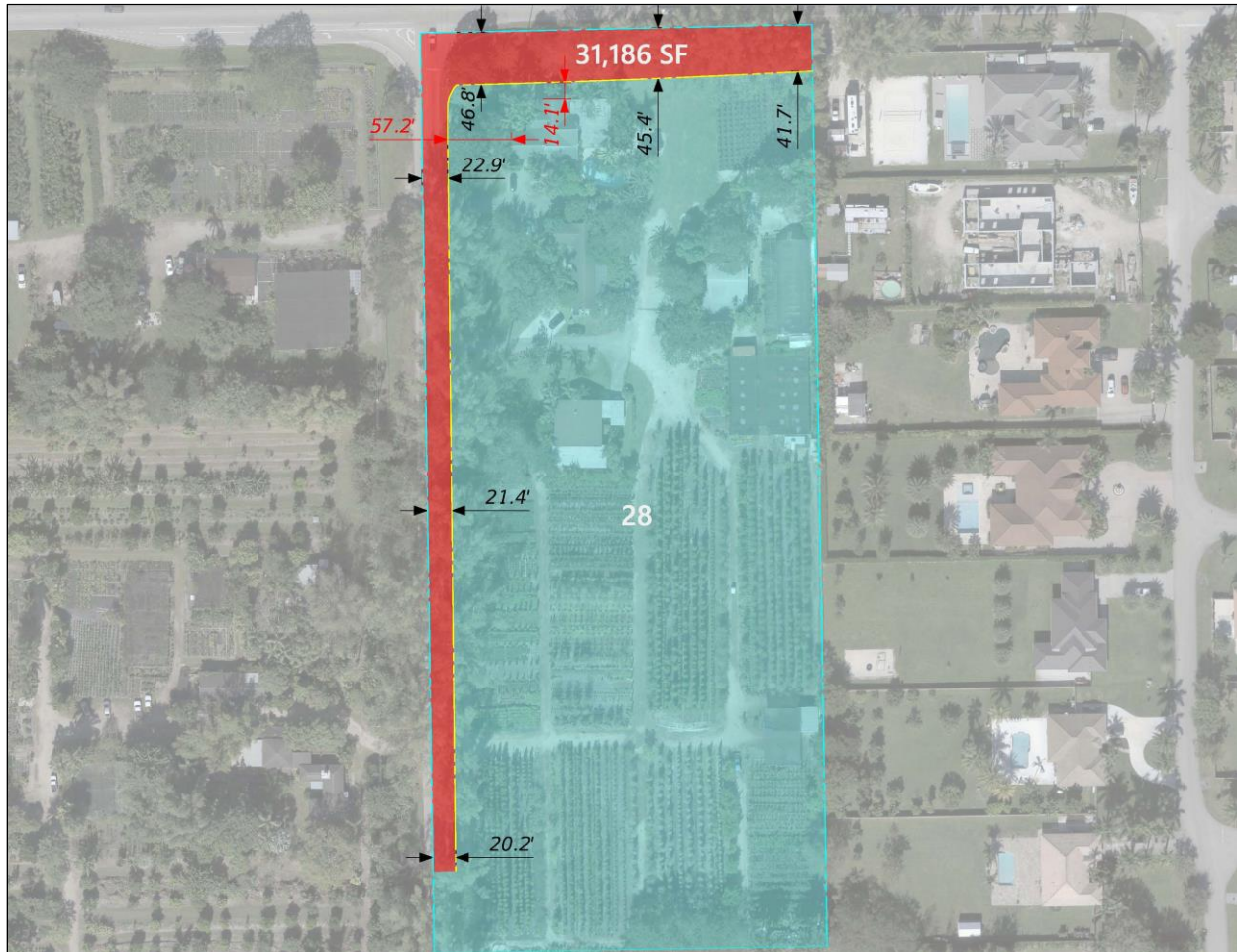


Figure 2-13: Proposed area of ROW acquisition for Build Alternative 3 within the parcel containing the National Register–eligible Talbott Estate (8DA2789)

MacDonell Residence (8DA20712) (NW corner of SW 137 Ave intersection)

- Property Address: 13701 SW 200th Street
- Parcel impact area = 23,103 SF
- Distance from Residence to Proposed ROW = 46-ft on the south and 14-ft on the east sides of the parcel



Figure 2-14: Proposed area of ROW acquisition for Build Alternative 3 within the parcel containing the National Register–eligible MacDonell Residence (8DA20712)

20000 SW 137th Avenue (8DA20713) (SW corner of SW 137 Ave intersection)

- Property Address: 20000 SW 137th Avenue
- Parcel impact area = 6,778 SF
- Distance from Residence to Proposed ROW = 8-ft on the north side of the parcel

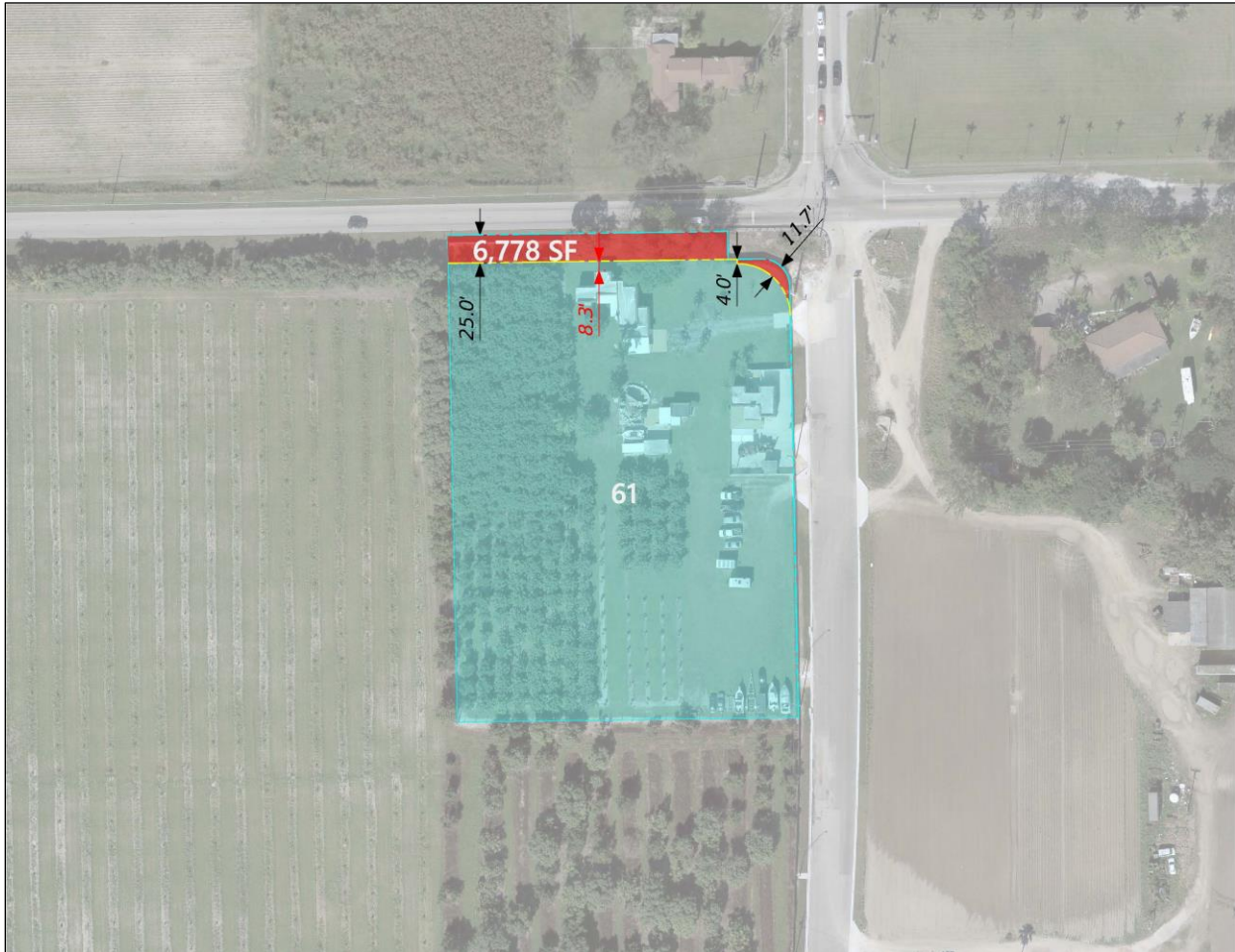


Figure 2-15: Proposed area of ROW acquisition for Build Alternative 3 within the parcel containing the National Register–eligible building at 20000 SW 137th Avenue (8DA201713)

Build Alternative 3 has the following advantages and disadvantages:

Advantages:

- Meets purpose and need of the project
- Reduces delay by adding an additional through lane and auxiliary lanes in each direction
- Improves safety (more than all other alternatives)
- Meets access management standards for median openings
- Standard Median Width
- Provides additional capacity when compared to TSM&O and Build 1 Alternatives
- Provides bicycle and pedestrian facilities

Disadvantages:

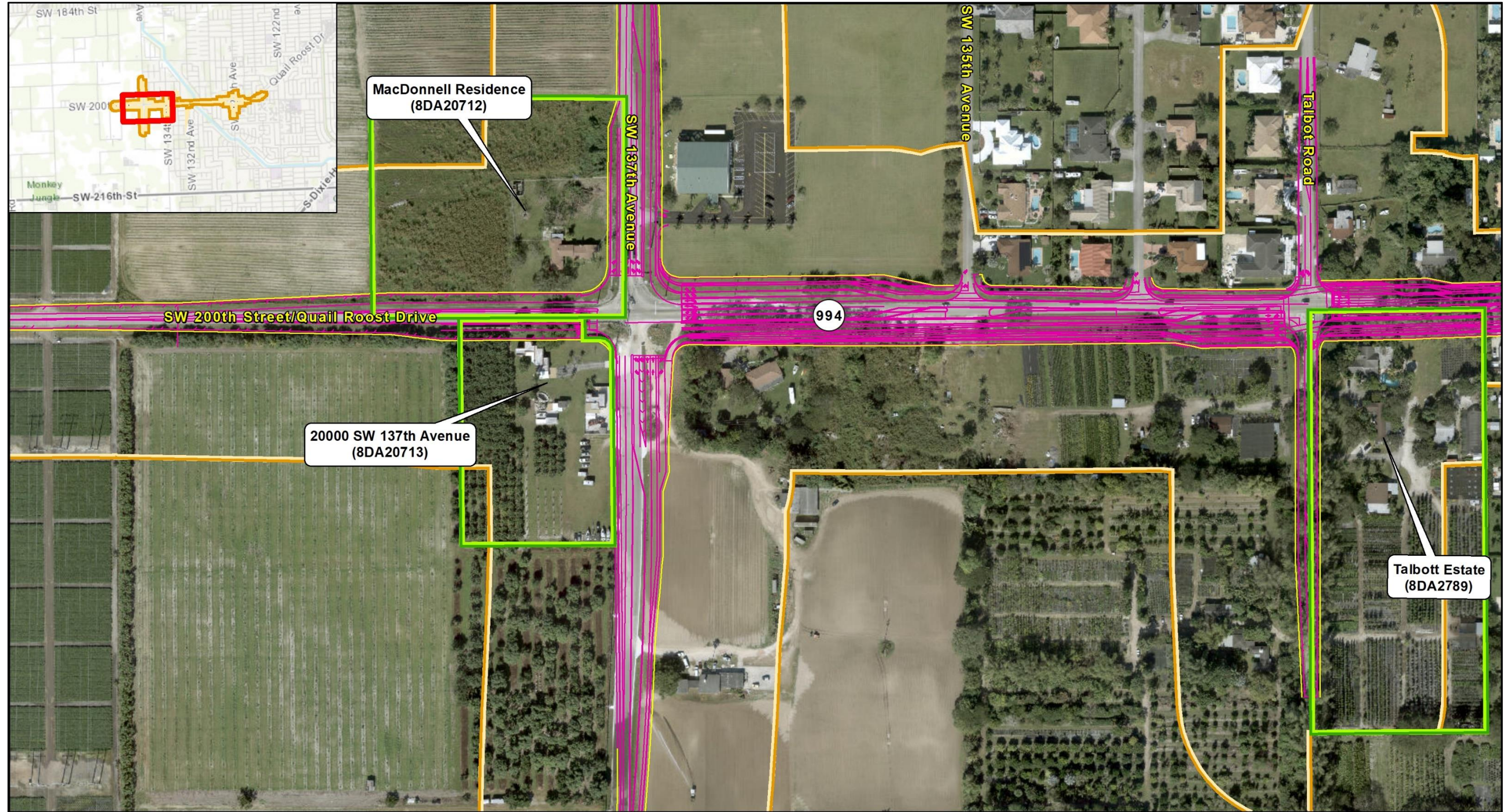
- Adverse Effects to historic resources greater than Build Alternative 1 for all three resources and Build Alternative 2 for the resource located at SW 134th Avenue.
- Significant ROW acquisition (most severe of all three build alternatives)
- Higher construction cost than all the other alternatives

Recommendation

Build Alternative 3 provides similar advantages to Build Alternative 2 in terms of capacity, safety and multimodal improvements (purpose and need), but it results in greater impacts to the Right-of-Way and historic resources along the corridor. It is therefore not recommended.

3.0 HISTORIC PROPERTIES

The locations of the three National Register–eligible resources (8DA2789, 8DA20712, and 8DA20713) that were identified as part of *CRAS for the SR 994/SW 200th Street/Quail Roost Drive PD&E Study from SW 137th Avenue to SW 127th Avenue* (Janus Research 2022) are illustrated in relation to the study’s area of potential effect (APE) in **Figure 3-1**. The APE shown below is a combined APE for all the Build Alternatives, and the figure outlines the footprint of the largest-impact alternative. Following the figure are brief narratives and photographs of the three resources. In a letter dated January 30, 2023, the SHPO concurred with the findings of the 2022 CRAS.



<p>Figure 3-1: Identified National Register-Eligible Resources</p>	<p>SR 994/SW 200th St/Quail Roost Dr. from SW 137th Ave to SW 127th Ave PD&E Study (445804-1-22-01)</p>	<ul style="list-style-type: none"> Historic Resources APE Parcel Containing Eligible Resource Footprint of Alternatives Maximum Proposed ROW 	<p>Miami-Dade County</p> <p> </p>
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8DA2789 Talbott Estate

The Talbott Estate is located at 13390 SW 200th Street/Quail Roost Drive, at the SE corner of the roadway's intersection with SW 134th Avenue/Talbot Drive, in Section 11 of Township 56 South, Range 39 East in the Goulds (1988) USGS quadrangle map, Miami-Dade County. The Talbott Estate is located within a parcel primarily dedicated to tree farming, with three buildings located along its western side. An oolitic limestone wall (**Figures 3-2 through 3-4**) is located along the northern edge of the property and continues south along the western edge of the property until the driveway entrance. From the street corner, the wall extends approximately 130 ft both east and south. The northwest corner of the wall has been significantly damaged. On the south side of the driveway entrance to the property, there is a small matching oolitic limestone wall that does not extend further south.

The northernmost building in the parcel (**Figures 3-5 and 3-6**) is the main house on the property, a 1929 one-and-a-half-story Masonry Vernacular building notable for the use of oolitic limestone in its construction. The house has an L-shaped plan and has had several additions throughout the building's history, with the most significant occurring in 1965. The building has a gabled shingle roof, with dormers facing east and west. The house's first floor along its northern and western elevations is primarily constructed of oolitic limestone, with modern three-pane sets of sliding windows. The partial second floor is covered in wood shingles. The first floor has two entrances visible from the public ROW. The northern elevation, along SW 200th Street/Quail Roost Drive, features a double doorway flanked by thin decorative oolitic limestone Doric columns, and is accessed by three brick steps. This entrance is not centrally located on the elevation, instead skewed slightly to the west of center. On each side of the doorway is a three-pane sliding window. The western elevation, which is closer to the driveway entrance, features a porch covered by an extension of the roofline, supported by a wooden column.

South of the Talbott Estate's main house is a gable-roofed former shed building, originally built in 1940, (**Figure 3-7**), which has been enclosed since the historic period. While the Miami-Dade County designation report for the Talbott Estate noted that the shed as of 1983 had corrugated metal and oolitic limestone facing, none of these features were now visible on the building from the public ROW (Metropolitan Dade County Historic Preservation Board 1983). The one-story shingle-roofed wood-frame L-shaped outbuilding, which has been given the address 20001 SW 134th Avenue/Talbot Road, now has wood facing and jalousie windows. It has been entirely converted from its original shed use into a habitable building. This conversion occurred in 1987, after the Talbott Estate was locally designated by Miami-Dade County. The total conversion of the shed has rendered it non-contributing to the Talbott Estate resource.

South of the former shed building is a gable-roofed stucco cottage (**Figure 3-8**), built in 1959. While the building does not feature much ornamentation along its northern elevation (**Figure 3-9**), the western elevation is a facing of brickwork laid in a diagonal pattern. The cottage has a recessed screened porch entrance. The cottage has not experienced significant alterations since it was locally designated in 1983.

In 1908, a retired insurance executive named Isaac Fenton Talbott first purchased a homestead along Quail Roost Drive, in the unincorporated community of Silver Palm. Talbott was the president of the Farmers Alliance Insurance Company of McPherson, Kansas, and the 55-year old executive quickly began to establish himself within the South Dade agricultural community. Arriving in the wake of the expansion of the Florida East Coast Railway to Homestead, the stage had been set for enterprising individuals with access to capital to make a profit, or at least to

become influential voices within a community made up of ambitious homesteaders. While Talbott did not permanently move down to South Florida from Kansas (instead remaining in Kansas and even serving as Mayor of McPherson from 1909-1910), many members of his family ended up moving to Silver Palm (Connelley 1918). Talbott himself, like many others, was initially a winter resident of South Florida. By 1934, after the Talbott Estate had been built, Talbott's brother and children had settled in or around the Talbott Estate, centering in the community of Goulds (*Miami Herald* 1938).

Once settled in Dade County, the Talbotts specialized in the cultivation of flowers, which were sold at local markets (Metropolitan Dade County Historic Preservation Board 1983). Isaac Fenton Talbott frequently bought and sold land and houses in the Silver Palm, Goulds, and Redlands communities throughout the 1910s-1930s. By 1912, he had acquired 350 acres of land in the Redlands area, believing that it would one day become one of the greatest centers of fruit agriculture in the United States. Each winter visit, he would purchase more land in Dade County (*Miami News* 1912).

The significance of the Talbotts to their community is evidenced by the 1924 renaming of SW 134th Avenue, which was then known as Eureka Road, to Talbott Road (*Miami News* 1924). Today, the road is called Talbot Road, but, despite the change in spelling, it still shows the impact and influence that the Talbotts had.

The main house of the Talbott Estate was built in 1929, over two decades after Talbott first began doing business in South Florida. The house represented the culmination of Talbott's efforts to start a homestead and create a legacy for his family. Built at the corner of Talbott Road and Quail Roost Drive, which itself was a major artery for the agricultural trade, the Talbott Estate's main house shows in its design and materials the ways in which the Talbotts had embraced the surrounding community.

The Talbott Estate was locally designated by the Metropolitan Dade County Historic Preservation Board on July 14, 1983. The designation report mentions that the main house interior used peaky cypress wood paneling taken from the demolished Harvey Firestone estate in Miami Beach. For this reason, the draft resolution contained within the report stated that "the Talbott Home retains its rural character, while containing a unique interior environment" (Metropolitan Dade County Historic Preservation Board 1983).

The Bungalow-influenced design of the Masonry Vernacular Talbott Estate is significant for its heavy use of oolitic limestone throughout the entire first floor, as well as the exterior wall along the northern and western sides of the property. The locally sourced oolitic rock was a commonly used building material in the early development of Miami-Dade County, among individuals with the access to the material (or funds to acquire it) and the ability to incorporate it into their home design. During the time period in which the Talbott Estate was constructed, oolitic limestone walls were characteristic markers for important intersections in rural Dade County (Miami-Dade County Historic Preservation Board 2000). The limestone walls of the main house were longer-lasting and more stable than the Frame Vernacular buildings which had been prominent in the area in previous decades. The Talbott Estate was a distinctive and impressive house, for its materials and design, during its era. Its surrounding oolitic limestone wall marked the boundaries of the estate, and its matching material to the house complemented the overall design.

The Talbott Estate retains overall very high historic integrity. The alterations that have occurred to the main house and cottage outbuilding have not significantly detracted from their integrity. The



oolitic rock perimeter wall, while having been damaged in portions, retains its distinctive materials and spatial relationship to the buildings and street. The shed outbuilding has not retained historic integrity due to its enclosure and conversion into a habitable building.

For these reasons, the Talbott Estate was determined National Register–eligible under Criterion C in the area of Architecture. The resource is potentially eligible under Criterion B in the area of Community Planning and Development for its association with Isaac Fenton Talbott. A further survey would need to be done of former Talbott properties to determine if other resources remain that are connected with the locally-significant development efforts led by Talbott.



Figure 3-2: Oolitic limestone exterior wall, located at the northeastern corner of the National Register–eligible and locally designated Talbott Estate (8DA2789), facing west



Figure 3-3: Damaged segment of oolitic limestone exterior wall, located at the northwestern corner of the National Register–eligible and locally designated Talbott Estate (8DA2789), at the intersection of SW 134th Avenue/Talbot Road and SW 200th Street/Quail Roost Drive, facing east



Figure 3-4: Oolitic limestone exterior wall, located at the western driveway entrance to the National Register–eligible and locally designated Talbott Estate (8DA2789). At this entrance, multiple mailboxes are incorporated into the wall, facing south



Figure 3-5: Northern elevation of the main house of the National Register–eligible and locally designated Talbott Estate (8DA2789). The doorway features thin oolitic limestone columns flanking the entrance, facing south



Figure 3-6: Western elevation of the main house of the National Register-eligible and locally designated Talbott Estate (8DA2789). This entrance features a covered porch supported by a wooden column, facing east



Figure 3-7: Enclosed shed building south of the main house on the National Register-eligible and locally designated Talbott Estate (8DA2789), facing east



Figure 3-8: Northwestern corner of the cottage outbuilding south of the converted shed on the National Register–eligible and locally designated Talbott Estate (8DA2789), facing southeast



Figure 3-9: Western elevation of the cottage outbuilding south of the converted shed on the National Register–eligible and locally designated Talbott Estate (8DA2789). The decorative brickwork on the western wall of this building is visible in this photograph, facing east

8DA20712 MacDonell Residence

The MacDonell Residence is located at 13701 SW 200th Street/Quail Roost Drive, at the NW corner of the roadway's intersection with SR 825/SW 137th Avenue/Lindgren Road, in Section 3 of Township 56 South, Range 39 East in the Goulds (1988) USGS quadrangle map, Miami-Dade County. The Masonry Vernacular house (**Figures 3-10** and **3-11**), built in 1936, is the only building within its parcel. A one-story concrete block building primarily clad in stucco in a T-shaped form, the building is primarily oriented east-west. A small section of the building along the southern elevation is constructed of oolitic limestone. Two additions were constructed at the western end of the MacDonell Residence in the 1940s, one to the north and one to the south. Along the building's east-west section, there are four interlocking gable roofs. Each of the additions at the western end are topped by hip roofs. All of the roof segments on the MacDonell residence are composition asphalt shingle. At the center of the southern elevation is a screened porch, which was originally the building's main entrance. The windows along all elevations visible from the public ROW consist of six-over-six single-hung, and nine-light sliding, as well as a single fixed window flanked by two six-over-six single-hung. The current windows are replacements of the original wood-frame windows within the same fenestration.

An oolitic limestone wall (**Figures 3-12** through **3-14**) extends along the southern and eastern ends of the property. From the street corner, the wall extends approximately 130 ft both north and west. The southeast corner of the wall, as well as a section along the southern wall, have been significantly damaged. The wall is punctuated by piers marking breaks along its southern and eastern sides.

The MacDonell Residence was built by Robert MacDonell, beginning in 1936. MacDonell, who had been born in 1910 in Atlanta, Georgia, moved with his parents to Miami in 1926. Settling with his parents in Coconut Grove, one of the County's earliest communities, Robert became interested in local construction practices from a young age, especially the use of oolitic limestone in construction. After attending college at Emory University, Robert returned to Miami in 1932. He purchased the parcel containing the MacDonell Residence in 1934, which was located south of the locally notable Lindgren Farm. Alvin Lindgren had invented a scarifying tractor plow which helped the rocky soil characteristic of the area more arable (Miami-Dade County Historic Preservation Board 2000).

When Robert purchased the MacDonell Residence parcel, it was full of Dade County pines, some as high as sixty ft. Most of these trees were felled, and their wood sold or incorporated into the construction of the MacDonell Residence and infrastructure for the lime grove business Robert was beginning to develop. Robert worked with Alvin Lindgren to remove the oolitic limestone from the ground within his parcel, and much of this limestone was incorporated into the MacDonell Residence and the wall surrounding the parcel (Miami-Dade County Historic Preservation Board 2000). Through this use of local wood and stone, the MacDonell Residence is truly a locally sourced construction.

After the land had been cleared, and MacDonell's Persian Lime groves had went into business, MacDonell began constructing his own home on the property. He based the floor plan of the house on his parents' home in Coconut Grove, which they had called "Villa Vigilancia," though it was not built of the same materials. Villa Vigilancia has since been demolished, and no direct records of its architecture remain. It had been built in the Mediterranean Revival style characteristic of Miami architecture of the 1920s, but the MacDonell Residence based upon its floor plan utilized the local materials of the Redlands area.

Robert MacDonell was married in 1938 and as his family continued to grow, he expanded the MacDonell Residence through the 1940s. During this same period, MacDonell's business grew as well, and the "Robert C. MacDonell and Sons" Persian Lime company successfully operated until 1958. Despite managing an agricultural business, Robert continued to do a bit of construction, building the limestone rock walls around his property in 1940, and also later building other walls in the neighborhood, none of which are still extant (Miami-Dade County Historic Preservation Board 2000).

On July 19, 2000, the MacDonell Residence was locally designated by the Miami-Dade County Historic Preservation Board, with the house and oolitic rock perimeter wall, as well as an oak tree at the southwest corner of the parcel, a free-standing oolitic rock barbecue area north of the house, and the packing area from the MacDonell Persian Lime business as contributing resources to the designation. The tree is not considered contributing to the MacDonell Residence resource, and the other two features were not visible from the public ROW. The local designation and the incorporated Miami-Dade County Historic Preservation Board resolution indicate that the resource was considered locally significant for its materials and design, as well as how it reflects the local building practices of the Redland community.

For these reasons, the MacDonell Residence, including the house itself and the surrounding perimeter wall, was determined National Register-eligible under Criterion C in the area of Architecture. The MacDonell Residence, as the most significant surviving resource associated with Robert MacDonell, is also eligible under Criterion B in the area of Agriculture, as he was a locally significant citrus farmer and business owner. However, as it does not appear that any of the elements on the property related to lime production are still extant within the area recorded as part of this building resource, the property is not considered eligible under Criterion A.



Figure 3-10: Southern elevation of the National Register–eligible MacDonnell Residence (8DA20712), with a damaged segment of the parcel’s oolitic limestone wall in the foreground, facing northwest



Figure 3-11: Western elevation of the National Register–eligible MacDonnell Residence (8DA20712), facing northeast



Figure 3-12: Damaged segment of oolitic limestone exterior wall, located at the southwestern corner of the National Register–eligible MacDonell Residence (8DA20712), facing northeast



Figure 3-13: Damaged segment of oolitic limestone exterior wall, located at the southwestern corner of the National Register–eligible MacDonell Residence (8DA20712), facing northeast



Figure 3-14: Segment of oolitic limestone exterior wall, located along eastern edge of the National Register–eligible MacDonell Residence (8DA20712, facing south)

8DA20713 20000 SW 137th Avenue

The building at 20000 SW 137th Avenue is at the SW corner of the intersection of SR 825/SW 137th Avenue/Lindgren Road with SR 994/SW 200th Street/Quail Roost Drive, in Section 10 of Township 56 South, Range 39 East in the Goulds (1988) USGS quadrangle map, Miami-Dade County. The Masonry Vernacular house, located at the northern end of the parcel, which was built in 1932, is accompanied on the parcel by two other outbuildings, built in 1932-1933. Each of the buildings in the parcel are primarily built of oolitic limestone rock, with flat roofs and with the rooflines clad in a single layer of Spanish tile.

According to the Miami-Dade County Property Appraiser (Miami-Dade County Property Appraiser 2022), none of the buildings on the parcel have received significant alterations. The recent installation of privacy fences significantly obstructs the view of the buildings from the public ROW, but a combination of fieldwork photos and Google StreetView images from previous years provide a good idea of the appearance of the buildings and contributing elements on the parcel.

The main building on the parcel (**Figures 3-15** and **3-16**), located at the northern end, has its main entrance on the eastern elevation, at the end of a driveway. The single entrance door on this elevation is covered by a small projecting canopy. Along all of the other elevations of the building, are regularly placed one-over-one single-hung windows. The entrance room of the house is of a smaller scale than the rooms to its west. The entire building is built of oolitic limestone, with small scuppers along several of the walls to relieve water build-up on the building’s flat roofs. The edge of the roofline is consistently clad in single Spanish tiles. A small inclined covered area extends from the southern elevation of the building.

The outbuilding at the southeast corner of the parcel (**Figures 3-17** and **3-18**) is very similar in design and form to the main house at the northern end of the parcel, but is slightly smaller in scale. Like the neighboring main house, the building is made of oolitic limestone with small

scuppers along the roofline, with a single row of Spanish tiles. The building’s main entrance is along the northern elevation and is covered by a projecting canopy. The windows on the outbuilding generally match those of the main house, but there are several which are different, including a twelve-light fixed window and several four-over-four single-hung.

The outbuilding at the southwest corner of the property was not visible from the public ROW due to the privacy fence, but a March 2021 Google Streetview photograph (**Figure 3-19**) shows the outbuilding to be in a ruinous state, though clearly made of the same oolitic limestone as the other elements of the parcel.

At the northern end of the parcel, north of the main house, remains two small segments of oolitic rock wall (**Figure 3-20**), which would have marked the boundaries of the property during the historic period. These wall segments were not visible from the public ROW during fieldwork, but Google StreetView shows the location of these elements, right behind the privacy fence. The small segment to the west is topped by a gabled shingle element, and the segment to the east is slightly collapsed.

The building at 20000 SW 137th Avenue is significant for its extensive use of oolitic limestone material for the main house and two outbuildings on the parcel, as well as the remaining segments of perimeter wall. Oolitic rock was the distinctive building material in Miami-Dade County’s Redland area, with the soil having originally been comprised of a great deal of the rock at the surface level. Alvin Lindgren, a farmer who lived north along SW 137th Avenue/Lindgren Road from the building at 20000 SW 137th Avenue, had invented a scarifying tractor plow which helped the rocky soil characteristic of the area more arable (Miami-Dade County Historic Preservation Board 2000). The use of this plow also provided local homesteaders access to the oolitic rock as a building material. The buildings on this parcel are not constructed of a distinctive style, but their use of a locally significant building material in great quantities, as part of a vernacular design, represent the parcel’s preservation of Redland’s historic built forms of the 1930s. Despite the original oolitic perimeter wall having been mostly lost, the small remaining portions also represent a locally significant built form, as walls of this nature were characteristic of the major rural intersections in southern Miami-Dade County. The surviving wall across the street to the north from this parcel within the National Register–eligible MacDonell Residence (8DA20712) represents this fact.

For these reasons, the building at 20000 SW 137th Avenue, including the main house itself, its surviving outbuildings, and the remnants of surrounding perimeter wall, were determined eligible for the National Register–eligible under Criterion C in the area of Architecture.



Figure 3-15: Northern elevation of the National Register–eligible building at 20000 SW 137th Avenue (8DA20713). The gabled topper of the parcel’s oolitic limestone wall is visible in the foreground, behind the privacy fence, facing south



Figure 3-16: Eastern elevation of the National Register–eligible building at 20000 SW 137th Avenue (8DA20713). March 2021 Google Streetview photograph, facing west



Figure 3-17: Eastern elevation of the southeastern outbuilding on the property containing the National Register–eligible building at 20000 SW 137th Avenue (8DA20713), facing west

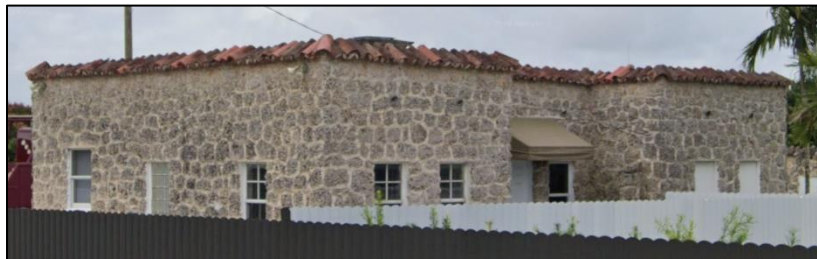


Figure 3-18: Northern elevation of the southeastern outbuilding on the property containing the National Register–eligible building at 20000 SW 137th Avenue (8DA20713). March 2021 Google Streetview photograph, facing southwest



Figure 3-19: Southwestern outbuilding on the property containing the National Register-eligible building at 20000 SW 137th Avenue (8DA20713). This outbuilding is in a ruinous state. March 2021 Google Streetview photograph, facing southwest



Figure 3-20: Surviving material from historic oolitic rock perimeter walls on the property containing the National Register-eligible building at 20000 SW 137th Avenue (8DA20713). The walls are located north of the main house on the property, near the parcel boundary. April 2022 Google Streetview photograph, facing south

4.0 HISTORIC PROPERTIES EFFECTS ANALYSIS

The 2022 CRAS resulted in the identification of three significant resources: the Talbott Estate (8DA2789), the MacDonnell Residence (8DA20712), and 20000 SW 137th Avenue (8DA20713). These resources are each individually eligible for inclusion in the National Register. In a letter dated January 30, 2023, the SHPO concurred with the findings of the CRAS.

For purposes of this effects assessment, the Criteria of Adverse Effect, as defined in 36 CFR Part 800.5 specified in Section 106 of the National Historic Preservation Act of 1966 were applied, and the potential effects on the identified National Register historic resources were evaluated. As discussed in the Project Description, various alternatives were evaluated during the PD&E Study. The No-Build Alternative will result in no effect to the significant resources. The TSM&O Alternative and Build Alternatives 1, 2, and 3, which were also described in the Project Description, will result in an adverse effect to the three National Register-eligible historic resources.

36 CFR Part 800 defines the Criteria of Adverse Effect as the following:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

Potential effects that Build Alternative 2, the recommended alternative, may have on the three National Register-eligible resources were evaluated further. The subsequent analysis of effects is discussed below.

Build Alternative 2, the recommended alternative, requires the acquisition of property from the parcels of the three significant resources. The improvements are shown in detail on **Figures 2-8, 2-9, and 2-10**. This alternative will move the ROW within the historic parcels and the improvements will be set in close proximity to the historic buildings on the parcels; the specific details of these impacts are listed below. The historic oolitic limestone walls will need to be relocated within or removed from the Talbott Estate, MacDonnell Residence, and 20000 SW 137th Avenue as part of this alternative. The walls are considered contributing elements to these resources.

Talbott Estate (8DA2789) (SE corner of SW 134 Ave intersection)

- Property Address: 13390 SW 200 Street
- Parcel impact area = 27,039 SF
- Distance from Resource to Proposed ROW = 28-ft on the north and 58-ft on the west sides of the parcel

MacDonnell Residence (8DA20712) (NW corner of SW 137 Ave intersection)

- Property Address: 13701 SW 200th Street
- Parcel impact area = 23,079 SF

- Distance from Resource to Proposed ROW = 46-ft on the south and 14-ft on the east sides of the parcel

20000 SW 137th Avenue (8DA20713) (SW corner of SW 137 Ave intersection)

- Property Address: 20000 SW 137th Avenue
- Parcel impact area = 6,778 SF
- Distance from Resource to Proposed ROW = 8-ft on the north side of the parcel

Build Alternative 2 will have an adverse effect on the Talbott Estate (8DA2789), the MacDonnell Residence (8DA20712), and 20000 SW 137th Avenue (8DA20713). The three resources will each be directly impacted by the acquisition of ROW and locating the improvements closer to the historic buildings. This will also directly impact contributing features, including the oolitic limestone walls of the Talbott Estate, MacDonnell Residence, and 20000 SW 137th Avenue, as well as the immediate setting of each resource. All three resources are considered individually eligible for inclusion in the National Register due to their architectural significance and the integrity of the overall setting, location, design, materials, and workmanship all support the significance. The improvements will compromise the elements of integrity and will have an adverse effect on important characteristics of each property. In addition to direct impacts, as the ROW and improvements encroach onto the historic parcels, there will be increases in noise and vibration, as well as changes to access. There will also be impacts on the viewshed for each historic property due to reduced setback from the roadway.

During the course of this project, several coordination meetings and public meetings have occurred regarding the Section 106 process. On August 23, 2022, FDOT, the FDOT Office of Environmental Management (OEM), and the consultant project team attended a meeting coordinating Section 106 Affected Parties Consultation (Appendix C contains meeting minutes). Section 106 consultation also took place during two affected parties consultation meetings, on October 12, 2022 and May 15, 2023. The meetings were held with the SHPO, FDOT, Miami-Dade County, potentially affected property owners, and the consultant project team (Appendices D and E contain meeting minutes). These meetings focused on the Section 106 process, proposed alternatives, the historic resources, and next steps under the Section 106 process. Affected parties consultation will continue as part of the resolution of adverse effects step of the Section 106 Process, and all mitigation measures will be documented in the Memorandum of Agreement (MOA).

Per 36 CFR 800.6 § (a)(1), FDOT will notify the Advisory Council on Historic Preservation (ACHP) of the adverse effect finding and will invite the ACHP to participate in consultation. The notification and required documentation outlined in 36 CFR § 800.11(e) will be delivered by FDOT OEM via the ACHP's e106 system.

5.0 CONCLUSIONS

This Section 106 Determination of Effects Case Study Report documents the potential effects of the alternative improvements to the three significant historic resources within the project APE: the Talbott Estate (8DA2789), the MacDonnell Residence (8DA20712), and the building at 20000 SW 137th Avenue (8DA20713). The Criteria of Effect, as defined in 36 CFR Part 800.5, were applied to these resources. Various alternatives were evaluated during the PD&E Study. The No-Build Alternative will have no effect on the significant historic resources. The TSM&O Alternative and

Build Alternatives 1, 2, and 3 will have an adverse effect on the Talbott Estate (8DA2789), the MacDonnell Residence (8DA20712), and 20000 SW 137th Avenue (8DA20713). This adverse effect finding is primarily due to the roadway widening which will require the acquisition of property from each historic resource, will bring the ROW and improvements closer to each historic building, and will notably compromise the setting of each historic resource, and will displace contributing elements to each property.

Pursuant to 36 CFR §800.6(a)(4), FDOT shall make the information presented in this Case Study Report available to the public and shall provide an opportunity for members of the public to express their views on resolving adverse effects of the undertaking.

Build Alternative 2 is the recommended alternative, and this alternative will have an adverse effect on the Talbott Estate (8DA2789), the MacDonnell Residence (8DA20712), and 20000 SW 137th Avenue (8DA20713). This alternative will require property acquisition from each of the parcels, and the widened facility will encroach onto the historic properties, affecting the historic buildings, historic walls, and overall setting and other aspects of their historic integrity. In addition to direct impacts, as the ROW and improvements encroach onto the historic parcels, there will be visual effects, increases in noise and vibration, as well as changes to access.

Following the assessment of effects, further coordination and consultation will take place as part of the Section 106 process. A MOA will be prepared with input from affected parties, and this document will include the measures to minimize and mitigate adverse effects to the Talbott Estate (8DA2789), the MacDonnell Residence (8DA20712), and 20000 SW 137th Avenue (8DA20713).

6.0 REFERENCES

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1918 "Isaac Fenton Talbott" – from *A Standard History of Kansas and Kansans*, accessed online at <http://www.ksgenweb.org/archives/1918ks/biot/talbotif.html> on September 9, 2022.

Janus Research

2022 *Cultural Resources Assessment Survey (CRAS) for the SR 994/SW 200th Street/Quail Roost Drive PD&E Study from SW 137th Avenue to SW 127th Avenue*. On file, Florida Department of State, Division of Historical Resources, Tallahassee.

Metropolitan Dade County Historic Preservation Board

1983 *Designation Report: Talbott Home/13390 SW 200th Street*. Miami, Florida.

Miami-Dade County Historic Preservation Board

2000 *Local Designation Report: MacDonell Residence & Walls/13701 Quail Roost Drive/Redland, FL* (Unincorporated Miami-Dade County).

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1938 Obituary for Charles K. Talbott, Published June 10, 1933. Accessed online at newspapers.com

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1912 "The Busy, Wide-Awake Town of Goulds; Becoming a Packing House Center." Published November 2, 1912. Accessed online at newspapers.com.

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Appendix A – SHPO Concurrence Letter for 2022 CRAS



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1000 NW 111 Avenue
Miami, FL 33172

JARED W. PERDUE, P.E.
SECRETARY

December 20, 2022

Alissa S. Lotane
Director, Division of Historical Resources, and
State Historic Preservation Officer
R.A. Gray Building
500 S. Bronough Street
Tallahassee FL 32399-0250

Attn: Marcy Welch, Transportation Compliance Review Program

Re: Cultural Resource Assessment Survey Report for the SR 994/SW 200th
Street/Quail Roost Drive PD&E Study from SW 137th Avenue to SW 127th
Avenue, Miami-Dade County, (FPID No. 445804-1-22-01)

Dear Ms. Lotane,

In 2022, the Florida Department of Transportation (FDOT), District 6 engaged Janus Research, in coordination with Gannett Fleming, Inc., to conduct a Cultural Resource Assessment Survey (CRAS) for the State Road (SR) 994/SW 200th Street/Quail Roost Road from SW 137th Avenue to SW 127th Avenue Project Development and Environment (PD&E) Study, in Miami-Dade County, Florida (Financial Management [FM] No. 445804-1-22-01). The project is in Sections 1-3 and 10-12 of Township 56 South, Range 39 East on the Goulds (1988) United States Geological Survey (USGS) quadrangle map. The purpose of this CRAS was to locate and evaluate archaeological and historic resources within the Area of Potential Effect (APE) and to assess their eligibility for inclusion in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complies with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the *National Environmental Policy Act (NEPA) of 1969*, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on

Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303 and 23 USC 138); the revised Chapters 267 and 373, *Florida Statutes (F.S.)*; and the standards embodied in the FDHR’s *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *PD&E Manual* (effective July 1, 2020). All work also conforms to professional guidelines set forth in the *Secretary of Interior’s Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators meet the *Secretary of the Interior’s Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

The purpose of this project is to address traffic operations and capacity constraints on SR 994 from west of SW 137th Avenue to east of SW 127th Avenue in unincorporated Miami-Dade County in order to accommodate future travel demand projected as a result of population and employment growth along the corridor. Other goals of the project are to 1) improve safety conditions along the corridor, including emergency evacuation and response times, and 2) enhance mobility options and multimodal access. A range of alternatives were considered for the study corridor including the No-Build option, Transportation System Management & Operations (TSM&O) improvements and three Build scenarios. All alternatives were evaluated in terms of engineering, environmental, and socioeconomic aspects.

The archaeological survey and desktop analysis identified no archaeological sites and no locally designated archaeological sites or zones within the archaeological APE or within one mile of the project limits. Six shovel tests excavated during field survey revealed the presence of fill throughout each test and yielded no archaeological material. Subsurface testing was limited due to lack of access to private property, the presence of underground utilities and drainage systems, and the presence of pavement and other hardscape. Based on the results of the background research and field survey, the archaeological APE is considered to have low potential to contain intact archaeological sites.

The historic resources survey and background research resulted in the identification and evaluation of 14 historic buildings within the historic resources APE. The unevaluated but Miami-Dade County–designated Talbott Estate (8DA2789), the previously unrecorded but Miami-Dade County–designated MacDonnell Residence (8DA20712), and the building at 20000 SW 137th Avenue (8DA20713) are each considered National Register–eligible. The remaining 11 identified buildings (8DA20714-8DA20724) consist mainly of Masonry Vernacular homes of a common type and style found in South Florida. For these buildings, historic research did not identify any significant historical associations, and they are considered National Register–ineligible. Four parcels with historic Actual Year Built (AYRB) dates based on the Miami-Dade County property appraiser’s data were within the historic resources APE, but the

buildings on these parcels were not visible from the public right-of-way (ROW). Each of these parcels were surrounded by fences or hedges which significantly obscured the view of the resources within the parcel. Therefore, FMSF forms could not be completed for the resources within the historic resources APE at the following addresses: 13950 SW 200th Street (c. 1952), 20200 SW 134th Avenue (c. 1947), 20240 SW 127th Avenue (c.1952), and 12555 SW 200th Street (c. 1971). The National Register eligibility of these resources could not be evaluated due to insufficient information regarding the architectural significance or integrity of these buildings. Should the project have direct impacts on the structures at these locations, follow up recordation will be needed to complete an evaluation.

We kindly request that this cover letter and the enclosed document are reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in 36 CFR, Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If you have any questions regarding the subject project, please contact Steven Craig James, District Environmental Manager at Steven.James@dot.state.fl.us or (305) 470-5221.

Sincerely,

DocuSigned by:

D3427C9EEE844D5...

Victoria Vogt, M.S.
Environmental Specialist III

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and concurs / does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR

Project File Number 2023-0009. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:

Alissa S. Lotane, Director, and [DATE] 01/30/2023
State Historic Preservation Officer
Florida Division of Historical Resources

Appendix B – PD&E Evaluation Matrix

Table 4-25 Alternatives Evaluation Matrix

Evaluation Criteria	Alternatives								
	No-Build (2-Lane Undivided)	Score	Build Alternative 1 (2-Lane with 16.5-ft median)	Score	Build Alternative 2 (4-Lane with 16.5-ft median)	Score	Build Alternative 3 (4-Lane with 22-ft median)	Score	
Meets Purpose & Need	No	-	Partially (no added thru lanes)	+	Yes	++	Yes	++	
Community Support	Not supported by the public based on input received at the Alternatives workshop.	-	Moderate support from the public based on input received at the Alternatives workshop.	+	Greatest support from the public based on input received at the Alternatives workshop.	++	No evidence of public support (or opposition) received at the Alternatives Workshop.	0	
ENGINEERING	Traffic Operations	Corridor-Wide							
		Traffic Operations significantly deteriorate from existing conditions. 4,000 hours of delay* VS. 298 hours today If no action (both AM&PM) *Attributed to heavy delay endured by NB & SB traffic at SW 134 Ave under stop control Travel Time doubles to 13 mins back/forth (from 6 mins) per peak period	--	Delay is significantly reduced by -92% to 301 hours VS. 4,000 hours in No-Build (both AM+PM) Travel Time improved to 9 mins back/forth (from 13 mins) per peak period	+	Delay is further reduced by -23% to 232 hours VS. 301 hours with Build 1 (both AM+PM) Travel Time slightly improved to 8 mins back/forth (from 9 mins) per peak period	++	Delay is further reduced by -3% to 225 hours VS. 232 hours with Build 2 (both AM+PM) Travel Time remains at 8 mins back/forth per peak period	++
		Main Intersections							
		LOS at SW 137 Ave fails (from C or better) Already failing LOS at SW 134 Ave worsens where 2 fatal crashes occurred LOS at SW 127 Ave fails (from D)	--	LOS at SW 137 Ave improved to D (from F, if No Action) LOS at SW 134 Ave improved to C (from F, if No Action) LOS at SW 127 Ave improved to D (from F, if No Action)	+	Although at LOS D, Delay at SW 137 Ave further reduced by -5% (-4 hours) Although at LOS B, SW 134 Ave delay further reduced by -30% (-12 hours) Although at LOS D, SW 127 Ave delay further reduced by -6% (-5 hours)	++	Although at LOS D, SW 137 Ave delay slightly increased by +2% (+2 hours) Although at LOS B, SW 134 Ave delay slightly increased by +12% (+3 hours) Although at LOS D, SW 134 Ave delay further reduced by -3% (-2 hours)	++
		Stop-Controlled Intersections							
Turning Traffic Delay from/onto side streets worsens by +74% to 66 hours from 17 hours for both AM & PM peak periods	--	Turning Traffic Delay from/onto side streets worsens by +38% to 91 hours from 66 hours for both AM & PM peak periods	--	Turning Traffic Delay from/onto side streets improves by -58% to 38 hours from 91 hours for both AM & PM peak periods	++	Turning Traffic Delay from/onto side streets improves by -28% to 27 hours from 38 hours for both AM & PM peak periods	++		

Table 4-25 Alternatives Evaluation Matrix

Evaluation Criteria		Alternatives						
		No-Build (2-Lane Undivided)	Score	Build Alternative 1 (2-Lane with 16.5-ft median)	Score	Build Alternative 2 (4-Lane with 16.5-ft median)	Score	Build Alternative 3 (4-Lane with 22-ft median)
Safety	Number of crashes expected to increase compared to existing conditions due to projected increase in traffic volumes	--	<p>Safety Improvements include:</p> <ul style="list-style-type: none"> • Turn Lanes (left and right) • Protected Left-Turn Phasing • Multimodal Facilities (SUPs) • Special Emphasis Ped/Bike Crossings • Enhancements to Existing Trail Crossing • Corridor Lighting • Traffic Control Upgrade at SW 134 Ave to Signal Control • Some Access Management Improvements • Raised Median Islands/Traffic Separators <p>Per CMF Methodology, expected to reduce 20 crashes per year</p> <p>In addition, this alternative addresses severity of crashes – 2 out of 3 fatal accidents in the past 5 years were related to turning movements at the SW 134th Avenue intersection</p>	+	<p>Safety Improvements include the same as Build Alternative 1 plus the addition of:</p> <ul style="list-style-type: none"> • One additional thru lane in each direction <p>Per CMF Methodology, expected to reduce 27 crashes per year</p> <p>Same as Build 1, this alternative addresses severity of crashes</p>	++	<p>Safety Improvements include the same as Build alternative 2 plus the addition of:</p> <ul style="list-style-type: none"> • Wider Raised Median, 22 ft • Additional Access Management Improvements <p>Per CMF Methodology, expected to reduce 27 crashes per year*</p> <p>*Similar safety benefits as Build 2, since the locations where Build 3 implemented additional access management improvements did not have significant crashes for mitigation</p> <p>Same as Builds 1 and 2, this alternative addresses severity of crashes</p>	++
	Utility Impacts	No Impacts	0	<p>Moderate to significant impacts to the following five Utility Agency/Owners (not reimbursable).</p> <ul style="list-style-type: none"> •AT&T (overhead telephone and communication pole) •Comcast (overhead facilities, underground facilities, and hand holes) •Crown Castle (aerial fiber, HDPE BFO, and hand holes) •FPL (overhead electric pole line and street light circuit) •MD-WASD (Water Main, WM Tie-in Connections, water valves, sanitary sewer, and manholes) 	-	<p>Significant impacts to same five Utility Agency/Owners (not reimbursable) as Build Alternative 1.</p>	-	<p>Significant impacts to same five Utility Agency/Owners (not reimbursable) as Build Alternatives 1 and 2.</p>

Table 4-25 Alternatives Evaluation Matrix

Evaluation Criteria	Alternatives							
	No-Build (2-Lane Undivided)	Score	Build Alternative 1 (2-Lane with 16.5-ft median)	Score	Build Alternative 2 (4-Lane with 16.5-ft median)	Score	Build Alternative 3 (4-Lane with 22-ft median)	Score
Access Management	No changes to current access	0	Divided typical with reduced width raised median and one lane in each direction. No refuge for two-stage left turns. <ul style="list-style-type: none"> Restricting turn movements at: <ul style="list-style-type: none"> SW 135th Ave (partial) SW 132nd PL Eight driveways U-turn movements restricted (due to one thru lane) Challenging left and right turn movements for large trucks 	--	Divided typical with reduced width raised median and two lanes in each direction. No refuge for two-stage left turns. <ul style="list-style-type: none"> Restricting turn movements at: <ul style="list-style-type: none"> SW 135th Ave (partial) SW 132nd PL Eight driveways Facilitates u-turn movements (due to wider pavement width -two lanes) 	-	Divided typical with raised median. Refuge for two-stage left turns. <ul style="list-style-type: none"> Restricting turn movements at: <ul style="list-style-type: none"> SW 135th Ave (full) SW 134th Ct (full) SW 133rd Ct (partial) SW 133 Ave (partial) SW 132nd PL Nine driveways Further facilitates u-turn movements (due to wider median) 	--
Multimodal Accommodations	Non-continuous 5-ft sidewalks generally located at residential subdivisions along the study corridor. No bicycle facilities within the project limits.	--	Continuous 10-ft Shared-Use Path on both sides of Quail Roost Drive. Additional separation between vehicular travel lanes and shared use paths. Shorter crossing distance along Quail Roost Dr compared to Alternatives 2 & 3.	++	Continuous 10-ft Shared-Use Path on both sides of Quail Roost Drive. Minimum required separation between vehicular travel lanes and shared use paths. Refuge areas for crossings at major intersections. Longer crossing distance along Quail Roost Dr.	++	Same as Alternative 2	++
Maintenance of Traffic	No Impacts	+	Various phase shifts and potential temporary pavement for overbuild/shifts during construction. Less construction time. Bridge replacement requires detours.	--	Moderate phase shifts. Less temporary pavement due to wider proposed pavement available. Additional construction time. Bridge construction can be phased.	-	Minimal phase shifts. New pavement can be constructed outside of existing traffic. Additional construction time. Bridge construction can be phased.	-
Drainage	No Impacts	0	<ul style="list-style-type: none"> Improved drainage system along the corridor Reduction in grassed areas when compared to the No-Build Alternative requires French drain construction 	-	<ul style="list-style-type: none"> Wider corridor roadway section promoting larger contributing total onsite drainage area, which will require more French drain construction. Least pervious area (grassed area) which requires more French drain construction. 	-	<ul style="list-style-type: none"> Widest corridor roadway section promoting largest contributing total onsite drainage area, which will require most French drain construction. Less pervious area (grassed area) which requires more French drain construction. 	-

Table 4-25 Alternatives Evaluation Matrix

Evaluation Criteria		Alternatives							
		No-Build (2-Lane Undivided)	Score	Build Alternative 1 (2-Lane with 16.5-ft median)	Score	Build Alternative 2 (4-Lane with 16.5-ft median)	Score	Build Alternative 3 (4-Lane with 22-ft median)	Score
	Right of Way Impacts	No Impacts	0	Potential impacts to 40 parcels (8 commercial, 12 agricultural, 20 residential)	-	Potential impacts to 63 parcels (9 commercial, 12 agricultural, 42 residential)	--	Potential impacts to 67 parcels (9 commercial, 12 agricultural, 46 residential)	--
	Socio-Cultural Effects/ Relocation Potential	No relocations	0	6 potential relocations (1 residential + 5 personal property)	-	8 potential relocations (2 residential + 6 personal property)	-	10 potential relocations (3 residential + 7 personal property)	-
ENVIRONMENT	Historic Resources	No Impacts	0	<p>Adverse effects (impacts) to three significant properties: 1307 Quail Roost Drive, 20000 SW 137th Avenue, 13390 SW 200 Street.</p> <p>This alternative presents the least physical impact and encroachment of the historic buildings, walls, and properties.</p> <p><u>Talbott Estate (8DA2789) (SE corner of SW 134 Ave intersection)</u></p> <ul style="list-style-type: none"> •Parcel impact area = 21,775 SF •Distance from Resource to Proposed ROW = 42' on the north and 56' on the west sides of the parcel <p><u>MacDonell House (8DA20712) (NW corner of SW 137 Ave intersection)</u></p> <ul style="list-style-type: none"> •Parcel impact area = 17,223 SF •Distance from Resource to Proposed ROW = 60' on the south and 14' on the east sides of the parcel <p><u>20000 SW 137th Avenue (8DA20713) (SW corner of SW 137 Ave intersection)</u></p> <ul style="list-style-type: none"> •Parcel impact area = 2,957 SF •Distance from Resource to Proposed ROW = 22' on the north side of the parcel <p>LEAST SEVERE</p>	-	<p>Adverse effects (impacts) to three significant properties: 1307 Quail Roost Drive, 20000 SW 137th Avenue, 13390 SW 200 Street.</p> <p>This alternative presents more physical impact than Build Alternative 1 in terms of the encroachment of the historic buildings, walls, and properties.</p> <p><u>Talbott Estate (8DA2789) (SE corner of SW 134 Ave intersection)</u></p> <ul style="list-style-type: none"> •Parcel impact area = 27,039 SF •Distance from Resource to Proposed ROW = 28' on the north and 58' on the west sides of the parcel <p><u>MacDonell House (8DA20712) (NW corner of SW 137 Ave intersection)</u></p> <ul style="list-style-type: none"> •Parcel impact area = 23,079 SF •Distance from Resource to Proposed ROW = 46' on the south and 14' on the east sides of the parcel <p><u>20000 SW 137th Avenue (8DA20713) (SW corner of SW 137 Ave intersection)</u></p> <ul style="list-style-type: none"> •Parcel impact area = 6,778 SF •Distance from Resource to Proposed ROW = 8' on the north side of the parcel <p>MORE SEVERE</p>	-	<p>Adverse effects (impacts) to three significant properties: 1307 Quail Roost Drive, 20000 SW 137th Avenue, 13390 SW 200 Street.</p> <p>For the three Build alternatives, this alternative presents the most physical impact and encroachment of the historic buildings, walls, and properties.</p> <p><u>Talbott Estate (8DA2789) (SE corner of SW 134 Ave intersection)</u></p> <ul style="list-style-type: none"> •Parcel impact area = 31,186 SF •Distance from Resource to Proposed ROW = 14' on the north and 57' on the west sides of the parcel <p><u>MacDonell House (8DA20712) (NW corner of SW 137 Ave intersection)</u></p> <ul style="list-style-type: none"> •Parcel impact area = 23,103 SF •Distance from Resource to Proposed ROW = 46' on the south and 14' on the east sides of the parcel <p><u>20000 SW 137th Avenue (8DA20713) (SW corner of SW 137 Ave intersection)</u></p> <ul style="list-style-type: none"> •Parcel impact area = 6,778 SF •Distance from Resource to Proposed ROW = 8' on the north side of the parcel <p>MOST SEVERE</p>	-

Table 4-25 Alternatives Evaluation Matrix

Evaluation Criteria		Alternatives							
		No-Build (2-Lane Undivided)	Score	Build Alternative 1 (2-Lane with 16.5-ft median)	Score	Build Alternative 2 (4-Lane with 16.5-ft median)	Score	Build Alternative 3 (4-Lane with 22-ft median)	Score
Recreational Resources Wetlands Wildlife and Habitat Noise	No Impact	0	Temporary impacts for access to the Black Creek Trail are anticipated during construction. The at-grade Trail crossing will be maintained with the proposed improvements. An additional underpass option for the Trail associated with the bridge reconstruction provides a safety improvement for the Trail users, which include pedestrians and bicyclists.	+	Same as Build Alternative 1	+	Same as Build Alternative 1	+	
	No Impact	0	Surface water impacts are 0.13 acres and are limited to the bridge reconstruction.	0	Same as Build Alternative 1	0	Same as Build Alternative 1	0	
	No Impact	0	Five (5) federally listed and three (3) state listed species were evaluated in the study area. The project would have <i>no effect</i> to the Florida bonneted bat, American crocodile and the wood stork. The project <i>may affect, not likely to adversely affect</i> the West Indian manatee and the Eastern indigo snake. <i>No effect anticipated</i> for all three (3) state listed species.	0	Same as Build Alternative 1	0	Same as Build Alternative 1	0	
	The roadway traffic speed will be reduced due to the congestion caused by higher traffic volumes, which results in a slight decrease in sound levels.	0	As the overall performance of the network improves, the traffic speed will increase compared to the No-Build, which results in a slight increase in sound levels. In addition, the traffic lane is 12 ft closer to the residences, when compared to the No-Build Alternative	-	As the traffic speed improves to a free flow condition there will be an increase in sound levels. In addition, the new lane in each direction will move the noise source (roadway traffic volume) 11 ft closer to the residences, when compared to the Build Alternative 1. This may result in an increase in sound levels.	-	The same condition as Alternative 2 except the outside lane is shifted 5 ft closer to the residences than Alternative 2	-	

Table 4-25 Alternatives Evaluation Matrix

Evaluation Criteria		Alternatives							
		No-Build (2-Lane Undivided)	Score	Build Alternative 1 (2-Lane with 16.5-ft median)	Score	Build Alternative 2 (4-Lane with 16.5-ft median)	Score	Build Alternative 3 (4-Lane with 22-ft median)	Score
Air Quality		Project is located within an attainment area. Minimal potential impacts may occur from increased congestion.	0	Project is located within an attainment area. No significant air quality impacts are anticipated. Project is anticipated to decrease congestion.	+	Project is located within an attainment area. No significant air quality impacts are anticipated. Project is anticipated to decrease congestion.	+	Project is located within an attainment area. No significant air quality impacts are anticipated. Project is anticipated to decrease congestion.	+
	Contamination	No Impact	0	One High Risk Site One Medium Risk Site	0	Same as Build Alternative 1	0	Same as Build Alternative 1	0
COST	Construction (LRE)	No Cost		\$26,337,229		\$29,478,558		\$31,730,078	
	Relocation Cost	No Cost	+	\$105,100 Total \$4,000 (Personal Property) \$101,100 (Residential)	-	\$198,100 Total \$4,800 (Personal Property) \$193,300 (Residential)	-	\$344,750 Total \$5,600 (Personal Property) \$339,150 (Residential)	-
	Right of Way Acquisition	No Cost		\$4,997,178 Total \$2,012,736 Residential \$1,467,421 Business \$1,517,021 Agricultural		\$8,438,713 Total \$5,095,289 Residential \$1,446,100 Business \$1,897,324 Agricultural		\$10,256,198 Total \$6,703,999 Residential \$1,530,925 Business \$2,021,274 Agricultural	
TOTAL SCORE			-10		-4		6		3

Score Description

- + Alternative meets or has a positive response to the Evaluation Criteria
 - 0 Alternative has no effect or provides some benefit to the Evaluation Criteria
 - Alternative has a poor or negative response to the Evaluation Criteria
- Note: ++ or -- denote greater impact positively or negatively

Appendix C – FDOT and OEM Coordination for Section 106 Affected Parties Consultation and Section 4(f) Meeting Minutes



Date and Time: August 23, 2022 – 10:30 AM
Meeting location: Microsoft Teams Meeting
Project: SR 994/Quail Roost Drive PD&E Study
 From SW 137th Avenue to SW 127th Avenue, Miami-Dade, Florida
FM Number: 445804-1-22-01
Contract Number: CAE32

FDOT and OEM Coordination for Section 106 Affected Parties Consultation and Section 4(f)

Attendee	Agency/Company	Phone	E-mail
Alina Fernandez	Gannett Fleming	305-908-3937	afernadez@gfnet.com
Carlos Cejas	Gannett Fleming	305-908-3941	ccejas@gfnet.com
Courtney Arena	Gannett Fleming	954-649-9450	carena@gfnet.com
Amy Streelman	Janus Research	727-560-9963	amy_streelman@janus-reresearch.com
Ken Hardin	Janus Research	727-460-4069	ken_hardin@janus-research.com
Elsa Riverol	FDOT Project Manager	305-470-5105	elsa.riverol@dot.state.fl.us
Barbara Culhane	FDOT D6 PLEMO	305-470-5231	barbara.culhane@dot.state.fl.us
Robert McMullen	FDOT D6 PLEMO	305-470-5149	robert.mcmullen@dot.state.fl.us
Michael McDaniel	FDOT OEM	850-414-5329	michael.mcdaniel@dot.state.fl.us
Thu-Huong Clark	FDOT OEM	850-414-5327	thu-huong.clark@dot.state.fl.us
Lindsay Rothrock	FDOT OEM	850-414-5269	lindsay.rothrock@dot.state.fl.us

The following is a summary of the items discussed at the meeting.

- Gannett Fleming and Janus Research provided an overview of the project and the historic resources and the potential for adverse effects. See attached PowerPoint slides.
- Michael McDaniel asked if we could show the Section 4(f) minimization alternatives at the 1st Affected Parties Consultation Meeting scheduled for October 12, 2022. From the group discussion, it was determined that it was too early in the process to present the Section 4(f) minimization alternatives.
- Carlos Cejas described the approach to present the process, in general, at the Alternatives Workshop on October 19, 2022 along with some previews of the avoidance and minimization alternatives.
- Barbara Culhane inquired about the Recreational Section 4(f) DOA for the Black Creek Trail and how that should be incorporated into the overall Individual Section 4(f) process. OEM to follow up and provide feedback.
- OEM requested to regroup on the Section 4(f) properties moving forward.
- Per Rob’s request, GF and Monica (PI) will provide a list of the Affected Parties to be included in the Section 106 Consultation meetings. For Miami Dade County: 1. MDPROS is the OWJ for the

Meeting Notes

Recreational Black Creek Trail; 2. MD County Office of Historic Preservation is the Affected Party Consultation for the Section 106/Section 4(f) process.

- OEM will review the Draft CRAS with adverse effects prior to submittal to SHPO.
- Per the current schedule, the Draft CRAS is due to OEM on October 26, 2022 with the Draft CRAS being submitted to SHPO on December 9, 2022.



SR 994/Quail Roost Drive PD&E Study

From SW 137th Ave to SW 127th Ave
FM 445804-1-22-01

**Environmental
Coordination Meeting
with OEM**

August 23, 2022

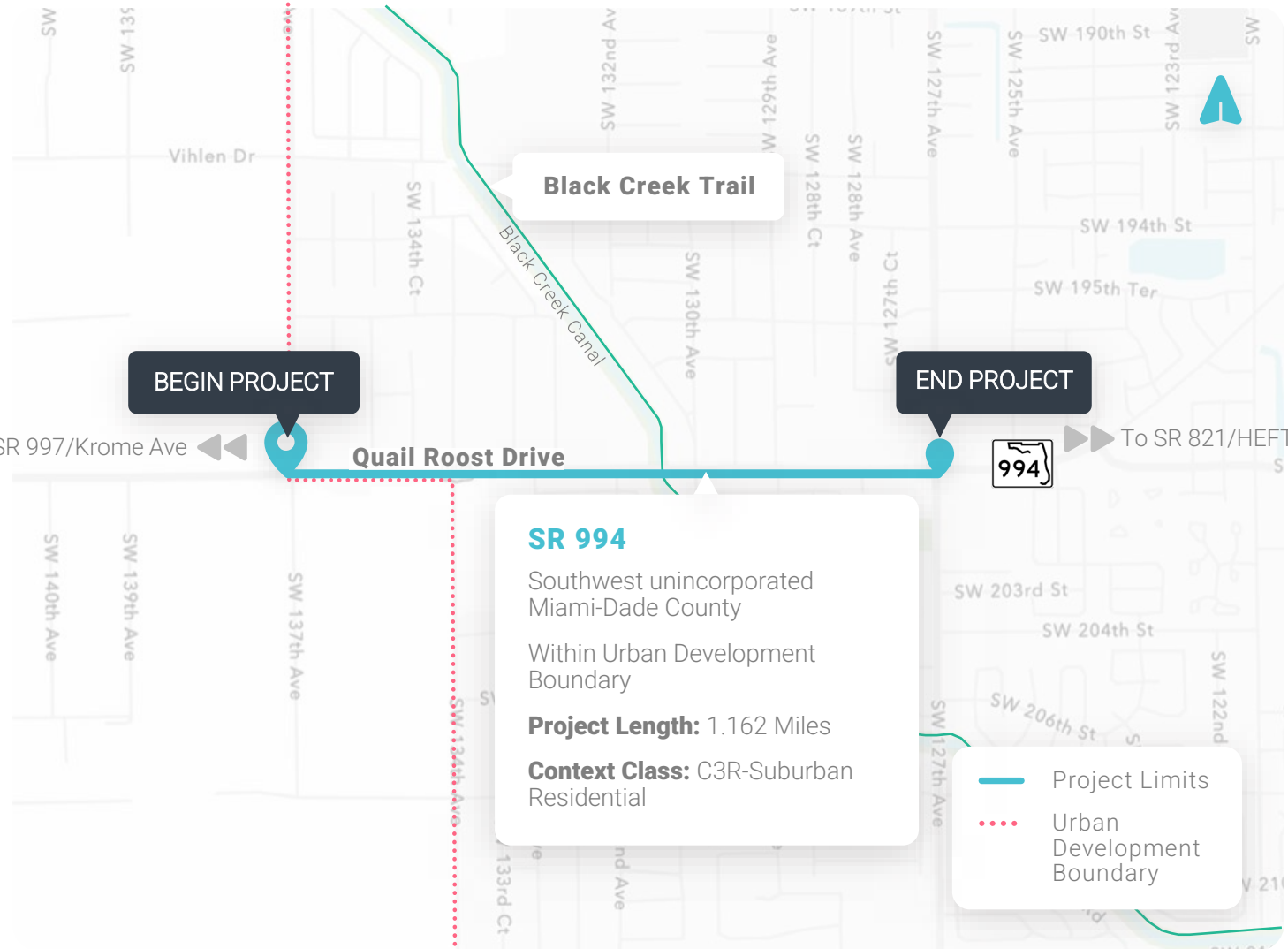
Agenda

1. Project Location
2. Purpose and Need
3. Existing Roadway / Typical Section
4. Proposed Alternatives
5. Environmental Considerations/Class of Action
6. Recreational Section 4(f)
7. Significant Historic Resources
8. Next Steps and Meeting Logistics (in-person/hybrid)

Project Location

SR 994 • SW 200th St • Quail Roost Drive

from West of SW 137 Ave (MP 4.000) to East of SW 127 Ave (MP 5.162)



Land Use

Agricultural & Single-Family
Limits go beyond Urban Development Boundary Line



Key Features

Bridge over Black Creek Canal
Black Creek Trail Crossing



Historic Resources

Historic walls and homes:
NW corner of SW 137th Ave
SW corner of SW 137th Ave
SE corner of SW 134th Ave

⋮ Purpose and Need



Safety

Improve Safety Conditions and Emergency Evacuation and Response Times

- 78 crashes per year (2014-2018)
- Two recent fatal crashes (2016 & 2019)
- Four locations in High Crash Spot List
- One segment in High Crash Segment List (MP 4.075 to MP 4.961)



Capacity

(Transportation Demand)

Improve Operational Conditions and Accommodate Projected Travel Demand

- Multiple segments operating at LOS F
- Future conditions anticipated to worsen if no improvements implemented



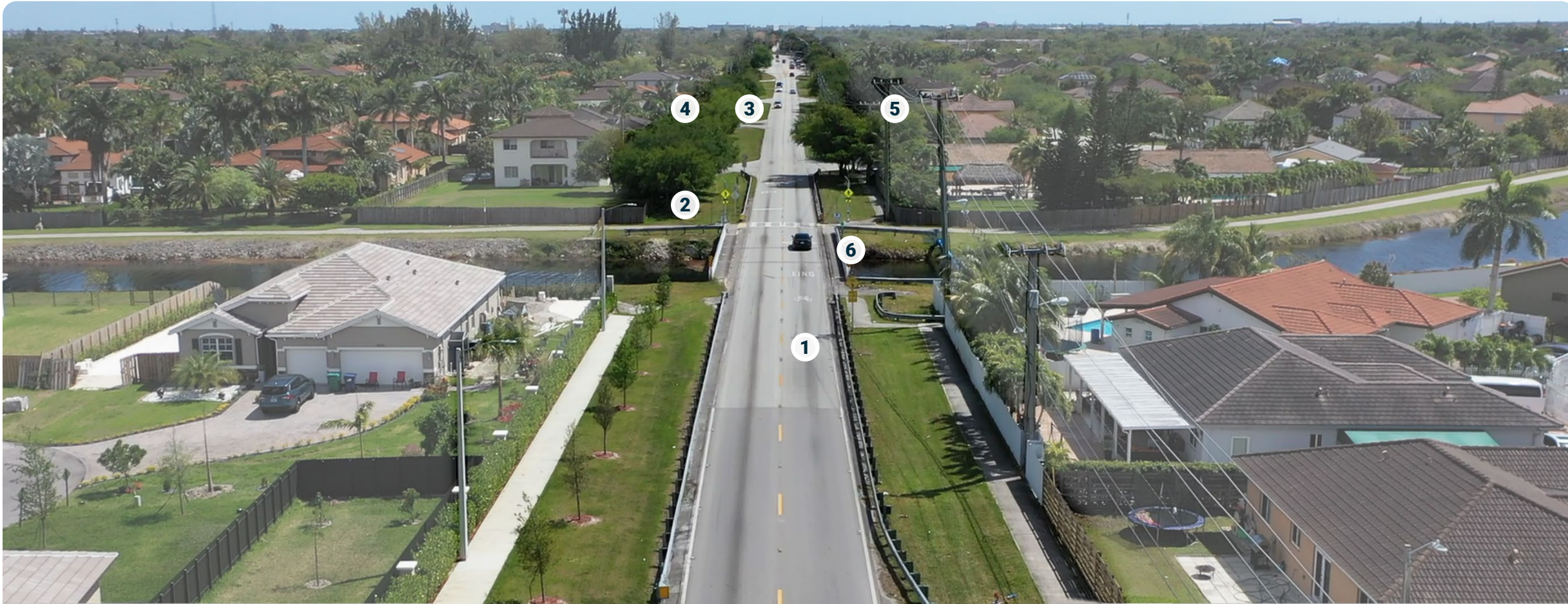
Modal

Interrelationships

Enhance Mobility Options and Multi-Modal Access

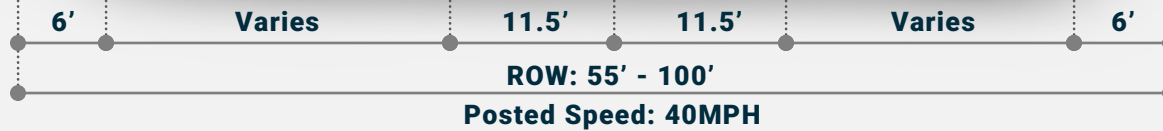
- No designated bicycle lanes
- Non-continuous sidewalks

Existing Roadway / Typical Section



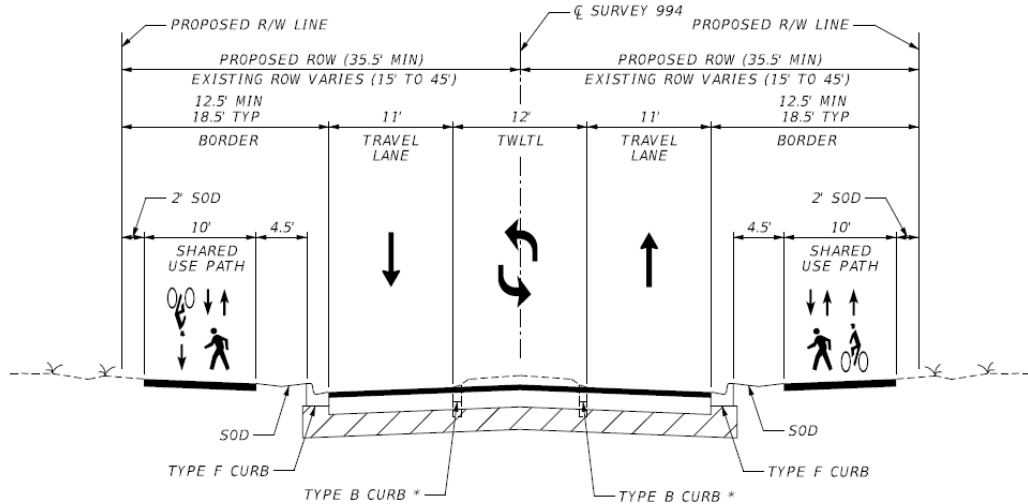
- ① Two-lane undivided roadway
- ② Black Creek Trail Crossing (at-grade mid-block crossing)
- ③ Missing Sidewalks

- ④ Mature Landscaping
- ⑤ Utilities (not always in back of SW)
- ⑥ Bridge over Black Creek Canal

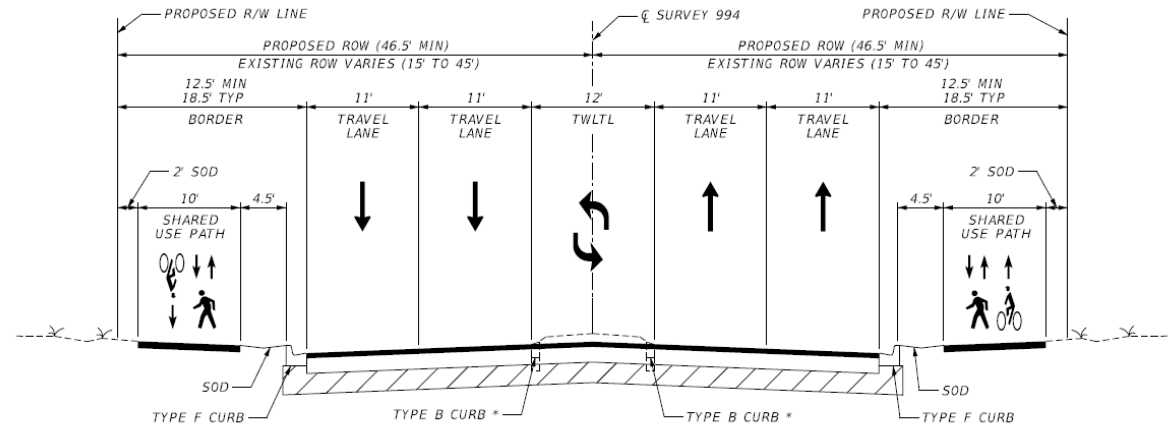


Proposed Alternatives

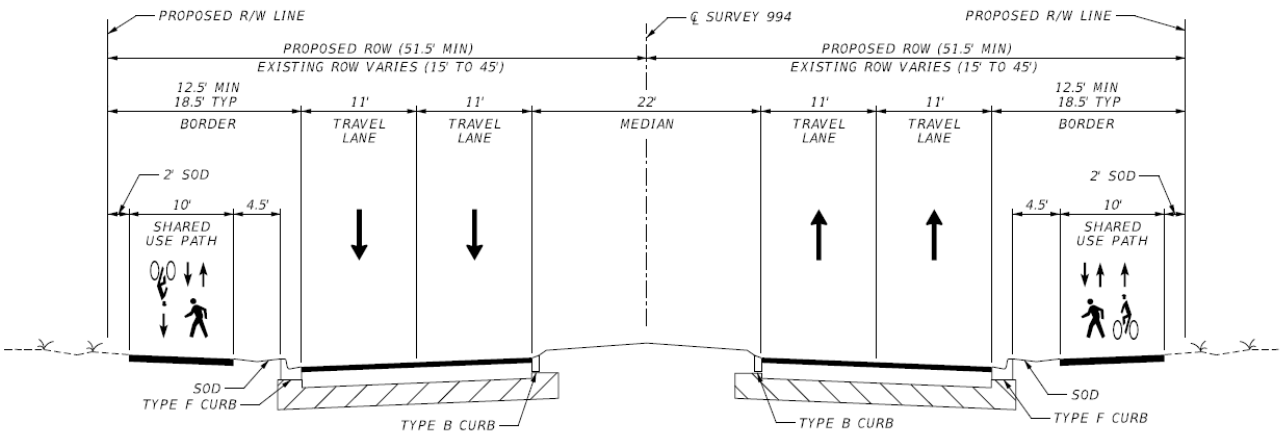
TSM&O Alternative (2-Lane with TWLTL)



Alternative 1 (4-Lane with TWLTL and Raised Islands)



Alternative 2 (4-Lane with Raised Median)



Impacted Parcels

Alternatives	TSM&O	Alternative 1	Alternative 2
North	13	33	33
South	12	26	26
Total	25	59	59

Environmental Considerations / Class of Action

Class of Action: Type 2 Categorical Exclusion

Sociocultural Effects

- Mobility
- Land Use (schools, churches, businesses, etc.)
- Relocation Potential

Cultural Resources

- Archaeological and Historic Resources
- Recreational

Natural Resources

- Wetlands or Surface Waters
- Wildlife and Habitat
- Permits

Physical Effects

- Noise
- Air Quality
- Contamination

Degree of Effect			
	Not Applicable/ No Involvement		Minimal
	Enhanced		Moderate

Social and Economic							Cultural			Natural					Physical					
Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
2	2	2	N/A	2	2	1	3	3	2	2	2	2	2	2	2	2	3	3	N/A	N/A

Efficient Transportation Decision Making (ETDM) Screening: No Substantial Issues

Recreational Section 4(f)

Black Creek Trail



- **Statement of Significance Letter received from MDPROS on 6/3/2022.**
- **Anticipated Section 4(f) DOA - de minimus**

Significant Historic Resources

Three historic resources potentially eligible for inclusion in National Register (NRHP)

- 1 Talbott Estate – southeast corner of Quail Roost Drive & SW 134th Avenue intersection (*County designated*)
- 2 MacDonell House and Walls – northwest corner of Quail Roost Drive & SW 137th Avenue intersection (*County designated*)
- 3 Southwest corner of Quail Roost Drive & SW 137th Avenue intersection – potentially significant

- Cultural Resources Assessment Survey in Progress
- Adverse Effects Anticipated
- Section 106 Consultation
- Individual Section 4(f) Evaluation for each resource



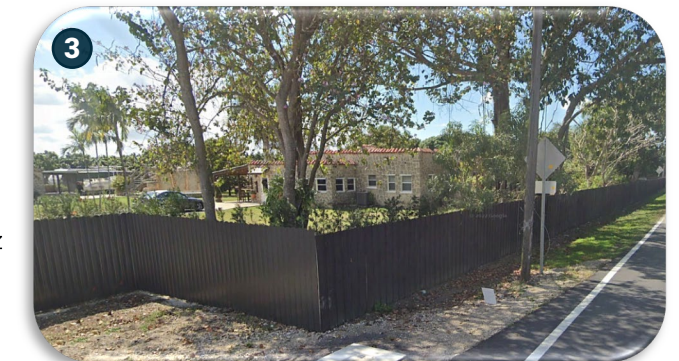
13390 SW 200 StTalbott Estate.kmz



13701 Quail Roost DrMacDonell House.kmz

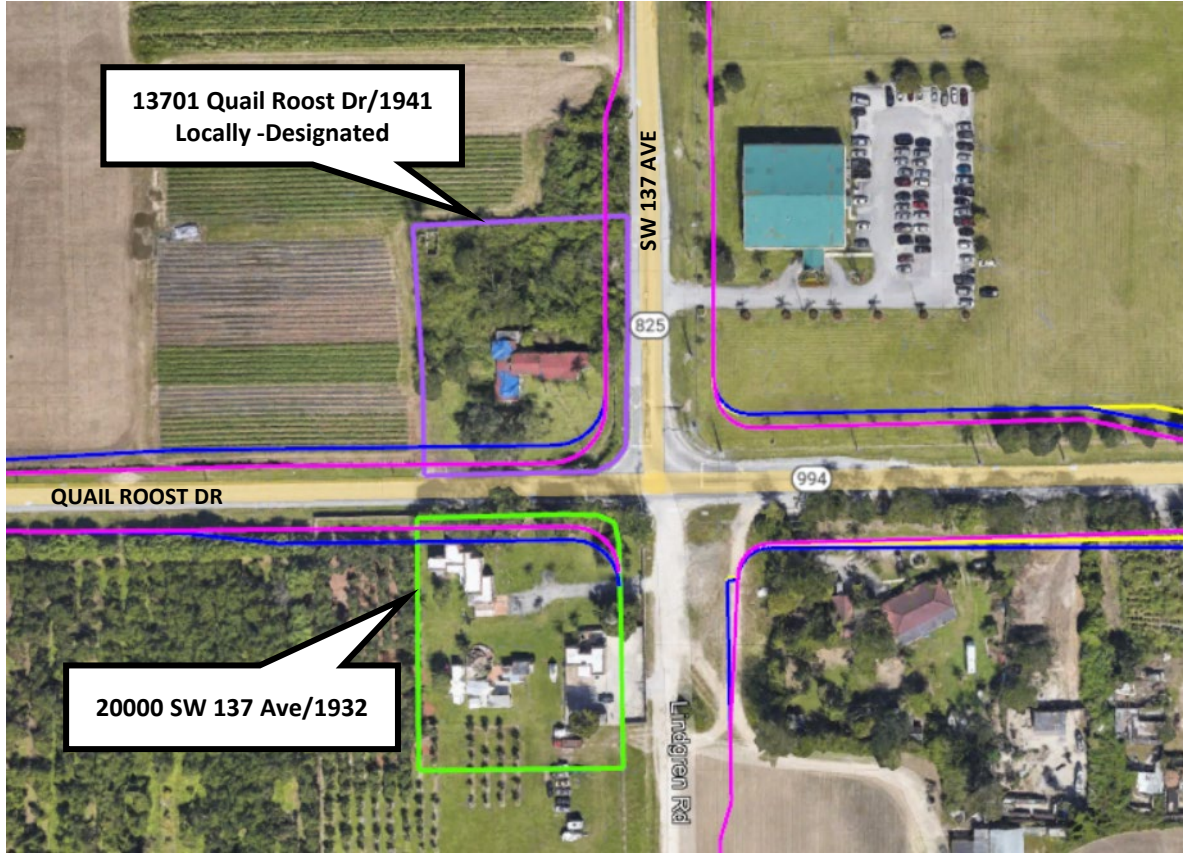


20000 SW 137 Ave.kmz



Significant Historic Resources

Proposed Boundaries



- TSM&O Alternative – Proposed Right of Way
- Build Alternative 1 – Proposed Right of Way
- Build Alternative 2 – Proposed Right of Way

- Proposed Boundaries - MacDonell House
- Proposed Boundaries - 20000 SW 137 Ave
- Proposed Boundaries - Talbott Estate

What happens next?

- Future meeting(s) or outreach:
 - Affected parties meeting: October 12, 10:30 am to 12 pm
 - Alternatives Workshop: October 18, 5:30 pm to 7:30 pm
- Once Recommended Alternative selected – Section 106 Case Study (Effects to Significant Historic Resources) will be prepared. Recommended alternative will be presented to the Affected Parties prior to the Public Hearing
- Section 106 Case Study documentation will be prepared and submitted to SHPO for concurrence
- Consultation continues
- MOA prepared with minimization and mitigation measures
- Section 4(f) documentation prepared - Individual Statement anticipated

Appendix D – October 12, 2022 Affected Parties Consultation Meeting Minutes



Affected Parties Meeting Report

**State Road (SR) 994/SW 200 Street/Quail Roost Drive
from West of SW 137 Avenue to East of SW 127 Avenue
Project Identification Numbers: 445804-1-22-01**

Wednesday, October 12, 2022 | 10:30 a.m.

Table of Contents

Meeting Summary	3
Attendee Log	6
Question Box Report	9
Exit Survey	11
Meeting Photos.....	13
Map	15
Presentation	17

A large, light blue outline of the state of Florida is centered on the page, serving as a background for the title. The outline is thick and follows the general shape of the state, including the panhandle and the peninsula.

Meeting Summary



**State Road (SR) 994/Quail Roost Drive PD&E Study
from West of SW 137 Avenue to East of SW 127 Avenue
Affected Parties Consultation**

FM 445804-1-22-01

October 12, 2022

GoToWebinar

Staff:

FDOT

Elsa N. Riverol, P.E.

Kimberly Taveras

Steven James

Robert McMullen

Victoria Vogt

Gannett Fleming

Alina Fernandez, P.E.

Carlos Cejas, P.E.

Courtney Arena

Norelys Nodal

FDOS

Kelly Chase

Alyssa McManus

Marsha Welch

Janus Research

Amy Streelman

Miami-Dade County

Sarah Cody

RS&H

Jim Mykytka

See the attached sign-in sheets for a list of attendees

Purpose of the workshop:

The Affected Parties Consultation was held on October 12, 2022 to discuss the State Road (SR) 994/Quail Roost Drive PD&E Study from West of SW 137 Avenue to East of SW 127 Avenue. The purpose of this workshop was to present the upcoming project. The meeting provided directly affected property owners with an overview of alternatives and opportunity to, provide comment and questions about the anticipated impacts to these historic properties located at: 13390 SW 200 Street, 20000 SW 137 Avenue, and 13701 Quail Roost Drive.

Presentation:

Community Outreach Specialist, Monica Diaz, of Infinite Source Communications, welcomed the attendees, stated the rules of engagement, and NEPA Assignment Statement.

Project team members introduced themselves and welcomed the attendees.

- FDOT Project Manager, Elsa N. Riverol, P.E.
- Gannett Fleming Project Manager, Alina Fernandez, P.E.
- PD&E Engineer, Carlos Cejas, P.E.
- Cultural Resources, Amy Streelman



Open Discussion – Action items in bold

- Ms. Monica Diaz welcomed the meeting participants to asks questions and provide comments.
- Ms. Monica Diaz read a comment from Ms. Courtney Pritchard, which said she enjoyed the presentation topic.
- Ms. Monica Diaz read a comment from Ms. Marsha Welsh, which said she looked forward to receiving further updates on the project.
- Ms. Lindsay Rothrock asked if there is any opportunity to minimize impact beforehand, or whether the scope has already been narrowed. She noted the historical walls at the three properties that could potentially be impacted.
 - Mr. Carlos Cejas said that as the team moves through the process, they will be looking at minimization and avoidance. He said that one challenge at SW 137 Avenue is that there are resources to the north and south, meaning that narrowing is possible but shifting alignment is difficult. He said it would be hard to narrow to the point where they would be no impact to the ways, but that the design could narrow by a few feet. He noted that this would be a tradeoff, as several homes on the north side would be impacted as a result of narrowing on the southern side. He said that a tradeoff analysis would be conducted, and that 100% avoidance is unlikely unless a no-build option is pursued.
- Ms. Lauren McDonnell stated she has an interest in making the intersection at the corner of Quail Roost Drive and 137 Avenue as safe as possible. She asked how she could get support for moving the historic wall on her property.
 - Mr. Cejas said that, from an engineering point of view, that it would not be difficult.
 - Mr. McDonnell asked if the Department would be able to provide support.
 - Mr. Kenneth Hardin said that there is precedent for moving historic walls, and that depending on the alternative selected, relocation could be a mitigating option that the Department would pay for.
 - Ms. Amy Strelman agreed with Mr. Hardin, and thanked Ms. McDonnell for bring it to the team’s attention.
 - Attendee 1 said that this could be something the Department could consider, as the project is in its early stages. He said that the final decision would be made by management at the Department, and a memorandum of agreement (MOA) would be produced. He said that if relocation was pursued, could be included in the design phase and would be followed through with in construction.
- Mr. Cejas asked if other property owners would prefer moving the wall.
 - Mr. Craig Coning described a frustrating experience he had with property acquisition in the past. He said that if the Department choose to go with the plan which needed a 22 foot median on the right-of-way, his house could be affected.
 - Mr. Cejas said that full acquisition was on the table, but that the Department is seeking to avoid and minimize that alternative. He stated that the Department has a different process than the County.
- Attendee 1 thanked everyone for participating and providing feedback. He invited everyone to attend the alternatives workshop the following week.

Action Items:

N/A

Attendee Log

Online Attendee Log

445804-1-22-01 SR 994/SW 200 St/Quail Roost Dr PD&E Study Affected Parties Consultation					
Last Name	First Name	Email Address	Registration Date/Time	Join Time - Leave Time (Time in Session)	Time in Session
Arena	Courtney	carena@gfnet.com	10/12/2022 09:01 AM EDT	10/12/2022 10:29 AM EDT - 10/12/2022 11:33 AM EDT (1 hour 4 minutes)	1 hour 4 minutes
Chase	Kelly	kelly.chase@dos.myflorida.com	10/12/2022 10:25 AM EDT	10/12/2022 10:26 AM EDT - 10/12/2022 11:32 AM EDT (1 hour 7 minutes)	1 hour 7 minutes
Cody	Sarah	scody@miamidade.gov	10/12/2022 11:04 AM EDT	10/12/2022 11:04 AM EDT - 10/12/2022 11:33 AM EDT (29 minutes)	29 minutes
Fernandez	Alina	afernandez@gfnet.com	10/12/2022 10:20 AM EDT	10/12/2022 10:21 AM EDT - 10/12/2022 11:32 AM EDT (1 hour 12 minutes)	1 hour 12 minutes
Grinberg	Tom	tomgrinberg89@gmail.com	10/12/2022 10:29 AM EDT	10/12/2022 10:30 AM EDT - 10/12/2022 11:25 AM EDT (56 minutes)	56 minutes
Koning	Craig	koning01@gmail.com	10/12/2022 10:25 AM EDT	10/12/2022 10:25 AM EDT - 10/12/2022 11:32 AM EDT (1 hour 8 minutes)	1 hour 8 minutes
McManus	Alyssa	alyssa.mcmanus@dos.myflorida.com	10/12/2022 10:27 AM EDT	10/12/2022 10:27 AM EDT - 10/12/2022 11:32 AM EDT (1 hour 6 minutes)	1 hour 6 minutes
Meeting	Public	andre@iscprgroup.com	10/12/2022 10:15 AM EDT	10/12/2022 10:15 AM EDT - 10/12/2022 11:33 AM EDT (1 hour 18 minutes)	1 hour 18 minutes
Mykytka	Jim	jim.mykytka@rsandh.com	10/10/2022 04:12 PM EDT	10/12/2022 10:32 AM EDT - 10/12/2022 11:33 AM EDT (1 hour 1 minute)	1 hour 1 minute
Nodal	Norelys	nnodal@gfnet.com	10/12/2022 10:21 AM EDT	10/12/2022 10:28 AM EDT - 10/12/2022 11:31 AM EDT (1 hour 3 minutes)	1 hour 3 minutes
Pritchard	Christine	cfprun@aol.com	10/12/2022 08:08 AM EDT	10/12/2022 10:26 AM EDT - 10/12/2022 11:33 AM EDT (1 hour 7 minutes)	1 hour 7 minutes
Rothrock	Lindsay	lindsay.rothrock@dot.state.fl.us	10/12/2022 10:30 AM EDT	10/12/2022 10:32 AM EDT - 10/12/2022 11:33 AM EDT (1 hour 1 minute)	1 hour 1 minute
Taveras	Kimberly	kimberly.taveras@dot.state.fl.us	10/12/2022 10:29 AM EDT	10/12/2022 10:30 AM EDT - 10/12/2022 10:37 AM EDT (8 minutes)	8 minutes
Welch	Marsha	Marsha.Welch@DOS.MyFlorida.com	10/12/2022 10:08 AM EDT	10/12/2022 10:10 AM EDT - 10/12/2022 11:33 AM EDT (1 hour 23 minutes)	1 hour 23 minutes
streelman	amy	amy_streelman@janus-research.com	10/12/2022 10:13 AM EDT	10/12/2022 10:14 AM EDT - 10/12/2022 11:33 AM EDT (1 hour 19 minutes)	1 hour 19 minutes
James	Steven	steven.james@dot.state.fl.us	10/10/2022 04:34 PM EDT	--	--
McMullen	Robert	Robert.McMullen@dot.state.fl.us	10/12/2022 08:00 AM EDT	--	--
Vogt	Victoria	victoria.vogt@dot.state.fl.us	10/12/2022 08:26 AM EDT	--	--

In-Person Attendee Log

FDOT **Affected Parties Consultation Sign-in Sheet**
 Florida Department of Transportation District Six
 NOTICE: The information provided below is a matter of public record subject to examination by the general public upon request.

PROJECT
 State Road (SR) 994/SW 200 Street/Quail Roost Drive
 from SW 137 Avenue to SW 127 Avenue
 Project Identification Number: 445804-1-22-01

MEETING VENUE
 South Dade Regional Library
 10750 SW 211 Street
 Cutler Bay, FL 33189

MEETING DATE AND TIME
 10:30 a.m. to 12 p.m.
 Wednesday, October 12, 2022

Name	Representing (Name of business or group)	Address	Phone Number	E-mail address
CARLOS CEJAS	GARNETT FLEMING		202 213-1474	ccej@dot.state.fl.us
Elsa Riverol	FDOT		305 470 5105	elsa.riverol@dot.state.fl.us
Ken Hardin	JANUS RESEARCH		(727) 460-4669	khardin@janus-research.com
Max Abril Imberman	Janus Research		(813) 330-9111	max_imberman@janus-research.com
STEVEN CRAIG JAMES	FDOT		305 470 5221	STEVEN.JAMES@DOT.STATE.FL.US
Victoria Vogt	FDOT		305-470-5420	victoria.vogt@dot.state.fl.us
Alina Fernandez	Garnett Fleming		305.519.2987	afernandez@gfnet.com
Carlos Cejas	"		---	ccej@dot.state.fl.us
Elsa Riverol	FDOT		---	elsa.riverol@dot.state.fl.us

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 10750 SW 211 Street
 Cutler Bay, FL 33189

MEETING DATE AND TIME
 10:30 a.m. to 12 p.m.
 Wednesday, October 12, 2022

Name	Representing (Name of business or group)	Address	Phone Number	E-mail address
Lauren MacDonell	MacDonell family	13701 SW 200th St	949.533.8157	Lmacd13@my.wgu.edu

A large, light blue outline of the state of Florida is centered on the page. The outline is thick and follows the general shape of the state, including the panhandle and the peninsula. It is positioned behind the main title text.

Question Box Report

445804-1-22-01 SR 994/SW 200 St/Quail Roost Dr PD&E Study Affected Parties Consultation

Last Name	First Name	Email Address	Question # (Per Person)	Question Asked Date/Time	Question Asked	Answer Given
Grinberg	Tom	tomgrinberg89@gmail.com	1	11:17:12 AM EDT	can you repeat	
Pritchard	Christine	cfprun@aol.com	1	11:18:04 AM EDT	Great presentation from the team - thanks!	
Welch	Marsha	Marsha.Welch@DOS.MyFlorida.com	1	11:18:49 AM EDT	No questions from Me, great presentation. I look forward to receiving the upcoming studies.	



Exit Survey

445804-1-22-01 SR 994/SW 200 St/Quail Roost Dr PD&E Study Affected Parties Consultation

Last Name	First Name	Email Address	Submitted Date/Time	The Virtual Workshop was effective in conveying how FDOT functions.	I feel that I understand the concepts being presented.	I found the Q&A period beneficial ?	The materials presented during this webinar were easy to understand.	The presenters were clear during the presentation	The length of the presentation was appropriate.	Do you prefer a virtual public webinar or an in person workshop?	Any other comments or feedback you would like to provide to the project team?	I am open to attending an in-person public meeting provided social distancing restrictions and protocols are in place.
Welch	Marsha	Marsha.Welch@DOS.MyFlorida.com	10/12/2022 11:40 AM EDT	Strongly Agree	Strongly Agree	Neutral	Strongly Agree	Somewhat Agree	Strongly Agree	Virtual Workshop	I think the only reason the presenters weren't clear was because I didn't have my volume turned up enough.	Somewhat Disagree

Meeting Photos



Map



A large, light blue outline of the state of Florida is centered on the page. The outline is thick and follows the general shape of the state, including the panhandle and the peninsula. It is positioned behind the word "Presentation".

Presentation



SR 994/Quail Roost Drive PD&E Study

from West of SW 137th Ave to East of SW 127th Ave
FM 445804-1-22-01
ETDM No. 14429

**Affected Parties
Consultation Meeting**

October 12, 2022

 **THIS MEETING IS BEING RECORDED.**

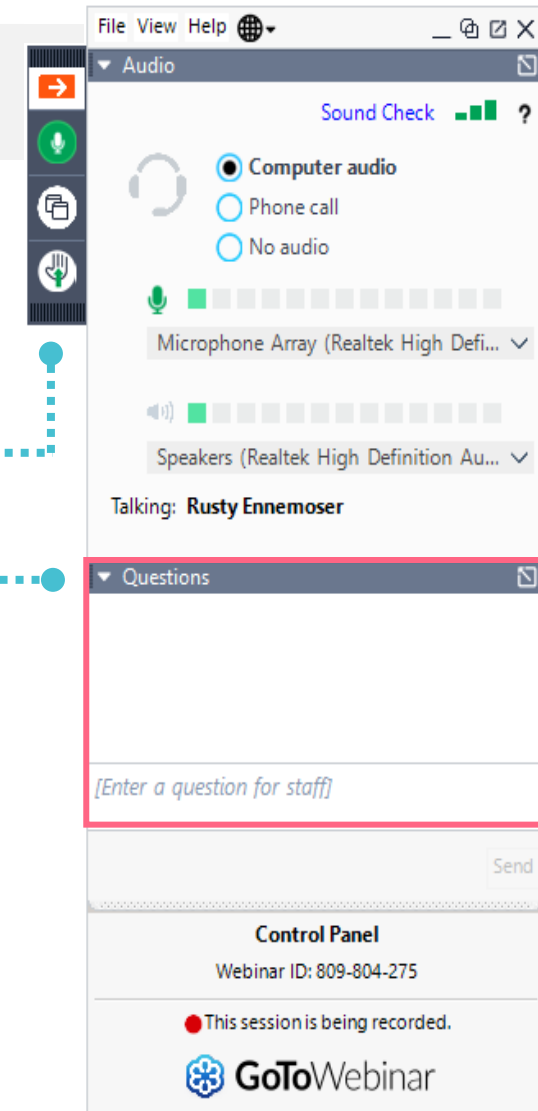
GoToWebinar Online Meeting Platform

Providing Comments During Open Discussion Period:

- **Raise hand during comment period to speak on control panel or comment in the chat**
- Submit Comments via the “Questions” Box
- Questions will be responded to **after** the presentation

Technical Issues?

- **Type your issue in the questions pane on the control panel.**



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

Public participation at this meeting is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting:

Florida Department of Transportation
District Six Office
District Six Title VI Coordinator
Nicholas Danu, P.E.
1000 NW 111th Avenue
Miami, Florida 33172
Nicholas.Danu@dot.state.fl.us
(305) 470-5219

Florida Department of Transportation
Central Office
State Title VI Coordinator
Aldrin T. Sanders
605 Suwannee Street
Tallahassee, Florida 32399
Aldrin.Sanders@dot.state.fl.us
(850) 414-4764

All inquiries or concerns will be handled according to FDOT procedure and in a prompt and courteous manner.



1

Member Introductions

2

Project Introduction & Background

3

Existing Conditions

4

Purpose and Need

5

Cultural Resources

Historic Significance
Section 106 Process

6

Proposed Alternatives

7

Next Steps



Project Manager
Elsa N. Riverol, P.E.



Project Manager
Alina Fernandez, P.E.



PD&E Engineer
Carlos Cejas, P.E.



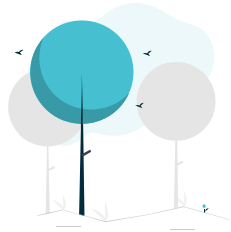
Cultural Resources
Amy Strelman





Engineering Analysis

- Safety
- Traffic Operations
- Access Management
- Right-of-Way
- Structures
- Drainage
- Utilities
- Lighting
- Landscaping
- Cost Estimates



Environmental Analysis

- Sociocultural Effects
 - Mobility
 - Land Use (schools, churches, businesses, etc.)
 - Relocation Potential
- Cultural Resources
 - Archaeological and Historic Resources
 - Recreational
- Natural Resources
 - Wetlands
 - Wildlife and Habitat
 - Permits
- Physical Effects
 - Noise
 - Air Quality
 - Contamination



Public Engagement Program

- Public Involvement Plan
- Kick-Off Meetings
- Elected Officials Briefings
- Agency Meetings
- Alternatives Workshop
- Public Hearing



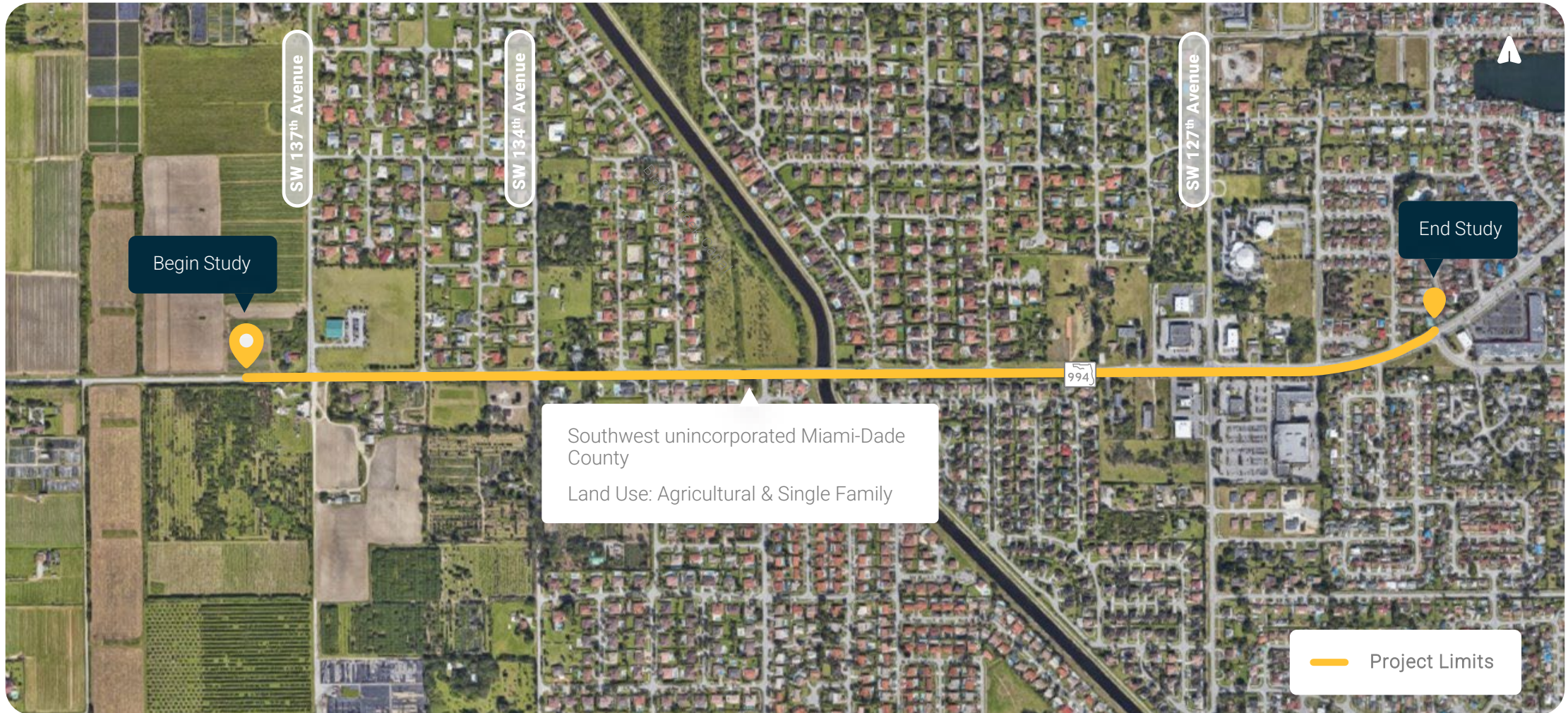
Begin Study >

PUBLIC ENGAGEMENT

Study Approval

SR 994 • SW 200th St • Quail Roost Drive

from West of SW 137 Ave (MP 3.750) to East of SW 127 Ave (MP 5.430)





- | | | | | | |
|---|--|--|---|---|--|
| <p>1 FDOT Project FM 443907-1
SR 994/Quail Roost Dr from Krome Ave to SW 137th Ave
Resurfacing
Construction starts 06/2023
Completion by 03/2024</p> | <p>2 MDC Project 20040343
SW 137th Ave from US-1 to Quail Roost Dr
Widening/new construction of 2 lane road
Completed in 2022</p> | <p>3 MDC Project LRTP PW168
SW 137th Ave from US-1 to SW 184th St
Widening to 4 lanes
Planning Phase</p> | <p>4 MDC Project 20180004
SW 127th Ave & SW 200th St
Intersection improvements to add NB right turn lane
Design completed 11/2020
Construction starts 07/2022</p> | <p>5 FDOT Project FM 429341-3
SR 994/Quail Roost Dr from SW 127th Ave to SW 113th Ave
Resurfacing
Completed in 2022</p> | <p>6 MDC Project 20200285
SW 200th Street from US-1 to Quail Roost Dr.
Widening to 4 lanes and New Shared Use Path
Construction starts 2026</p> |
|---|--|--|---|---|--|



Safety

Improve Safety Conditions and Emergency Evacuation and Response Times

- 84 crashes per year (2015-2019)
- Three recent fatal crashes (2016, 2019 and 2021)
- Five locations in High Crash Spot List
- High Crash Segments in years 2015 through 2019



Capacity

Improve Operational Conditions and Accommodate Projected Travel Demand

- Multiple segments operating at LOS F
- Future conditions anticipated to worsen if no improvements implemented

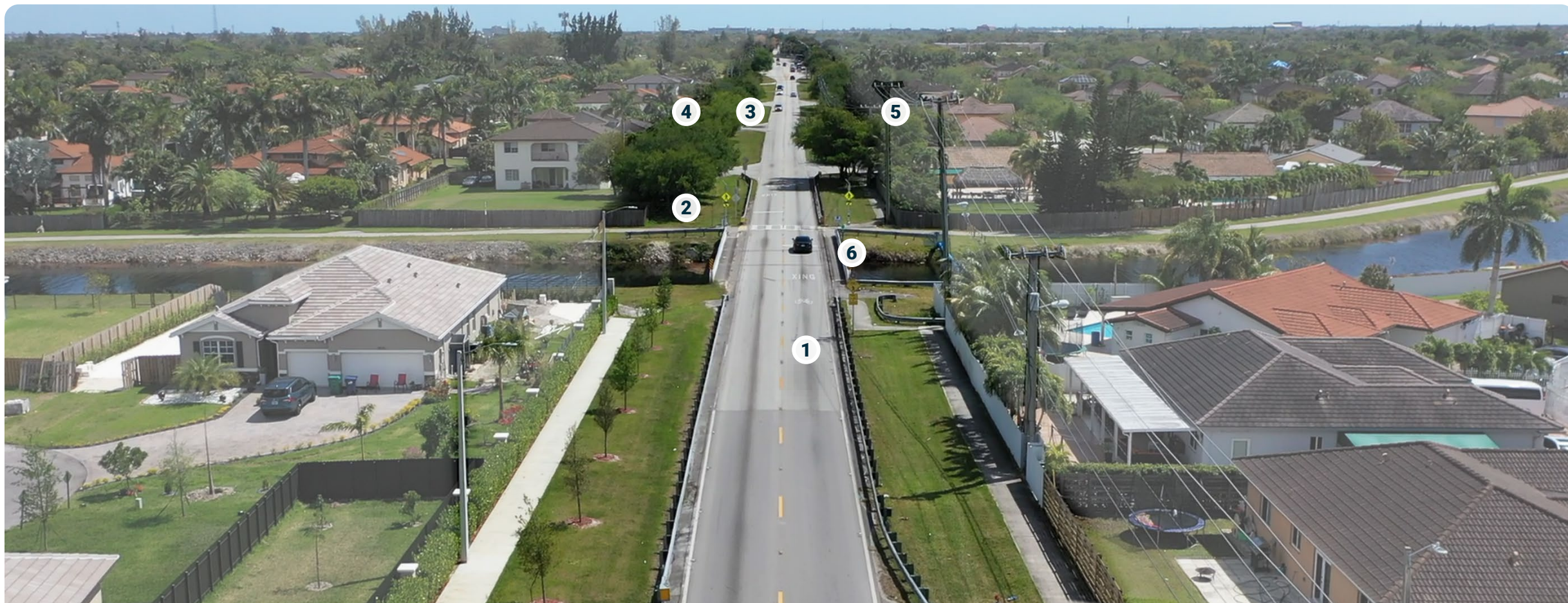


Multi-Modal

Enhance Mobility Options and Multi-Modal Access

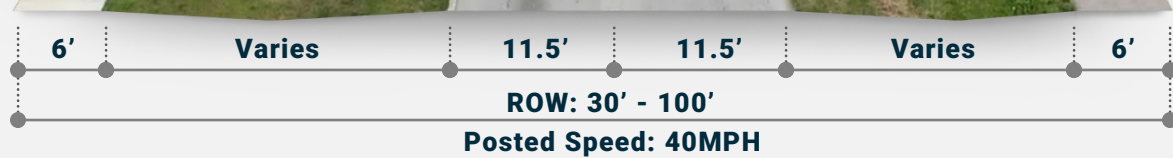
- No designated bicycle lanes
- Non-continuous sidewalks

Existing Roadway / Typical Section



- ① Two-lane undivided roadway
- ② Black Creek Trail Crossing (at-grade mid-block crossing)
- ③ Discontinuous Sidewalks

- ④ Mature Landscaping
- ⑤ Utilities (not always in back of SW)
- ⑥ Bridge over Black Creek Canal



Safety Analysis (Crash Data)



Corridor Wide Crash Summary (2015 – 2019)

422 Crashes

139 Injury Crashes (33%), 2 Pedestrian/Bicyclist Crashes (< 1%)

2 Fatal Crashes (< 1%)

Leading Crash Types	2015	2016	2017	2018	2019	5-Year Total	%
Rear End	33	37	47	42	42	201	48%
Angle	13	22	24	18	20	97	23%
Left Turn	6	10	5	9	10	40	10%
Sideswipe	5	3	4	11	9	32	8%

FDOT High Crash List

High Crash Segment (All five years)

5 High Crash Spots (SW 137 Ave, SW 134 Ave, SW 133 Ave, SW 132 Ave, SW 127 Ave)

Corridor Wide Crash Summary (2020 – 2021)

156 Crashes

39 Injury Crashes (25%), No Pedestrian/Bicyclist Crashes

1 Fatal Crash (< 1%)

Leading Crash Types	2020	2021	2-Year Total	%
Rear End	37	31	68	41%
Left Turn	22	14	36	22%
Sideswipe	9	6	15	9%
Angle	6	9	15	9%

Fatal Crashes (2015 – 2021)

2016 – **1 Left Turn crash** at SW 132 Ave

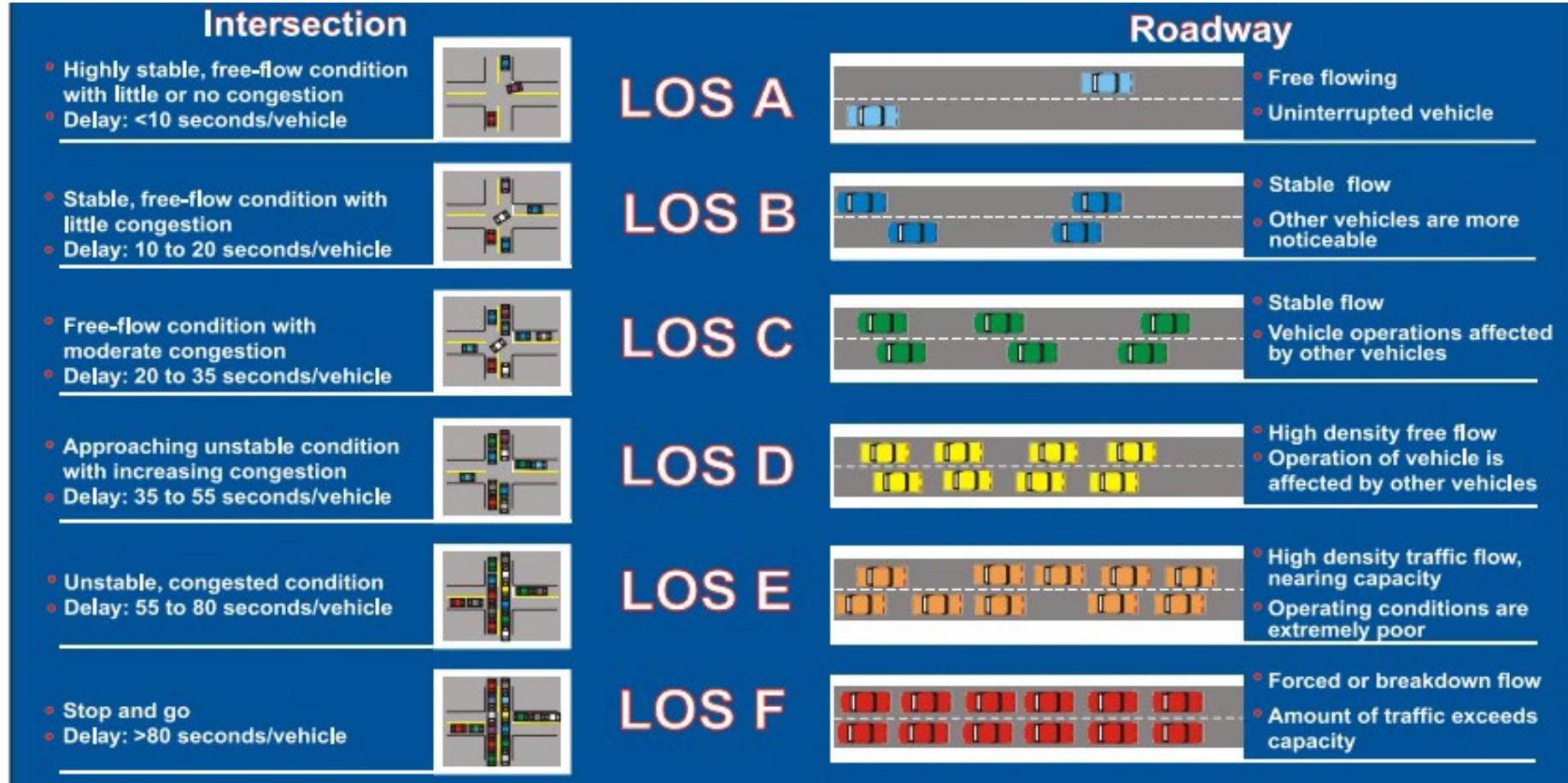
2019 – **1 Angle crash** at SW 134 Ave

2021 – **1 Left Turn crash** at SW 134 Ave

Level of Service (LOS)

Level of Service is a measure of traffic operational conditions. Six levels of service are defined for each type of roadway section and are given letter designations from A to F, with A representing the best operating conditions and F representing the worst operating conditions.

A Level of Service D or better is required for a new design



Level of Service / Travel Time / Delay - AM Peak Period

EXISTING
2021



NO BUILD
2045



Legend: ■ ≤ LOSC ■ LOSD ■ LOSE ■ LOSF

Level of Service / Travel Time / Delay - PM Peak Period

EXISTING
2021



NO BUILD
2045



Legend: ■ ≤ LOS C ■ LOS D ■ LOS E ■ LOS F

- Cultural Resources Assessment Survey (CRAS) in progress.
- CRAS will be submitted to SHPO for review and concurrence on findings.
- Overall, 18 historic resources identified in the Area of Potential Effect (APE).
- Three historic resources potentially eligible for inclusion in National Register (NRHP):

① Talbott Estate – southeast corner of Quail Roost Drive & SW 134th Avenue intersection (*County designated*)
Property Address: 13390 SW 200th Street

② MacDonell House and Walls – northwest corner of Quail Roost Drive & SW 137th Avenue intersection (*County designated*)
Property Address: 13701 SW 200th Street

③ Southwest corner of Quail Roost Drive & SW 137th Avenue intersection – potentially significant
Property Address: 20000 SW 137th Avenue



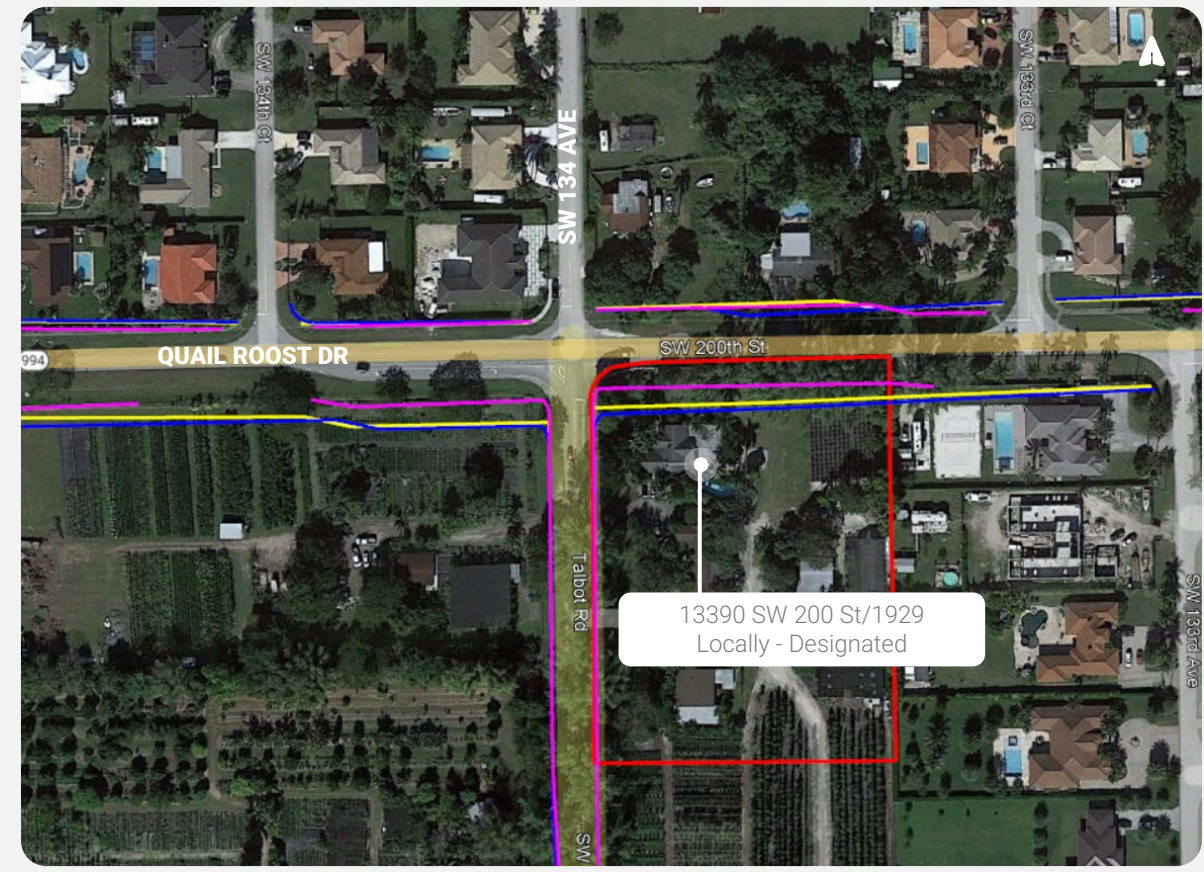
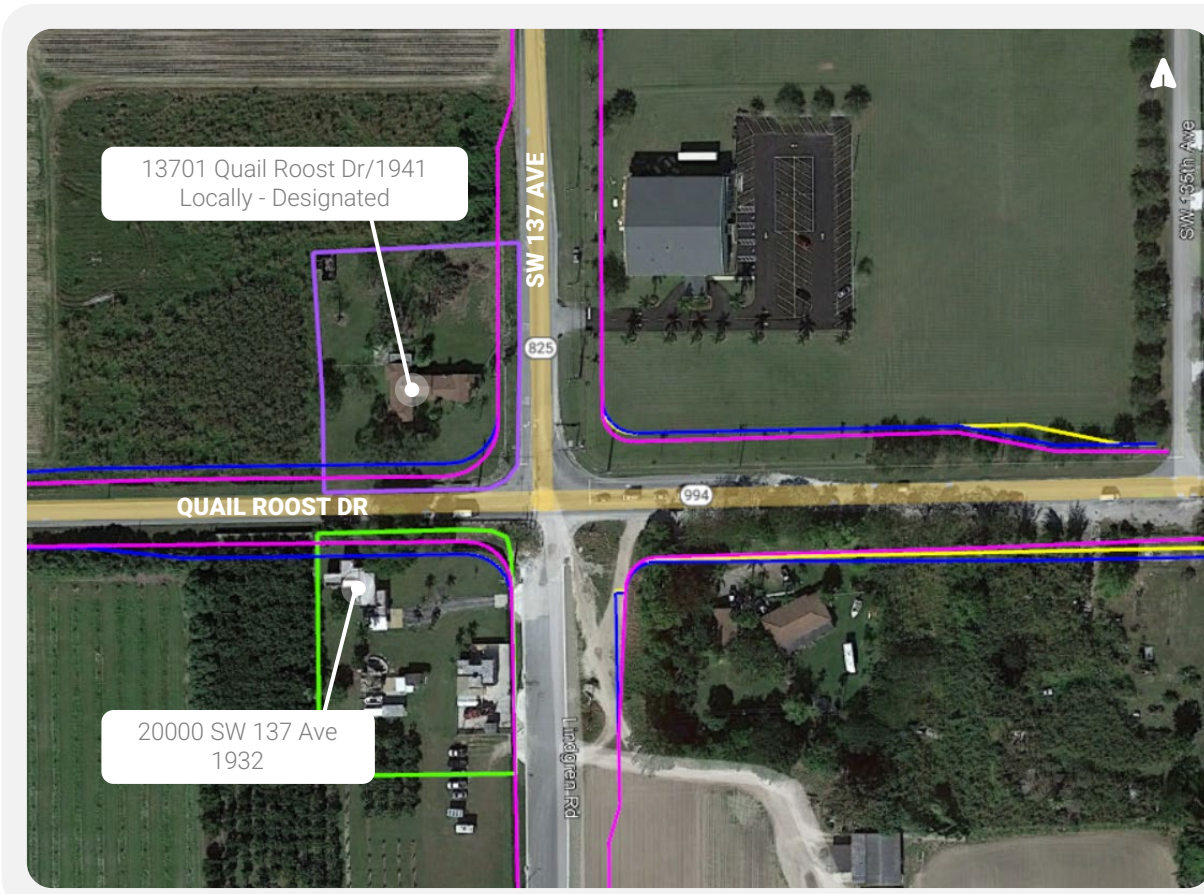
Proposed Boundaries

Proposed ROW

- Build Alternative 1
- Build Alternative 2
- Build Alternative 3

Proposed Boundaries

- MacDonnell House
- 20000 SW 137 Ave
- Talbott Estate

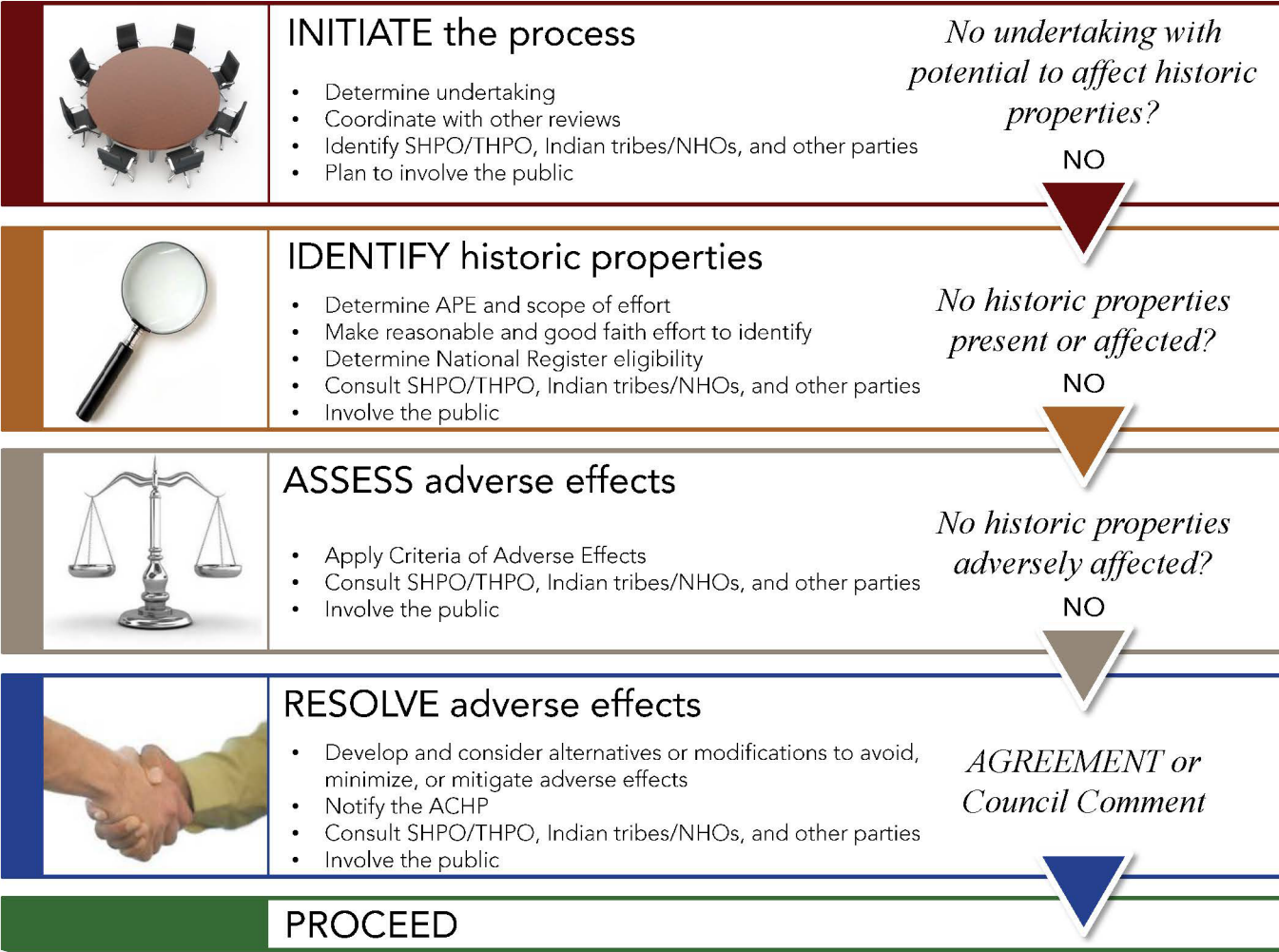




Section 106 Review Process

36 CFR § 800.3-7

CONSULTATION



INITIATE the process

- Determine undertaking
- Coordinate with other reviews
- Identify SHPO/THPO, Indian tribes/NHOs, and other parties
- Plan to involve the public

No undertaking with potential to affect historic properties?

NO



IDENTIFY historic properties

- Determine APE and scope of effort
- Make reasonable and good faith effort to identify
- Determine National Register eligibility
- Consult SHPO/THPO, Indian tribes/NHOs, and other parties
- Involve the public

No historic properties present or affected?

NO



ASSESS adverse effects

- Apply Criteria of Adverse Effects
- Consult SHPO/THPO, Indian tribes/NHOs, and other parties
- Involve the public

No historic properties adversely affected?

NO



RESOLVE adverse effects

- Develop and consider alternatives or modifications to avoid, minimize, or mitigate adverse effects
- Notify the ACHP
- Consult SHPO/THPO, Indian tribes/NHOs, and other parties
- Involve the public

AGREEMENT or Council Comment

PROCEED

Objectives of Affected Party Consultation Meetings

- 1 Present Project Purpose and Need and Alternatives Considered
- 2 Discuss the Section 106 Process
- 3 Outline how the Section 106 Process is being carried out during course of this project
- 4 Present findings of cultural resources studies and consultation participants provide input regarding resources and eligibility
- 5 Define next steps in the Section 106 process: effects and resolution of effects
- 6 Input on future consultation related to potential effects and minimization and mitigation measures

ALT A **No-Action Alternative**
2-Lane Undivided

ALT B **Build Alternative 1**
2-Lane with 16.5-ft raised median/turn lanes and Signal at SW 134th Ave

ALT C **Build Alternative 2**
4-Lane with 16.5-ft raised median/turn lanes and Signal at SW 134th Ave

ALT D **Build Alternative 3**
4-Lane with 22-ft raised median/turn lanes and Signal at SW 134th Ave

Advantages

- No Construction Effects
- No Construction Costs
- No Disruption to Community or Travel Patterns

Disadvantages

- Does NOT Meet Project Purpose & Need
- Increased number of crashes
- Poor Traffic Operations
- Lack of bicycle facilities
- Non-continuous sidewalks

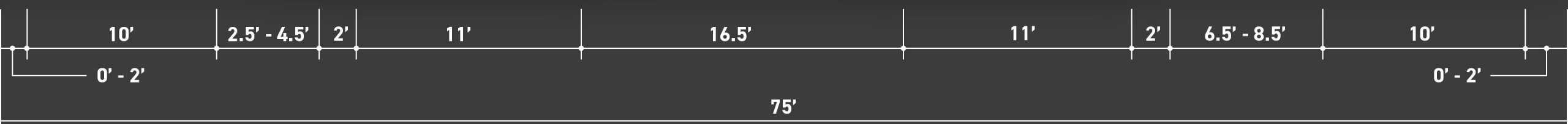


Advantages

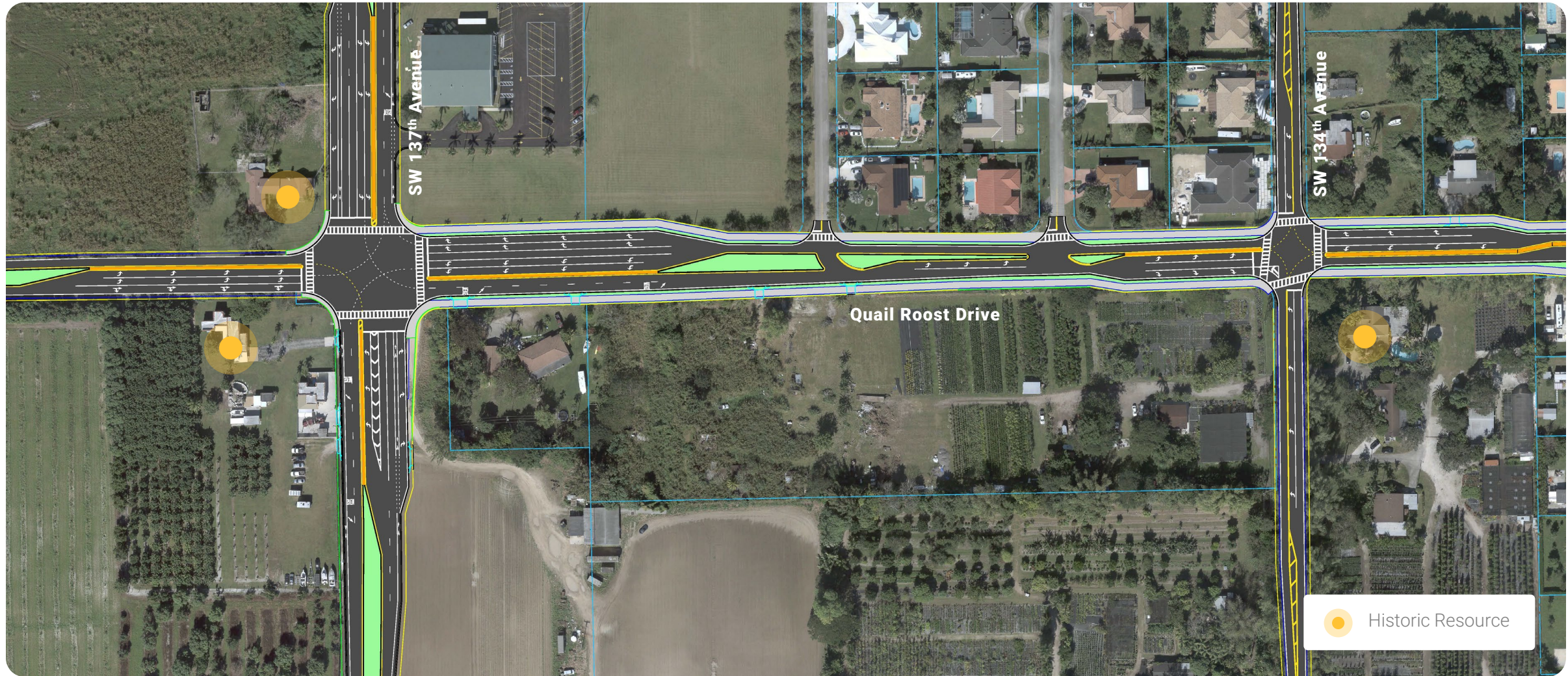
- Meets Project Purpose & Need
- Expected to reduce 18 crashes per year
- Improves Traffic Operations compared to No-Build Option
- Provides Continuous Shared-Use Path on both sides

Disadvantages

- Construction Effects (utility and drainage impacts)
- Temporary Disruption to Community or Travel Patterns
- Moderate Right of Way Impacts
- Construction Cost = \$25.4M
- Impacts to three significant historic properties



Plan View – 137th Ave to 134th Ave



Right-of-Way Impacts

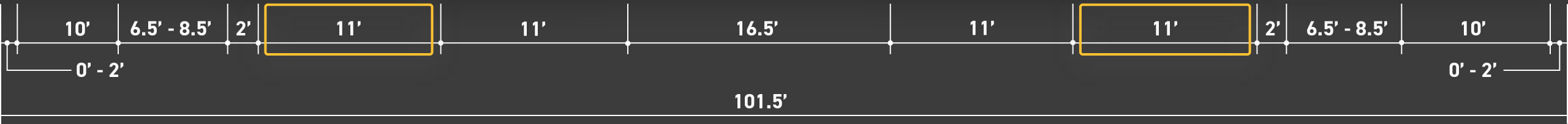


Advantages

- Meets Project Purpose & Need
- Expected to reduce 21 crashes per year
- Improves Traffic Operations compared to Build Alternative 1
- Provides Continuous Shared-Use Path on both sides

Disadvantages

- Construction Effects (utility and drainage impacts)
- Temporary Disruption to Community or Travel Patterns
- Right of Way Impacts (higher than Build Alternative 1)
- Construction Costs = \$27.8M
- Impacts to three significant historic properties



Plan View - 137th Ave to 134th Ave



Right-of-Way Impacts

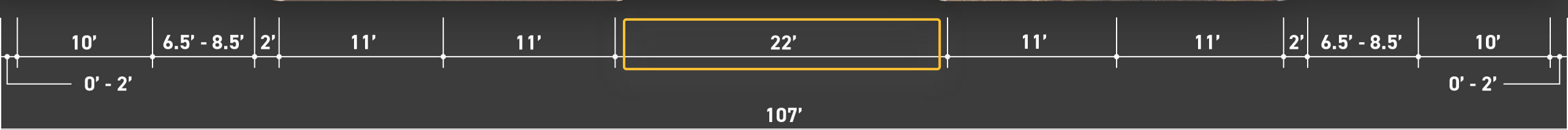


Advantages

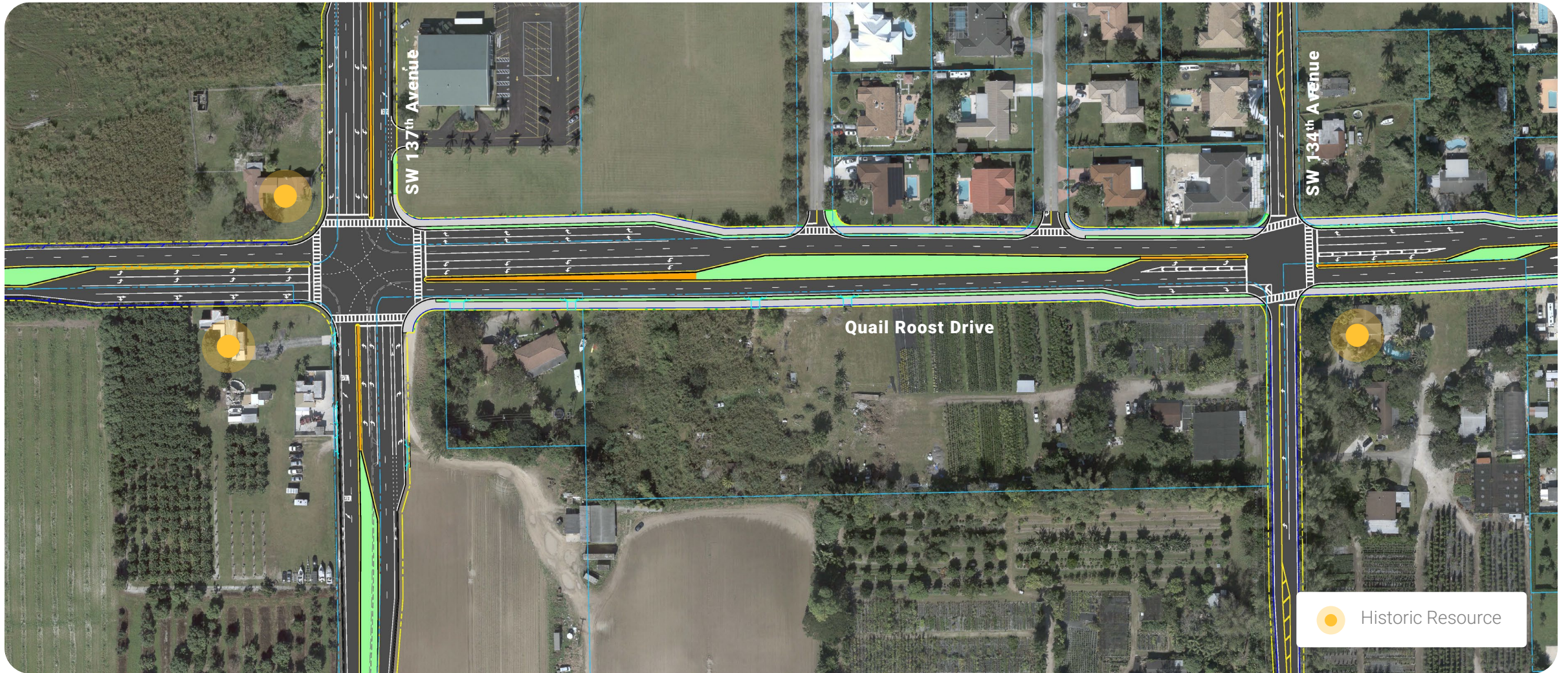
- Meets Project Purpose & Need
- Expected to reduce 23 crashes per year
- Improves Traffic Operations compared to Build Alternative 2
- Provides Continuous Shared-Use Path on both sides

Disadvantages

- Construction Effects (utility and drainage impacts)
- Temporary Disruption to Community or Travel Patterns
- Right of Way Impacts (higher than Alternative 2)
- Construction Costs = \$29M
- Impacts to three significant historic properties



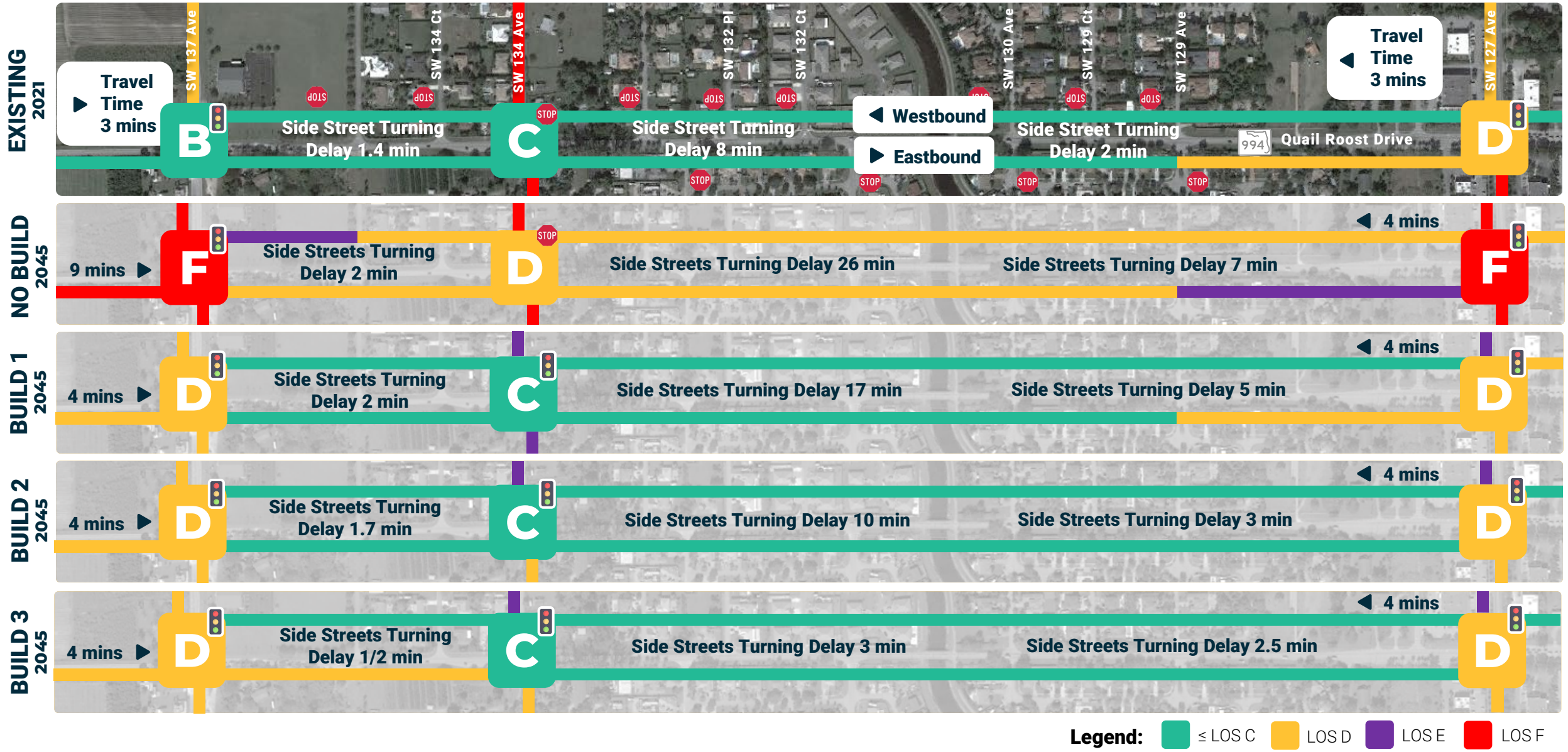
Plan View - 137th Ave to 134th Ave



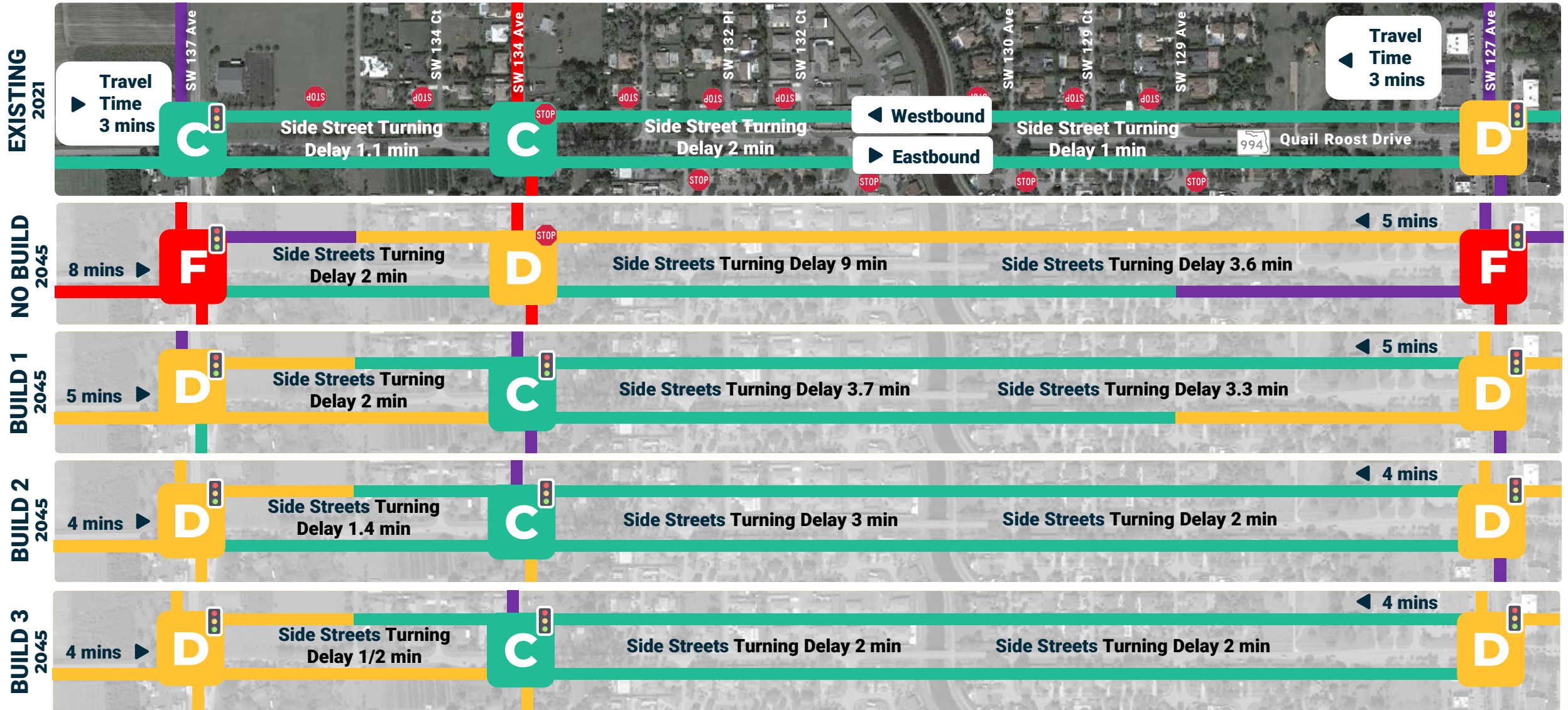
Right-of-Way Impacts



Level of Service / Travel Time / Delay - AM Peak Period



Level of Service / Travel Time / Delay - PM Peak Period



Legend: ■ ≤ LOS C ■ LOS D ■ LOS E ■ LOS F

QUALITATIVE ALTERNATIVE COMPARISON MATRIX

Evaluation Criteria	No-Build (2-Lane Undivided)	Build Alternative 1 (2-Lane with Turn Lanes / Raised Islands and Signal at SW 134 Ave)	Build Alternative 2 (4-Lane with Turn Lanes / Raised Islands and Signal at SW 134 Ave)	Build Alternative 3 (4-Lane with Turn Lanes / Raised Median and Signal at SW 134 Ave)
Meets Purpose & Need	No	Yes	Yes	Yes
Traffic Operations	Increased Congestion and Delay	Added turning lanes at intersections	Added capacity and Turn lanes at intersections	Added capacity and Turn lanes at intersections
Safety	Increased number of accidents anticipated due to increase in future traffic volumes	Decreased number of accidents due to safety enhancements	Decreased number of accidents due to safety enhancements	Decreased number of accidents due to safety enhancements
Multimodal Accommodations	No improvement	Added pedestrian and bicycle facilities	Added pedestrian and bicycle facilities	Added pedestrian and bicycle facilities
Right of Way Impacts	None	Moderate Impacts	Significant Impacts	Significant Impacts
Historic Resources Impacts	None	Moderate Impacts	Significant Impacts	Significant Impacts
Recreational Resources	No Change	Black Creek Trail connected to other trail facilities	Black Creek Trail connected to other trail facilities	Black Creek Trail connected to other trail facilities
Noise	No Change	Slight increase in noise level related to alignment shift	Slight increase in noise level related to added capacity	Slight increase in noise level related to added capacity

- Positive Outcome
- No Change to Moderate Impact
- Negative Outcome



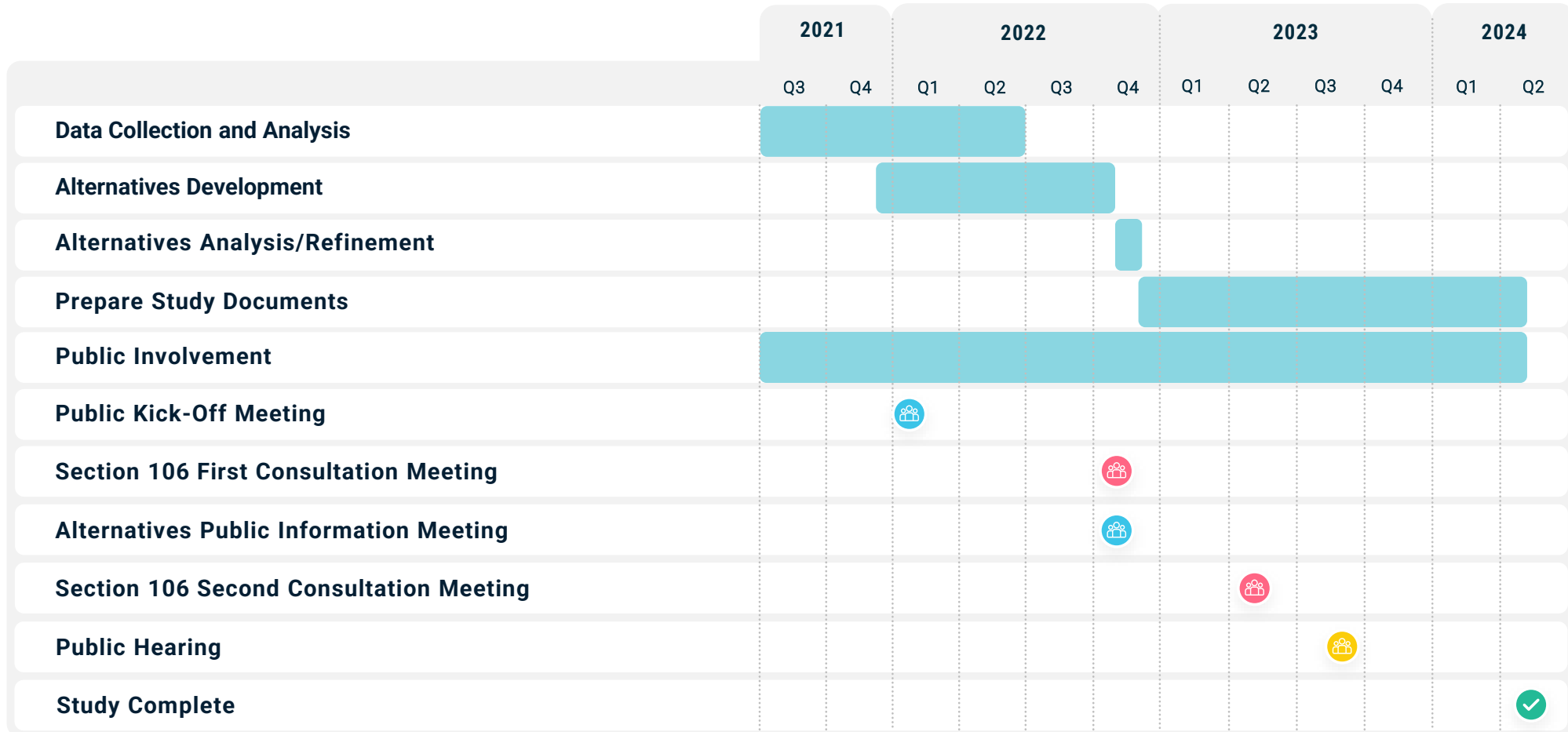
Future Meeting(s) or Outreach:



**Alternatives Workshop:
October 18, 2022
5:30 pm to 7:30 pm**

What Happens Next?

- Once Recommended Alternative selected – Section 106 Case Study (Effects to Significant Historic Resources) will be prepared. Recommended alternative will be presented to the Affected Parties prior to the Public Hearing
- Section 106 Case Study documentation will be prepared and submitted to SHPO for concurrence
- Consultation continues
- MOA prepared with minimization and mitigation measures
- Section 4(f) documentation prepared - Individual Statement anticipated



CONSULTATION MEETING 👤
 PUBLIC MEETING 👤
 PUBLIC HEARING 👤
 STUDY COMPLETION ✅

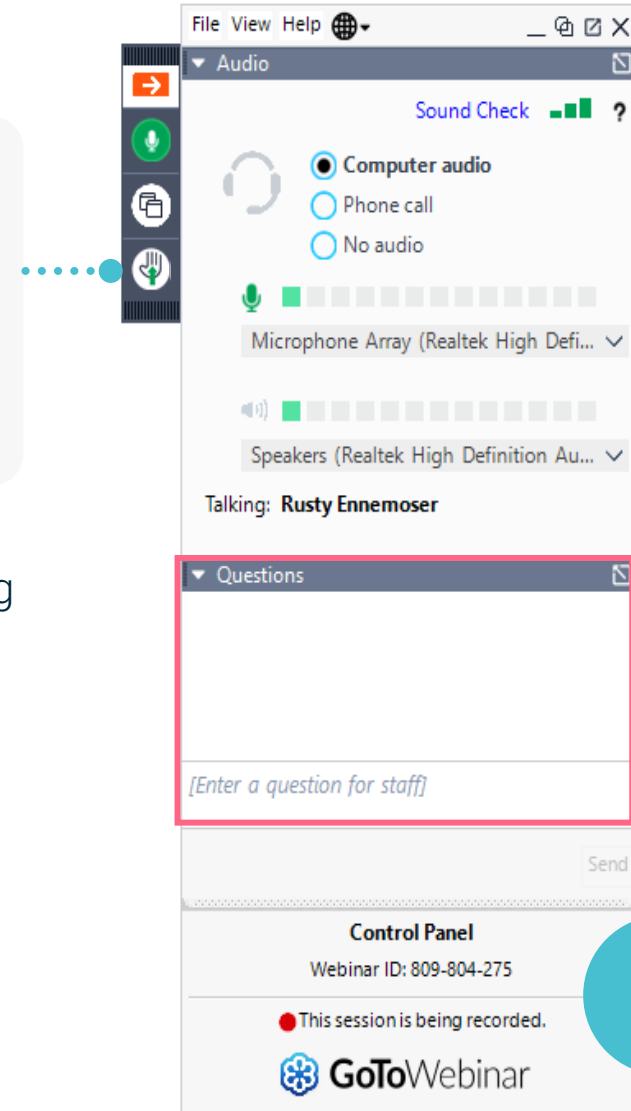


To Provide Questions/Comments:

- Please type your comment in the chat.
- **Select the raised hand feature on the control panel to voice your question or comment.**

Any additional comments should be submitted to **Elsa Riverol** following the meeting. Please see the following slide for contact information.

We would appreciate all comments by **October 28th**



Elsa N. Riverol, P.E.

Florida Department of Transportation, District Six
1000 NW 111th Avenue, Room 6251
Miami, FL 33172
(305) 470-5105
Elsa.Riverol@dot.state.fl.us

Monica Diaz

Community Outreach Specialist
(305) 573-0089
monica@iscprgroup.com

**SCAN QR CODE TO VISIT
OUR PROJECT WEBSITE!**



[www.fdotmiamidade.com/
QuailRoostPDE](http://www.fdotmiamidade.com/QuailRoostPDE)

TARGET
ZERO
FATALITIES & SERIOUS INJURIES

A graphic element for the Target Zero campaign. It features a purple silhouette of the state of Florida overlaid on a target symbol. The target consists of three concentric circles in shades of purple and blue, with a white bullseye in the center.



Thank You.

Appendix E – May 15, 2023 Affected Parties Consultation Meeting Minutes



**State Road (SR) 994/Quail Roost Drive PD&E Study
from West of SW 137 Avenue to East of SW 127 Avenue
Affected Parties Consultation
FM 445804-1-22-01**

May 15, 2023
GoToWebinar

Staff:

FDOT

Elsa N. Riverol, P.E.
Robert McMullen
Victoria Vogt
Mathew Marino
Lindsay Rothrock

Dade Heritage Trust

Christina Rupp

**Florida Division of Historical
Resources (FDHR)**

Marsha Welch

Gannett Fleming

Alina Fernandez, P.E.
Carlos Cejas, P.E.

Janus Research

Amy Streelman
Max Adriel Imberman

Purpose of the Workshop:

The Affected Parties Consultation was held on May 15, 2023, to discuss the State Road (SR) 994/Quail Roost Drive PD&E Study from West of SW 137 Avenue to East of SW 127 Avenue. The purpose of this workshop was to update plans and progress on the project from the last meeting. The meeting provided directly affected property owners with an overview of alternatives and opportunity to provide comment and questions about the anticipated impacts to these historic properties located at: 13390 SW 200 Street, 20000 SW 137 Avenue, and 13701 SW 200 Street.

Presentation:

Community Outreach Specialist, Monica Diaz, of Infinite Source Communications, welcomed the attendees, stated the rules of engagement, and NEPA Assignment Statement.

Project team members introduced themselves and welcomed the attendees. Below are a list of project team members and attendees.

- Elsa N. Riverol, P.E., FDOT Project Manager
- Mathew Marino, FDOT Project Delivery Coordinator
- Alina Fernandez, P.E., Gannett Fleming Project Manager
- Carlos Cejas, P.E., PD&E Engineer,
- Amy Streelman, Cultural Resources
- Robert McMullen, Environmental Scientist III
- Victoria Vogt, FDOT - District 6 Cultural Resources Coordinator
- Max Adriel Imberman, Architectural Historian
- Lindsay Rothrock, State Cultural Resources Coordinator
- Marsha Welch, Historic Preservation
- Christina Rupp, Executive Director Dade Heritage Trust
- Tom Grinberg, Property Owner – 13390 SW 200 Street
- Lauren MacDonell, Property Owner – 13701 SW 200 Street
- Craig Coney, Property Owner – 20000 SW 137 Avenue



Open Discussion – Action items in bold

1. The resident of 20000 SW 137 Avenue inquired whether the distance from her home and the street would be 8-feet.
 - In response it was stated from the proposed right of way line to the back of sidewalk with the initial alternative presented, but additional alternatives will be presented to reduce that amount.
 - She expressed the concern that in the event of an accident, the possibility of a car crashing into her home.
 - Ms. Fernandez explained what is being shown as the proposed right of way, will have a shoulder 8 feet from the initial pavement, in addition to 8 feet to the house.

2. Mr. Tom Grinberg inquired about the affected area being proposed and whether it would be the 27,000 square feet.
 - Mr. Ceja's responded that is with alternative two, but the Department is looking at refining that alternative to avoid, minimize and reduce the impacts.

3. Ms. Rupp with Dade Heritage Trust inquired on what kicks off a review of a roadway by FDOT.
 - Ms. Riverol responded that the project was presented by the FDOT Safety Office due to the number of accidents and fatalities that have occurred at the intersections which triggered the study of the segment from 137 Avenue to 127 Avenue. Ms. Riverol continued and explained the process.
 - In addition, Ms. Rupp inquired if the Department ever takes a proactive approach to when there's an abundance of development planned and there is up zoning done in an area that was traditionally not heavily populated with subdivisions, and whether the studies are ever required and road improvements prior to development.
 - In response, Ms. Riverol stated permits are obtained, but for development, FDOT would not have a say, but that would be through Miami Dade County.
 - Mr. Cejas explained, the long-range planning of the transportation system is handled by the Transportation Planning Organization (TPO) every five years and it is the blueprint of all the future improvements to the transportation system and FDOT is involved.

4. Ms. Lindsay Rothrock commented when looking at mitigation ideas that they include local preservation boards that have context or an idea to help show the historical significance of these structures.
 - Ms. Streelman responded and stated that is something that has been discussed at FDOT and it is another measure being reviewed.
 - Ms. Rothrock's further inquired if landscaping was a potential mitigation to help with the noise given the proposed improvements and whether it is a consideration. She continued and stated it will maintain the character and scene of the properties.
 - In response, Mr. Cejas stated that was a specific question for the homeowners and asked whether they would be interested in landscaping and whether it appeals to them as mitigation.



5. A property owner inquired on how the noise would impact their coral rock house.
 - Mr. Cejas responded from a roadway perspective and stated they may experience minor vibration during construction. Ms. Strelman stated based on the experiences on other similar projects, the department would use methods that are sensitive to these resources, and they would monitor vibrations to ensure the structures are not impacted. In addition, Mr. Rob McCullen, the district's noise specialist, responded and explained the noise study conducted and expressed the concerns of residents have been considered for the project.
6. Ms. Lauren MacDonell responded to the inquiry made by Ms. Rothrock pertaining to documenting and preserving the building techniques, and the historical information and offered her and her family's assistance as they were instrumental in rebuilding of the McDonald wall and the Talbot house.
7. Mr. Jeff Ransom with Miami-Dade County commented that a certificate of appropriateness will be required for any landscaping or impacts to the designated historic resource.
8. Ms. Strelman and Mr. McMullen concluded the meeting and thanked everyone for participating and encouraged attendees to submit their comments and questions through the open comment period date of June 2, 2023, and advised of future meetings to continue the discussion.

Action Items:

N/A