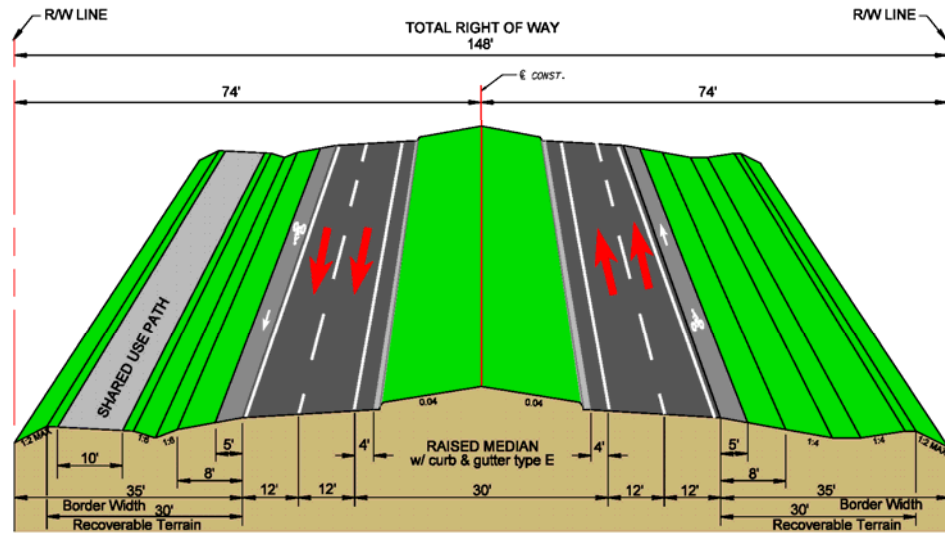


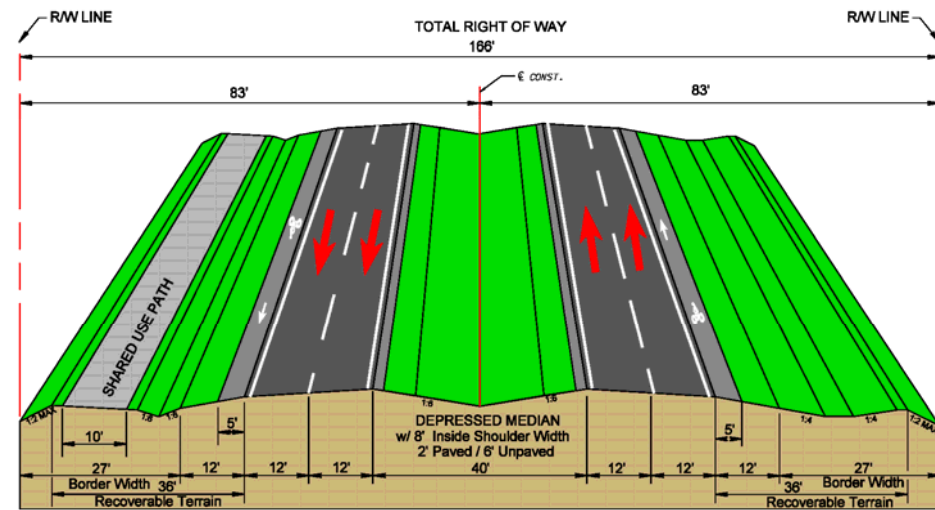
# Typical Section FDOT Recommended Alternative



**KROME AVENUE SOUTH PD&E STUDY**  
Public Hearing Handout, December 11, 2013  
John D. Campbell Agricultural Center  
18710 SW 288<sup>th</sup> Street, Homestead, FL 33030



4-Lane Divided Suburban  
From SW 296<sup>th</sup> Street to SW 272<sup>nd</sup> Street



4-Lane Divided Rural  
From SW 272<sup>nd</sup> Street to SW 136<sup>th</sup> Street

## Contact Information

**Vilma Croft, P.E.**  
Project Manager  
Florida Department of Transportation  
1000 NW 111 Avenue, Room 6251  
Miami, Florida 33172  
Tel: 305-470-5400  
Fax: 305-640-7558  
[Vilma.Croft@dot.state.fl.us](mailto:Vilma.Croft@dot.state.fl.us)

**Julio Bouclé, P.E.**  
Consultant Project Manager  
URS Corporation Southern  
7650 Corporate Center Drive, Suite 400  
Miami, Florida 33126  
Tel : 305-514-2419  
Fax: 305-261-4017  
[Julio.Boucle@urs.com](mailto:Julio.Boucle@urs.com)

**Mike Ciscar, P.E.**  
Consultant Public Involvement Manager  
The Corradino Group  
4055 NW 97th Avenue  
Miami, Florida 33178  
Tel: 305-594-0735  
Fax: 305-594-0755  
[MCiscar@corradino.com](mailto:MCiscar@corradino.com)



[WWW.KROMESOUTH.COM](http://WWW.KROMESOUTH.COM)

SR 997 / Krome Avenue / SW 177<sup>th</sup> Avenue  
From SW 296<sup>th</sup> Street / Avocado Drive to SW 136<sup>th</sup> Street / Howard Drive  
FM No. 249614-4-22-01 and ETDM No. 7800  
DEIS No.: FHWA-FLA-EIS-13-01-D



# KROME AVENUE SOUTH PD&E STUDY (From SW 296<sup>th</sup> Street to SW 136<sup>th</sup> Street)

What is a Project Development and Environment (PD&E) study?

What issues are evaluated in a PD&E study?

## Project Justification

The Florida Department of Transportation (FDOT) is currently conducting a Project Development and Environment (PD&E) study in order to determine and document the feasibility of improving the Krome Avenue corridor. Krome Avenue is the only north-south artery on the western fringes of Miami-Dade County.

The study will look at improving safety and mobility along this highly traveled corridor, while being sensitive to the needs and concerns of the surrounding communities, and preserving the agricultural character of the area. This corridor is also critical in terms of hurricane evacuation and as a post-disaster recovery route. The PD&E study is an integrated effort involving engineering analysis and environmental evaluation, all accomplished within the context of a pro-active and continuous public participation program.

## Public Hearing Process

The purpose of this public hearing is to present the FDOT recommended alternative and provide all interested persons the opportunity to express their views concerning the location, conceptual design, social, economic, and environmental effects of the proposed corridor improvements. This public hearing is held following the completion of the draft environmental and engineering reports. Letters of invitation were mailed to property owners along the corridor and to local government officials to notify them of the public hearing.

The format for this public hearing includes an informal period followed by a formal presentation and a public comment period. Conceptual engineering displays, graphics, and handouts are available to supplement the public hearing presentation. A verbatim transcript of the public hearing will be prepared, which will include comments received at the hearing, as well as all comments received within the 45-day public review period. All comments received will be included in the final environmental document.

Project draft documents are available for review 21 days prior to the public hearing and a minimum of ten days after the public hearing. The information stemming from the public hearing will be documented, summarized, and presented on the project website. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

A PD&E study is the formal process that the FDOT uses to ensure that consideration is given to environmental impacts, social impacts, public input, engineering design, and project costs when evaluating improvements. A PD&E study is required to satisfy the National Environmental Policy Act (NEPA) process. These measures are a prerequisite for receiving approval from the Federal Highway Administration (FHWA), an essential step in qualifying for federal funds to implement the proposed improvements.

The FDOT works closely with local governments and Metropolitan Planning Organizations (MPOs) as they develop their Long Range Transportation Plan (LRTP). The LRTP determines the transportation improvements required over the next 20 years. The MPOs also develop a Transportation Improvement Program (TIP) which identifies and prioritizes transportation projects to be implemented in a five-year period based on the LRTP. Once the priorities are identified in the TIP, they are programmed in the FDOT's Five-Year Work Program. After a project is programmed, the PD&E study phase can begin.

The PD&E 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, public workshops, meetings with stakeholders and elected officials, as well as news releases to the media. The information gathered will be used by the project team to develop preliminary design alternatives for the project. Public involvement continues throughout the PD&E study process.

- **Social/Economic Impacts** – identifying land use changes and/or relocations caused by the project.
- **Cultural Resources** – significance of the sites and avoidance methods are evaluated when the project impacts recreation lands or historic/archeological sites.
- **Wetlands** – finding the best way to avoid, minimize, and mitigate long-term and short-term wetland impacts.
- **Floodplains** – efforts are evaluated to avoid, minimize, and mitigate encroachment within the floodplain or regulatory floodway.
- **Water Quality** – measures to prevent, reduce, treat, and/or eliminate pollution of ground and surface water.
- **Wildlife/Habitat Impacts** – efforts are made to identify the presence of and to protect and ensure the continued existence of threatened and/or endangered species and their habitat.
- **Air Quality** – assessing existing and future conditions and determining if the project conforms to the Clean Air Act.
- **Noise** – quantifying the project's noise levels and, if they meet criteria, investigating reasonable and feasible noise abatement measures.
- **Contamination** – identifying and evaluating potential contamination problems within and/or adjacent to the project.
- **Conceptual Design** – engineering design concepts are developed and evaluated for environmental and community compatibility and satisfaction of the transportation need.
- **Public Involvement** – a Public Involvement Program is carried out for every PD&E study, to inform and involve all interested parties in the development of the planned transportation project.

## What actions are taken to complete a PD&E study?

- An environmental document is generated that addresses and discusses the impact of the proposed project on the human and natural environment.
- An engineering document is generated which explains the engineering criteria for the proposed work.
- Public Meetings are held to share this information with the interested public, agencies, and elected officials.
- A Public Workshop and Public Hearing are held to solicit public comments on the proposed project.
- The environmental document is reviewed and approved by State and Federal Agencies.
- The issues covered by the PD&E study process are addressed so that the FDOT can plan a transportation project that will assist in meeting Florida's transportation needs by building and linking to the Florida's Strategic Intermodal System (SIS).

