



SR 994/Quail Roost Drive PD&E Study

**From West of SW 137th Ave to East of SW 127th Ave
Miami-Dade County
FM 445804-1-22-01
ETDM No. 14429**

Public Hearing

July 15, 2024

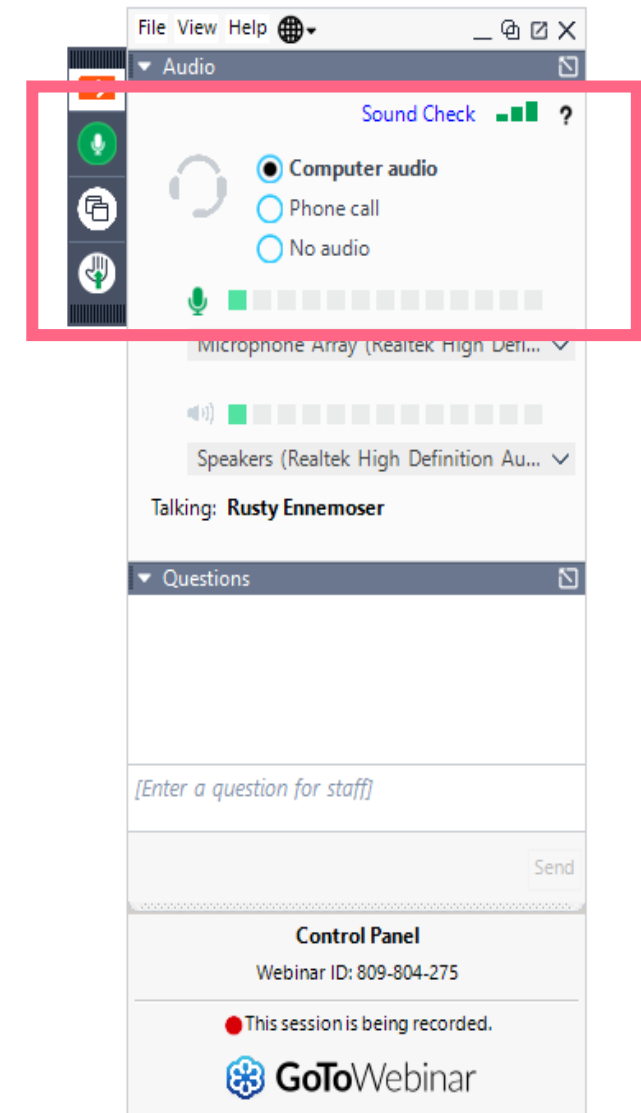
WELCOME!

The Public Hearing will begin at 6:00 p.m.

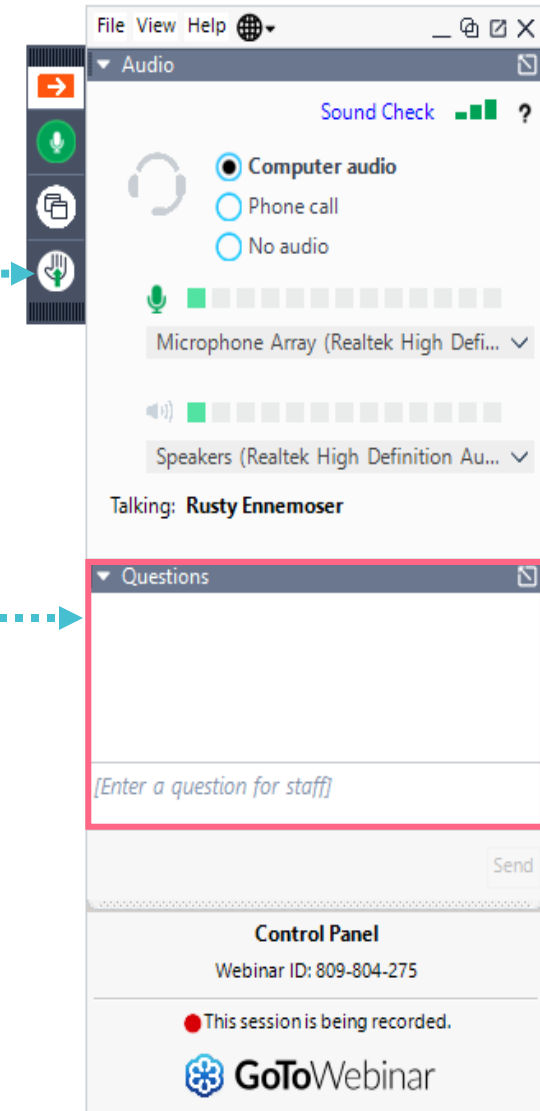
Si usted necesita traducción durante el evento por favor levante su mano o pida ayuda de traducción a través del chat y un miembro de nuestro equipo lo asistirá.

Si w bezwen tradiksyon pandan reyinyon an tanpri leve men w oswa ou ka mande asistans tradiksyon atravè chat epi yon manm ekip nou an ap edew.

- Public Hearing Location
 - South Dade Regional Library at 10750 SW 211 Street, Cutler Bay, FL
- Public Hearing is being recorded
- Presentation followed by a formal comment period
- Presentation is available on the project website at:
www.southflroads.com/QuailRoostPDE
- Project team will remain until 8:00 p.m.
- Can't hear the audio? Check computer speaker settings in the control panel
- For Technical Assistance: Call 1-800-418-0524
 - Or dial-in to this hearing at (562) 247-8422 and use Access Code: 473-426-246



- Virtual Attendees are Automatically Muted
- Comments from virtual attendees:
 1. Oral Comments:
 - Click “Raise Hand” and you will be unmuted
 2. Written Comments:
 - Type comment in “Questions” Box
- Include your full name and address with comment
- Dial-in (audio only) attendees will not be able to provide comments during the hearing. To provide comments, call 305-470-5271 or email Raul Quintela at Raul.Quintela@dot.state.fl.us



Ways for In-Person Attendees to Comment:



1

Submit written comments using provided forms



2

Comment directly to the court reporter



3

Complete a speaker card to provide an oral comment

- Include your full name and address with comment
- Oral comments limited to **three (3) minutes**
- No responses provided during formal comment period (minor clarifications only)
- Responses provided after 10-day comment period ends
- All comments become part of the Public Hearing Record and **all forms of comments carry the same weight**

We would like to recognize any federal, state, county, or city officials who may be present.

Please stand or select the raise hand feature on the control panel.



- Share information with the public about the proposed improvement
- Provide an opportunity for the public to express their opinions regarding the project

1. Open House



- View study materials
- Speak directly with study team
- Provide comments

2. Presentation



- Explain purpose and need
- Study alternatives
- Preferred alternative
- Benefits and impacts

3. Comment Period



- Provide oral or written comments
- Provide comments to court reporter (in-person)
- Responses provided later
- **All comments carry the same weight**

This public hearing is being held in accordance with:

- **Section 120.525, F.S.** – Meetings, hearings, and workshops
- **Section 286.011, F.S.** – Florida’s Government in the Sunshine Law
- **Section 335.199, F.S.** – Transportation projects modifying access to adjacent property
- **Section 339.155, F.S.** – Transportation planning
- **Americans with Disabilities Act of 1990 (ADA)**
- **Title VI of the Civil Rights Act of 1964** and Other Nondiscrimination Laws
- **49 CFR Part 24**, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs
- **40 CFR Part 1506**, Other Requirements of NEPA



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 the Florida Highway Administration (FHWA) and FDOT.

Public participation at this hearing 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

Tish Burgher

Interim District Title VI Coordinator

1000 NW 111th Avenue

Miami, Florida 33172

Tish.Burgher@dot.state.fl.us

(305) 470-5277

Florida Department of Transportation
Central Office

Stefan Kulakowski

State Title VI Coordinator

605 Suwannee Street

Tallahassee, Florida 32399-0450

Stefan.Kulakowski@dot.state.fl.us

(850) 414-4742

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

Property Owner/
Tenant Letters



Emails to elected/
appointed officials
and interested parties



FDOT website

www.southflroads.com/QuailRoostPDE



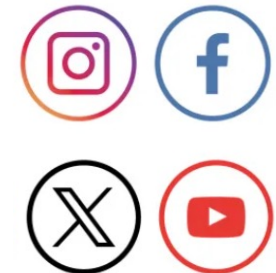
Florida Administrative
Register

Notice / Adopted	Section	Description	ISS	publish Date
Public Hearing Agency 1A		Meeting of the Florida Museum of Black History Task Force. Rescheduled: June 28, 2024 - 9:30 a.m. - 11:00 a.m. P.O. Gray Building, 500 South Broward Street, Tallahassee.	28478150	6/21/2024 6/21/2024
Public Hearing Agency 6E		A probable cause panel will convene to review an investigative report and make a determination as to whether probable cause exists pursuant to June 28, 2024 - beginning at 10:00 a.m. This meeting will be conducted via communications media technology.	28478454	6/21/2024 6/21/2024
Public Hearing Agency 2AB		The 2024 Florida-Mexico LPR Steering Committee will meet on Monday, June 24 at 10:00 a.m. This meeting will be held at the Emerald Coast Regional Monday, June 24, 2024 at 10:00 a.m. Emerald Coast Regional Council Office, 418 E. Gregory Street.	28478041	6/21/2024 6/21/2024
Public Hearing Agency 6B		Governing Board Meeting, Workshops, Public Hearings, and/or Committee business. Consideration of Sonoma River Water Management District Tuesday, July 9, 2024, at 9:00 a.m. District Headquarters, 3025 CR 49, Live Oak, FL 32060	28478051	6/21/2024 6/21/2024
Public Hearing Agency 6D		The Florida Government Efficiency Task Force, established pursuant to s. 11, 9005, F.S., announces its agenda to include: announcement of working Tuesday, June 25, 2024, 9:00 a.m. - 11:00 a.m. ET or UNTL Microsoft Teams, Meeting ID 287 969 021 095, Passcode 6p4030k.	28478051	6/21/2024 6/21/2024
Public Hearing Agency 23C		Discussion of compliance agreement regarding the Department of Commerce's petition to Levy County Ordinance Number 2023-10 (DOAH Case No. 24, June 28, 2024, 10:00 a.m. The meeting will be held virtually via Microsoft Teams at the ...	28478732	6/21/2024 6/21/2024

Newspaper

The Miami Herald

Social media





Project Manager
Raul Quintela, P.E.



**Consultant
Project Manager**
Alina Fernandez, P.E.



**Engineering
Lead**
Carlos Cejas, P.E.



**Environmental
Specialist**
Wendy Cyriacks

- ☐ Project Location
- ☐ Project Background
- ☐ PD&E Study Process
- ☐ Purpose and Need
- ☐ Existing Conditions
- ☐ Alternatives Analysis
- ☐ Public Involvement
- ☐ Preferred Alternative
- ☐ Environmental Considerations
- ☐ PD&E Study Documents
- ☐ Project Schedule
- ☐ Contact Information
- ☐ Public Comments



Project Benefits Include:



Safety:

- Continuous sidewalks
- Sidewalk-Level Separated Bicycle Lanes
- Raised median
- Additional travel lane in each direction
- Additional turning lanes at signalized intersections
- Roadway lighting along the corridor
- Enhanced ped/bike crossings



Technology:

- Upgrades to existing traffic signals
- New traffic signal at one intersection



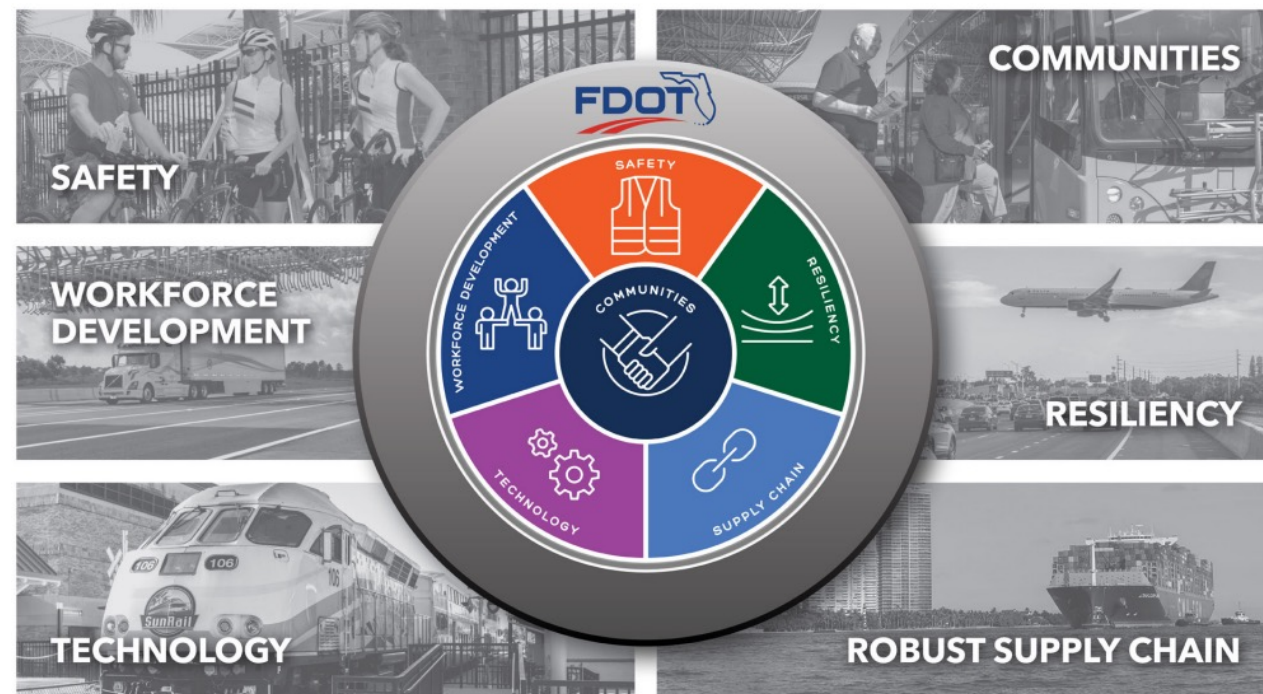
Resiliency:

- New drainage system
- Raise bridge over Black Creek Canal to meet vertical clearance



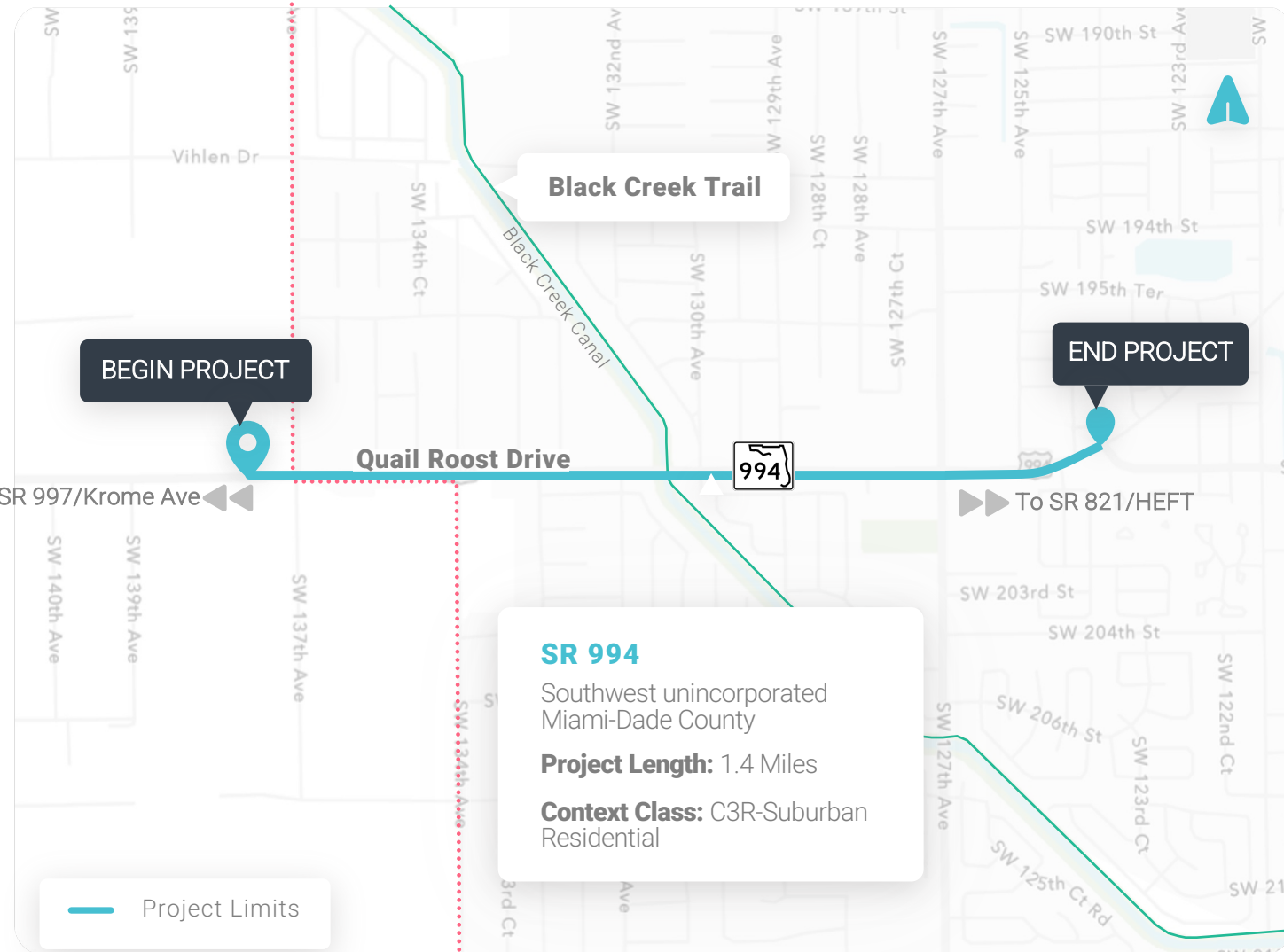
Supply Chain:

- Maintain delivery of goods and services by rehabilitating the pavement and adding travel lanes



SR 994 • SW 200th St • Quail Roost Drive

from West of SW 137 Ave to East of SW 127 Ave



Land Use

Agricultural
Single-Family,
Institutional
Commercial



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



Begin Study >

PUBLIC ENGAGEMENT

✔ Study Approval

Address traffic operations and capacity constraints on SR 994 from SW 137th Avenue to SW 127th Avenue



Safety

Improve Safety Conditions and Emergency Evacuation and Response Times



Capacity

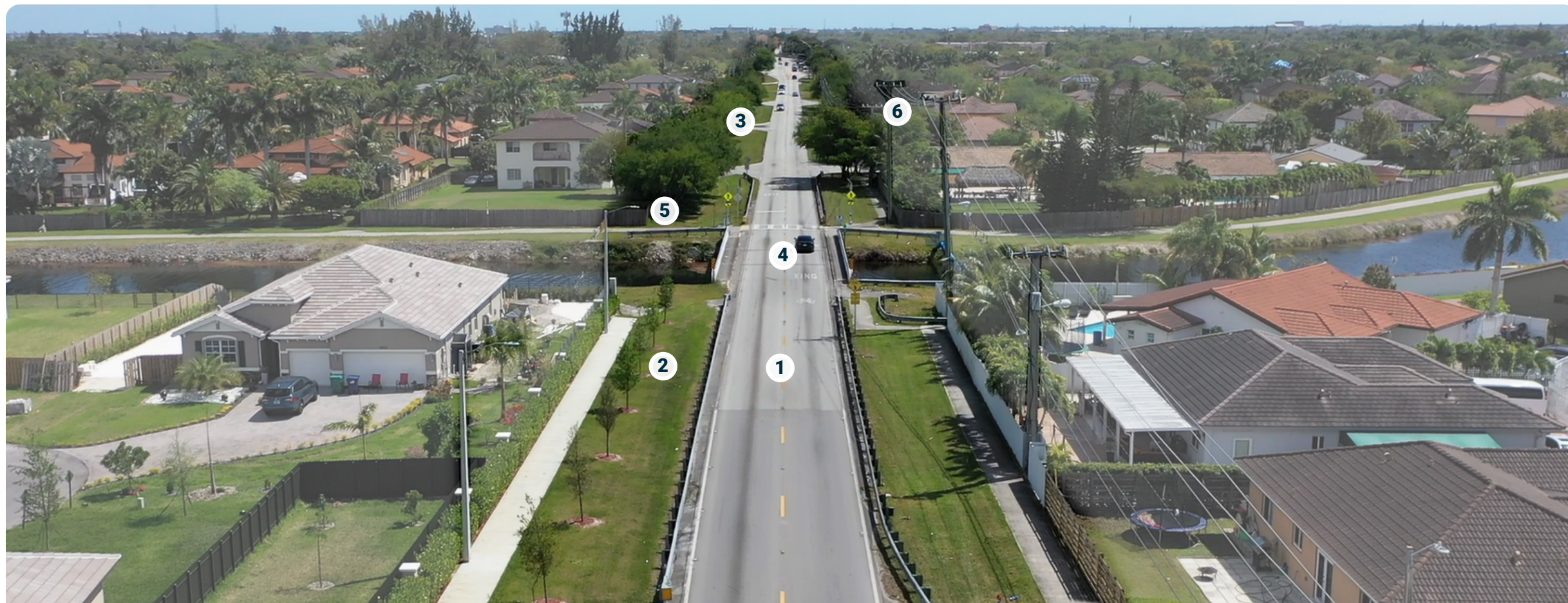
Improve Operational Conditions and Accommodate Projected Travel Demand



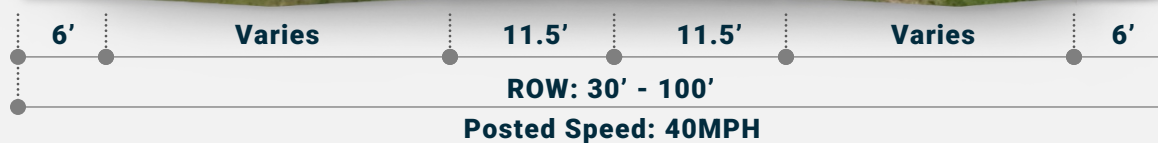
Multimodal

Enhance Mobility Options and Multimodal Access

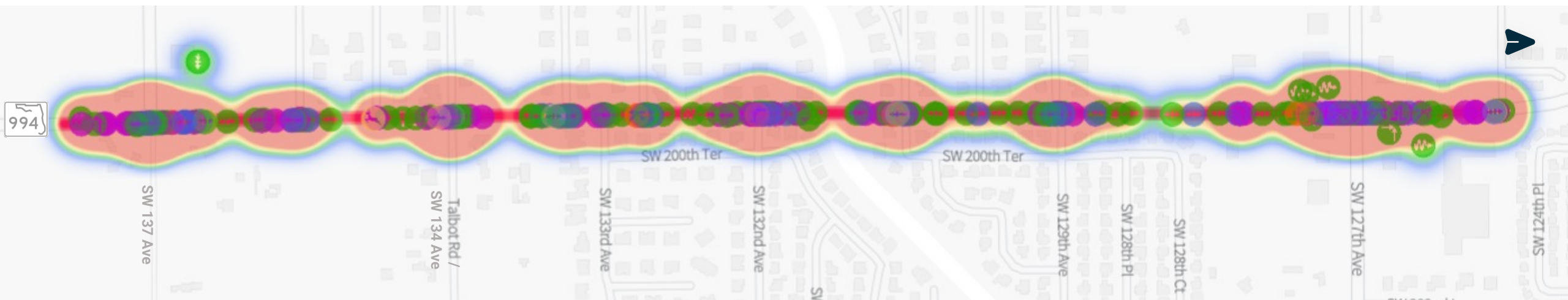
: Existing Conditions - Roadway/Typical Section



- ① Two-lane undivided roadway
- ② Open Swales with Landscaping
- ③ Discontinuous Sidewalks



- ④ Bridge over Black Creek Canal
- ⑤ Black Creek Trail Crossing (at-grade mid-block crossing)
- ⑥ Overhead Utilities



Corridor Wide Crash Summary (2014 – 2023)

732 Crashes

3 Fatal Crashes, 204 Injury Crashes, 3 Pedestrian/Bicyclist Crashes

Leading Crash Types	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	10-Year Total	%
Rear End	20	31	40	40	39	40	22	20	31	32	315	43%
Left Turn	10	11	18	11	16	24	13	8	13	14	138	19%
Angle	3	3	8	9	8	7	5	2	8	14	67	9%
Sideswipe	4	4	4	5	9	10	5	4	10	7	63	9%

FDOT High Crash List

High Crash Segment

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

Fatal Crashes

2016 – 1 Left Turn crash at SW 132 Ave

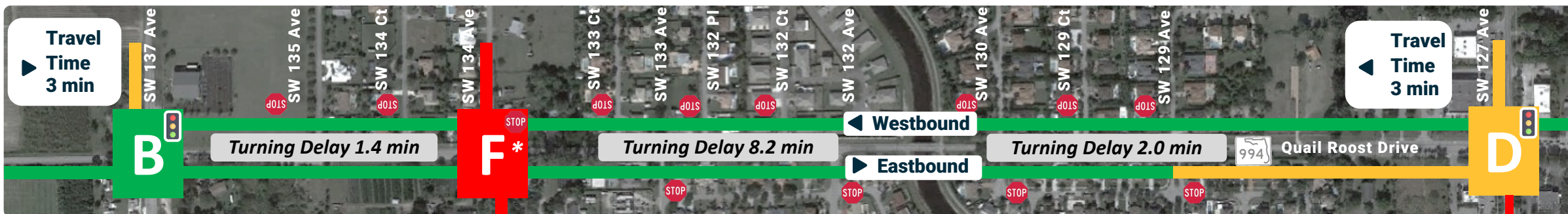
2019 – 1 Angle crash at SW 134 Ave

2021 – 1 Left Turn crash at SW 134 Ave

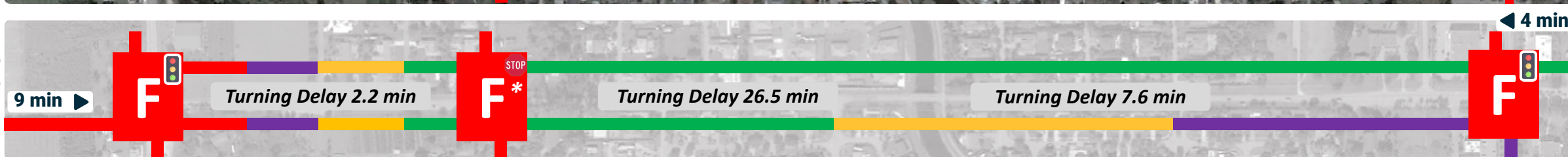
: Existing Conditions - Level of Service / Travel Time / Delay

AM PEAK PERIOD

EXISTING
2021

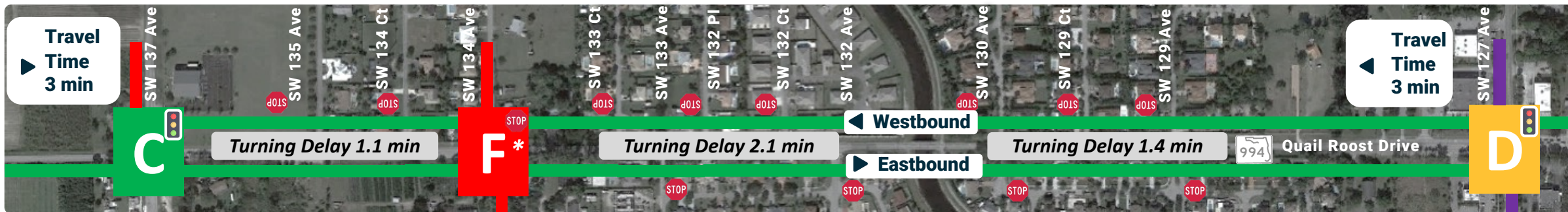


NO BUILD
2045

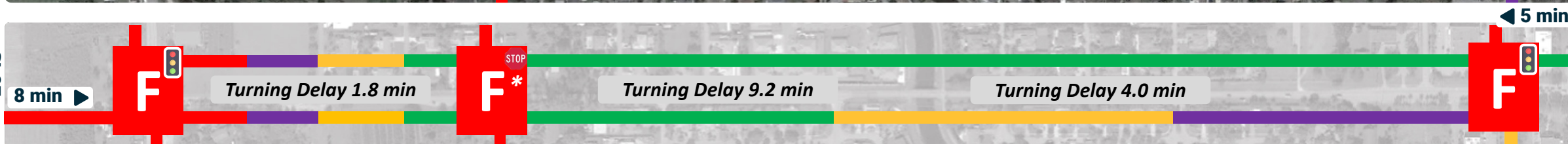


PM PEAK PERIOD

EXISTING
2021

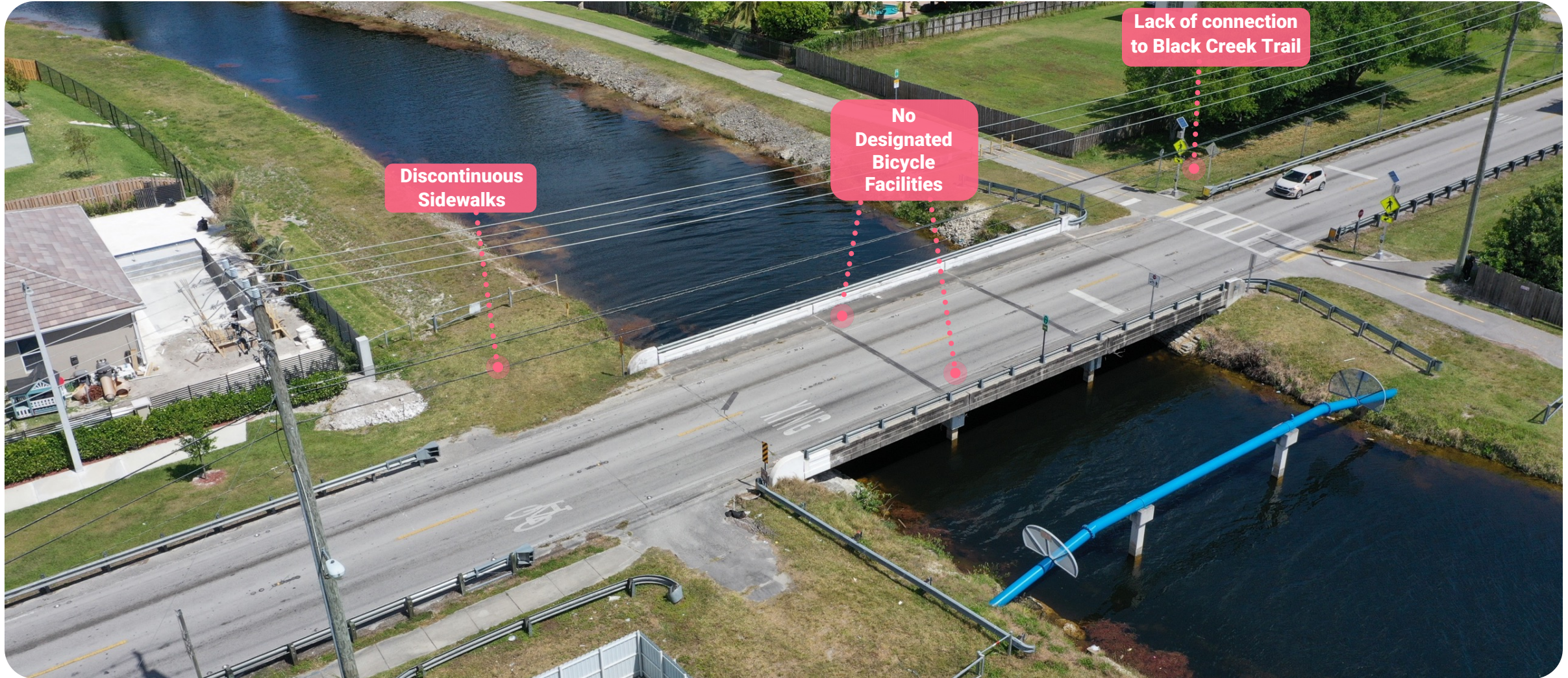


NO BUILD
2045



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

Existing Deficiencies



Existing Bridge (870633) Over Black Creek Canal

- 3-span structure built in 1962
- 2 - 14-ft travel lanes
- Substandard Vertical Clearance: Existing VC = 4.2 ft < 4.5 ft Required
- Overhead electric and water line on south side
- Trail crossing on east side





No-Action Alternative

2-Lane Undivided

Not viable – Does not meet Project Purpose and Need



Transportation Systems Management and Operations (TSM&O) Alternative

Turn lanes at intersections, signal at SW 134th Ave, signal optimization.

Not viable – Does not meet Project Purpose and Need



Build Alternative 1

2-Lane with 16.5-ft raised median/turn lanes

Not viable – Does not meet Project Purpose and Need



Build Alternative 2 (*Preferred Alternative*)

4-Lane with 16.5-ft raised median/turn lanes



Build Alternative 3

4-Lane with 22-ft raised median/turn lanes and increased access management restrictions

Advantages:

- No construction costs
- No temporary disruption to the community or travel patterns
- No temporary noise or vibration impacts during construction
- No Right of Way impacts

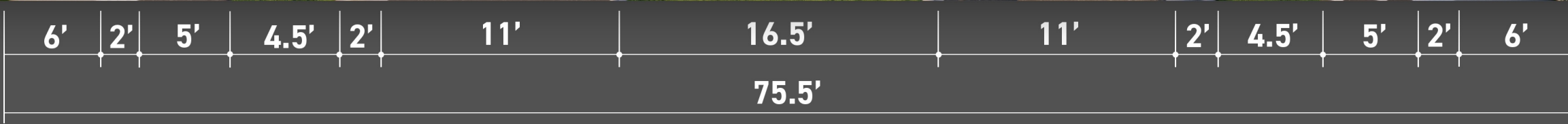
Disadvantages:

- Does not address existing safety deficiencies. The number of crashes is expected to increase
- Traffic conditions are expected to deteriorate
- Does not address multimodal needs and maintains the current lack of continuous sidewalks and bicycle facilities.



Project Goals	Location	Proposed Improvement	Impacts
Safety and Operations	SW 137 th Avenue	Add EB Left Turn Lane Signal Optimization	Creates ROW impacts on Quail Roost Drive, west of the intersection Causes environmental impacts to historic resources on NW and SW corners
	SW 134 th Avenue	New Signal. Add Left Turn Lane on 4 approaches	Creates ROW impacts along SW 134 th Avenue Causes environmental impacts to historic resource on SE corner
	SW 13 2 nd Avenue	Add WB Left Turn Lane	Requires bridge widening/replacement over Black Creek Canal to add the turn lane
	SW 127 th Avenue	Signal Optimization	None
Multimodal	Corridor-wide	Add missing sidewalk links Provide 5 ft outside paved shoulder	Requires bridge widening/replacement to allow for continuity Minor impacts to utilities and landscaping

*****NOT A LOW COST/ LOW IMPACT ALTERNATIVE; DOES NOT ADDRESS PURPOSE AND NEED**

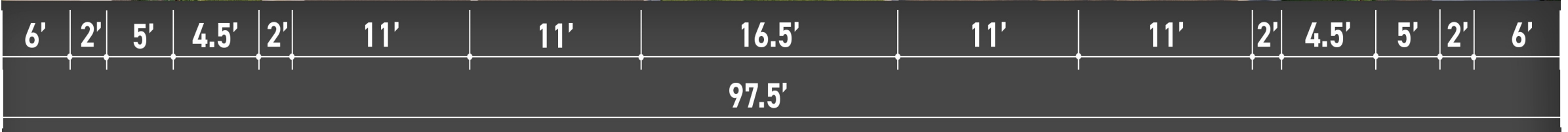


Advantages:

- Improves safety by adding a raised median, turn lanes, and corridor lighting
- Improves multi-modal mobility by adding continuous sidewalks and bike lanes
- Improves traffic operations at the signalized intersections – turn lanes

Disadvantages:

- Limited capacity improvements – maintains one travel lane
- Does not address crashes related to traffic congestion such as rear-end collisions
- No passing of slower traffic or stranded vehicles. Emergency Response concern
- Restricts U-turn movements - narrow pavement width (one receiving lane) - traffic diversion into local residential streets
- Right of Way impacts to 40 parcels, including three significant historic resources
- Limits future transit opportunities

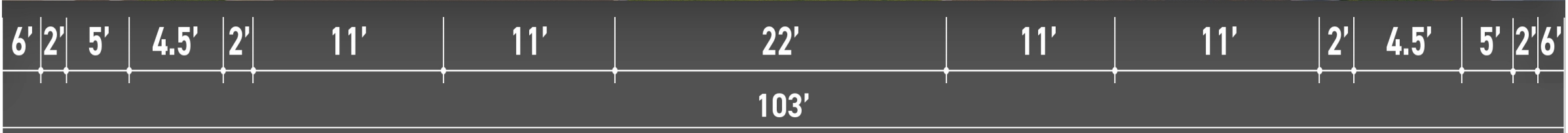


Advantages:

- Similar to Build 1, it improves safety, multi-modal, and traffic operations by adding a raised median, turn lanes, corridor lighting, continuous sidewalks, and bike lanes
- Additional travel lane in each direction:
 - Adds capacity to accommodate future traffic demand and reduce congestion
 - Further improves safety by reducing the amount and severity of crashes
 - Allows for vehicles to pass slower traffic or stranded vehicles safely
 - Improves emergency evacuation and response times

Disadvantages:

- More restrictive access management – median openings more spaced – than Build 1. However, the wider pavement (two lanes) accommodates U-turn movements
- Longer crossing distance for pedestrians across Quail Roost Drive
- Right of Way Impacts to 62 parcels, including three significant historic resources



Advantages:

- Similar to Build 1 and 2, it improves safety, multi-modal, and traffic operations by adding a median, turn lanes, corridor lighting, continuous sidewalks, and bike lanes
- Similar to Build 2, the additional travel lane adds capacity, reduces congestion, further improves safety and improves emergency evacuation and response times
- The wider median accommodates pedestrian refuge zones at signalized intersections
- Additional turn lanes and access management restrictions further enhance safety and traffic operations

Disadvantages:

- Longer crossing distance for pedestrians across Quail Roost Drive; however, it accommodates pedestrian refuge islands
- Right of Way Impacts to 67 parcels, including three residential relocations
- Most impactful to the three significant historic resources
- Higher construction cost than Alternatives Build 1 and Build 2

Public Involvement Plan

Developed at beginning of the study and updated throughout project development

Public Meetings

- ❑ Elected Official/Agency and Public Kick-Off Meetings – January 27, 2022
- ❑ Alternatives Public Workshop – October 18, 2022
- ❑ Public Hearing – July 15, 2024

Affected Parties Consultation (APC) Meetings

- ❑ APC Meeting # 1 – October 12, 2022
- ❑ APC Meeting # 2 – May 15, 2023
- ❑ APC Meeting # 3 – September 11, 2023
- ❑ APC Meeting # 4 – September 12, 2023

Agency Coordination Meetings

- ❑ FDOT/SFWMD/USACE Monthly Interagency Meeting – June 16, 2022
- ❑ Citizens Transportation Advisory Committee (CTAC) Meeting – May 1, 2024
- ❑ Bicycle Pedestrian Advisory Committee (BPAC) Meeting – May 14, 2024



Agency Coordination

State

- Florida Department of Environmental Protection (FDEP)
- South Florida Water Management District (SFWMD)
- State Historic Preservation Office (SHPO)
- Florida Fish and Wildlife Conservation Commission (FWC)



Federal

- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service (USFWS)
- National Marine Fisheries Service (NMFS)



**US Army Corps
of Engineers®**



**NOAA
FISHERIES**

Local

- Miami-Dade County



: Alternatives Analysis - Evaluation Matrix



Evaluation Criteria

- Purpose and Need
- Community Support
- Engineering
 - Traffic Operations
 - Safety
 - Utility Impacts
 - Access Management
 - Multimodal Accommodations
 - Maintenance of Traffic (MOT)
 - Drainage
 - Right of Way Impacts
- Environment
 - Socio-Cultural Effects/Relocation Potential
 - Historic Resources
 - Recreational Resources
 - Wetlands
 - Wildlife and Habitat
 - Noise
 - Air Quality
 - Contamination
- Cost
 - Construction Cost
 - Relocation Cost
 - Right of Way Acquisition

Evaluation Criteria		Alternatives											
		No-Build (2-Lane Undivided)		Score	Build Alternative1 (2-Lane with 16.5-ft median)		Score	Build Alternative2 (4-Lane with 16.5-ft median)		Score	Build Alternative3 (4-Lane with 22-ft median)		Score
Meets Purpose & Need		No	-	No	+	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	Additional Capacity Throughout Project Limits												
	No	-	No	-	Yes (Two additional lanes)	+	Yes (Two additional lanes)	+					
	Corridor-Wide Delay and Travel Times												
	Traffic Operations significantly deteriorate from existing conditions. 310 hours of delay by Opening Year VS. 138 hours today If no action (both AM&PM for signalized/critical movements at unsignalized intersections, mostly due to lack of turning lanes), Delay is expected to double by Design Year 2045 to 693 hours	-	Delay is significantly reduced by -42% to 401 hours VS. 693 hours in No-Build for 2045 (both AM+PM) Travel Time improved to 7 mins back/forth (from 19 mins) for the AM peak hour and to 7 mins back/forth (from 7.5 mins) for the PM peak hour when compared to No-Build	+	Delay is significantly reduced by -66% to 222 hours VS. 693 hours in No-Build for 2045 (both AM+PM) Build 2 reduces delay by an additional -26% when compared to Build 1 Travel Time improved to 6 mins back/forth (from 7 mins) per peak period when compared to Build 1	++	Delay is significantly reduced by -67% to 226 hours VS. 693 hours in No-Build for 2045 (both AM+PM) Build 3 increases delay by +2% when compared to Build 2 Travel Time remains at 6 mins back/forth per peak period	+					
	Travel Time increases by 5 mins by Opening Year from 8 mins for the total of both AM&PM + EBWB; By 2045, travel time increases from 8 mins to 27 mins	-											
	Main Intersections Level of Service												
LOS at SW 137 Ave falls (from C or better) due to lack of turning lanes Already failing LOS at SW 134 Ave worsens by 2045 where 2 fatal crashes occurred	-	LOS at SW 137 Ave improved to E (from F, if No Action); it cannot be improved to LOS D due to the single eastbound approach through lane at SW 137 Ave Delay at SW 137 Ave further reduced by -45% (-61 hours) at an improved LOS D Delay at SW 134 Ave further reduced by	-	Although at LOS D, SW 137 Ave delay increased by +9% (+7 hours)	-								
		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
					As the overall performance of the						As the		

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
COST	Noise	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 3 ft closer to the residences than Alternative 2	-
	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
	Construction (LRE)	No Cost		\$34,976,168		\$37,919,009		\$39,247,535	
	Relocation Cost	No Cost	+	\$105,100 Total \$4,000 (Personal Property) \$101,100 (Residential)	-	\$6,400 Total \$6,400 (Personal Property)	-	\$344,750 Total \$5,600 (Personal Property) \$339,150 (Residential)	-
	Right of Way Acquisition	No Cost		\$4,679,232 Total \$1,795,595 Residential \$1,365,754 Business \$1,517,883 Agricultural		\$5,604,074 Total \$2,720,244 Residential \$1,294,012 Business \$1,589,818 Agricultural		\$10,066,595 Total \$6,676,585 Residential \$1,368,737 Business \$2,021,274 Agricultural	
TOTAL SCORE		-12		-6		8		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

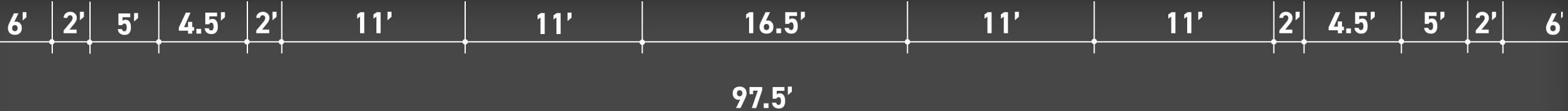
Refer to the Preliminary Engineering Report for details

: Preferred Alternative (Build Alternative 2)



Benefits:

- **Safety:** New median, emphasized ped/bike crossings, new lighting, new traffic signal at SW 134th Avenue. Expected to reduce 50 crashes per year
- **Capacity:** One additional travel lane along WB and EB. New exclusive turn lanes. Improves traffic operations along the corridor and at the intersections
- **Multimodal:** Provides continuous sidewalks and raised bicycle lanes along both sides of the corridor.





Corridor-Wide Improvements

1. Addition of travel lanes and turn lanes
2. New lighting
3. Continuous Sidewalks
4. Sidewalk-Level Separated Bicycle Lanes
5. Raised median
6. Emphasized bicycle and pedestrian crossings

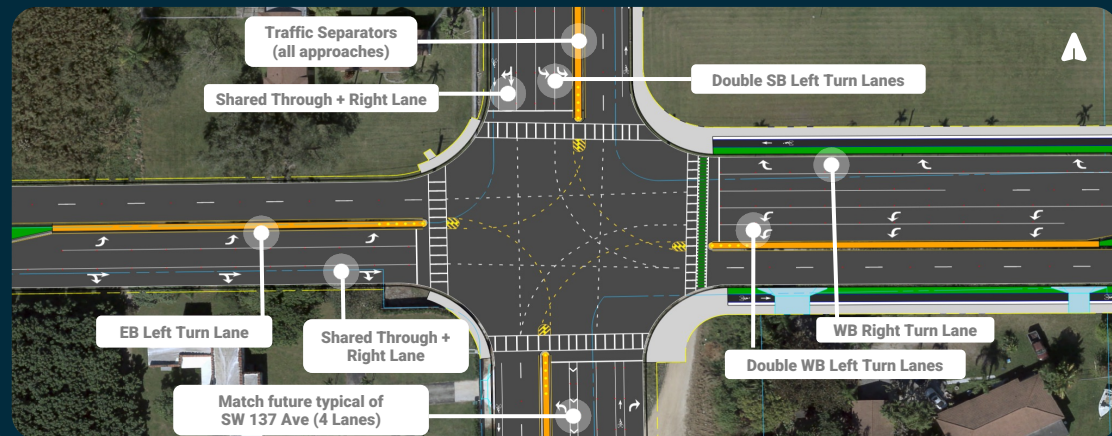
Other Improvements

New signalized intersection at SW 134th Ave

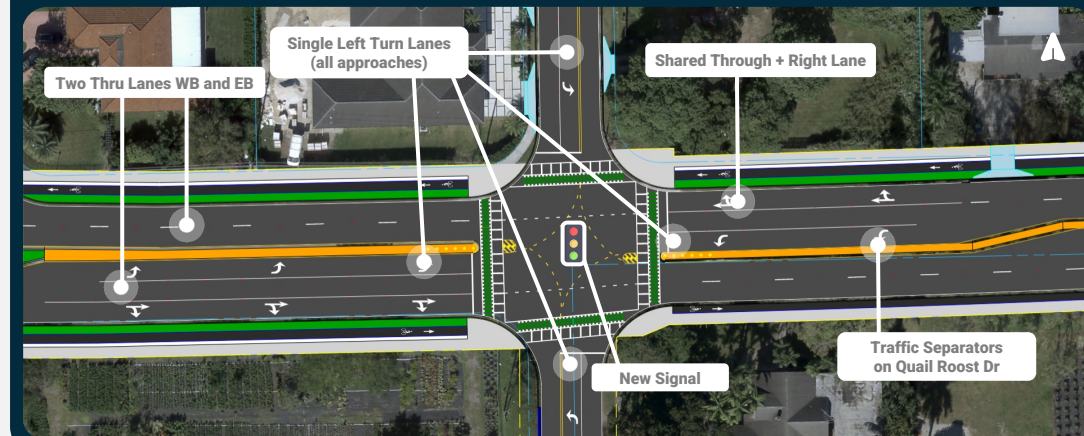
: Preferred Alternative – Intersection Capacity Improvements



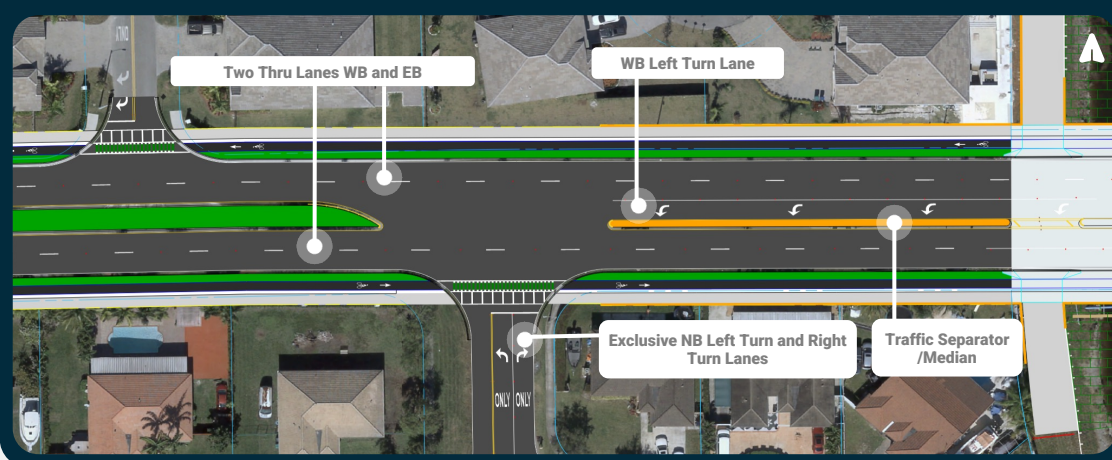
SW 137th Avenue



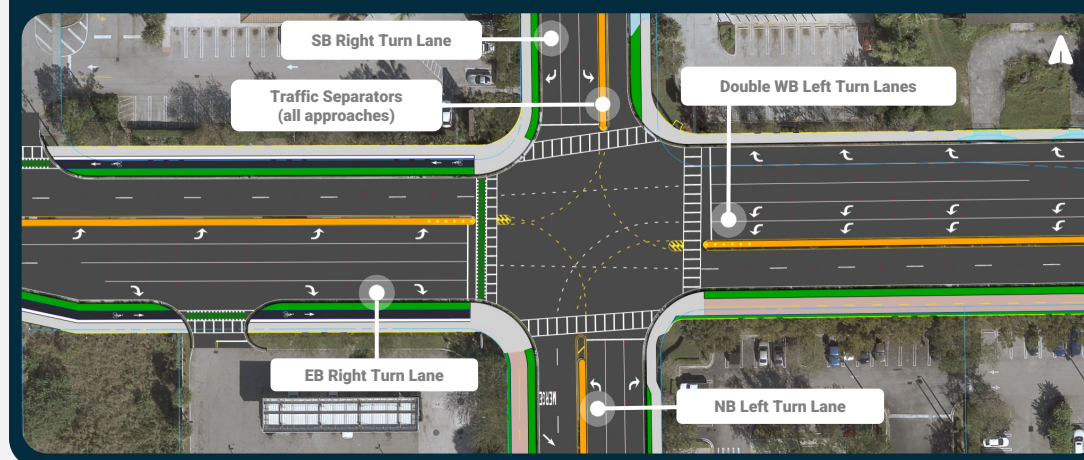
SW 134th Avenue



SW 132nd Avenue



SW 127th Avenue

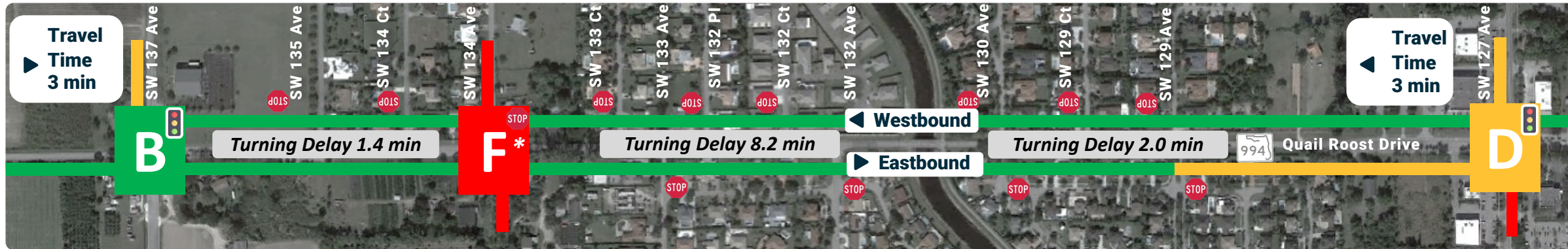


: Preferred Alternative - Level of Service / Travel Time / Delay

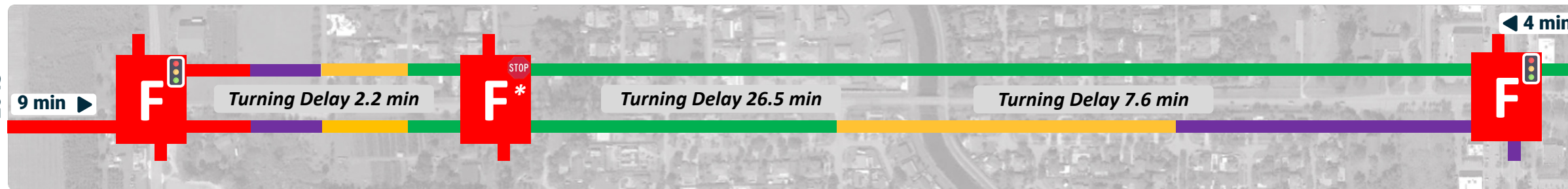


AM Peak Period

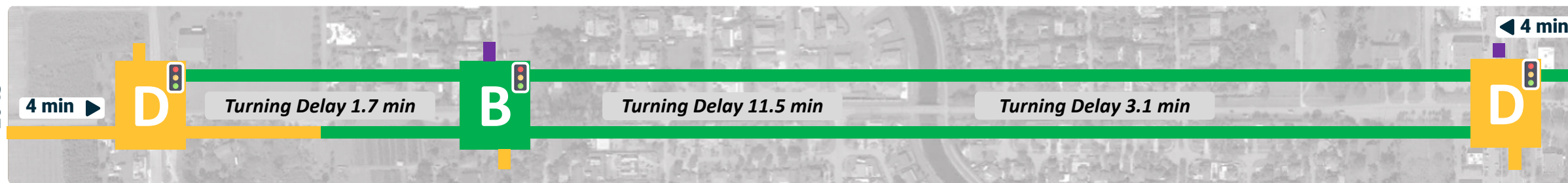
EXISTING
2021



NO BUILD
2045



PREFERRED ALT
2045



Note: Turning Delays are from the Side Streets

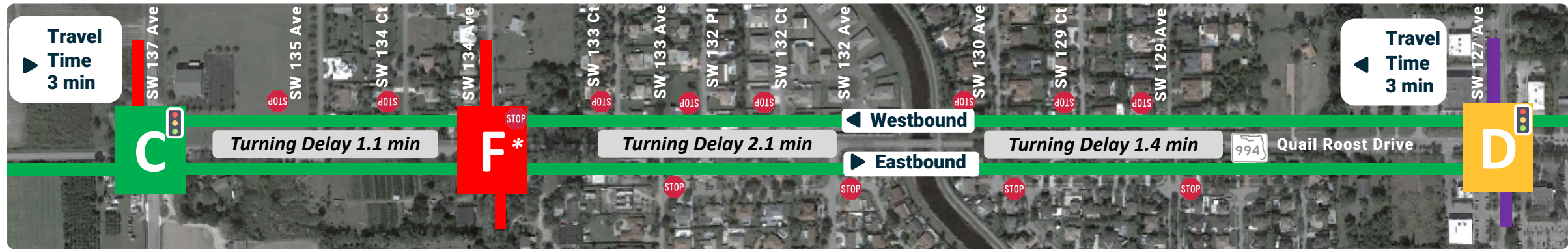
Legend: ■ ≤ LOS C ■ LOS D ■ LOS E ■ LOS F

: Preferred Alternative - Level of Service / Travel Time / Delay

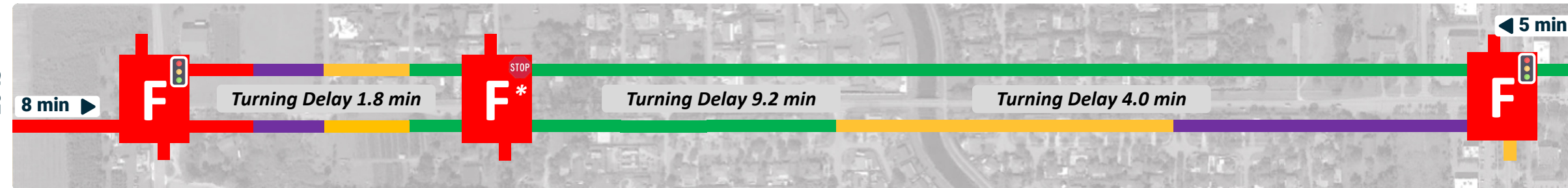


EXISTING
2021

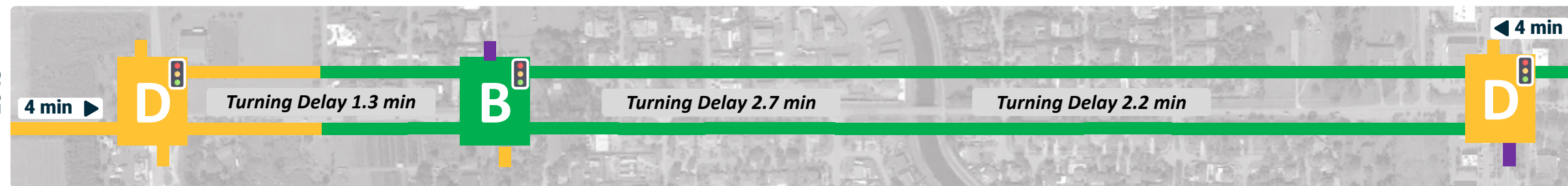
PM Peak Period



NO BUILD
2045



PREFERRED ALT
2045



Note: Turning Delays are from the Side Streets

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

- Restrictive medians throughout project limits
- New Traffic Signal at SW 134th Avenue
- Context Classification of C3R-Suburban Residential
- Reclassification from Access Class 4 to 5

Proposed changes to the current Access Management Classification will be implemented in accordance with Section 335.199 of the Florida Statutes

Access Management Standards										
Roadway Access Class	FDOT Context Classification	Movement Type	Multimodal Mix	Network Density	Median Type	Connection/Driveway Spacing (feet)		Median Opening Spacing (feet)		Minimum Signal Spacing (feet)***
						≤45mph Posted	>45mph Posted	Directional	Full	
4	C3R Suburban Residential, C3C Suburban Commercial	Regional	Moderate	Low	Non- Restrictive**	440	660	N/A	N/A	2,640
5	C3R Suburban Residential, C3C Suburban Commercial, C4 Urban General	Regional	High	High	Restrictive	245	440	660/330*	2,640/1,320*/660*	2,640/1,320*
*Full Median Opening Spacing 1,320 and 660 feet when roadway speed limit is 40-45 mph and 35 mph or below respectively. *Directional Median Opening Spacing 330 feet when roadway speed limit is 35 mph or below. **It is recommended that additional safety/operational analysis is completed for non-restrictive medians ***Traffic signals, proposed at intervals closer than the access management standard for the designated access class, will only be approved where the need for such signal(s) is clearly demonstrated for the safety and operation of the roadway through the signal warrant process. (F.A.C. Rule Chapter: 14-97.003) Applicants requesting or requiring the addition, removal, or modification of a traffic signal for Category E, F, and G connections, must submit an Intersection Control Evaluation Form, Form 750-010-30 (F.A.C. Rule Chapter: 14-96.003). This language is in the draft version of rule 14-96.										

: Preferred Alternative – Right of Way Impacts

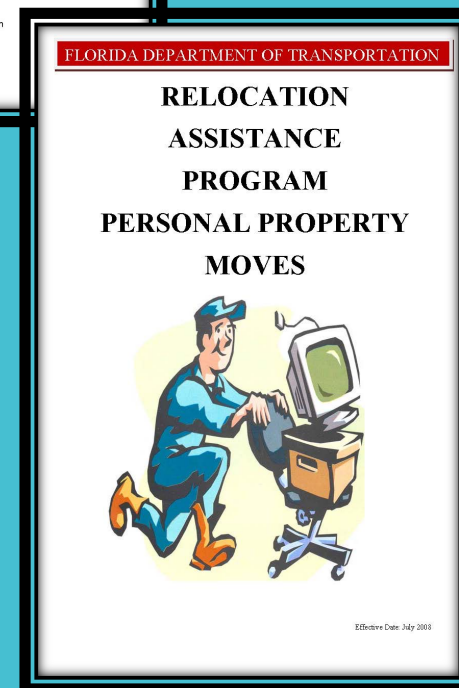
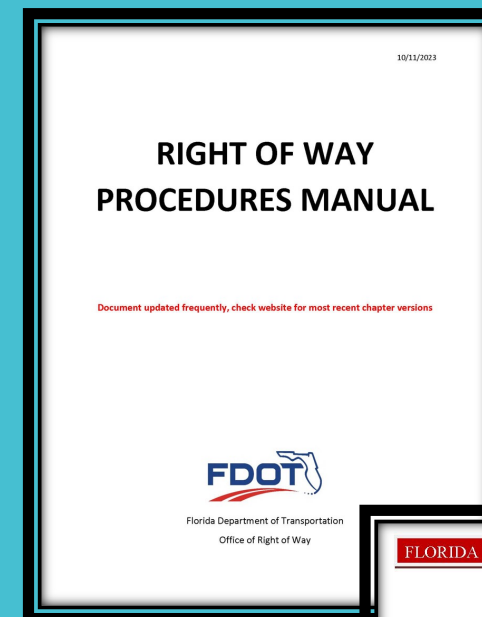
- Florida Statute § 339.09 and § 421.55
- Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

Parcel Type	Parcel Impact
Commercial	9
Agricultural	12
Residential	41
Total Parcels Impacted	62
Partial Impacts	62
Potential Relocation	8 PP*

*Personal Property = moveable items; not permanently affixed to and a part of the real estate which typically can be removed without serious injury either to the real estate or the items themselves

Right of Way Contact Information

Heidi Solaun, P.E.
Right of Way Manager
FDOT - District 6
1000 NW 111 Avenue
Miami, FL 33172
Phone: 305-470-5473
Heidi.Solaun@dot.state.fl.us





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

2. Environmental Analysis Summary

		Significant Impacts?*			
Issues/Resources		Yes	No	Enhance	NoInv
3. Social and Economic					
1. Social		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Farmland Resources		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Cultural Resources					
1. Section 106 of the National Historic Preservation Act		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966, as amended		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources					
1. Protected Species and Habitat		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Essential Fish Habitat (EFH)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Water Resources		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources					
1. Highway Traffic Noise		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- ☒ A USCG Permit IS NOT required.
- ☐ A USCG Permit IS required.

Impact Determination:

- ☒ Not Significant
- ☒ Enhance
- ☒ No involvement

■ Mobility

- ✓ Improve mobility, travel speeds, and travel time for vehicular traffic
- ✓ Continuous sidewalks with separated bicycle lanes on both sides of SR 994 will improve mobility for both pedestrians and bicyclists

■ Land Use

- ✓ Future land use continues to be mostly residential with agriculture and a minor addition of commercial use

■ Relocation Potential

- ✓ Eight personal properties* are proposed for relocation. These relocations will be conducted in accordance with the FDOT's Conceptual Stage Relocation Plan. There are no residential or public facilities proposed for relocation.



*Personal Property = moveable items; not permanently affixed to and a part of the real estate which typically can be removed without serious injury either to the real estate or the items themselves

Preferred Alternative - Cultural Resources (Historic)

- Three resources determined eligible for listing in the National Register of Historic Places:

- MacDonell Residence
- 20000 SW 137th Avenue
- Talbott Estate



MacDonell Residence – northwest corner of Quail Roost Drive & SW 137th Avenue intersection
Property Address: 13701 SW 200th Street
8DA20712

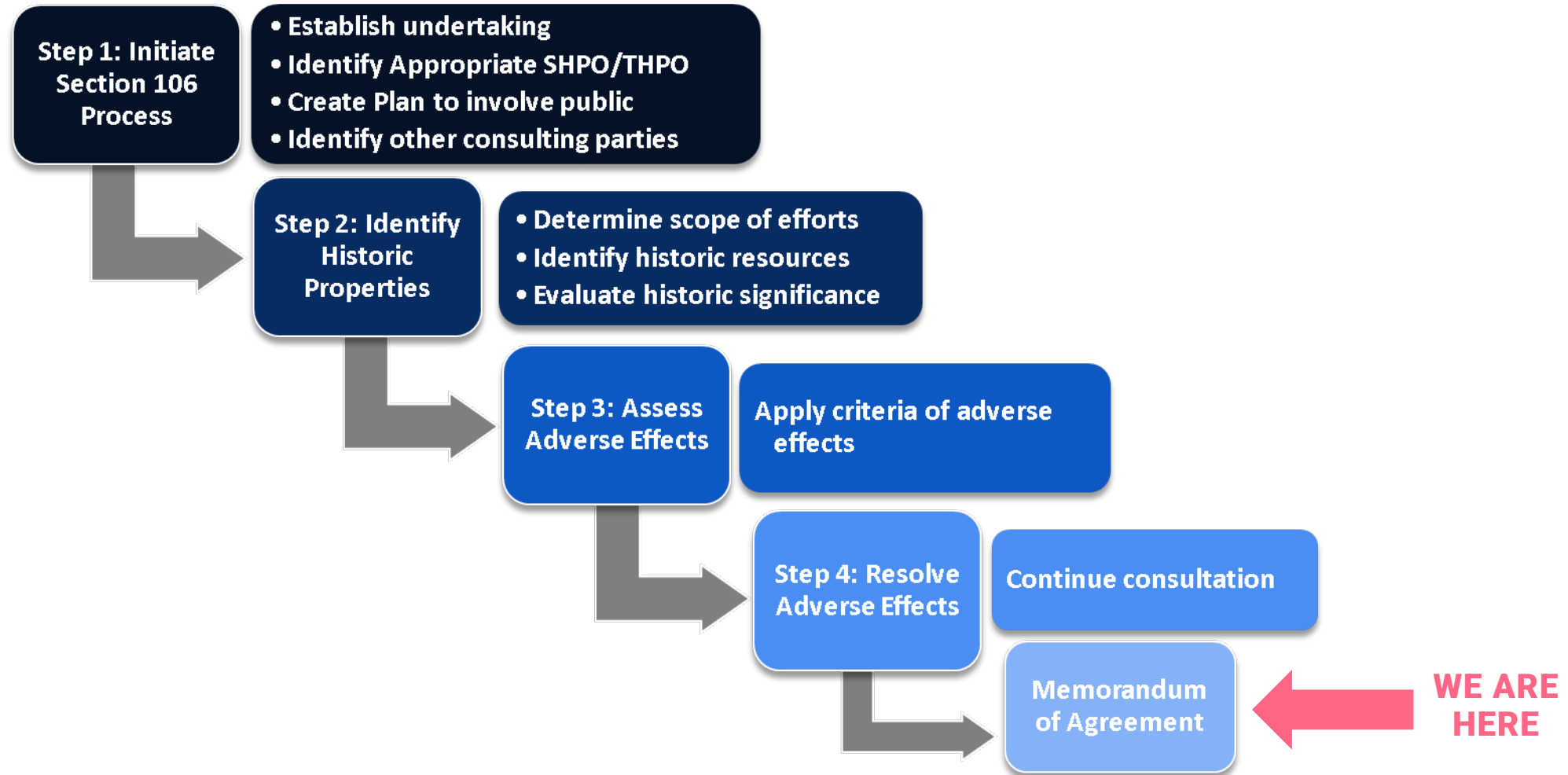


Southwest corner of Quail Roost Drive & SW 137th Avenue intersection
Property Address: 20000 SW 137th Avenue
8DA20713



Talbott Estate – southeast corner of Quail Roost Drive & SW 134th Avenue intersection
Property Address: 13390 SW 200th Street
8DA2789

Section 106 of the National Historic Preservation Act Process



Mitigation Measures Documented in the Memorandum of Agreement (MOA)

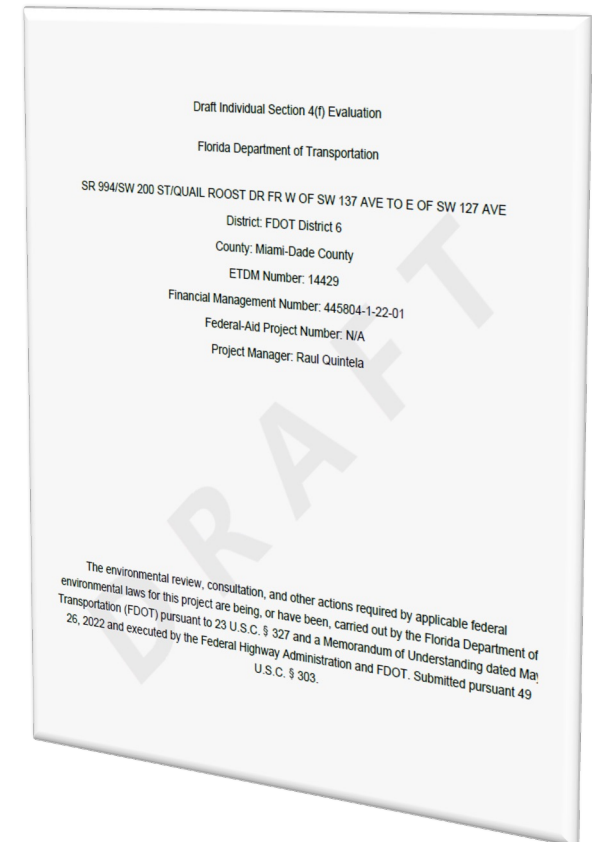
- Historic American Buildings Survey (HABS) documentation for Talbott Estate, MacDonell Residence, and building at 20000 SW 137th Avenue
- Development, funding, and installation of one State Historic Marker (Marker)
- Preparation of documentation addressing the use of oolitic limestone (character-defining historic building material)



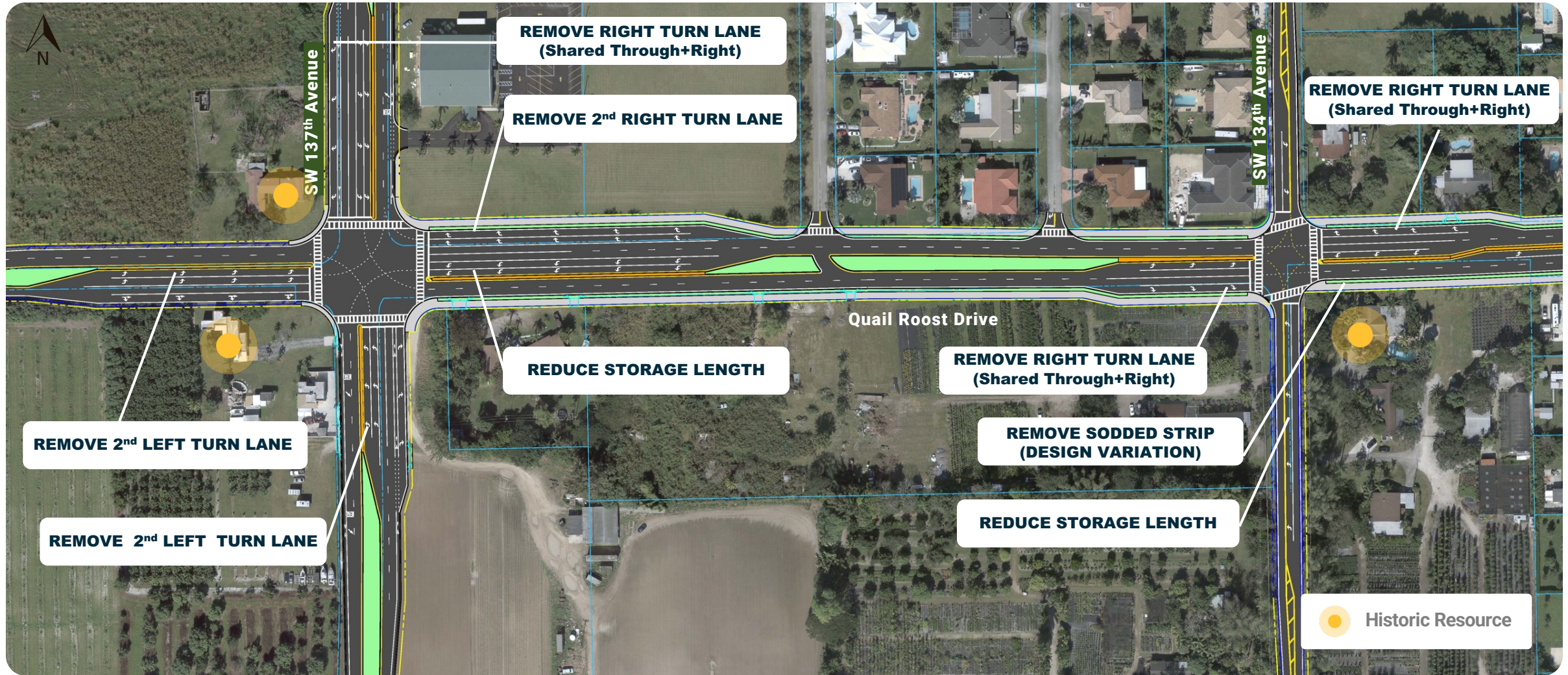
Section 4(f) Resources

Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of public park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development.

- Section 4(f) Resources Identified:
 - Talbott Estate/13390 SW 200th Street (*Historic*)
 - MacDonell Residence/ 13701 SW 200th Street (*Historic*)
 - 20000 SW 137th Avenue (*Historic*)
 - Black Creek Trail- Segment of Route 7 (*Recreational*)
- Section 4(f) Analysis Completed in Connection with Section 106
- Individual Section 4(f) Documentation Required
- Alternatives Evaluated under Section 4(f)
 - ✓ Avoidance Alternative - *No Feasible And Prudent Avoidance Alternative*
 - ✓ Measures to Minimize Harm
 - ✓ Least Overall Harm Analysis

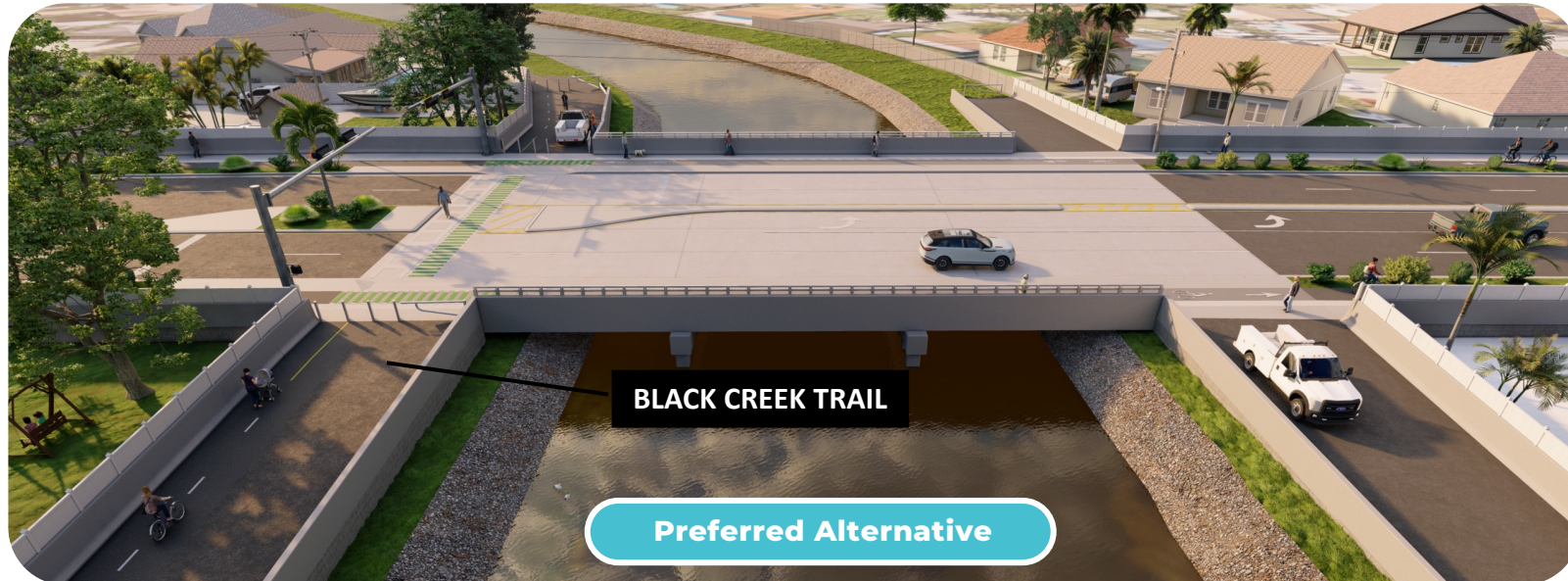


Minimization Strategies / Alternative Refinement

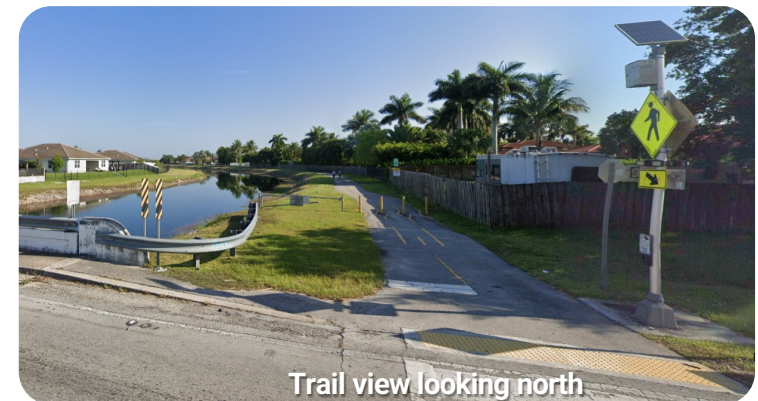


Black Creek Trail Segment of Route 7

- Black Creek Trail Segment of Route 7 is a publicly owned trail crossing the project corridor, along the east side of the South Florida Water Management District (SFWMD) Black Creek Canal (C-1W).
- Trail qualifies for an exception to the requirement for Section 4(f) in compliance with 23 CFR 774.13(f)(3). Trail continuity is maintained.
- Trail crossing enhancements include new lighting, signalized pedestrian crossing, high-emphasis crosswalks, and refuge island.



Existing Conditions



Protected Species

- Seven federally listed animal species, six state listed animal species, seven federally listed plant species, and one state listed plant species identified as potentially occurring within the project study area
- Determination of May Affect, Not Likely to Adversely Affect (MANLAA) was concluded for:
 - ✓ West Indian manatee - due to in-water work
 - ✓ Eastern Indigo Snake - due to minor impacts to habitat
- Determination of No Effect, No Effect Anticipated, or No Adverse Effect Anticipated concluded for all other species

West Indian Manatee



Eastern Indigo Snake

Wetlands and Surface Waters

- Impacts to the C-1W Canal due to bridge widening - limited to surface waters
- No impacts to vegetated wetland resources

Sole Source Aquifer (SSA)

- Project lies within the boundaries of the Biscayne Sole Source Aquifer
- No potential impacts.
- Concurrence from the Environmental Protection Agency (EPA) issued on 10/4/2023



C-1W Canal

Noise

- 235 noise sensitive receptor sites (229 single-family residential, 4 places of worship, 1 public park and 1 trail system), 55 impacted receptor sites (53 single-family residential, 1 public park and 1 trail system)
- Noise barriers considered for all noise sensitive receptor sites where design year (2045) noise levels approach, meet, or exceed the Noise Abatement Criteria
- Conceptual noise barriers determined feasible and reasonable in the following areas and are recommended for further consideration in the design phase

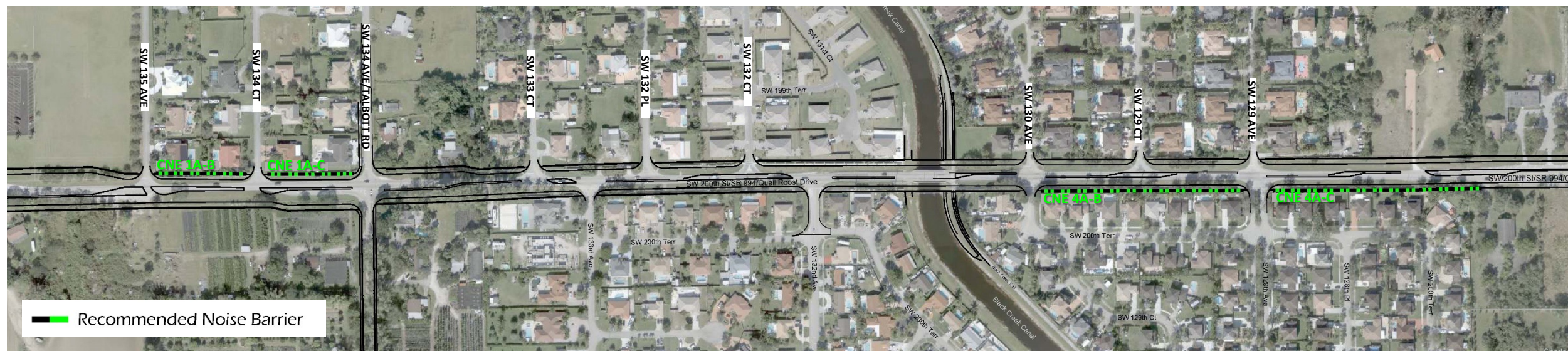
Common Noise Environment 1A (CNE 1A)

Between SW 135 Ave and SW 134 Ave (north side)

Common Noise Environment 4A (CNE 4A)

Between SW 130 Ave and SW 128 Ave (south side)

Noise Study performed in accordance with FHWA's noise policy, Title 23 of the Code of Federal Regulations, Part 772 (23 CFR 772) "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (July 13, 2010), the FDOT's PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise (July 1, 2020), and FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook (December 31, 2018)



Air Quality

- Project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS)
- No air quality impacts are expected to occur as a result of the proposed improvements
- Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.



Contamination

- Five potentially contaminated sites within the project study area were identified.
- Sites are not considered to pose potential contamination concerns because of the current regulatory status of the site and/or the distance from the project corridor.
- No contamination impacts are anticipated.



South Florida Water Management District (SFWMD)

Environmental Resource Permit

- Stormwater Quantity and Quantity Control
- C-1 Canal Dredge & Fill
- Canal Turbidity Control
- Manatee Protection

Right Of Way Occupancy Permit Modification

- Bridge Replacement
- Canal Access for Maintenance and Operations

Water Use Permit

- Dewatering Construction Activities (if needed)

US Army Corps of Engineers (USACE)

Section 408 Review for the C-1W Canal/Bridge

Section 404 Dredge & Fill Permit

Florida Department of Environmental Protection (FDEP)

NPDES Construction Generic Permit



- Preliminary Geotechnical Report for Roadway
- Preliminary Geotechnical Report for Bridge
- Conceptual Drainage Report
- Location Hydraulic Report
- Bridge Hydraulic Report
- Utility Assessment Package
- Typical Section Package
- Bridge Analysis Report
- Design Variation Memorandum
- Project Traffic Analysis Report
- Value Engineering Study Report
- Preliminary Engineering Report
- Natural Resources Evaluation
- Water Quality Impact Evaluation Checklist
- Socio-Cultural Effects Evaluation
- Conceptual Stage Relocation Plan
- Cultural Resource Assessment Survey
- Section 106 Case Study Report
- Individual Section 4(f) Evaluation

- Noise Study Report
- Air Quality Technical Memorandum
- Contamination Screening Evaluation Report
- Type 2 Categorical Exclusion
- Public Involvement Plan

PD&E Study Materials Display Locations

From June 24, 2024 to July 25, 2024

South Dade Regional Library

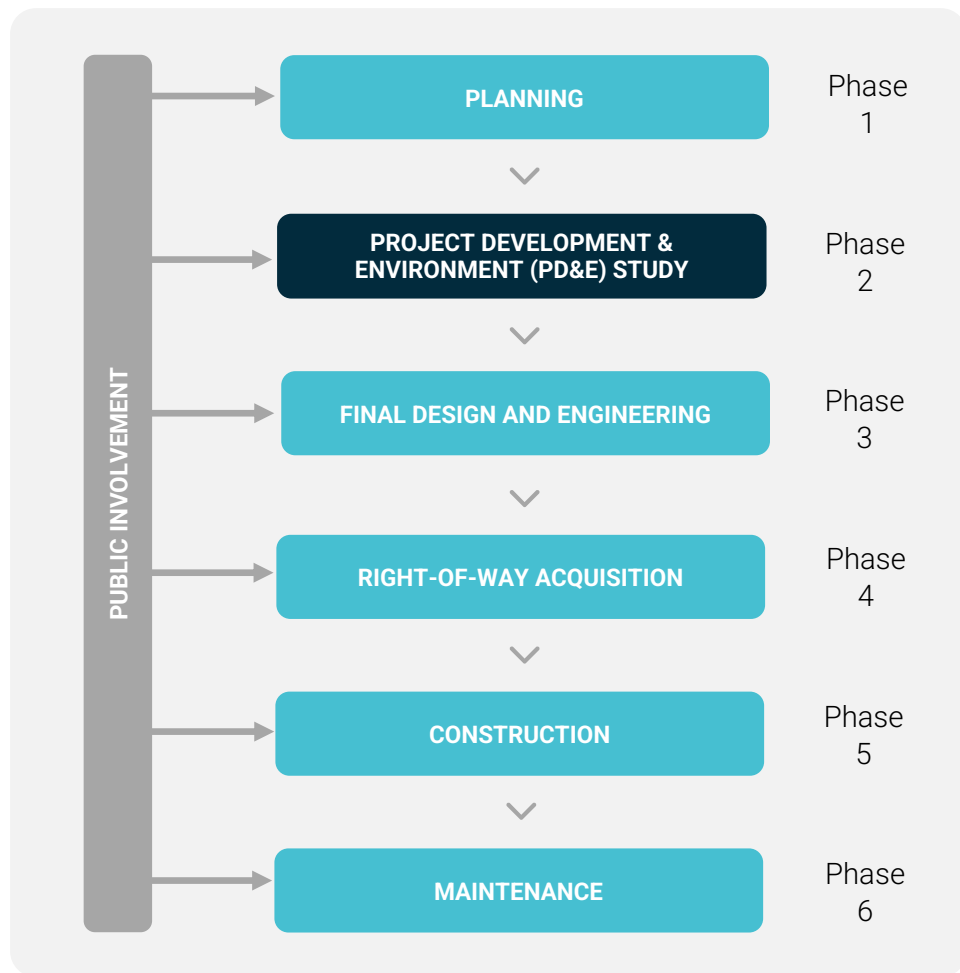
10750 SW 211 Street

Cutler Bay, FL 33189

Monday – Friday, 9:30 a.m. to 8 p.m.

Project Website:

www.southflroads.com/QuailRoostPDE



Project Milestones	Date
Begin PD&E Study	June 2021
Kick-Off Meeting	January 2022
Alternatives Workshop	October 2022
Public Hearing ★	July 2024
Begin Design	September 2024
End PD&E Study (Location Design Concept Acceptance)	February 2025
End Design	December 2028
Construction	Unfunded

Raul Quintela, P.E.

Project Manager

Florida Department of Transportation, District Six

1000 NW 111th Avenue, Room 6251

Miami, FL 33172

(305) 470-5271

Raul.Quintela@dot.state.fl.us

Monica Diaz

Community Outreach Specialist

7270 NW 12 Street, Suite 520

Miami, FL 33126

Office: 305-640-8122

Cell: 305-984-2715

monica@iscprgroup.com

SCAN QR CODE TO VISIT
OUR PROJECT WEBSITE!



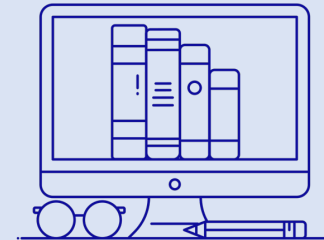
www.southflroads.com/QuailRoostPDE

Please submit your comments by July 25, 2024

✓ Responses to comments and questions will be provided later

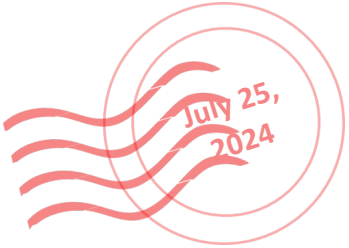


✓ All comments and questions are part of the Public Hearing Record



✓ All registrants will receive a link to the hearing recording





Comments received tonight or postmarked/mailed **by July 25, 2024** will become part of the public hearing record



Incorporate comments into decision making process



Approval of Final PD&E Documents

www.southflroads.com/QuailRoostPDE



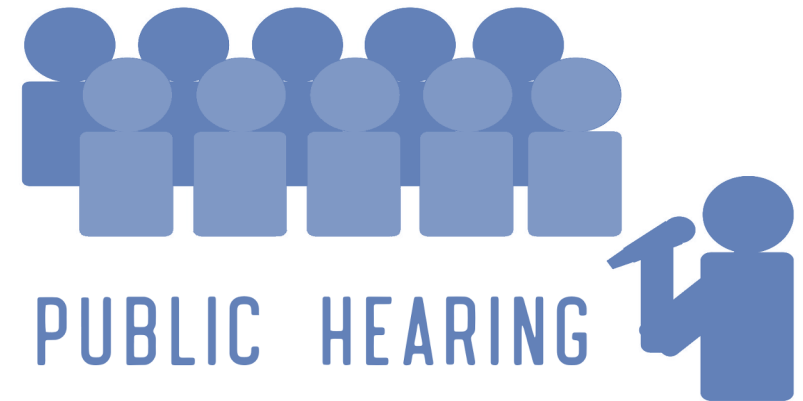
In-person attendees:

- Complete speaker card to provide oral comments
- Speakers will be called to the microphone in order received



Virtual attendees:

- Submit written comments using the “Questions” box
- For oral comments, press the “raise hand” button in your GoToWebinar control panel



- **Provide your full name and address with all comments**
- Oral comments will be limited to **three minutes**
- Comments received during this formal comment period will be responded to at a later date, except those requiring minor clarification
- **All forms of comment carry the same weight**



Thank You!

Please complete our exit survey!

