

# PROJECT DEVELOPMENT & ENVIRONMENT STUDY

## SR 997 / SW 177TH AVENUE / KROME AVENUE SOUTH

From SW 296th Street (Avocado Drive) to SW 136th Street (Howard Drive)

# PUBLIC INVOLVEMENT PLAN



**Krome Avenue Today**

FLORIDA DEPARTMENT OF TRANSPORTATION  
District VI  
1000 NW 111<sup>th</sup> Avenue  
Miami, Florida 33172

FM Number (s): 249614-4-22-01  
FAP No. : Not Assigned  
Miami-Dade County



**Krome Avenue 1900's**

June 2004



# ***PUBLIC INVOLVEMENT PLAN***

***PROJECT DEVELOPMENT AND ENVIRONMENT STUDY (PD&E)  
KROME AVENUE FROM 296<sup>th</sup> Street TO SW 136<sup>th</sup> Street  
Miami-Dade County***

**FM Number 249614-4-22-01**

In accordance with Part 1, Chapter 8 of the "Project Development and Environment Manual" this Public Involvement Plan is submitted to the District Environmental Management Office (DEMO) Engineer for his/her review and approval.

**Date: June 11, 2004**

**Submitted by:**

**URS Corporation  
7650 Corporate Center Drive  
Suite 400  
Miami, Florida 33126**

**Approved:**

  
**District Environmental Management Engineer** **11-13-07**  
**Date**



## TABLE OF CONTENTS

<b>1.0</b>	<b>PROJECT DESCRIPTION .....</b>	<b>1</b>
1.1	Project Limits .....	2
1.2	Project History .....	2
1.3	PD&E Process .....	4
<b>2.0</b>	<b>IDENTIFICATION OF CONCERNED PUBLIC.....</b>	<b>7</b>
2.1	Elected & Appointed Officials.....	7
2.2	Federal, State & Local Agencies.....	7
2.3	Concerned Citizens & Property Owners .....	7
2.4	Media .....	8
<b>3.0</b>	<b>PUBLIC NOTIFICATION.....</b>	<b>8</b>
3.1	Advance Notification .....	8
3.2	Project Logos.....	9
3.3	Hotline.....	9
3.4	One-On-One Meetings.....	9
3.5	Citizens Advisory Committee .....	9
3.6	Website.....	9
3.7	Press Releases.....	10
3.8	Newsletters .....	10
3.9	Legal & Display Ads.....	10
3.10	Invitational Letters.....	10
3.11	Special Interest Group Meetings.....	10
3.12	Public Meetings .....	10
<b>4.0</b>	<b>PUBLIC MEETING PROGRAM .....</b>	<b>11</b>
4.1	Kick-Off Meetings .....	11
4.2	Public Workshop.....	11
4.3	Public Hearing .....	12
4.4	Presentation Techniques .....	12
4.5	Meeting Location .....	13





5.0 PUBLIC INPUT ANALYSIS & EVALUATION..... 13

6.0 PUBLIC HEARING..... 13

7.0 PUBLIC HEARING FOLLOW-UP ..... 14

8.0 PROJECT SCHEDULE..... 14

9.0 KEY PROJECT ISSUES ..... 15

LIST OF FIGURES

Figure 1 Project Location Map ..... 3

Figure 2 PD&E Study Process Diagram ..... 6

LIST OF APPENDICES

APPENDIX A ..... Public Involvement Contact List

APPENDIX B .....Public Hearing Planning Checklist

APPENDIX C ..... Project Schedule





## **PUBLIC INVOLVEMENT PLAN**

This public involvement plan is an outline of the public involvement program to be implemented for the Krome Avenue South Project Development and Environment (PD&E) Study. The public involvement process is designed to ensure public input in the development of the project, by actively encouraging and facilitating the involvement of the general public, citizen groups, interest groups, and environmental resource agencies. The project will be guided by the "Project Development and Environmental Manual," Section 339.155 of the *Florida Statutes*, Executive Orders 11990 and 11988, CEQ Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (NEPA), and 23 CFR 771.

### **1.0 PROJECT DESCRIPTION**

The general objective of this PD&E study is to provide and document information necessary for the Florida Department of Transportation, hereafter referred to as the Department, to reach a decision on the type, design, and location of improvements for the Krome Avenue South PD&E Study within the project limits.

The Krome Avenue corridor has been the subject of extensive study and discussion for the past two decades. Krome Avenue is a regional facility which extends from US 1 in Florida City to US 27 just south of the Miami-Dade / Broward County line. It

provides regional connectivity from as far south as the Florida Keys to Broward County and points north. Further, it is one of only three evacuation routes serving the Florida Keys and South Miami-Dade County.

The study will include the evaluation and identification of all existing conditions and develop alternatives to improve/enhance roadway conditions and safety along the corridor. The approach to this project will be to thoroughly assess the safety, mobility and community needs of the corridor, develop alternatives to address those needs, and evaluate them according to regulatory agency requirements, and community values. As part of this study and of the alternative selection process, a comprehensive public involvement program will be conducted. The study will also consider all social, environmental and economic impacts and will set forth mitigation efforts as required by the PD&E Manual.

The documented information will be prepared in the format of a Project Development and Environment Study, referred to as a PD&E Study. A Preliminary Engineering Report and Environmental Impact Statement (EIS) environmental document will be prepared to describe the analysis of various alternatives for the project and to disclose the environmental effects of the study alternatives. Successful completion of a PD&E Study fulfills all National Environmental Policy Act requirements





and state requirements that must precede the Department's formal decision to proceed with a specific improvement project.

### 1.1 Project Limits

The project extends from SW 296<sup>th</sup> Street to SW 136<sup>th</sup> Street for a distance of approximately 10 miles. See Figure 1 for a project location map.

### 1.2 Project History

#### Background

- Krome Avenue was built in 1962-63.
- Krome Avenue is a 37-mile corridor that connects US-1 in the south to US-27 in the north.
- Land uses along corridor are primarily agriculture, but also include conservation and protected lands on northern end of corridor.
- Krome Avenue is a principal arterial and included in Florida Intrastate Highway System (FIHS).

#### History

- In mid-1980's, FDOT District 6 began a Project Development and Environment (PD&E) Study for Krome Avenue that was evaluating a 4-lane rural typical section. The project was stopped due to public opposition and environmental concerns related to the 4-lane proposal.

- Widening Krome Avenue from 2 to 4 lanes was included in the 2010 Metro-Dade Transportation Plan as a priority 3. This plan began preparation in 1988 and was adopted in 1990. Based on 2010 LRTP, the PD&E from Krome Avenue had to begin prior to 2000. In 1988-89, a feasibility study for Krome was begun between Kendall Drive and Tamiami Trail to evaluate the possibility of 4-lanes.
- There was strong sentiment from many citizens to preserve the agricultural nature of the area and to prevent further traffic encroachment and urban sprawl. When the Transportation Improvement Plan (TIP) was being developed and began identifying planning phases for a four-lane, divided roadway, a series of controversial meetings and hearings arose regarding inconsistency of the LRTP and the TIP with Miami-Dade County's Comprehensive Development Master Plan (CDMP) and local government comprehensive plans.
- The Miami-Dade Board of County Commissioners was reluctant to modify the CDMP to match the 2010 LRTP and TIP. The MPO instead modified the TIP to eliminate consideration of the four-lane roadway, and modified the 2015 LRTP to reflect a 2-lane roadway with access rights protection.







FIGURE 1: PROJECT LOCATION MAP

END PROJECT  
SW 136<sup>TH</sup> ST

BEGIN PROJECT  
SW 296<sup>TH</sup> ST





The projects in the 1994 TIP for Krome Avenue were modified to reflect 2-lanes, and a PD&E phase was to begin in FY 96.

- Rather than begin PD&E, the FDOT, with consultation from MPO, decided to proceed with a Corridor Action Plan that would evaluate Krome Avenue from a planning perspective with recommendations for Right-of-Way (R/W) protection/preservation, ultimate improvements consistent with its FIHS designation, interim operational improvements and extensive public involvement and consensus building.
- In February 1997, FDOT initiated the Krome Avenue Action Plan to determine ultimate improvements for the corridor that address mobility and safety, but avoid additional through lanes.
- The Action Plan included public meetings with local residents. City of Homestead, Florida City, the Redland Conservancy, bicycling groups, Miami-Dade County staff and the MPO.
- In 1999, the MPO Board recognized the controversial nature of the study and extensive public involvement performed by FDOT to reach a final consensus, and adopted the preferred alternative. A key component of the preferred alternative is access management and the support of the County's Zoning Department for a zoning overlay.

- The preferred roadway typical section north of SW 296<sup>th</sup> Street will be 2-lanes with 5 foot paved shoulder and a 2 foot painted buffer between the northbound and southbound lanes.
- The preferred alternative within the City of Homestead includes the evaluation of a truck by-pass around the Historic Downtown District.
- The preferred alternative within the City of Florida City is a 4-lane typical section with a raised median.

### 1.3 PD&E Process

The PD&E study process is an integrated work effort involving engineering analysis and environmental evaluation, all accomplished within the context of a public participation program. As outlined in Figure 2, the study process begins with a gathering of data and a refinement of the project needs and objectives. Public involvement during this phase of the study includes kick-off meetings with elected officials and news releases to the media.

At the inception of the study, a Citizens Advisory Committee (CAC) will be formed and asked to meet several times throughout the duration of the project. The CAC will participate in charrette-based meetings in which they will be asked to provide input in the design concept for the corridor.







The role of the consulting team will be to educate the CAC members on technical issues, environmental constraints, and potential roadway treatments.

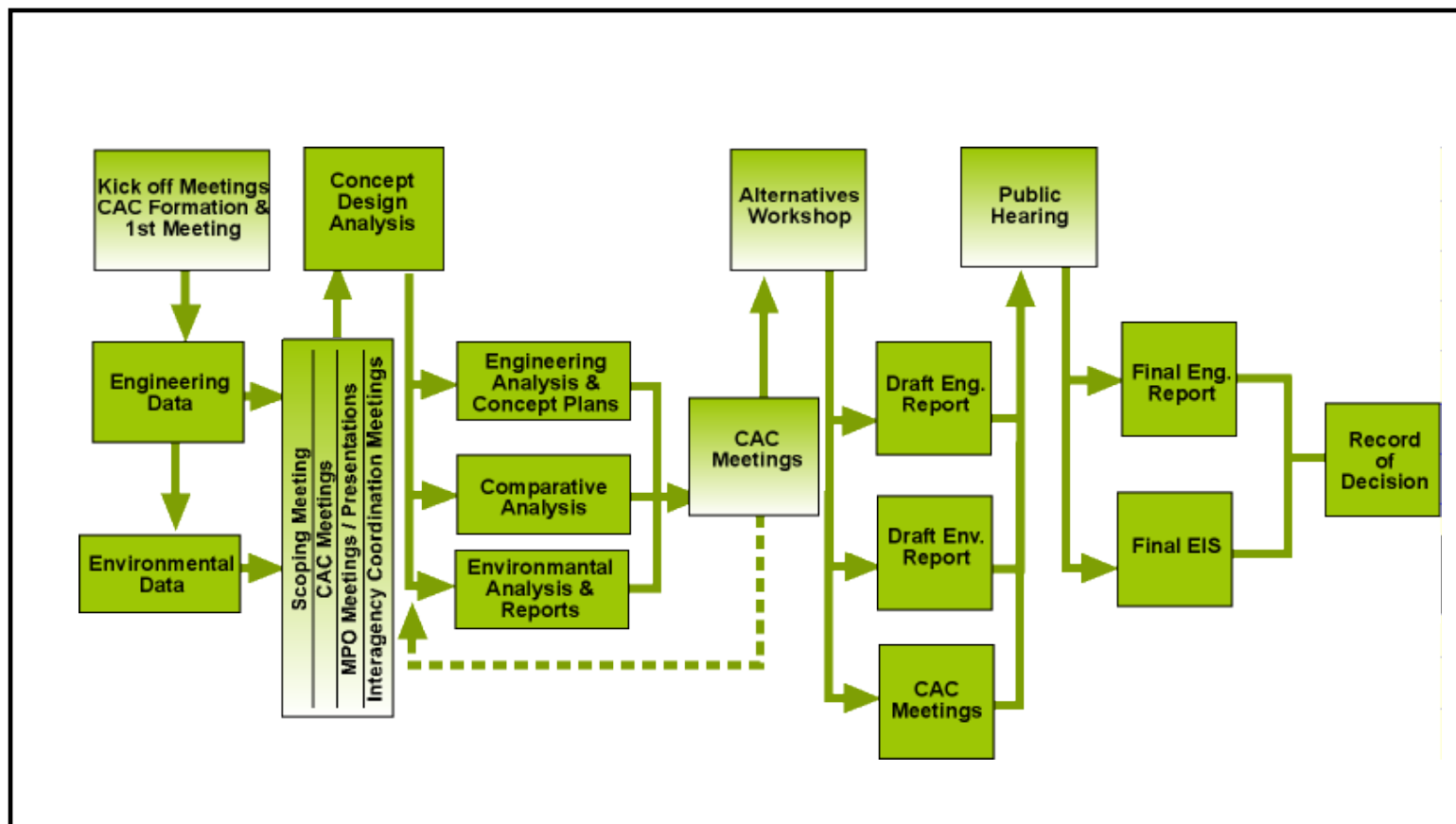
An outline of the proposed Krome Avenue South study process is contained in the accompanying diagram (Figure 2). The general content of this study is briefly described below.

- ❖ **Public Participation** – The public participation effort is woven throughout the study process and involves a series of public meetings and a continuing process of public outreach and information gathering. CAC meetings, one public workshop and a public hearing are illustrated in the PD&E Process diagram for this project. These public participation techniques are discussed more thoroughly in the subsequent sections.
- ❖ **The CAC** – The role of the CAC for this PD&E study will be somewhat innovative. The CAC will go beyond simply advising the consulting team by playing a crucial role in the actual design process. The CAC will participate in charrette-based meetings in which they will contribute in the development a conceptual design for the corridor. Members will be required to reach consensus among them and produce a group design that illustrates the improvements they want to see along Krome Avenue South.
- ❖ **Data Assembly** – This process will involve assembly of all relevant roadway data, completion of R/W survey and traffic data, and completion of the environmental field survey effort.
- ❖ **Conceptual Design Analysis** – This work effort will include both analysis of different improvement configurations and alternatives.
- ❖ **Engineering Analysis & Concept Plans** – All preliminary engineering analysis requirements are completed and a conceptual set of project plans is prepared.
- ❖ **Environmental Analysis & Reports** – All environmental impact analysis and associated memos or reports are prepared in draft form.
- ❖ **Comparative Analysis** – A comparative analysis matrix is prepared assessing the benefits and impacts associated with a build alternatives as compared to the no build alternative.
- ❖ **Draft Reports** – A draft PE Report and draft EIS document are assembled in preparation for the final public hearing.
- ❖ **Final Documents** - The PE Report and the appropriate Environmental Documents are prepared following the public hearing.





FIGURE 2: PD&E STUDY PROCESS DIAGRAM





## **2.0 IDENTIFICATION OF CONCERNED PUBLIC**

The scope of the public involvement program and identification of the concerned public for this study must take into consideration issues related to needed improvements and all potential alternatives. As an integral part of the public involvement program, lists of agencies, organizations, and individuals having an interest in, or jurisdiction over, the project will be developed and maintained. These lists will be used to notify individuals and agencies about upcoming meetings, and inform them about progress on study alternatives and recommendations. A preliminary contact list is included in Appendix A.

### **2.1 Elected & Appointed Officials**

All elected and appointed public officials in the project area, including county, regional, state, and federal officials, will be kept informed of project progress, recommendations, and meeting activities. A list of current elected and appointed officials is included in Appendix A.

### **2.2 Federal, State & Local Agencies**

All planning and regulatory agencies with jurisdictional review and interest will be provided the opportunity to review project materials. These agencies provide valuable input with regard to project implementation and consistency with local, regional, and state goals, objectives, and policies. These organizations include, but

are not limited to, the local planning agencies, the South Florida Regional Planning Council, the Department of Community Affairs, the State Historic Preservation Officer, the South Florida Water Management District, the Florida Department of Environmental Protection, and the Florida Fish and Wildlife Conservation Commission. A number of other state and federal agencies are also included in this group. A preliminary list of agency contacts is included in Appendix A.

Responses to the advance notification (AN) will provide the project team with a record of those agencies or other interested persons that have raised issues that need to be addressed, and that might not be in accord with the proposed action on environmental grounds. Early and continued coordination with the affected agencies will provide valuable input into the project development process.

### **2.3 Concerned Citizens & Property Owners**

The concerned public will constitute the largest segment of the project mailing list. This list will include interested citizens, business owners, and civic or special interest groups. Opportunities to provide input on comment forms will be provided at meetings and in newsletters. A preliminary list of property owners along the Krome Avenue South corridor will be developed for the project. All citizens that call, write, or attend meetings will be added to the mailing list of concerned citizens. This list will be separate from the







property owners' list. Existing community organizations such as the Chamber of Commerce, community groups, neighborhood associations, and professional organizations will be kept informed of the project through status meetings with group leaders or by providing speakers who will attend and address these groups. A listing of community organizations currently known to the project team is included in Appendix A. This list will be updated as necessary.

### 2.4 Media

The media is a critical component in the dissemination of accurate project information. Press releases will be provided to all newspapers, radio stations, and television stations that cover the Krome Avenue South project at critical phases in the study process. A preliminary list of media organizations is included in Appendix A.

## 3.0 PUBLIC NOTIFICATION

Public involvement is probably one of the most important elements of the PD&E study process. Public participation programs mobilize and empower the community by involving it in the design process. This results in a project that better fits the needs of the community, and creates support for implementation of the project.

The URS Team intends to use public outreach techniques that ensure a high degree of resident participation in this project. The Corradino Group (TCG) will

serve as public involvement coordinator and will take the lead in establishing and fostering a viable relationship with the community. TCG currently maintains a list of all elected and appointed local, State, and Federal officials, municipal subcommittees, technical staff of agencies and municipalities, and community groups. In addition, TCG will arrange for meetings with homeowner and businesses, associations, and local interest groups.

Public participation will be solicited without regard to race, color, religion, sex, age, national origin, familial status, or handicap. Solicitation for public participation will be made through the media, worldwide web, direct mailings, and dissemination of project information brochures and/or handouts.

Some of the specific community outreach techniques to be used include the following:

### 3.1 Advance Notification

The Advance Notification (AN) process is a means through which Federal, State, and local agencies are informed of a proposed action and provided an opportunity to become involved early in the project development phase. The process begins with submittal of an AN package to the State Clearinghouse (SCH). The SCH then distributes the materials to the affected agencies for their review and comment. There is a 45-day comment period. The SCH transmits all the comments to the Department for incorporation into the project. The AN for





this project will be forwarded to the SCH by the FDOT District VI EMO.

### 3.2 Project Logos

Logos specific to the project will be used on all newsletters and documentation to provide project recognition.

### 3.3 Hotline

A local phone number dedicated for the project will be advertised so that citizens may call to obtain project information and/or provide comments.

### 3.4 One-On-One Meetings

Kick-off and status meetings will be held with local elected and appointed officials and other community leaders early in the project and at key milestones in the project development. These meetings will keep them informed of the project status and allow them to accurately answer inquiries from their constituents.



### 3.5 Citizens Advisory Committee

A Citizens Advisory Committee (CAC) will be formed at the onset of the PD&E Study. The CAC will be comprised of 15 to 20 local area residents and business owners and will represent diverse stakeholders such as homeowners, business owners, county staff, environmental groups, the Chamber of Commerce, and local associations. The Committee will provide valuable input with regard to community issues and values.

### 3.6 Website

The URS team will develop and maintain a project website for the Krome Avenue South PD&E Study. The website URL will be [www.kromesouth.com](http://www.kromesouth.com). It will also be accessible through the FDOT "Moving Right Along" web page. The site will contain project information and updates, public meeting announcements, copies of the newsletters, meeting minutes, and project team contact information. The website will include the following pages: Home, Mission, Project Description, Project Objectives, Meetings and Agendas, Project Team, Project Pictures, Environmental Challenges, and Contact Us. The website will be updated to provide up-to-date information, and to post project status changes, meetings schedules, newsletters and news releases.



### 3.7 Press Releases

News releases containing pertinent information will be issued at critical milestones throughout the study. Interviews will be arranged to increase project awareness prior to public meetings.

### 3.8 Newsletters

Informative newsletters will be used to reach all residents along the project corridor. They will also serve as meeting notices and meeting handouts, explaining project objectives, alternatives, and analysis of results. These newsletters will solicit public comments and will provide the hotline phone number, project team fax number, website address, and email address so individuals can submit questions and requests for additional information. There will be at least three newsletters, each prepared prior to the meetings discussed in Section 4.

### 3.9 Legal & Display Ads

The Public Workshop, and the Public Hearing will all be preceded by display ads in the local newspapers, in accordance with the PD&E Manual. Legal advertisements will be used for the public hearing including advertisement in the Florida Administrative Weekly.

### 3.10 Invitational Letters

Invitational letters will be used to solicit individuals to serve on the Citizens Advisory Committee. They will also be mailed along with a newsletter to specific stakeholder groups, local officials, and county staff to urge them to attend the public meetings. The invitational letters will be mailed in advance of the public meetings and will provide sufficient lead-time.

Letters of invitation will also be mailed to property owners as required by Section 339.155(6), F.S. and to local government officials to notify them of the public hearing.

### 3.11 Special Interest Group Meetings

A facilitator (Project Manager or Deputy Project Manager) will arrange to speak at existing special interest group meetings, and hold very informal discussions with small business owners and homeowners groups.

### 3.12 Public Meetings

There will be several public meetings throughout the course of the study. The purpose and content of these meetings are to gather public input and disseminate information regarding the project. The proposed meetings are described in Section 4.0 below.







## **4.0 PUBLIC MEETING PROGRAM**

The proposed public meeting program includes one-on-one kick-off meetings, a public workshop, and a public hearing. All public meetings will be publicized by creating press releases and public notices as well as by placing strategic telephone calls. Camera-ready print ads will be prepared for local media according to Department of Transportation guidelines. The general content of each meeting is described below.

### **4.1 Kick-Off Meetings**

Meetings with key public officials, Miami-Dade County staff, and influential community groups will be scheduled early in the study process. These meetings will serve to acquaint them with the Krome Avenue South PD&E Study.

The one-on-one meetings will include an explanation of the study objectives, introduction of the project team, and outline the project schedule with an emphasis on the public participation elements. Input from these individuals will help the team identify issues and concerns, and to refine the public involvement strategy. These meetings will provide an opportunity to create strong liaisons with key decision makers and community leaders. The personalized exchange will present these individuals with all the necessary information required to address questions and concerns from their respective constituencies.

The local public officials and county staff will be kept informed on a regular basis through one-on-one meetings. Presentations to individual commissioners may occur at key project milestones.

### **4.2 Public Workshop**

Once the CAC and the project team develop the preferred alternative along with several other alternatives, including a “No Build” option, a public workshop will be held. Members of the community will receive information on the various designs and associated benefits and impacts. The public will review the various alternatives and will be asked to provide feedback. The Project team will be present to answer any question posed by the public.

Public input will enable the consulting team to refine the preferred alternative according to the comments and concerns expressed at the workshop. Information stemming from this workshop will be documented, summarized and presented on the website and in the final newsletter.





The workshop will be advertised in the local media. Informational newsletters that include an invitation to the workshop will also be mailed to area residents. All comments received at the workshop or through any other avenue will be analyzed and considered by the project team.

### 4.3 Public Hearing

The public hearing will be held following completion and approval of the Draft PE Report and the Draft EIS. The public hearing will be preceded by a presentation to the Metropolitan Planning Organization (MPO) that will provide a very brief description of the material to be covered at the public hearing, and will formally invite board members to attend the hearing.

The hearing will be advertised in the local media, including advertisement in the Florida Administrative Weekly. Invitations will be included in the newsletter issue distributed prior to the hearing, a notice will be posted on the website, and invitational letters will be mailed to residents along the corridor, key stakeholders, agency staff, and stakeholder groups. All comments received at the hearing or through any other avenue will be analyzed and considered by the project team.

Procedures outlined in the PD&E Manual will be followed regarding the meeting format. More discussion regarding the public hearing is included in Section 6.0.

### 4.4 Presentation Techniques

The Krome Avenue South PD&E Study will be presented and described to the public by using communication techniques such as:

- ❖ *Concept Plans on Aerial Photography* – Alternative concept plan diagrams will be prepared on master aerial photographs. Project improvements will be illustrated using colored line work and shading to aid in the comprehension of the plans.
- ❖ *Renderings* – Simple diagrams and three-dimensional renderings, commonly used in newspapers, magazines, and web pages, will be used to describe project elements. The graphic presentations will be user-friendly and more understandable to the public than engineering drawings.
- ❖ *Photographs* – A picture is worth a thousand words, and the project team will use photographs of existing conditions and other similar projects to explain the improvements that are being proposed.
- ❖ *Handouts* – The URS team will prepare concise, easy-to-read newsletters in association with each major public meeting. They will provide a good summary of the information to be presented at the meeting, will summarize public comments gathered to date, and will solicit feedback from the community. Hence, the newsletters will validate public opinion, and will allow corrections by the public. The newsletters will be mailed out





before the meeting, and used in pre-meeting briefings and the informal portion of the public meeting itself.

### 4.5 Meeting Location

All public meetings will be held in close proximity to the project to aid in citizen attendance. The most logical meeting location is the Miami-Dade County Cooperative Extension Service - John D. Campbell Agricultural Center, 18710 S.W. 288<sup>th</sup> Street, Homestead, FL. The Miami-Dade County Cooperative Extension Service is located near the project corridor and has adequate facilities for the workshop and public hearing. The building meets Americans with Disabilities Act (ADA) requirements. Other alternate meeting location will be determined during the course of the study.

## 5.0 PUBLIC INPUT ANALYSIS & EVALUATION

The effectiveness of the public involvement process will be assessed periodically to assure that the affected parties are participating, that they understand the study objectives and alternatives, and that any impacts to the affected parties have been communicated clearly.

All public input received through the various public involvement activities will be documented and fully evaluated. Comment sheets will be distributed at public meetings and those returned will be logged in, responded to, and evaluated. All other workshop and one-on-one

meetings will be similarly recorded and input received at these meetings will be documented, responded to and evaluated. Letters received from public agencies will be accumulated and logged for reference. All concerns expressed by the public will be addressed by the project team and incorporated into the project, as appropriate.

A public involvement progress report will be developed to summarize workshop results and recommendations. The report will contain the overall input provided through the other public involvement techniques utilized in the project development process. A summary of this report will be made available to the public via the website and the final newsletter. The report will be forwarded to the District Environmental Management Engineer.

## 6.0 PUBLIC HEARING

In compliance with the "Project Development and Environment Manual," 23 CFR 771 and Section 339.155(6), F.S. a public hearing will be held. To help plan for the public hearing, a public hearing-planning checklist, as shown in Appendix B, will be used. This checklist may also be used for other public meetings as needed.

The public hearing will be held at Miami-Dade County Cooperative Extension Service. The public hearing will be a fully notified and advertised meeting, and will fulfill all of the formal requirements for FHWA Location Design and Concept Acceptance. The legal advertisement will also be noticed in the Florida Administrative







Weekly, The Miami Herald and El Nuevo Herald.

Letters of invitation will also be mailed to property owners, as required by Section 339.155(6), F.S., and to local government officials to notify them of the upcoming public hearing.

The public hearing will include an informal and a formal period. A Power Point presentation, graphics, and handout will be prepared to supplement the public hearing presentation.

A verbatim transcript of the public hearing will be developed, to include written comments received at the hearing and written comments received within ten days after the hearing.

Project documents, including the engineering report, the environmental document and support reports, will be made available for review prior to the public hearing. The public notice will provide the location where the documents may be reviewed. The most likely places will be the Miami-Dade County Cooperative Extension Service and the Homestead-Florida City Chamber of Commerce, in Homestead.

Notification during the public hearing will be provided in the presentation, by handout, signage and through availability of personnel on Title VI Program and the Relocation Assistance Program which complies with Title VIII.

Notification of the Department's intent to comply with the Americans with Disabilities Act will be provided in the public advertisements for the public hearing, by invitational letters to property owners and local officials, by handout, and by selection of a public hearing site that meets all ADA requirements.

### 7.0 PUBLIC HEARING FOLLOW-UP

Following the public hearing, responses to all letters received as a result of the hearing and questions and comments not answered at the hearing will be made in writing. Public notice will be provided by mail in the form of a final newsletter and on the website where the study document will be located for public review. A legal notice will announce the FHWA approval of the final document and recommendations. A news release will be provided to the local media.

If the project proceeds into design and construction activities, the services of the CAC members should be retained and public information should be continued.

### 8.0 PROJECT SCHEDULE

A tentative project schedule that will accomplish the District's objective of completing the project within thirty-eight (38) months has been prepared. The detailed schedule is shown in Appendix C.





## 9.0 KEY PROJECT ISSUES

Project issues will have a bearing on the study and alternatives that will need to be evaluated. The URS Team understands the objectives of the project and is aware of a number of pertinent engineering, environmental, and public involvement issues, many of which are described below. Additional project issues will most certainly emerge as the study progresses and public participation and coordination will be required on these important issues.

### Public Involvement Issues

Public Involvement is a key element in the ultimate success of the Krome Avenue PD&E Study. The Public Involvement Program (PIP) will allow citizens, government agencies and elected officials to participate in the development and evaluation of improvement alternatives consistent with the blend of safety, mobility, and community values. The following are key issues we will consider in the PIP process for this project.



- ❑ **Coordinate with the ongoing planning, PD&E, Design, and Construction Projects.** This involves (1) Krome Avenue North PD&E Study; (2) Krome Avenue through Florida City & Homestead improvements; (3) Comprehensive Everglades Restoration Program (CERP); (4) South Miami-Dade Watershed Study and Plan; (5) Miami-Dade County Agriculture and Rural Area Study; (6) Florida Keys Hurricane Evacuation Plan; (7) four intersection improvement projects currently under design; (8) five design-build intersection improvement projects currently under construction; (9) Krome Avenue at SW 8<sup>th</sup> Street intersection improvement, currently under construction; (10) Krome Avenue resurfacing project between SW 296<sup>th</sup> St and SW 288<sup>th</sup> St; (11) Krome Avenue at Kendall Drive intersection improvement project; (12) resurfacing and shoulder at Krome Avenue between 1.7 mile north of SW 8<sup>th</sup> St to 2.7 mile north of SW 8<sup>th</sup> St.
- ❑ **Maximize local partnering with entities** such as the Redland Community, City of Homestead, as well as the agricultural interests served by the project corridor.
- ❑ Coordinate with churches, schools, and recreational facilities adjacent to the project corridor.
- ❑ Coordinate closely with the three Miami-Dade County Commission Districts (8, 9, 11) within the project limits.
- ❑ Coordinate with the Miami-Dade County Comprehensive Plan, economic and growth management efforts.
- ❑ Conduct a bi-lingual public involvement plan due to the ethnic diversity of the area (English and Spanish).
- ❑ Coordinate with Miami-Dade County Bicycle and Pedestrian Plan, specifically the South Dade Greenways Network.



Our Team has developed credibility in the community on behalf of the Department by clearly considering all constituents' viewpoints and evaluating them in an objective manner. Due to the high interest and involvement shown by the area residents and public officials on this project, we have planned a proactive and interactive community involvement and consensus building program.

### Environmental Issues

- ❑ **Protect and support diverse and sustainable agriculture along the corridor.** The URS Team understands the project corridor supports extensive farmlands. In accordance with the preliminary findings and recommendations of the Miami-Dade County Agriculture & Rural Area Study, the Team, in coordination with FDOT, the U.S. Natural Resources Conservation Service (NRCS) and the farming community, will carefully evaluate potential positive and negative effects of the project on regional agriculture.
- ❑ **Ensure close coordination with regional environmental initiatives.** Through continuous coordination, we will ensure that proposed alternatives are compatible with ongoing and future regional environmental studies, including but not limited to the Miami-Dade County Agriculture & Rural Area Study, the South Miami-Dade Watershed Study and Plan, and CERP.
- ❑ **Protect the Pine Rocklands, Hammocks, Freshwater Wetlands and Other Sensitive Habitats along the corridor.** We will delineate the existing Natural Forest Community, Pine Rockland/Hammock area near Bauer Drive as well as wetlands and identify potentially endangered species habitats to avoid impacts to these areas. Additionally, we

will develop a mitigation plan if necessary and use sensitive roadway alignment analysis to balance the public safety benefit against these habitats' healthy existence. Moreover, an increased emphasis will be placed on protecting these habitats during construction.

- ❑ **Determine any Potentially Contaminated Sites throughout the corridor.** The determination of potentially contaminated sites will be performed by field review and research of existing records to determine any potentially contaminated sites.
- ❑ **Establish an Early Coordination process with the Permitting Agencies.** Coordination with appropriate permitting agencies is essential from the inception of the study to ensure a successful implementation of the project at the design phase. Not only is the URS Team aware of the agencies with jurisdiction, but we will work in close coordination with them to facilitate and expedite the permitting process.
- ❑ **Potential Business Impacts in the area.** Land Use changes as a result of this project could bring potential secondary and cumulative impacts.
- ❑ **Visual Impacts and Aesthetics.** It has been identified that the preservation of the area's agricultural and rural character shall be maintained.







### Engineering Issues

#### □ Safety is paramount along this corridor:

- Several studies over the recent past have identified the Krome Avenue corridor as ranking among the highest crash segments in District Six. In 1997, a segment was ranked as the 35<sup>th</sup> highest crash segment in the District. Similarly in 1998, a segment was rated 32<sup>nd</sup> highest in the District, and in 1999, a similar segment was ranked 47<sup>th</sup> amongst the highest in District Six. Although we know of the crash statistics through July 2002, the statewide High Crash List (HCL) has not been released for 2000 and 2001. However, we suspect that once the HCL is completed, the subject corridor will continue to be within the top 50 High Crash Segments in the District.
- The two contributing factors for the abnormal safety conditions are the composition of vehicles in the traffic and the undivided two lane cross section. The high percentage of trucks, as much as 33% north of Quail Roost Drive, combined with slow moving farm vehicles exacerbates the safety conditions.
- The URS Team reviewed the HCL Segment List and found from SW 272 Street to SW 232 Street the segment safety ratio was 2.934; in 1998 from SW 224 Street to SW 174 Street the safety ratio was 3.441; and in 1999 from SW 224 Street to north of SW 184 Street the safety ratio was 2.655. This represents approximately three times more crashes than those on similar statewide roads.
- Crashes occurring along the Krome Avenue corridor have a high percentage of injury. That is, the

majority (56.8%) of the crashes resulted in bodily injury.

- In addition, the corridor has had approximately 21 documented fatal crashes within the last 7-1/2 years, an exponential increase in number fatal crashes between 1995 and 2001.

#### □ Traffic Operations:

- The URS Team is aware that due to the critical and controversial nature of this study, a highly detailed operational analysis is warranted.



Signal progression improvements are necessary along Krome Avenue.

- In the course of evaluating the analysis previously performed, the Team discovered that *signal progression* has not been implemented at any of the signalized intersections along this corridor. Ordinarily, traffic progression is considered a TSM operational improvement. But safety benefits can be gained from improved traffic progression, not to mention a reduction in certain types of crashes such as rear-end and sideswipe. Additionally, a reduction in travel time will contribute to economic benefits as well as reduced emissions.
- Previous studies did not modify the FSUTMS model to 4-lanes, this may have yielded a liberal traffic forecast. That is, if safety improvements are made to include 4-lanes, then some latent demand may exist. This latent demand is traffic already on the



roadways. However, due to the existing safety conditions on Krome Avenue, this traffic may be using alternate corridors despite trip length or travel time increases. If Krome Avenue is widened then FSUTMS will likely assign more traffic, especially as alternate arterials reach saturation. If these simple, but often overlooked, concepts are not considered during the traffic analysis, the results could be an arterial that is at capacity shortly after the opening year.

- Due to the characteristics of the roadway and the agricultural land uses abutting it, a significant mix of vehicle classifications utilize the facility on a daily basis. This vehicle mix includes farm vehicles, local and regional freight trucks, buses transporting migrant labor, and short / long haul commuters. This mix contributes to large speed differentials that affect the safety and operational characteristics of the corridor.
- ❑ **FIHS:** Krome Avenue has been included in the FIHS system since its creation in 1991. As a minimum, this requires the facility to be a 4-lane divided controlled access facility.
- ❑ **Access Management:** The long range Access Management planning of Krome Avenue has classified the corridor as Access Class 2 or 3 depending on the segment. Development conditions strictly adhering to these access standards should be stressed in the comprehensive planning process. Hence, our Team's public involvement plan and our ability to build consensus among stakeholders is a distinct advantage.
- ❑ **Right-of-Way:** Our Team has reviewed the latest right-of-way and Maintenance Maps of the Krome Avenue corridor.

Significant constraints exist in several locations. There are only 44 feet of right-of-way available in some areas. Therefore, right-of-way will be an important consideration in the development and analysis of alternatives.

- ❑ **Analysis of Typical Sections:** This study will include the consideration of various alternatives that will build upon the 2-lane alternatives studied as part of the Krome Avenue Action Plan, potential 4-lane options, and operational improvements along the corridor. The recommended 2-lane alternative from the Action Plan does not adequately address the many safety deficiencies along the corridor. Case in point, that typical section replicates the 18-Mile Stretch of US 1 between Key Largo and Florida City, which has a long history of safety deficiencies.
- ❑ **Stormwater Management:** There are two prevalent criteria when designing a drainage system in this area. Water quality retention and stormwater attenuation criteria from the South Florida Water Management District (SFWMD) and DERM must be adhered to. Water quality treatment of stormwater runoff is a key issue due to right-of-way constraints. Due to the sensitive nature of this area the SFWMD requires full on-site retention of the runoff from a 25-year 72-hour storm. The greater of either the required water quality volume or the runoff must be retained on-site.
- ❑ **Emergency Evacuation:** Krome Avenue is one of three north/south corridors in the area for evacuation in the event of an emergency. (US 1 and HEFT are the other two) Although recent improvements, such as additional shoulder pavement, turn lanes, signing and pavement marking improvements have helped, safety on





Krome Avenue continues to be a critical issue.

- ❑ **Railroad Crossings:** The Team has identified one railroad crossing locations that will be analyzed for safety and operational deficiencies, such as the number of train crossings, speed, stopping sight distance (SSD), warning devices, etc.



CSX Railroad Line intersects the corridor at two locations.

- ❑ **Clear Zone:** Encroachments have contributed to the degradation of safety along the corridor.
- ❑ **Utilities:** Our field reviews have identified overhead and underground utilities along the corridor. Impact to these utilities will be a key factor that will be considered during the alternative analysis.
- ❑ **Bridge Structures:** One bridge structure and one culvert crossing exist along Krome Avenue, bridge #870161 that intersects Canal C-103, and the culvert crossing intersecting the C-102 Canal.



A review of the latest Bridge Inspection Reports shows Sufficiency Rating of the structure is 98.5. A visual inspection of the culvert shows that it is in good condition and operating properly. These features will only be affected in the case of a widening alternative. In addition, utilities attached to the bridge could be affected by widening options.

- ❑ **Maintenance of Traffic:** Limited options are available for Traffic Control during construction of certain alternatives due to limited right-of-way and the lack of parallel corridors.
- ❑ **Interim Improvements:** In addition to the nine intersections currently under design and Design-Build, our Team may identify other similar short-term improvements along the corridor.
- ❑ **Lighting:** Percent of night-time crashes have steadily increased from 18% in 1998 to 37% in 2001. Locations of high concentration of high night-time crashes will be evaluated for the feasibility of adding street lights.
- ❑ **Bicycle and Equestrian Trails:** The Miami-Dade Bicycle and Pedestrian Plan include Krome Avenue (Krome Trail) as part of the South Dade Greenways Network. The proposed Krome Trail will intersect two existing trails along the C-1W & C-103 canals. The plan also recommends the provision of signal crossings at these locations. The study should accommodate these alternative modes of transportation.

### Community Planning and Aesthetic Issues

The Krome Avenue Corridor, from SW 288<sup>th</sup> Street north to SW 112<sup>th</sup> Street lies outside of the County's Urban Development Boundary (UDB). The year 2000 UDB line crosses Krome Avenue south of SW 288<sup>th</sup> Street. In addition, Krome Avenue becomes the western





boundary line for the 2010 UBD, between SW 112<sup>th</sup> Street and SW 42<sup>nd</sup> Street.

Corridor characteristics along Krome Avenue highlight its appeal as a rural roadway on the periphery of a suburban area, which also serves as a main north/south arterial facility for local and regional traffic. The Krome Avenue Corridor represents a unique challenge in balancing the preservation of its rural character, while enhancing motorist and pedestrian safety along the corridor. There is a need for balancing the often-competing interests, between safety enhancements and rural preservation by the use of Context-Sensitive Design (CSD) principles that are consistent with FDOT's policy regarding Transportation Design for Livable Communities (TDLC). CSD considers the environmental, scenic, aesthetic, historic, and community access for other modes of transportation such as bicycling and walking, and the natural resource value of the corridor, while providing for a safe and efficient roadway design. The preservation of the rural character is imperative.

Land Use Planning will be a major issue during this Study. The controversial nature of this issue is illustrated by the fact that there is already litigation pending over whether widening Krome Avenue should be allowed. On October 10, 2002, in Ordinance No. 02-196, the Miami-Dade County Commission voted to approve amendments to the Land Use Element and the Transportation Element of the County's Comprehensive Growth Management Plan to change the designation of Krome Avenue from a "Minor Roadway" (2-lanes) to a "Major Roadway" (three or more lanes), and specifically authorize four-laning. That decision is currently being challenged at the State of Florida Division of Administrative Hearings ("DOAH") in *Sierra Club & John S.*

*Wade, Jr., v. Florida Department of Community Affairs and Miami-Dade County.*



**Krome Avenue is diverse in its land use -agricultural, commercial, and residential.**

In analyzing the environmental consequences of an activity under NEPA, agencies must consider the significance of both direct and indirect effects. Indirect effects are defined as those "reasonably foreseeable," and "may include growth inducing effects related to induced changes in the land use pattern, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems."





## **APPENDIX A**

### **Public Involvement Contact List**





**LOCAL ELECTED & APPOINTED  
GOVERNMENT OFFICIALS**

***CITY OF HOMESTEAD***

**City of Homestead  
City Manager**

Curt Ivy  
790 N. Homestead Blvd.  
Homestead, Florida 33030  
305-224-4403, Fax: 305-224-4439

**City of Homestead of CRA**

Rick Stouts, Executive Director  
790 N. Homestead Boulevard  
Homestead, Florida 33030  
305-244-4481

**City of Florida City  
Mayor Otis Wallace**

404 West Palm Drive  
Florida City, Florida 33034  
305-242-8221, Fax: 305-242-8133

***Area Interest Groups***

**Chamber South**

6410 S.W. 80<sup>th</sup> Street  
South Miami, Florida 33143  
305-661-1621 Fax: 305-666-0508  
Email: [info@chambersouth.com](mailto:info@chambersouth.com)  
[www.chambersouth.com](http://www.chambersouth.com)

**Greater Homestead/Florida City  
Chamber of Commerce**

Mary Finlan, Executive Director  
43 North Krome Avenue  
Homestead, Florida 33030  
305-247-2332 Fax: 305-246-1100  
Email: [mfinlan@chamberinaction.com](mailto:mfinlan@chamberinaction.com)

**Vision Council**

Michael E. Richardson, Chief of  
Operations  
43 N. Krome Avenue  
Homestead, Florida 33030  
305-247-7082 Fax: 305-247-9976  
Email: [mrichardson@visioncouncil.com](mailto:mrichardson@visioncouncil.com)

**South Flower Growers Association, Inc.**

Harold Kendall  
P.O. Box 458  
Goulds, Florida 33170  
305-258-1631, Fax: 305-258-3393

**Florida Nurserymen Growers  
Association**

1533 Park Center Drive  
Orlando, Florida 32835-5705  
Toll Free: 800-375-3642  
407-295-7994, Fax: 407-295-1619  
Email: [info@fnga.org](mailto:info@fnga.org)

**Redland Citizens Association**

P.O. Box 924245  
Princeton, Florida 33092-4245  
305-247-9383 Fax: 305-242-0535

Sidney Robinson  
23515 S.W. 162<sup>nd</sup> Avenue  
Homestead, Florida 33031  
305-247-5511

Colleen Griffin  
14600 S.W. 200<sup>th</sup> Street  
Miami, Florida 33177  
305-235-2283





Anne Morts  
16580 S.W. 196<sup>th</sup> Street  
Miami, Florida 33187  
305-247-9383

John & Pat Wade  
20925 S.W. 187<sup>th</sup> Avenue  
Miami, Florida 33187  
305-238-8908, Cell: 305-742-6060

**Friends of Redland**  
815 N. Homestead Boulevard  
#255  
Homestead, Florida 33033  
305-572-9374  
Email: [info@FriendsofRedland.com](mailto:info@FriendsofRedland.com)

**Dade County Farm Bureau**  
Tina Borick, President  
1850 Old Dixie Highway  
Homestead, Florida 33033  
Bureau: 305-247-5234  
Cell: 305-258-5256  
Email: [SBFinc@bellsouth.net](mailto:SBFinc@bellsouth.net)

**Florida City State Farmers' Market**  
Paul Cardwell, Senior Marketing Mgr.  
300 North Krome Avenue  
Florida City, Florida 33034  
305-247-3971 or 305-246-6334

**Agricultural Practices of Dade County**  
Noble Hendricks  
25399 S.W. 157<sup>th</sup> Avenue  
Homestead, Florida 33031  
305-247-0240

**Naranja-Princeton CDC**  
Rene Infante  
24420 South Dixie Highway  
Homestead, Florida 33033

**1<sup>st</sup> National Bank of South Florida**  
William Losner  
1550 N. Krome Avenue  
Homestead, Florida 33030  
305-242-8635 Fax: 305-245-8440  
E-mail: [bloosner@1stnatbank.com](mailto:bloosner@1stnatbank.com)

**Isaak Walton League  
Mangrove Chapter**  
Lloyd Miller  
P.O. Box 901587  
Homestead, Florida 33090-1587

**Florida Pine Industry**  
Bob & Terry Naumann  
17951 S.W. 296<sup>th</sup> Street  
Homestead, Florida 33030  
305-242-0144

**Frederick H. Rutzle Farms, Inc.**  
Frederick Rutzle  
18300 S.W. 280<sup>th</sup> Street  
Homestead, Florida 33031

### MIAMI-DADE COUNTY

#### Board of County Commissioners

**Mayor**  
**The Honorable Alex Penellas**  
111 N.W. 1<sup>st</sup> Street, Suite 2910  
Miami, Florida 33128  
305-375-5071 Fax: 305-375-3618





### **District 8**

#### **The Honorable Katy Sorenson**

Miami-Dade County Commissioner  
South Dade Government Center  
10710 S.W. 211<sup>th</sup> Street, Suite 204  
Miami, Florida 33189  
305-378-6677  
E-mail: [district8@miamidade.gov](mailto:district8@miamidade.gov)

### **District 9**

#### **The Honorable Dennis C. Moss**

Miami-Dade County Commissioner  
South Dade Government Center  
10710 S.W. 211<sup>th</sup> Street, Suite 206  
Miami, Florida 33189  
305-375-4832  
E-mail: [dennismoss@miamidade.gov](mailto:dennismoss@miamidade.gov)

### **County Manager**

George Burgess  
111 N.W. 1<sup>st</sup> Street, 2910  
Miami, Florida 33128  
305-375-5311 Fax: 305-375-1262

### **Metropolitan Planning Organization**

Jose Luis Mesa, Director  
111 N.W. 1<sup>st</sup> Street, 9<sup>th</sup> Floor  
Miami, Florida 33128  
305-375-4507  
E-mail: [jlml@miamidade.gov](mailto:jlml@miamidade.gov)

### **Department of Planning and Zoning**

Mark Woerner, Director  
111 N.W. 1<sup>st</sup> Street, 12<sup>th</sup> Floor  
Miami, Florida 33128  
305-375-2835 ext. 87680

### **Department of Environmental Resources Management**

John Renfrow, P.E.  
Directors Office  
33 S.W. 2<sup>nd</sup> Avenue,  
Miami, Florida 33130  
305-372-6754, Fax: 305-372-6760

### **Team Metro**

Kendall Regional Office  
11609 N. Kendall Drive  
Miami, Florida 33173  
305-270-4979 Fax: 305-273-4116

South Regional Office  
10710 S.W. 211<sup>th</sup> Street  
Suite 1400  
Miami, Florida 33189  
305-234-1510, Fax: 305-234-1499

### **Community Council**

#### **Redland Community Council 14**

South Dade Government Center  
10710 SW 211 St  
Miami, FL 33189  
305-375-2800, Fax: 305-375-4975

### **Public Works Director**

Aristides Rivera, P.E., PSM  
111 N.W. 1<sup>st</sup> Street, Suite 1610  
Miami, Florida 33128  
305-375-2960, Fax: 305-375-3070

### **Bicycle/Pedestrian Coordinator**

David Henderson  
111 N.W. 1<sup>st</sup> Street, 9<sup>th</sup> Floor  
Miami, Florida 33128  
305-375-4507  
Email: [davidh@miamidade.gov](mailto:davidh@miamidade.gov)







### **Office of Emergency Management**

Assistant Chief Carlos Castillo  
9300 NW 41<sup>st</sup> Street  
Miami, Florida 33178  
305-468-5400

### **Miami-Dade County School Board**

Merrett R. Stierheim, Superintendent  
1450 N.E. 2<sup>nd</sup> Avenue  
Miami, Florida 33132  
305-995-1334 Fax: 305-995-1360

### **MDCPS Transportation**

Thaddeus Moss  
660 S.W. 3<sup>rd</sup> Avenue  
Florida City, Florida 33034  
305-248-3380

### **STATE & FEDERAL ELECTED OFFICIALS**

#### **State Senators**

The Honorable Debbie Wasserman-Schulz  
Thirty Fourth District  
10100 Pines Boulevard  
Building B 2<sup>nd</sup> Floor  
Pembroke Pines, Florida 33026  
954-704-2934 Fax: 954-704-2936  
E-mail: [Schultz.Debbie.web@flsenate.gov](mailto:Schultz.Debbie.web@flsenate.gov)

The Honorable Alex J. Villalobos  
Thirty-eighth District  
2350 Coral Way, Suite 202-A  
Miami, Florida 33145  
305-222-4160 Fax: 305-222-4162  
E-mail: [villalobos.alex.web@flsenate.gov](mailto:villalobos.alex.web@flsenate.gov)

The Honorable Larcenia J. Bullard  
Thirty-ninth District  
8603 S. Dixie Highway, #304  
Miami, Florida 33143  
305-668-7344 Fax: 305-668-7346  
E-mail: [bullard.larcenia.web@flsenate.gov](mailto:bullard.larcenia.web@flsenate.gov)

The Honorable Rodolfo "Rudy" Garcia  
Fortieth District  
7475 West 4<sup>th</sup> Avenue, Suite B  
Hialeah, Florida 33014  
305-384-3191 Fax: 888-284-8594  
E-mail: [Garcia.rudy.web@flsenate.gov](mailto:Garcia.rudy.web@flsenate.gov)

#### **State Representatives**

The Honorable David Rivera  
One Hundred Twelfth District  
2450 S.W. 137<sup>th</sup> Avenue, Suite 205  
Miami, Florida 33175  
305-227-7630 Fax: 305-227-7632  
E-mail: [rivera.david@myfloridahouse.com](mailto:rivera.david@myfloridahouse.com)

The Honorable Marcelo Llorente  
One hundred sixteenth District  
13701 S.W. 88<sup>th</sup> Street  
Miami, Florida 33186  
305-273-3200 Fax: 305-273-3203  
E-mail: [llorente.marcelo@myfloridahouse.com](mailto:llorente.marcelo@myfloridahouse.com)

The Honorable Edward Bullard  
One hundred eighteenth District  
16201 S.W. 95<sup>th</sup> Street, Suite 124  
Miami, Florida 33157  
305-234-2208, Fax: 305-234-2210





The Honorable Juan Carlos Zapata  
One hundred nineteenth District  
13550 S.W. 88<sup>th</sup> Street  
Miami, Florida 33186  
305-273-3288 Fax: 305-273-3290  
E-mail: [zapata.juan@myfloridahouse.com](mailto:zapata.juan@myfloridahouse.com)

The Honorable Ken Sorenson  
One Hundred Twentieth District  
90311 Overseas Highway  
P.O. Box 699  
Tavernier, Florida 33070  
(305) 853-1947, Fax: 305-853-1949  
E-mail:  
[sorensen.ken@myfloridahouse.com](mailto:sorensen.ken@myfloridahouse.com)

### **United States Senate**

The Honorable Bill Nelson  
U.S. Courthouse Annex  
111 N. Adams St.  
Tallahassee, FL 32301  
Office: (850) 942-8415

The Honorable Bob Graham  
Courthouse Tower  
44 West Flagler Street, Suite 1715  
Miami, Florida 33130  
Office: (305) 536-7293

### **United States House of Representatives**

The Honorable Mario Diaz-Balart  
12851 S.W. 42<sup>nd</sup> Street, Suite 131  
Miami, FL 33175  
(305) 225-6866

## **REGIONAL, STATE, & FEDERAL AGENCIES**

### *Regional*

#### **South Florida Regional Planning Council**

Carolyn Deckle, Executive Director  
3440 Hollywood Blvd., Suite 140  
Hollywood, FL 33021  
Office: (800) 985-4416

#### **South Florida Water Management District (SFWMD)**

Henry Dean, Executive Director  
101 Gun Club Road  
West Palm Beach, Florida 33406  
561-686-8800

#### **Miami-Dade County Department of Environmental Protection (DERM)**

John Renfrow, P.E., Director  
33 SW 2nd Avenue  
Miami, Florida 33128  
305-372-6789

### *State*

#### **State of Florida Department of Environmental Protection (FDEP)**

Office of Intergovernmental Planning  
Debbie Parrish  
Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, FL 32399-3000



**Florida Department of State, State Historic Preservation Office (SHPO)**

Jan Mathews, State Historic Preservation Officer  
R. A. Gray Building  
500 South Bronough St.  
Tallahassee, FL 32399-0250

**Florida Fish & Wildlife Conservation Commission (FWC)**

Mark Robson, Regional Director  
South Region  
8535 Northlake Blvd.  
West Palm Beach, FL 33412  
Office: (561) 625-5122

**Florida Fish & Wildlife Conservation Commission**

Don Wood, Endangered Species Coordinator  
Farris Bryant Building  
620 South Meridian Street  
Tallahassee, FL 32399-1600

**Florida Fish & Wildlife Conservation Commission**

Brian Barnett, Director  
Office of Environmental Services  
620 South Meridian Street  
Farris Bryant Building  
Tallahassee, FL 32399-1600

**Florida Natural Areas Inventory**

1018 Thomasville Road, Suite 200-C  
Tallahassee, FL 32303  
Office: (904) 224-8207

**State of Florida Department of Community Affairs (DCA)**

Mike McDaniel  
Division of Growth Management  
2555 Shumard Oak Blvd.  
Tallahassee, FL 32399  
Office: (800) 488-4925

***Federal*****Department of Army, Jacksonville District Corps of Engineers**

US Army Corps of Engineers  
Jacksonville District Regulatory Division  
John Hall, PhD  
Division Chief  
P.O. Box 4970  
Jacksonville, Florida 32232-0019  
904-232-1177

**US Army Corps of Engineers Miami Regulatory Office**

CESAJ-RD-SS-M  
11420 N. Kendall Drive, Suite 104  
Miami, Florida 33178-1039  
305-526-7181

**Federal Highway Administration (FHWA)**

James E. St. John, Division Administrator  
227 N. Bronough Street, Room 2015  
Mail Station 29  
Tallahassee, FL 32301-2015

**Bureau of Land Management**

Director, Eastern States Office  
U.S. Department of Interior  
411 Briarwood Drive, Suite 404  
Jackson, MS 39206





### **U.S. Geological Survey**

Environmental Affairs Program  
Chief, Review Unit  
U.S. Department of Interior  
12201 Sunrise Valley Drive, Room 2D318  
Reston, VA 22092-29998

### **U.S. Environmental Protection Agency, Region IV**

Regional Administrator  
Atlanta Federal Center  
100 Alabama Street, S.W.  
Atlanta, GA 30303-3104

### **U.S. Environmental Protection Agency, Southeast District**

District Manager  
P.O. Box 15425  
West Palm Beach, FL 33416

### **National Marine Fisheries Service**

Habitat Conservation Division  
Dr. Edwin Keppner, Area Supervisor  
U.S. Department of Commerce  
9721 Executive Center Drive, North  
St. Petersburg, FL 33702

### **National Marine Fisheries Service, Miami Office**

Habitat Conservation Division  
U.S. Department of Commerce  
11420 N. Kendall Drive, Suite 102  
Miami, FL 33176

### **National Oceanic & Atmospheric Administration**

Ecology & Conversation Office  
Donna Weiting, Director U.S. Department  
of Commerce  
US/EC, Room 6222  
14<sup>th</sup> Street & Constitution Avenue, N.W.  
Washington, D.C. 20230-1301

### **Federal Emergency Management Agency (FEMA)**

Natural Hazards Branch, Chief  
1371 Peachtree Street, N.E., Suite 700  
Atlanta, GA 30309

### **U.S. Department of Housing & Urban Development**

Regional Environmental Officer  
Richard B. Russell Federal Building  
75 Spring Street, S.W.  
Atlanta, GA 30303-3309

### **Everglades National Park**

Bill Wright, Chief Ranger  
40001 State Road 9336  
Homestead, Florida 33034-6733  
305-242-7730

### **Biscayne National Park**

9700 SW 328<sup>th</sup> Street  
Homestead, FL 33033-5634  
305-230-1444







## **MEDIA**

### ***Newspapers***

- Miami-Herald;
- El Nuevo Herald;
- Community Newspapers;
- Hometown Tribune;
- Redland Country News;
- The Grower.

### ***Radio***

- WAMR 107.5
- WAQI 710
- WFLC 97.3
- WHQT 105
- WINZ 940
- WIOD 610
- WLRN 91.3
- WLVE 93.9
- WLYF 101.5
- WMXJ 102.7
- WPOW 96
- WQAM 560
- WQBA 1180
- WZTA 94.9

### ***Television***

MIAMI-DADE COUNTY PUBLIC  
TELEVISION – Channel 34





## **APPENDIX B**

### **Public Hearing - Planning Checklist**





### Public Hearing - Planning Checklist

<u>Hearing Site</u>	Date Quality Complete	Person Responsible	Control
Agreement letter for place to hold public hearing	_____	_____	_____
Rental Costs	_____	_____	_____
Clean up fees	_____	_____	_____
Location of public hearing site is accessible and Available to the general community at-large	_____	_____	_____
Security	_____	_____	_____
Facility complies with ADA	_____	_____	_____
Requests for "reasonable accommodation" under ADA	_____	_____	_____
Seating capacity	_____	_____	_____
Seating comfort	_____	_____	_____
Acoustics	_____	_____	_____
Lighting	_____	_____	_____
Wall/Display areas	_____	_____	_____
Heating/Cooling	_____	_____	_____
 <u>Public Hearing Notification</u>			
Notification in Florida Administrative Weekly	_____	_____	_____
1 <sup>st</sup> Notification in local area newspaper (21 day min.)	_____	_____	_____
2 <sup>nd</sup> Notification in local area newspaper (5-12 day min.)	_____	_____	_____
Confirmation letter requesting transcriber for public hearing	_____	_____	_____
Property owner research	_____	_____	_____
Property owner letters mailed (received 20 days before public hearing date)	_____	_____	_____
Public and selected officials and reviewing agencies (21 days min.)	_____	_____	_____





**Public Record Information**

Display environmental & engineering documents  
at various locations

Prepare hearing officer speech

Prepare display information

Aerials

Renderings

Charts, graphs

Prepare audio visuals

Slides

Video Tapes

Prepare Handouts/Brochures

Project Related

Relocation

Attendee register & statement cards

Prepare verbatim transcript

Confirm Court Reporter

Hearing officer certification

Prepare public hearing summary

Staff debriefing meeting

Date  
Quality  
Complete

Person  
Responsible Control

**Equipment**

Audio-visual equipment

Screens

Public address system

Extension cords

Tables

Registration Sheets

Speakers Cards

Name Tags





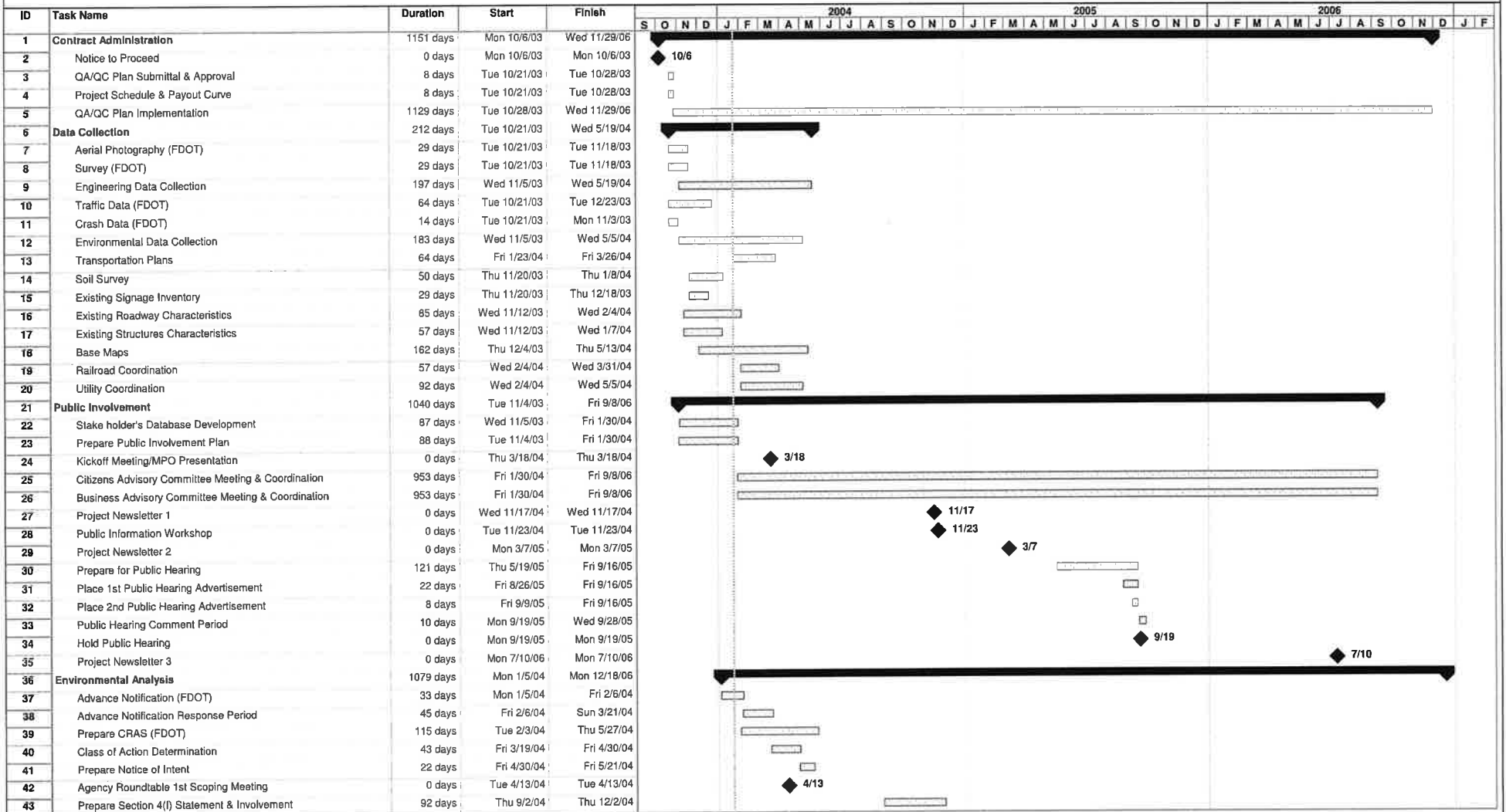


**APPENDIX C**

**Project Schedule**



The URS Team  
SR 997/Krome Avenue/SW 177 Ave (S) PD&E Study  
38-Month Schedule for EIS



Project: Krome Avenue Schedule.mpr  
Date: Fri 1/23/04

Task [Bar] Milestone [Diamond]  
Progress [Thick Bar] Summary [Thick Bar]

Rolled Up Task [Bar] Rolled Up Milestone [Diamond]  
Split [Dashed Bar]

External Tasks [Bar] Project Summary [Bar]  
Group By Summary [Down Arrow]

The URS Team SR 997/Krome Avenue/SW 177 Ave (S) PD&E Study 38-Month Schedule for EIS					
ID	Task Name	Duration	Start	Finish	
44	Prepare Wetland Evaluation Report	92 days	Thu 9/2/04	Thu 12/2/04	
45	Prepare Endangered Species Biological Report	92 days	Thu 9/2/04	Thu 12/2/04	
46	Prepare Air Quality Report	92 days	Thu 9/2/04	Thu 12/2/04	
47	Prepare Noise Study Report	92 days	Thu 9/2/04	Thu 12/2/04	
48	Prepare Contamination Screening Evaluation	92 days	Thu 9/2/04	Thu 12/2/04	
49	Prepare Pre-Draft EIS	120 days	Thu 9/2/04	Thu 12/30/04	
50	Permits Coordination Package	92 days	Thu 9/30/04	Thu 12/30/04	
51	Agency Roundtable 2nd Meeting	0 days	Tue 12/14/04	Tue 12/14/04	◆ 12/14
52	1st FDOT Review of Pre-Draft EIS	43 days	Thu 12/30/04	Thu 2/10/05	
53	Revise PD&E Documents & DEIS	99 days	Thu 2/10/05	Thu 5/19/05	
54	Submit Document to FHWA	0 days	Thu 5/19/05	Thu 5/19/05	◆ 5/19
55	FDOT/FHWA Review of DEIS	29 days	Thu 5/19/05	Thu 6/16/05	
56	Incorporate FHWA Comments	15 days	Thu 6/16/05	Thu 6/30/05	
57	FHWA Review & Approval of DEIS	29 days	Thu 6/30/05	Thu 7/28/05	◆ 7/28
58	FHWA Approval of DEIS	0 days	Thu 7/28/05	Thu 7/28/05	
59	Reproduction	14 days	Fri 7/29/05	Thu 8/11/05	
60	FHWA Files DEIS with EPA	15 days	Fri 8/12/05	Fri 8/26/05	
61	Publish Notice of Availability of DEIS	15 days	Fri 8/12/05	Fri 8/26/05	
62	EPA Publishes Notice of Availability of DEIS	10 days	Mon 8/29/05	Wed 9/7/05	
63	45-Day Comment Period	45 days	Thu 9/8/05	Sat 10/22/05	
64	Prepare Final EIS	186 days	Tue 9/27/05	Fri 3/31/06	
65	FDOT Review of FEIS	43 days	Fri 3/31/06	Fri 5/12/06	
66	Revise FEIS	57 days	Fri 5/12/06	Fri 7/7/06	
67	FHWA Review of FEIS	29 days	Fri 7/7/06	Fri 8/4/06	
68	Incorporate FHWA Comments	29 days	Fri 8/4/06	Fri 9/1/06	
69	FHWA Review & Approval of FEIS & DRDOD	43 days	Fri 9/1/06	Fri 10/13/06	
70	Reproduction of FEIS	15 days	Fri 10/13/06	Fri 10/27/06	
71	FHWA Adopts FEIS	0 days	Fri 10/13/06	Fri 10/13/06	◆ 10/13
72	FHWA Files FEIS with EPA	11 days	Fri 10/27/06	Mon 11/6/06	
73	EPA Publishes Notice of Availability of FEIS	12 days	Mon 11/6/06	Fri 11/17/06	
74	30-Day Comment Period	30 days	Fri 11/17/06	Sat 12/16/06	
75	Location Design Concept Acceptance	0 days	Mon 12/18/06	Mon 12/18/06	◆ 12/18
76	Engineering Analysis	781 days	Tue 12/23/03	Fri 2/10/06	
77	Design Traffic Technical Memorandum	85 days	Tue 12/23/03	Tue 3/16/04	
78	Safety Analysis	13 days	Wed 2/4/04	Mon 2/16/04	
79	Existing Condition Analysis	57 days	Wed 2/4/04	Wed 3/31/04	
80	Development of Needs Statement	29 days	Wed 3/3/04	Wed 3/31/04	
81	Corridor Analysis	57 days	Thu 5/13/04	Thu 7/8/04	
82	Establish & Analyze Design Alternatives	183 days	Thu 7/8/04	Thu 1/6/05	
83	Bridge Analysis	92 days	Thu 7/8/04	Thu 10/7/04	
84	Prepare Concept Plans	120 days	Thu 7/8/04	Thu 11/4/04	
85	Geotechnical Report	57 days	Thu 7/8/04	Thu 9/2/04	
86	Drainage Analysis	68 days	Mon 8/9/04	Fri 10/15/04	

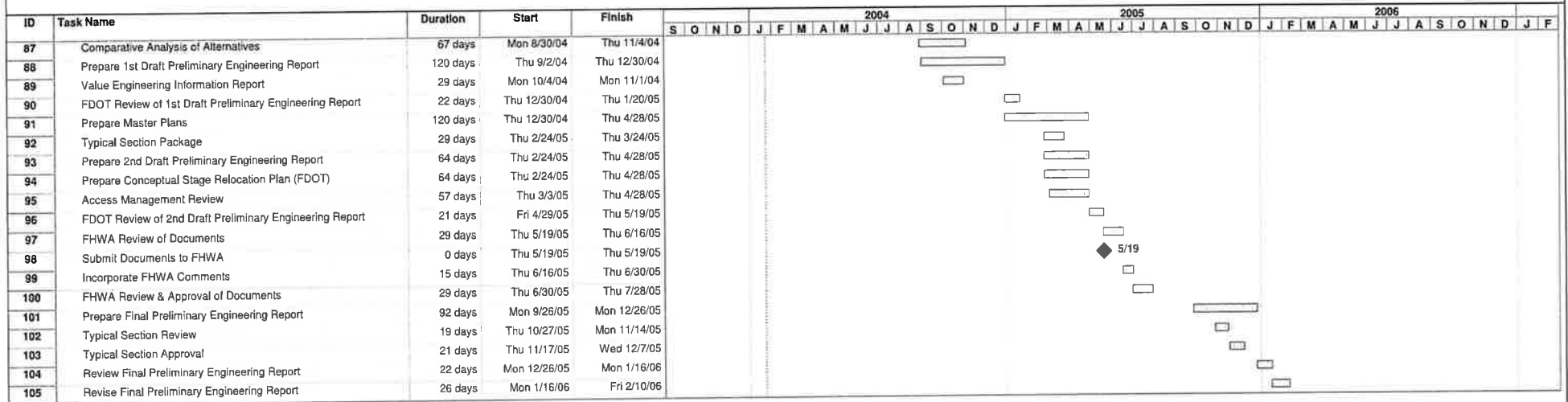
Project: Krome Avenue Schedule.mpp  
Date: Fri 1/23/04

Task Milestone Rolled Up Task External Tasks Group By Summary

Progress Summary Rolled Up Milestone Split Project Summary Deadline

Page 2

The URS Team  
 SR 997/Krome Avenue/SW 177 Ave (S) PD&E Study  
 36-Month Schedule for EIS



Project: Krome Avenue Schedule.mpc  
 Date: Fri 1/23/04

Task  
 Progress



Milestone  
 Summary



Rolled Up Task  
 Rolled Up Milestone



Rolled Up Progress  
 Split



External Tasks  
 Project Summary



Group By Summary  
 Deadline





