

**Florida Department of Transportation, District Six  
Restoration, Rehabilitation and Resurfacing Projects  
Financial Project Numbers: 419849-1-52-01; 419848-1-52-01; 419853-1-52-01;  
419859-1-52-01; 419846-1-52-01  
SR/US1/Overseas Highway, from MM 92 to MM 106 in Key Largo, Monroe County**

**Questions asked at the Public Information Meeting held on August 5, 2008 at the  
Holiday in Key Largo, Florida**

---

- 1) Is there any data that demonstrates that these projects will enhance the safety of this road? Has a collision cost savings calculation been done? If so, please provide data.**

A benefit/cost safety analysis is typically for safety-only improvement projects to determine if the project is economically practical. The scope of work for these projects, which are programmed as Resurfacing, Restoration and Rehabilitation (RRR) projects, includes resurfacing the roadway surface, placing new signing and pavement markings, and improvements to the shoulders. Each of these work activities are identified as crash reduction factors in approved and accepted safety studies and therefore enhances safety as compared to the existing roadway conditions.

- 2) How are the proposed projects consistent with the Key Largo Livable CommuniKeys Plan or the US 1 Corridor Enhancement Plan? The LCP plan was approved by the Planning Commission, the Board of County Commissioners, and the Department of Community Affairs (DCA).**

The Key Largo Livable CommuniKeys Plan (LCP) (Draft – 2006) and the Key Largo/US 1 Corridor Enhancement Plan (CEP) (2005) were developed as planning tools to help “identify and direct improvements and development along the US 1 corridor” (Key Largo/US 1 Enhancement Plan, Page 1). These RRR projects do not preclude or conflict with any other planned improvements as envisioned in these community visioning documents.

- 3) Is there an alternative feasibility study? If so, please provide a copy for the Key Largo Library or identify on the project website where can we call or write to get a copy.**

The need for these RRR projects was identified as part of the Florida Department of Transportation’s (FDOT) annual pavement rating process. Roadway pavement resurfacing is necessary to preserve the existing roadway facility, and is typically performed on a 10-15 year (on average) cycle, depending on the pavement condition. The annual pavement rating evaluations determined that resurfacing of this portion of U.S. 1

is needed, and resurfacing projects were subsequently programmed into the FDOT's Five Year Work Program. Alternatives analysis is not performed for this type of work since the need for these projects consists of preserving and restoring the existing pavement.

**4) Have you determined the consistency of these projects with the Florida Coastal Management Program? If so, please explain how they are consistent.**

These projects are Non-major State Actions and are therefore exempt from coastal zone consistency review.

**5) Does this project require an Environmental Impact Assessment or is it exempt? Have you determined a class of action for these projects? If exempt please explain why and if an EIS have been done, provide a copy.**

As stated above, these projects are classified as Non-Major State Actions. Alternatives analysis is not performed for this type of work since the need for the project consists of preserving and restoring the existing pavement. The environmental evaluation of these projects is performed as project plans are developed. Environmental evaluations are underway for these projects at this time.

**6) Has this project concept changed? According to the Miller Report the left turn lane would be made continuous and so that would eliminate the idea of expanding the shoulder to the other side. Why has that concept been ignored or not followed up on?**

The 2001 Florida Keys Hurricane Evacuation Study identified the need for an additional northbound movement in Key Largo for evacuation purposes, and provided an initial engineering concept for how that could be accomplished. That proposed concept consisted of adding a paved median on U.S. 1 in the Key Largo area. At a 2004 Key Largo community meeting hosted by County Commissioner Murray Nelson [deceased] with the FDOT, some members of the community expressed concerns regarding pavement of the median in Key Largo. In addition, further engineering evaluation by the FDOT determined that paving the median would require not only elimination of median landscaping and green space but would result in major storm water treatment and water quality impacts. In 2006, upon further subsequent engineering evaluation and analysis (called the "engineering scoping process"), and with the identified need for pavement resurfacing in Key Largo, it was determined that a third northbound movement could be accomplished through provision of an additional 5'- 6' of pavement on the northbound shoulder. This approach is consistent with recommendations made in the 2001 evacuation study for other areas of U.S. 1 in the Keys, and allows the hurricane evacuation improvements to be implemented in the most cost efficient manner while also minimizing impacts to the community and the environment. This option is consistent and compatible with the evacuation movement option incorporated into the 18-Mile Stretch.

**7) Will the public be able to view the budget control process on this project? And if so, we would like to know how it is going to be done and where we will be able to see it. If it is, we expect to see it on the website. We hope this project will have a**

**separate website so that those of us who live in this community can take a look and ask questions and have a dialogue with FDOT.**

The project construction costs are contained in the Project Fact Sheet. The fact sheet and other project information is available at [www.fdotmiamidade.com](http://www.fdotmiamidade.com) (click on the icon on the lower left corner of the Home page). You may also contact us by sending your questions and concerns to Ms. Marta Rodriguez, Public Information Specialist, at [marta.rodriguez@dot.state.fl.us](mailto:marta.rodriguez@dot.state.fl.us).

**8) Are you going to have a debriefing of this meeting?**

A transcript of this meeting is available at [www.fdotmiamidade.com](http://www.fdotmiamidade.com) (click on the icon on the lower left corner of the Home page).

**9) Has FDOT coordinated with the Monroe County Fire Rescue? There is a concern that these projects will collide with the sewer project. There will be too much construction and a fire truck will not be able to turn around a corner the way it needs to.**

FDOT has and will continue to coordinate with the Monroe County Fire Rescue. FDOT has contacted the Key Largo Wastewater Treatment District to coordinate their sewer project with FDOT's roadway project. During construction, safe access for all emergency vehicles will be maintained.

**10) Have you all heard from the State, the Florida Coastal Management regarding evacuation? Have they indicated to you that this is a need? Have they responded to any of your requests for details?**

These types of projects are exempt from review under the Florida Coastal Management Program. Regarding the need for emergency evacuation in the Florida Keys, the FDOT is coordinating with Monroe County officials and administration as well as the Florida Departments of Community Affairs (DCA) and Emergency Management (DEM), which have State oversight for emergency evacuation planning and implementation in Florida. FDOT's current design is consistent with current state emergency evacuation planning for Monroe County. DCA is in the process of updating its evacuation model for Monroe County. Any new guidance received from DCA as a result of this analysis will be incorporated into FDOT's design, as appropriate.

**11) Is DCA communicating with Office of Emergency Management (OEM)?**

All State agencies in Florida that have responsibility for planning, implementation and management of emergency evacuation and response, including the FDOT, DCA and OEM, work closely to help insure the health, safety and welfare of the public in the event of a natural disaster.

**12) Have you initiated any community impact assessment or commitment compliance program?**

A Community Impact Assessment Report is normally prepared for major roadway widening projects which add additional through- (capacity) lanes and often require the acquisition of additional right-of-way (lands) from adjacent residents and businesses. The five programmed resurfacing projects in Key Largo will be completed within the FDOT's existing right-of-way and will not impact the adjacent bike paths, residences or businesses, including business parking. The FDOT is conducting a Community Awareness Program (CAP) for these projects as project design plans are developed in order to obtain input from Monroe County residents and visitors. Regarding commitment compliance, the FDOT identifies commitments (for issues such as business access) during the Design Phase. These commitments are typically included in the design plans and then implemented during the Construction Phase as part of the FDOT's Commitment Compliance Program. Resident FDOT Construction Services staff oversees all District construction projects and are available to address any community concerns that arise as the projects progress in construction.

**13) Has there been any coordination with Monroe County concerning the project, Monroe County government?**

FDOT has coordinated with Monroe County officials and administration regarding these projects, and on hurricane evacuation needs on U.S. 1 throughout the Florida Keys. The FDOT works closely with the County to ensure that local needs are met and balanced with funding and state policy.

**14) How does the project affect the Heritage Trail? The measurements show if you do this, the separation we will have between the bike path and the shoulder will not meet the minimum standards.**

Consistent with the FDOT's Plans Preparation Manual (PPM) design standards, a 5-foot clearance will be maintained between the Trail and the shoulder. FDOT has worked closely with FDEP to ensure the compatibility of FDOT's resurfacing projects with Overseas Heritage Trail (OHT) design in the Key Largo area. FDEP recently returned funding for the OHT in this area to the FDOT so that FDOT can incorporate the Trail features in the resurfacing project. This was done to ensure compatibility and consistency of design, between the roadway resurfacing projects and the OHT, and to avoid the disruption to the community of multiple construction projects in the same area. Therefore each of FDOT's five resurfacing projects will include construction of the new OHT within the same project limits, thereby minimizing disruption to the community and maximizing cost savings. FDEP's OHT Project Manager was in attendance at FDOT's August 5, 2008 community involvement meeting for the resurfacing projects, and is in full support of the current FDOT design.

**15) I would like to know if our questions will have a tracking number attached to them. I would like to request that.**

We do not have a tracking number system in place for individual projects therefore, we will continue to answer your questions upon receipt. You may contact us on the web at [www.fdotmiamidade.com](http://www.fdotmiamidade.com) or by email: [marta.rodriguez@dot.state.fl.us](mailto:marta.rodriguez@dot.state.fl.us).

**16) Why is contra-flow traffic not been considered for evacuation since it is being used elsewhere in Florida?**

Converting a southbound lane into a northbound lane (while maintaining the remaining southbound lane) during an evacuation has been considered. Contra-flow operations require tremendous manpower and resources prior to a storm event. These include specific traffic control devices, trained personnel and equipment needed to install these devices, and the enforcement personnel to control traffic at the many side streets, median openings, and driveways along U.S. 1. In addition, all northbound and southbound turning movements would be completely restricted. Any vehicles not adhering to this restriction could cause a serious crash and delays during the evacuation. Also, the types of delineators to be installed must remain in place during the entire evacuation period and must not require significant levels of maintenance to remain as an active traffic control device for extended periods of time. In addition, these devices must be able to withstand high wind conditions and vehicular impacts without any significant movement.

Furthermore, the Monroe County Sheriff's Office has stated that contra-flow is not the policy of the Sheriff's Office because of the necessary manpower demands – resources that are already in great demand during an emergency evacuation. The Monroe County Engineering Department has a “delineators’ utilization” procedure, but use of such resources would not be preferable due to the issues stated above. The use of contra-flow techniques for emergency evacuation is better suited for limited access freeways (i.e., interstate highways) which typically have minimal access points. As announced during the approach of Hurricane Ike in September 2008, the Florida Department of Transportation has developed a plan to reverse flow the entire Homestead Extension of Florida's Turnpike (HEFT) which would provide four northbound lanes beginning at the southern terminus in Florida City.

**17) Would you change the design to eliminate the 10-foot paved shoulder or is this a closed case? Is there something that can stop the construction of the 10 foot paved shoulder?**

Both the DCA and Monroe County are preparing updates to their evacuation models for the Florida Keys at this time. FDOT is awaiting these updates and will coordinate with the DCA and Monroe County on any recommended modifications to the evacuation aspects of the project designs, as appropriate. However, a need for a third northbound movement of evacuating traffic from Milemarker 90 to 106 has been identified as part of current evacuation studies of the Florida Keys. The 2001 Florida Keys Hurricane Evacuation Study (i.e., the Miller Study) was based on sound, widely accepted engineering principals and assumptions for evacuation studies. The study was managed

by engineering professionals and staff from the Florida Department of Transportation (Department), the Florida Department of Community Affairs, the US Army Corps of Engineers, Monroe County, Florida International University, and the Florida Division of Emergency Management. The study concluded that there were several locations throughout the Florida Keys where additional northbound capacity was required on US 1 in order for a hurricane evacuation to occur within the time parameters dictated by the Monroe County Comprehensive Plan. The FDOT is addressing the need by providing an additional 5' – 6' of pavement to the standard width shoulder on the northbound side of the roadway (for a total shoulder pavement of 10'.) This will allow the FDOT to address this hurricane evacuation need in the safest and most cost efficient manner.

**18) Have you coordinated with the Tourist Development Office? They are having bicycle tours.**

As stated above, FDOT is coordinating with Monroe County officials and administration, of which the County's Tourist Development Council (TDC) is a part. Some multi-day motorcyclist events are sponsored by the TDC however use of the bicycle path within the project area is on an individual basis. During project construction, the FDOT's contractor will coordinate with the County to insure that special events are accommodated to the maximum extent possible.

**19) Have you talked to the Village of Islamorada yet and tell them what you are doing?**

These projects are outside the limits of Islamorada, Village of Islands. FDOT has coordinated with the Village on needed hurricane evacuation projects in their area, and continues to coordinate with Monroe County and all municipalities of the Florida Keys regarding this important issue.

**20) How is this third lane or whatever you want to call it going to affect the people down in Key West? What do they get out of it? When do they get their share if ever?**

These projects will not add a third northbound through lane (i.e. everyday travel lane) in Key Largo. U.S. 1 will remain a four-lane roadway (i.e., two through lanes in each direction) following completion of these projects. The projects consist of resurfacing projects which incorporate shoulder improvements. Based on identified hurricane evacuation needs, the FDOT is incorporating 5-6' of additional pavement on the northbound shoulder for evacuation purposes. This additional evacuation movement will be beneficial to all residents and visitors of the Florida Keys, particularly those in the lower Keys and Key West, who must travel the farthest distance (150 miles) to reach safety on the Florida mainland. During an evacuation, the number of vehicles that need to travel on the roadway increases the farther north you travel. As a result an evacuation capacity restriction at the northern end of the Florida Keys, such as in Key Largo, poses the greatest threat to the largest portion of the population.

**21) What is the history of these projects? Whose idea was this?**

As stated above, similar to all RRR projects throughout the state of Florida, these projects were determined necessary based on data collected annually showing that the existing pavement condition had deteriorated to a point requiring the FDOT to resurface this section of roadway. Based on the degree of deterioration for all state roads, these projects were prioritized and are scheduled for construction within the Five Year Work Program.

**22) What is the logic for the four to five feet concrete shoulder on the southbound side of the road?**

The purpose of all shoulders is to provide a reasonable and safe area for vehicles to pull over and stop for emergency reasons.

**23) Can you please provide a copy of the PowerPoint presentation?**

A pdf copy of the PowerPoint presentation is available at [www.fdotmiamidade.com](http://www.fdotmiamidade.com) (click on the icon on the lower left corner of the Home page). It is also available upon request by contacting Mr. Harvey Shone, FDOT District Six Records Custodian at [Harvey.Shone@dot.state.fl.us](mailto:Harvey.Shone@dot.state.fl.us).

**24) Would these projects include any rainwater and flood water retention or storm water sewers?**

Yes, FDOT will include drainage improvements to alleviate flooding issues at specific locations known to have a history of drainage problems primarily via provision of drainage swales.