TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM

for

Midway Road (County Road 712)
Project Development and Environment (PD&E) Study
From Glades Cut Off Road to Selvitz Road
St. Lucie County, Florida

Financial Project ID: 231440-3-22-01 ETDM Number: 14177

Prepared for:



Florida Department of Transportation District IV 3400 West Commercial Boulevard Fort Lauderdale, Florida 33309

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Prepared by: Kimley-Horn and Associates, Inc.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM

1. GENERAL INFORMATION

County: St. Lucie County

Project Name: Midway Road (County Road 712)

Project Limits: Glades Cut Off Road to Selvitz Road (1.6 miles)

Project Numbers: 14177 231440-3-22-01 N/A

ETDM (if applicable) Financial Management Federal-Aid

2. PROJECT PURPOSE AND NEED

a. Purpose and Need Statement:

Based on recent traffic data from St. Lucie County, the facility does not adequately handle the existing traffic demand. Without capacity improvements, the traffic operations along the corridor will continue to deteriorate. The primary purpose for this project is to provide additional capacity to meet existing and future traffic needs, improve safety by alleviating existing roadway and capacity deficiencies, and allow opportunities for pedestrian, bicycle, and transit facilities. The additional capacity will also improve freight mobility and enhance emergency evacuation along the project corridor. The purpose and need of this project are further described below and include Transportation Demand, Capacity, Plan Consistency, Social Demands and Economic Development, Modal Interrelationships, and Roadway Deficiencies.

The project corridor extends approximately 1.6 miles along Midway Road (Roadway ID 94530000), from Glades Cut Off Road (Mile Post 5.813) to Selvitz Road (Mile Post 7.405). The project ties into the existing four-lane section to the west of Glades Cut Off Road and to a four-lane segment east of Selvitz Road currently under construction (St. Lucie County Project Number 06-18). The project corridor is in unincorporated St. Lucie County, but is the northern border to the City of Port St. Lucie (See *Figure 1 – Location Map*).

Transportation Demand

The US Census-designated Port St. Lucie-Fort Pierce Metropolitan Statistical Area has been identified as one of the fastest growing metropolitan areas in Florida, which includes all of Martin and St. Lucie counties. From 2000 to 2010, this metropolitan area has experienced population growth from 319,426 persons in 2000 to 424,107 persons in 2010, representing an annual increase of 2.9%. Evaluating the population growth for the City of Port St. Lucie by itself revealed an even greater percentage increase. According to the Bureau of Economic and Business

Research, the City has grown from a population of 88,769 in 2000 to 164,603 in 2010, representing an annual increase of 6.4%.

This rapid population growth has resulted in a significant increase in surface transportation demand along major arterials such as the Midway Road (CR 712) corridor. The population of the Port St. Lucie-Fort Pierce metropolitan area is projected to increase from 424,107 persons in year 2010 to 648,600 persons in year 2035, representing a growth of approximately 53% (Bureau of Economic Business Research).

As the population in the metropolitan area continues to increase, the developments in St. Lucie County will continue to push westward. In addition, the county is anticipated to experience traffic growth from the Developments of Regional Impact (DRI). A review of the recent DRI applications in the Treasure Coast Regional Planning Council shows the following statuses for the DRIs in the vicinity of the project corridor:

Completed - Orange Blossom Mall and St. Lucie West Approved - The Reserve Pending Notice of Proposed Change - LTC Ranch Withdrawn - Provences and Orchard Park

The DRI located along Midway Road (CR 712), which is LTC Ranch, would have the greatest impact on the project corridor if constructed. As currently approved, the development includes 4,000 dwelling units of residential, over 1,505,000 square feet (sq. ft.) of office space, 725,000 sq. ft. of retail, and 1,960,200 sq. ft. of industrial space. However, the status of this development is pending Notice of Proposed Change that may result in a change in the size of the approved development.

The approval of the LTC Ranch DRI will further increase the transportation demand resulting in congested conditions along the project corridor. Since Midway Road (CR 712) is one of the vital east-west corridors in St. Lucie County, it is critical to increase capacity to meet the anticipated future transportation demand.

Capacity

Traffic data obtained from the St. Lucie County Transportation Planning Organization (TPO) Traffic Counts and Level of Service (LOS) Report shows that the 2012 Annual Average Daily Traffic (AADT) along Midway Road (CR 712) west of Selvitz Road is 16,820 vehicles. Evaluating this traffic data using the 2012 FDOT Quality/Level of Service Handbook, the LOS is F which is beyond the St. Lucie County's adopted LOS criteria of E. This traffic data shows that the existing volume is already exceeding the capacity of the corridor which indicates that the roadway is operating in oversaturated and undesirable conditions. Furthermore, due to the industrial properties along the corridor, it has a high truck percentage at over 7% (Florida Traffic Online).

The traffic is anticipated to increase to 29,200 AADT by 2040 and the corridor will continue to operate at LOS F with degraded traffic operation unless the capacity is increased. The future traffic projections are based on the FDOT District Four Design Traffic Technical Memorandum for the I-95 PD&E Study from north of Becker Road to south of SR 70. This project utilized the Greater Treasure Coast Regional Planning Model as the basis for the future traffic projections. Without improvements, the congestion on the Midway Road (CR 712) project corridor will continue to operate at unacceptable driving conditions for residents and commuters due to the increased traffic volumes.

Plan Consistency

Martin and St. Lucie counties have independent Metropolitan Planning Organization/Transportation Planning Organization (MPO/TPO) but share a common Regional Long Range Transportation Plan (RLRTP). The RLRTP establishes a unified strategy for transportation priorities and funding and creates a joint decision-making process regarding regional transportation issues.

The Midway Road (CR 712) project corridor extends from Glades Cut Off Road to Selvitz Road and is identified in the Martin and St. Lucie 2035 RLRTP. The project is identified in the St. Lucie County TPO 2035 Cost Feasible Plan (2016-2035) with a 2021-2025 implementation horizon. In addition, the project will be included in the next update to the State Transportation Improvement Program and the St. Lucie TPO Transportation Improvement Program. It should be noted that on the south side of the project corridor a multipurpose trail has been identified in the 2035 RLRTP in Table 4-9 of the Needs Plan Development.

Social Demands & Economic Development

Evacuation: Serving as part of the evacuation route network established by the Florida Division of Emergency Management, Midway Road (CR 712) plays an important role in facilitating traffic during emergency evacuation periods as it connects other major highways and arterials designated on the state evacuation route network within the project limits. These facilities include Okeechobee Road (SR 70), I-95, Glades Cut Off Road (CR 709), Selvitz Road, South 25th Street (CR 615), Oleander Avenue (CR 605), and US 1. During a twelve-month period in 2004-2005, St. Lucie County was hit directly by three major hurricanes. Midway Road (CR 712) is one of the county's most critical east-west routes and serves as a vital evacuation route for hurricanes or any other disasters. Additionally, widening Midway Road (CR 712) will ease traffic flow between South 25th Street and I-95, which will minimize a bottleneck effect during an emergency. It would also improve the ability of the local emergency management organization to evacuate large portions of the Treasure Coast in an acceptable timeframe which will enhance the safety of residents.

Economic Development: The *Treasure Coast Planning Council Alternative Infill Development Plan* developed for Martin and St. Lucie counties has identified several regional workplace

districts located along the Midway Road (CR 712) corridor. These regional workplace districts are locations where business and economic development would be focused in order to provide jobs for residents within this metropolitan area. The Midway Road (CR 712) project area is a high-growth area. Important state and federal offices and nonprofit centers are located along Midway Road (CR 712) or nearby streets. This includes the main St. Lucie County Branch of the US Post Office, St. Lucie County Sheriff's Office, St. Lucie County Health Department, St. Lucie County Fire District Office, Hospice of the Treasure Coast, and New Horizons of the Treasure Coast, Inc. (a mental health center which is currently expanding). Significant truck traffic from the nearby St. Lucie County Landfill, CEMEX, Packers of Indian River Ltd., and Tropicana Products, Inc. place additional demands on the roadway. Meanwhile, new residential units are planned nearby. The St. Lucie County Fairgrounds, the County's Emergency Operations Center, is just six miles west of the project site.

According to the Martin and St. Lucie 2035 RLRTP, "The Regional Workplace Districts in St. Lucie County are located along the I-95 and Florida's Turnpike corridors and include the Treasure Coast Education Research Development Authority (TCERDA) area; the Crossroads Park of Commerce; the existing Rinker and Tropicana facilities along Glades Cut Off Road; the LTC Ranch Commerce Park; St. Lucie West Commerce Park; and Torrey Pines Institute south of Tradition and Gatlin Boulevard. These districts are well-situated for regional access, have ample room to grow, and can provide jobs for local residents." The Midway Road (CR 712) project corridor is anticipated to serve as the main transportation corridor linking residents of both Martin and St. Lucie counties to this business area. Increasing the capacity along the project corridor will improve mobility and support the economic development of these districts as well as stimulate major construction activities that will contribute to economic growth within this area.

Modal Interrelationships

The accessibility to bicyclists and pedestrians along the corridor is minimal with only two sections of sidewalk within the corridor. They are located on the north side of Midway Road (CR 712) from East Torino Boulevard to Glades Cut Off Road and along the frontage of the recently constructed New Horizons medical facility. There are no bicycle lanes. During a recent field review (February 7, 2014), pedestrians were noted walking on the grassed shoulder while pushing a child's stroller. Additionally, the existing bridge over the Florida's Turnpike does not have sufficient shoulder width to accommodate pedestrian or bicycle traffic. A review of the Martin and St. Lucie 2035 RLRTP identified a multipurpose trail in Table 4-9 of the Needs Development Plan that would run along the entirety of Midway Road (CR 712) to connect with the other proposed multipurpose trails located on Okeechobee Road, Shin Road, Glades Cut Off Road, Selvitz Road, and Midway Road to the east.

The 2035 Future Bus and Train Network identified a proposed bus route along the entirety of Midway Road (CR 712) to connect to existing bus routes. Moreover, the County's Transit Development Plan from February 2014 identified Midway Road (CR 712) as a priority corridor to implement transit. The project will create opportunities to include pedestrian, bicycle, and transit

facilities along the project corridor.

Roadway Deficiencies

The Midway Road (CR 712) bridge structure (ID 940050) over the Florida's Turnpike is located at Mile Post 6.346 and was constructed in 1957. The last inspection of the bridge was performed on December 19, 2013. Although the report notes no structural deficiencies, the bridge is classified as functionally obsolete.

b. Proposed Improvements:

The proposed improvements include widening Midway Road from 2 to 4-lanes. The typical section includes two, 11-foot travel lanes in each direction separated by a 22-foot median. Seven-foot buffered bike lanes would be provided in each direction located adjacent to the outside travel lanes. Type F curb and gutter is used along the inside and outside lanes and collects stormwater runoff which is then directed to stormwater retention ponds. A six-foot wide sidewalk would be provided on the north side of the roadway, and a 12-foot-wide shared-use path would be provided along the south side of the roadway. The alignment is shifted south resulting in Canal 103 being enclosed in a box culvert, consistent with the segment to the east between Selvitz Road and 25th Street. The canal is located within right-of-way (R/W) owned by both St. Lucie County and the City of Port St. Lucie. This alternative will also include a 10-foot-wide landscape strip which will incorporate both existing native vegetation as well as supplemental plantings to screen the residential properties adjacent to the south side of the roadway. A new bridge structure over Florida's Turnpike will be constructed to accommodate the roadway typical section. This typical section requires a minimum of 160 feet of R/W. Approximately 25 feet to 32.5 feet of R/W would need to be acquired from the City of Port St. Lucie along the south side of the roadway. Based on coordination with the City, the R/W will be acquired through a perpetual easement with the County. Additionally, up to 28 feet of R/W would need to be acquired along the north side of the roadway. The design speed for this typical section would be 45 mph (See Appendix A -Roadway and Bridge Typical Sections and Plan). The stormwater management system includes utilizing two existing stomwater ponds and construction of an additional two ponds.

Alternatives Considered

Three build alternatives, including the Transportation System Management and Operations (TSMO) alternative, were developed and considered during the preliminary engineering phase of this study. The No-Build Alternative, TSMO Alternatives, and Build Alternative 1 (Canal Avoidance) and Build Alternative 2 (Box Culvert) are described below.

No-Build Alternative

No improvements are made to Midway Road (CR 712) within the limits of the study.

Build Alternatives

Transportation System Management and Operations (TSMO) Alternatives

TSMO alternatives involve improvements designed to maximize the utilization and efficiency of the existing facility through improved system and demand management. The various TSMO options generally include traffic signal and intersection improvements, access management, and transit improvements. The additional capacity required to meet the projected traffic volumes along Midway Road (CR 712) in the design year cannot be provided solely through the implementation of TSMO improvements.

Build Alternative 1 (Canal Avoidance)

The typical section includes two, 11-foot travel lanes in each direction separated by a 22-foot median. Seven-foot buffered bike lanes would be provided in each direction located adjacent to the outside travel lanes. Type F curb and gutter is used along the inside and outside lanes and collects stormwater runoff which is then directed to stormwater retention ponds. A six-foot wide sidewalk would be provided on the north side of the roadway, and a 12-foot-wide shared-use path would be provided along the south side of the roadway. The alignment for this alternative would shift to the north to avoid impacts to Canal 103. This typical section requires a minimum of 153 feet of R/W. Since the existing County R/W width varies between 107 feet and 153 feet, from zero feet up to 46 feet of R/W would need to be acquired along the north side of the roadway. The design speed for this typical section would be 45 mph.

Build Alternative 2 (Box Culvert)

The roadway and pedestrian features of the typical section for this alternative are like Alternative 1 except that Canal 103 would be enclosed with a box culvert. The canal is located within R/W owned by both St. Lucie County and the City of Port St. Lucie. This typical section requires a minimum of 160 feet of R/W. Approximately 25 feet to 32.5 feet of R/W would need to be acquired from the City of Port St. Lucie along the south side of the roadway. Additionally, up to 28 feet of R/W would need to be acquired along the north side of the roadway. The design speed for this typical section would be 45 mph.

Based on a comparative evaluation of the No Build and Build Alternatives' impacts and ability to meet the purpose and need of the project, as well as public input and coordination with the resource agencies, the recommended alternative for Midway Road is Build Alternative 2 – Box Culvert. An evaluation matrix comparing the build and no build alternatives is included in **Appendix A**. As shown in the matrix, the Recommended Alternative results in fewer parcel impacts and reduces the wetland impacts.

c. Project Planning Consistency:

The proposed widening of Midway Road is consistent with the St. Lucie's Transportation Planning Organization (TPO)'s 2035 RLRTP Cost Feasible Plan. The project is included in the State Transportation Improvement Program (STIP) and the St. Lucie TPO's Transportation Improvement Program (TIP).

Copies of the planning consistency information are included in Appendix B.

Currently Adopted CF-LRTP		COMMENTS						
Yes, the proposed widening of Midway Road is consistent with the St. Lucie's Transportation Planning Organization (TPO)'s 2035 Regional Long Range Transportation Plan (RLRTP) Cost Feasible Plan.								
PHASE	Current Approve	•	TIP/STIP \$	TIP/STIP FY	COMMENTS			
PE (Final Design)	Y	Y	\$ 2,150,000	2017	PE (Design) funding is included in St. Lucie TPO's 2015/16-2019/20 (page C1-2) and in FDOT's 2015/16- 2019/20 STIP.			
R/W	N	N	\$ 0	N/A	Additional R/W for ponds is anticipated. R/W is not currently funded in the 2015/16-2019/20 STIP or TIP. (R/W funding is anticipated within the 2021-2025 timeframe, per the St. Lucie TPO 2035 Regional LRTP Cost Feasible Plan).			
Constructio	n N	N	\$ 0	N/A	Construction is not currently funded in the 2015/16-2019/20 STIP or TIP. (Construction funding is anticipated within the 2021-2025 timeframe, per the St. Lucie TPO 2035 Regional LRTP Cost Feasible Plan).			

3. CLASS OF ACTION

a. Class of Action:

[X] Type 2 Categorical Exclusion

b. Other Actions:

[X] Section 4(f) Evaluation

[X] Section 106 Consultation

[X] Endangered Species Biological

Assessment

- c. Public Involvement:
 - [] A public hearing is not required; therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
 - 2. [] A public hearing was held on and a transcript is included. Approval of this determination constitutes location and design concept acceptance for this project.
 - [] An opportunity for a public hearing was afforded and a certification of

opportunity is included. Approval of this determination constitutes acceptance of the location and design concepts for this project.
3. [X] A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.
[] An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.
d. Cooperating Agency: [] COE [] USCG [] FWS [] EPA [] NMFS [X] NONE
4. REVIEWERS' SIGNATURES
This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.
FDOT Project Manager Date
FDOT Environmental Administrator or Designee Date
5. FHWA CONCURRENCE
(For) Division Administrator or Designee Date

6. IMPACT EVALUATION

		Impa	ct Dete	rminati	on*	
Topical Categories		S i g	N o t S i	N o n e	N o I n v	Basis for Decision*
A. SO	CIAL & ECONOMIC					
1.	Land Use Changes	[]	[X]	[]	[]	See Attachment A. 1.
2.	Community Cohesion	[]	[X]	[]	[]	See Attachment A. 2.
3.	Relocation Potential	[]	[X]	[]	[]	See Attachment A. 3.
4.	Community Services	[]	[X]	[]	[]	See Attachment A. 4.
5.	Nondiscrimination					
	Considerations	[]	[X]	[]	[]	See Attachment A. 5.
6.	Controversy Potential	[]	[]	[X]	[]	See Attachment A. 6.
7.	Scenic Highways	[]	[]	[]	[X]	
8.	Farmlands	[]	[]	[]	[X]	
B. CUL	TURAL					
1.	Section 4(f)	[]	[]	[X]	[]	See Attachment B. 1.
2.	Historic Sites/District	[]	[X]	[]	[]	See Attachment B. 2.
3.	Archaeological Sites	[]	[]	[X]	[]	See Attachment B. 3.
4.	Recreation Areas	[]	[]	[]	[X]	
C. NAT	TURAL					
1.	Wetlands	[]	[X]	[]	[]	See Attachment C. 1.
2.	Aquatic Preserves	[]	[]	[]	[X]	
3.	Water Quality	[]	[X]	[]	[]	See Attachment C. 3.
4.	Outstanding FL Waters	[]	[]	[X]	[]	See Attachment C. 4.
5.	Wild and Scenic Rivers	[]	[]	[]	[X]	
6.	Floodplains	[]	[]	[X]	[]	See Attachment C. 6.
7.	Coastal Zone					
	Consistency	[]	[]	[X]	[]	See Attachment C. 7.
8.	Coastal Barrier					
	Resources	[]	[]	[]	[X]	

9.	Wildlife and Habitat	[]	[X]	[]	[]	See Attachment C. 9.
10.	Essential Fish Habitat	[]	[]	[]	[X]	
D. PHY	SICAL					
1.	Noise	[]	[X]	[]	[]	See Attachment D.1.
2.	Air Quality	[]	[X]	[]	[]	See Attachment D. 2
3.	Construction	[]	[X]	[]	[]	See Attachment D. 3.
4.	Contamination	[]	[X]	[]	[]	See Attachment D. 4.
5.	Aesthetic Effects	[]	[]	[]	[X]	
6.	Bicycles and Pedestrians	[]	[X]	[]	[]	See Attachment D. 6.
7.	Utilities and Railroads	[]	[X]	[]	[]	See Attachment D. 7.
8.	Navigation	[]	[]	[]	[X]	

a. [X] FHWA has determined that the project is EXEMPT from a USCG Permit in accordance with 23 CFR 650, Subpart H.

E. PERMITS REQUIRED

- Environmental Resource Permit issued by South Florida Water Management District (SFWMD)
- Section 404 Dredge and Fill Permit issued by the US Army Corps of Engineers (USACE)
- General National Pollutant Discharge Elimination System (NPDES) Permit for construction activities on more than one acre issued by Florida Department of Environmental Protection (FDEP)
- Water Use Permit issued by SFWMD if dewatering is required and does not meet the no notice general permit thresholds.

7. COMMITMENTS AND RECOMENDATIONS

FDOT commits to the following measures:

- 1. The culvert will be designed to allow for air exchange within the pipe.
- 2. Avoidance and minimization of wetland impacts will be considered further during design and mitigation will be provided for unavoidable wetland impacts.

b. [] Coordination with the USCG is necessary.

^{*} Impact Determination: Sig = Significant; NotSig = Not significant; None = Issue present, no impact; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

- 3. Prior to construction an updated caracara nest survey will be performed. Additional coordination will be conducted with USFWS, if necessary. Construction staging will be prohibited within the primary buffer of the caracara nest.
- 4. An updated gopher tortoise survey will be conducted prior to construction. Gopher tortoises will be avoided, or if they cannot be avoided, a permit will be obtained for relocation.
- 5. The Standard Protection Measures for the Eastern Indigo Snake will be implemented during construction.
- 6. The Florida Department of Transportation is committed to the construction of feasible and reasonable noise abatement measures at the noise-impacted locations identified in the Noise Report contingent upon the following conditions.
 - Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement.
 - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion.
 - Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office.
 - Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues have been resolved.
- 7. All applicable St. Lucie County noise ordinances as found in Chapter 1-13.8, Noise Control, of the St. Lucie County Code of Ordinances will be adhered to during construction.
- 8. The St. Lucie County Fire Department has existing emergency accesses to Florida's Turnpike that must be maintained.

IMPACT EVALUATION ATTACHMENTS

Attachments A through D summarize the results of the socio-economic, cultural, and environmental data collection and analysis conducted as part of this PD&E Study. The purpose of this analysis was to determine the effects associated with the proposed widening of Midway Road. This analysis was conducted utilizing the information obtained from comments made by the various Environmental Technical Advisory Team (ETAT) members using the Environmental Screening Tool (EST) and studies of the natural, physical and social environment conducted for this project. There were no substantial Degrees of Effect (DOE) or any dispute resolutions identified by the ETAT for any resources during the programming screen. The ETDM Programming Screen is available for review at https://etdmpub.fla-etat.org/ (ETDM number 14177). The DOE assigned for each resource during the programming screen are as follows: economic and mobility – *Enhanced*; farmlands, recreation areas, floodplains, coastal and marine, noise, infrastructure, navigation and special designations –*None or No Involvement*; land use changes, social, relocation potential, aesthetic effects, water quality and quantity, wildlife and habitat, and air quality–*Minimal*; Section 4(f) potential, historic and archaeological sites, wetlands, and contamination –*Moderate*.

A. Social & Economic

Data from this study as well as field reviews of the corridor and existing Geographic Information Systems (GIS) databases from St. Lucie County and the City of Port St. Lucie were used to assess the socio-economic characteristics and impacts associated with the proposed roadway widening.

ETDM Degree of Effect and Summary Comments:

Social

FDOT: Minimal

FDOT commented that public outreach to solicit input from the transportation disadvantaged, elderly, low income, and minority populations will be conducted to ensure that a thorough Environmental Justice/Title VI analysis that considers potentially disproportionate impacts to protected groups is conducted and that identified transportation needs are addressed through the project. Limited English Proficiency (LEP) accommodations will be necessary during public outreach as the demographic data indicates that 16% of the Spanish-speakers speak English "Less than very well". Public commentary collected as a result of such efforts will be documented in the EST.

Economic

FDOT: Enhanced

FL Department of Economic Opportunity (FDEO)

FDOT commented that the project is not located in a Rural Area of Critical Economic Concern (RACEC). The project traverses one of the St. Lucie's Regional Workplace Districts to which the project may serve as one of the main transportation corridor to link residents of Martin and St. Lucie Counties to the districts. The project would also be beneficial for future industrial development within St. Lucie County. However, an unconstrained roadway would be beneficial for future industrial development within St. Lucie County. The area is built-out within the city of Port St. Lucie, but an unconstrained roadway would be beneficial for any future redevelopment and industrial related employment.

FDEO commented that the project is not located in a RACEC. However, an unconstrained roadway would be beneficial for future industrial development within St. Lucie County. The area is built-out within the city of Port St. Lucie, but an unconstrained roadway would be beneficial for any future redevelopment and industrial related employment.

A public involvement program was implemented for the project. As mentioned above, public involvement began with the ETDM programming screening. Elected and Appointed Officials/Agencies and Public Kick-off meetings were held on August 18, 2015. Public comments were generally associated with the following and were taken into consideration during the study:

- How will access to properties change?
- What is the impact to the properties along the north side of the road?
- Concerns expressed for wildlife in the canal if filled (Alternative 2 encloses the canal like the St. Lucie County section to the east),
- Bus bays were requested along the route.
- The timing of this project was questioned. The other sections to the east from US 1 to Selvitz are designed and permitted and are being constructed currently. This would be the only section not currently 4-laned and would be bottle neck to the Interstate 95.
- Comments were expressed both for and against an interchange at Midway Road and the Florida's Turnpike. The 2005 Turnpike Interchange Feasibility Study was updated during the PD&E, but a separate PD&E Study for the interchange would be conducted in the future by the Florida's Turnpike Enterprise and thus was not included as part of the alternatives evaluated for the Midway Road PD&E Study.

Agency comments included:

- Request for bus bays.
- Side street access management plan as shown is appropriate.
- Access to All Landscape Supply is necessary.
- St. Lucie County Sheriff's Office discussed moving the full access to the eastern entrance, providing mountable curb or an official use only median opening in front of the western entrances and need to maintain existing access to the Florida's Turnpike on the northeast side of the Turnpike bridge.
- There is an Interlocal Agreement between the County and the City of Port St. Lucie for the section of Midway Road widening from 25th Street to Selvitz Road. Part of the agreement includes maintaining or restoring the landscape buffer between the C-103 canal on the south side of Midway and the residences further south.
- Road closures and detours should be minimized and avoided during construction.

Follow-up stakeholder meetings were held with the following stakeholders:

- St. Lucie County August 12, 2015 Primary purpose was to identify maintenance requirements for Canal 103 that should be incorporated in the typical section.
- SFWMD August 20, 2015 Drainage and Environmental Permitting Meeting Primary purpose was to discuss the stormwater management requirements.
- U.S. Post Office October 13, 2015 Primary purpose of the meeting was to discuss access management and overview of alternatives being considered.
- St. Lucie County Sheriff October 13, 2015 Primary purpose of the meeting was to discuss access management and overview of alternatives being considered.
- City of Port St. Lucie January 28, 2016 Primary purpose of the meeting was to inform the City on the progress with the project, discuss impacts to City-owned right-of-way associated with Canal 103, discuss landscape buffers and existing utilities and accommodation for each.
- New Horizons of the Treasure Coast and Okeechobee (New Horizons) April 5, 2016 –
 Primary purpose of the meeting was to present the project alternatives and discuss
 access/median opening requirements necessary to maintain the New Horizon's facility
 operations.
- Florida East Coast (FEC) Railroad April 22, 2016 Email correspondence was submitted
 requesting information about the FEC facilities, R/W limits, existing easements, and
 operations at the railroad crossing at Midway Road. The proposed improvements were
 transmitted with a request for any information of concerns the FEC may have with the
 plan. There were no specific concerns expressed by FEC.
- Sherriff's office June 17, 2016 Chief Deputy Garry Wilson approved the proposed access management plan to minimize impacts on the Sherriff's office. This would include a full median opening at the western entrance and a drop curb at the eastern most entrance so that emergency vehicles could make a left out when needed.

• U.S. Post Office - August 16, 2016 – The purpose of the meeting was to discuss the access management plan proposed at Jenkins Road and Post Office Road.

The Alternatives Public Workshop was held on June 28, 2016. Public comments were generally associated with the following and were taken into consideration during the study:

- There were comments on which alternative was preferred and in general the preference was based on which side of the road you lived or worked on.
- There were some individuals that wanted an interchange with the Turnpike and others who did not, but there was not an overwhelming preference for one or the other.
- Traffic signals were requested at various intersections; Milner Drive being one. A signal is not warranted now at this location, but it was explained to residents that the County is reviewing this location for a signal and could be considered in the future.
- There was a request for landscaping consistent with the section from 25th Street to Selvitz Road and shade trees along the multipurpose path. Also, requested pedestrian lighting.
- It was mentioned by several residents that noise levels were high along this corridor and requests were made for noise walls. The noise analysis is discussed further in Section D.1.
- There was a request for sidewalks on Midway Road and street lights. The typical section includes sidewalks. Lighting evaluation will be included in the design phase.
- There was concern for wildlife that occur in the vegetation along Canal 103 and within the canal.

Summaries or meeting minutes of the Public and Agency Kickoff Meetings, stakeholder meetings and Alternatives Public Workshop are included in *Appendix C*. The comments were considered during the study and where applicable in each section below, there is further discussion of how the comments were addressed or incorporated in the study. FDOT will continue to coordinate with the public and the project stakeholders during the design process. FDOT will hold a Public Hearing for this project prior to the design phase.

A.1. Land Use Changes

ETDM Degree of Effect and Summary Comments:

FDOT: Minimal

FL Department of Economic Opportunity: Enhanced

FDOT commented that This project is identified in the Martin and St. Lucie 2035 Regional Long Range Transportation Plan (RLRTP) and is identified in the St. Lucie County TPO 2035 Cost Feasible Plan (2016-2035) with a 2021-2025 implementation horizon. In addition, the project will be included in the next update to the State Transportation Improvement Program (STIP) and the St. Lucie TPO TIP. It should be noted that on the south side of the project corridor a multipurpose trail has been identified in the 2035

RLRTP in Table 4-9 of the Needs Plan Development. The project is not located within a quarter mile of any existing local parks. The project is also not located in an Area of Critical State Concern, does not encroach on a military base, and is not located within the Coastal High Hazard Area. The Future Land Use Map (FLUM) of the Comprehensive Plan shows several FLUM categories surrounding the project: a mix of land uses that consist of residential land uses to the south and industrial, public facilities, and commercial land uses to the north. The City of Port St. Lucie future land use map shows that the currently vacant land in the southeast quadrant of Midway Road (CR 712) and the Florida's Turnpike has a commercial land use. The widening of the project corridor will primarily utilize the existing right of way; however, additional right of way may be identified for acquisition during the PD&E Study to provide offsite ponds for stormwater management requirements.

FDOEO commented that the proposed improvements are consistent and compatible with the St. Lucie County Comprehensive Plan 2010 and the development goals of the City and County. Midway road is a critical east-west evacuation route. The Comprehensive Plan projects a 2030 LOS of F if no improvements are made. It is currently operating at a LOS E. Policy 5.2.3.1 calls for the improvement of Midway Road to operate at a minimum LOS D during an emergency evacuation.

Future land use was determined based on a review of the St. Lucie County and City of Port St. Lucie Future Land Use (FLU) Maps (*Figure 2*). According to the St. Lucie County FLU map the project study area to the north of Midway Road is primarily Industrial (IND), Residential Suburban (RS), Public Facilities (P/F), Mixed Use (MXD), and Commercial (COM). According to the City of Port St. Lucie FLU map the project study area south of Midway Road is primarily Residential (RL), Open Space Conservation (OSC), Institutional (I), Service Commercial (CS), General Commercial (CG), Open Space-Recreational (OSR).

Within the study area, the Industrial FLU is located along the northwestern portion of the project adjacent to Florida's Turnpike and Glades Cut Off Road, Residential and Open Space Conservation FLU runs along the entire southern portion of the project as well as the northeastern project terminus. Public Facilities and Mixed Use FLU are centrally located approximately 1200 feet northwest of the Selvitz Road/Midway Road intersection. Commercial FLU is primarily found southwest of the Glades Cut Off Road/Midway Road intersection and north of the Selvitz Road/Midway Road intersection.

This project is the last segment of Midway Road that is currently 2-laned. To the west, Midway Road has already been 4-laned to I-95. To the east, between Selvitz Road and 25th Street, widening of Midway Road is under construction. The section of Midway Road between 25th Street and US Highway 1 will soon be under construction. The south side of the corridor is generally already developed. Much of the north side is also developed or planned and permitted for development. Thus, the project is not expected to significantly induce growth, but will enhance the movement of goods and services and access to proposed and existing developments along the corridor. Because the project is consistent and compatible with the St. Lucie County

Comprehensive Plan 2010 and the development goals of the City and County, no changes to the existing land use patterns are anticipated.

A.2. Community Cohesion

Most the residential development consists of subdivisions located south of Midway Road, with more institution, commercial and industrial development along the north. The project is also located along an existing urban roadway and thus does not divide neighborhoods or result in social isolation.

There is some degree of enhancement to community cohesion in that sidewalks and bicycle facilities are included in the typical section whereas there are no bike lanes and only intermittent sidewalks along the corridor. These pedestrian and bicycle facilities will connect to existing or future facilities east along Midway to US 1 and will connect this portion of Midway Road to other community facilities further east (e.g. churches, White City Park, commercial shopping centers etc.). Thus, there are no adverse effects to community cohesion anticipated from the proposed project.

A.3. Relocation Potential

FDOT: Minimal

FDOT commented that while the widening of the project corridor will primarily utilize the existing right of way; additional right of way may be identified for acquisition during the PD&E Study to provide offsite ponds for stormwater management requirements. Should right of way acquisition be identified during Project Development, FDOT shall carry out a Right of Way and Relocation Program in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Florida Statute 339.09.

There are no residential or business relocations currently required for the recommended alternative. The project results in approximately 9.54 acres of impact to adjacent parcels outside the current R/W. Of the 9.54 acres, approximately 2.32 acres are private properties not owned by either St. Lucie County or the City of Port St. Lucie. The remaining new R/W required, approximately 7.22 acres, would consist of the need for temporary or perpetual easements for construction. A R/W acquisition and relocation program in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and Florida Statute 339.09, will be carried out.

A.4. Community Services

There were no agency comments in ETDM regarding community services. FDOT documented several resources in ETDM and field reconnaissance was conducted to confirm the location of the community services.

The community resources that do occur along the project corridor include:

North Side of Midway Road

- US Post Office 5000 W. Midway Road, Fort Pierce, Florida 34981
- St. Lucie County Sheriff's Office 4700 W. Midway Road, Fort Pierce, Florida 34981
- New Horizons 4500 W. Midway Road, Fort Pierce, Florida 34981

South Side of Midway Road

- St. Lucie County Health Department 5150 NW Milner Drive, Port St Lucie, Florida 34983
- St. Lucie County Fire Department Administration Building 5160 NW Milner Drive, Port St Lucie, Florida 34983

Figure 3 shows the location of these facilities. As discussed above numerous stakeholder meetings were held to understand operations of these facilities and means to avoid and minimize impacts. The primary potential impacts that could occur for these facilities include R/W acquisition, changes in access, loss of facility amenities and temporary noise impacts during construction.

The recommended alternative shifts the road alignment south minimizing R/W impacts. Additionally, coordination was conducted with the City of Port St. Lucie to minimize the required setback from the Canal 103 southern bank allowing for R/W impacts to be minimized further to the properties to the north. As such, no R/W is required from these facilities except the sheriff's office, which requires approximately 0.25 acres of R/W. There are no impacts to the parking, existing stormwater ponds or other amenities. The Sherriff's office access is also modified. A full median opening would be provided at the western most access, but the eastern access would be a right out only. However, to minimize impacts, a drop curb would be provided at the eastern entrance and would allow for the continued left turn for emergency vehicles. The Sherriff's office concurred that this is acceptable in an email to St. Lucie County dated June 17, 2016.

Access will be affected for each of these facilities. New Horizons provides behavioral and primary health care services to children, adults and families to achieve mental and physical wellness. The facility provides assistance for substance abuse disorders and have indicated in previous meetings that some of their patients walk into the facility or are transported by ambulance. There were concerns expressed that access for emergency vehicles turning eastbound out of the facility towards the hospital and the access management would affect this movement. The access management requirements were explained during stakeholder meetings. The 911 call logs were obtained and the facility averages a medical emergency call, which would require an eastbound exit from the facility, twice per month. Coordination with St. Lucie County resulted in a determination that this was infrequent enough that a drive-over median concept would be an

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¹ http://www.nhtcinc.org/about-us.html Mission statement from New Horizons web page.

acceptable means of access and would allow for the continued left turn for emergency vehicles. This was included into the access management plan. Sidewalks and bicycle lanes are also included in the typical section; thus, enhancing safety for pedestrians/bicyclists exiting or entering the facility.

The US Postal Service expressed concerns regarding the access management resulting in rerouting the postal trucks north on Post Office Road and then south to the full access at Jenkins Road. But through coordination with the US Postal Service, the access management was understood and accepted.

For the St. Lucie County Fire Department, it was important to maintain the existing access to the Florida's Turnpike which exists currently through a locked gate. To accommodate this a curb apron was proposed at the existing access point off Midway Road and with it the medians proposed east and west of the Turnpike bridge. This would accommodate emergency vehicles enabling them to make a right in and a left out when responding to and from calls. This was accepted by the Division Chief (see email correspondence dated June 28, 2016 – *Appendix C*). There was a request for a light at Milner Drive. A traffic signal is not included in this PD&E study because it does not meet certain traffic signal warrants. However, a traffic signal at Milner Drive and Midway Road is being considered by St. Lucie County and may be added in the future.

As such, through coordination with the Sherriff's Department, the Fire Department, the US Postal Service and the New Horizons, the access management changes are acceptable and will minimize impacts on facility operations.

A.5. Nondiscrimination Considerations

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. The project was developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice or EJ), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

An analysis of EJ populations was conducted through a review census data, field reconnaissance and numerous neighborhood and public meetings. Per the 2010 Census (*Table 1*), most the residential population in the study area is non-minority.

TABLE 1 – PROJECT AREA ETHNICITY, 2010									
Census Tract	Block Group	2010 Population	Percent White	Percent Hispanic ¹	Percent Black	Percent Other ²			
382108	2	7,838	63.2	22.2	26.0	10.7			
381402	1	2,290	73.7	13.7	17.5	8.8			
381502	3	6,251	70.4	14.3	20.5	9.2			
382200	2	1,243	88.2	8.3	1.0	10.9			
Study Ar	ea Total	17,622	73.9 (average)	14.6 (average)	16.2 (average)	9.9 (average)			

Source: US Census Bureau, 2010

Table 2 illustrates the *Household Income Characteristics* summarized from the 2010 Census. The 2010 Census indicates that the median household income of the study area ranges from approximately \$43,000 to \$94,000, with an average of 9.2% of families' having incomes below the federal poverty level.

TABLE 2 – PROJECT AREA INCOME CHARACTERISTICS, 2010						
Census Tract	Block Group	Median Household Income (Dollars)	Percentage of Families with Incomes Below Poverty Level			
382108	2	48,210	10.7			
381402	1	43,278	13.5			
381502	3	50,828	9.5			
382200	2	94,167	4.8			
Source: US Census Bureau, 2010						

The proposed improvements occur on an existing roadway and there are no residential or business relocations required. As mentioned above the project would not impact community cohesion or otherwise impact resources that EJ populations frequent or are dependent upon. This is the last section of Midway Road from US Highway 1 to I-95 that has not already been evaluated and/or designed, permitted and constructed. The widening of Midway Road is expected

¹Hispanic includes persons of any race with Hispanic or Latino family heritage.

²Other persons include: American Indian/Alaskan Native, Asian, Native Hawaiian, other single race, and two or more races.

to increase capacity and enhance movement of goods and services along the corridor and to adjacent sections of the road. Further, the typical section provides bicycle and pedestrian facilities that will connect this section of Midway to other multi-modal facilities east and west of the project and to sidewalks along side streets including 25th Street. Thus, these facilities will provide a safer alternative for populations which may not have access to a car.

There are currently no transit facilities (Treasure Coast Connector bus line) along this corridor. But the *St. Lucie County's Future Year 2015-2024 Transit Development Plan Major Update* identifies a new fixed route along Midway Road within the project limits. Based on discussions with the St. Lucie County, Community Transportation Coordinator, transit stops were requested to accommodate this future route. Thus, the typical section includes three bus bays at:

- Eastbound, West of Milner Drive
- Westbound, West of Selvitz Road
- Westbound, West of the New Horizons driveway

The locations of the bus bays were acceptable to St. Lucie County (See email dated January 7, 2016 – *Appendix C*). Once the bus service is extended to Midway Road, the accommodations for transit stops will further enhance the multi-modal capacities for all populations adjacent to the study area.

Finally, as requested by the City of Port St. Lucie, a buffer will be maintained between the proposed road and the residential neighborhoods to the south. Exotic vegetation will be removed and native plantings will be installed to ensure a sufficient buffer remains post construction. This is similar to the buffer provided in the segment to the east that St. Lucie County is constructing.

Based on the demographics and the lack of impacts to EJ populations, the proposed improvements are not anticipated to result in disproportionate adverse impacts to minority or low income households, elderly, or handicapped persons, and are not anticipated to deny reasonable access to them from excessive cost or physical barrier. With the proposed multi-modal improvements and landscape buffer plantings, the proposed project provides and overall enhancement to the communities adjacent to the road and in the vicinity, that may use this corridor. Therefore, in accordance with the provisions of *Executive Order 12898* and *FHWA Order 6640.23a*, no further Environmental Justice analysis is required.

A.6. Controversy Potential

A public involvement program was conducted for this project to obtain comments and input from the public, government officials, agency representatives, and other interested parties. Based on input from the public and agencies during the study, no controversial issues were identified. Though stakeholders living and working on or near the corridor have expressed preferences or requests to minimize impacts, no agencies or persons have indicated that they do not want the road widened. Several meetings have been conducted to identify effects to stakeholders and the

alternatives have been designed to avoid and minimize impacts from construction and operation of the road. Of the comments received all have been in support of the project. A Public Hearing will be conducted for this project. The project will then be presented to the MPO to discuss the recommended alternative and the outcome of the Public Hearing. FDOT will continue to coordinate with the public and project stakeholders during the design process. A copy of the future Public Hearing Transcript will be included in **Appendix D**.

B. Cultural

B.1. Section 4(f)

ETDM Degree of Effect and Summary of Comments:

FDOT: Moderate

FDOT commented that a Cultural Resource Assessment Survey (CRAS) will be performed for the entire corridor during the PD&E phase. FDOT will coordinate with ETAT agencies throughout Project Development, including for review and comment of the CRAS. FDOT will avoid and minimize impacts to any resources which may be identified by the CRAS to the greatest extent practicable. However, if the project results in any adverse effects to significant or historic or archaeological resources, Section 4(f) coordination will be required. A Section 4(f) Programmatic or Individual Statement will be completed during PD&E, if warranted.

The FDOT prepared a Section 4(f) Determination of Applicability (DOA) for seven potential Section 4(f) resources adjacent to the corridor (See **Appendix E**):

- 1. Canal 103 City of Port St. Lucie
- 2. Tract H-15 City of Port St. Lucie
- 3. Tract H-17 City of Port St. Lucie
- 4. Tract G-4 City of Port St. Lucie
- 5. Tract F City of Port St. Lucie
- 6. Conservation Easement 56-01444-P SFWMD
- 7. Midway Road "Multi-Purpose" Trail St. Lucie County

The purpose of the DOA document is to determine whether these sites are considered Section 4(f) properties and whether there could be Section 4(f) use of those sites. There are two types of uses in Section 4(f). A Section 4(f) use can occur either directly or indirectly. A Section 4(f) direct use occurs when land from a Section 4(f) site is permanently acquired and incorporated into a transportation project or when there is a temporary occupancy of land that is adverse in terms of the statute's preservationist purposes. A Section 4(f) indirect use can occur when the proximity impacts of a transportation project are so great that purposes for which the Section 4(f) site exists are substantially impaired. Section 4(f) sites can also be divided into three categories:

- Historic and archaeological sites
- Publicly owned parks/recreation areas
- Wildlife and waterfowl refuges

These sites must also qualify as significant. Significant means that comparing the availability and function of the historic and/or archeological site, recreational resource, park, and/or wildlife/waterfowl refuge area with the historic and/or archeological site, recreational, park, and refuge objectives of the community, the site in question plays an important role in those objectives.

Based on the findings of the Section 4(f) DOA, impacts to Section 4(f) resources are not anticipated because of the proposed project. FHWA is currently reviewing the Section 4(f) DOA to determine if the resources listed above qualify for protection under Section 4(f). Correspondence will be included in *Appendix E* upon receipt.

B.2. Historic Sites/District

ETDM Degree of Effect and Summary Comments:

FDOT: Moderate

Florida Department of State: Moderate

FDOT commented that A Cultural Resource Assessment Survey (CRAS) will be performed for the entire corridor during the PD&E phase. FDOT will coordinate with ETAT agencies throughout Project Development, including for review and comment of the CRAS. FDOT will avoid and minimize impacts to any resources which may be identified by the CRAS to the greatest extent practicable.

FL Department of State commented that the project has the potential to impact a historicaged bridge and five linear resources, one which is considered to be significant (FEC Railroad). A cultural resources survey is needed to assess the effects of the project on other resources. A CRAS was completed and is discussed below.

In accordance with the procedures contained in 36 CFR, Part 800, a CRAS, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. A previous CRAS was conducted along Midway Road from east of the Florida's Turnpike Bridge to South 25th Street, St. Lucie County, FL (Janus Research 2006a). During that survey, five previously recorded historic resources (Midway Road (8SL1657), Building at 4362 Midway Road (8SL1806), Canal 103 (8SL1809), FEC Railroad – Lake Harbor Branch (8SL3014), and CR 709/Glades Cut Off Road (8SL3149)) were documented and determined ineligible for listing in the National Register of Historic Places (NRHP), except for the FEC Railroad. For this study, these same resources were documented along with one newly recorded historic bridge (8SL3282). Undocumented portions of Midway Road (8SL1657), Canal 103 (8SL1809), and CR 709/Glades Cut Off Road (8SL3149) within the current Area of Potential Effect

(APE) were recorded and are considered NRHP ineligible as part of the current study. Newly recorded FDOT Bridge No.940050 (8SL3282) is also considered ineligible for listing in the NRHP.

The only resource within the project corridor that is considered eligible for listing in the NRHP is the segment of the FEC Railroad – Lake Harbor Branch (8SL3014) within the APE. FDOT determined, however, that the proposed improvements which tie into the existing 4-lane section at the FEC railroad would not result in an adverse effect to the NRHP-eligible FEC Railroad – Lake Harbor Branch. This effects determination was based on the linear resources' essential physical features remaining intact as part of the proposed improvements; the ties and tracks not being replaced and the rail corridor route being maintained.

In a letter dated July 5, 2016, the SHPO concurred with the findings in the CRAS and with the no adverse effect determination for the FEC Railroad – Lake Harbor Branch. A copy of the SHPO concurrence on effects letter is attached in *Appendix F*. A separate desk top analysis was conducted for the proposed pond sites. No NRHP-listed or eligible resources were identified.

B.2. Archaeological Sites

As stated above, a CRAS was conducted for this project and included archaeological field surveys (including visual inspection and shovel testing). A total of fourteen (14) shovel tests were excavated within the archaeological APE; no cultural material was recovered. No newly or previously recorded archaeological sites were identified within the archaeological APE. A desktop analysis of the potential pond sites was also conducted and no recorded archaeological resources were identified. Furthermore, the pond locations were determined to have a low archaeological site probability.

C. Natural

C.1. Wetlands

ETDM Degree of Effect and Summary of Comments:

FDOT: Moderate

National Marine Fisheries Service (NMFS): Moderate

US EPA: Minimal

US Army Corps of Engineers (USACE): Moderate

FDEP: Minimal

US Fish and Wildlife (USFWS): Minimal

South Florida Water Management District (SFWMD): Moderate

FDOT commented that FDOT will continue coordination with regulatory agencies throughout the development of the project to address potential environmental issues and to ensure wetland impacts are sequentially avoided and minimized to the greatest extent

practicable. Agency coordination discussions will also include the design of the proposed stormwater system and the requirements for stormwater treatment. FDOT will obtain an environmental resource permit (ERP) during final design and provide compensatory mitigation for any unavoidable impacts.

NMFS commented that the proposed project may impact emergent wetlands and ditches, which range from low to moderate in quality. If wetland impacts are unavoidable, sequential minimization and mitigation should be provided.

US EPA commented that 1.7 acres of wetlands exist within a 200-foot buffer surrounding the proposed project. If wetland impacts cannot be avoided, appropriate mitigation will be required.

USACE commented that there are 1.7 acres of freshwater palustrine wetlands with both forested and scrub-shrub wetlands exist within the project corridor. Additionally, Canal 103 is located along the south side of Midway Road. Impacts to wetlands and surface waters less than 0.5 acres will require Nationwide Verification and impacts greater than 0.5 acres will require a Standard Permit.

FDEP commented that there are 6.7 acres of wetlands located within a 500-foot buffer of the proposed project. An ERP will likely be required. Avoidance and minimization of wetlands including avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertical retained side slopes and reduced median widths are recommended. Wetlands should not be displaced for stormwater conveyance and treatment swales. Mitigation is required for unavoidable impacts. Cumulative impacts should be addressed.

USFWS commented that wetlands provide important habitat for fish and wildlife and it is recommended that the project be designed to avoid and minimize impacts to wetlands to the greatest extent practicable. If impacts are unavoidable, mitigation should be provided that fully compensates for the loss of wetland resources.

SFWMD commented that wetlands exist within the propose project corridor, which provide habitat for a variety of wildlife. An Environmental Resource Permit (ERP) to address work in wetlands, including impacts to wetlands and mitigation to offset the impacts, will be required.

A wetland evaluation was conducted and the results are summarized in the Wetland Evaluation Report (WER) (May 2016). Based on this evaluation, eight wetlands totaling 5.1 acres, and 13 surface waters totaling approximately 11.16 acres were documented within the study area. Table 3 provides a summary of the wetlands and surface waters in the project study area and the locations are shown on **Figure 4**.

TABLE 3 – SUMMARY OF WETLANDS AND SURFACE WATERS WITHIN PROJECT STUDY AREA (ACRES)

Wetland Number	FLUCFCS Description	FLUCFCS Code	Size (acres)
SW01 (Canal 103)	Streams and Waterways	510	3.86
SW02	Reservoirs less than 10 acres	534	0.23
SW03	Streams and Waterways	510	0.12
SW04	Streams and Waterways	510	0.87
SW05	Reservoirs less than 10 acres	534	0.53
SW06	Reservoirs less than 10 acres	534	0.30
SW07	Reservoirs less than 10 acres	534	1.89
SW08	Streams and Waterways	510	0.06
SW09	Reservoirs less than 10 acres	534	1.35
SW10	Reservoirs less than 10 acres	534	0.73
SW11	Streams and Waterways	510	0.09
SW12	Reservoirs less than 10 acres	534	1.04
SW13	Streams and Waterways	510	0.09
WL01	Exotic Wetland Hardwoods	619	0.88
WL02	Exotic Wetland Hardwoods	619	0.41
WL03	Exotic Wetland Hardwoods	619	0.40
WL04	Freshwater Marshes	641	0.20
WL05	Freshwater Marshes	641	1.25
WL06	Freshwater Marshes	641	1.47
WL07	Exotic Wetland Hardwoods	619	0.30
WL08	Freshwater Marshes	641	0.19
		Total Acres	16.26

Approximately 3.53 acres of surface waters and 0.01 acres of wetlands will be impacted by the preferred build alternative (See *Table 4*). There are no wetland impacts associated with the potential pond sites. The proposed action (Alternative 2) has increased surface water impacts; however, selection of this alternative minimized impacts to wetlands.

TABLE 4 – SUMMARY OF DIRECT WETLAND AND SURFACE WATER IMPACTS (ACRES)							
Wetland / Surface Water No.	FLUCFCS Description	FLUCFCS Code	Alternative 1	Alternative 2			
SW01	Streams/Waterways	510	1.14	3.53			
SW12	Reservoir less than 10 acres	534	0.01	-			
WL01	Exotic Wetland Hardwoods	619	0.01	0.01			
WL06	Freshwater Marshes	641	0.12	-			
	Surface Water I	1.15	3.53				
	Wetland I	0.13	0.01				
	Total Ir	1.28	3.54				

Secondary impacts will occur to approximately 0.42 acres of surface waters and 0.06 acres of wetlands. The surface waters consist of a man-made canal (*Table 5*). Based on current regulations mitigation is not required for impacts to surface waters; however, to minimize potential water quality impacts, culvert design will include mechanisms to allow for air exchange within the culvert and best management practices (BMPs) will be implemented to reduce sediment transport downstream and minimize erosion.

TABLE 5 — SUMMARY OF SECONDARY WETLAND AND SURFACE WATER IMPACTS							
WL/SW Number	FI II(:F(:S I)Qscription						
SW01	510	Streams and Waterways	0.22	0.19			
SW04	510	Streams and Waterways	-	0.22			
SW10	534	Reservoirs less than 10 acres	0.07	-			
SW12	534	Reservoirs less than 10 acres	0.09	_			

TABLE 5 — SUMMARY OF SECONDARY WETLAND AND SURFACE WATER IMPACTS							
WL/SW Number	FLUCFCS Code	FLUCFCS Description	Alter	native 1		native 2	
SW13	510	Streams and Waterways	0.	.01	0.	01	
WL01	619	Exotic Wetland Hardwoods	0.	0.06 0.05			
WL05	641	Freshwater Marshes	0.	0.07		-	
WL06	641	Freshwater Marshes	0.10		0.	01	
		SW	0.39	SW	0.42		
		Secondary Impact Totals:		0.23	WL	0.06	

Avoidance and minimization of impacts have been considered for the project. However, complete avoidance of surface waters and wetlands is not possible with a build alternative because there are several linear drainage features that parallel or cross the project area and wetlands that extend into the R/W. Alternative 2 minimizes impacts to wetlands, but has a greater impact on surface waters as the alignment is shifted south and includes culverting the Canal 103. Alternative 1 impacts the most wetland and includes impacts to WL 06 which has an existing conservation easement. Stormwater management ponds have been sited to avoid impacts to wetlands and where applicable provide buffers between the pond limits and adjacent wetlands.

Based on the location of the surface waters parallel to the existing road and the wetlands which extend to and within the road R/W, there is no practicable alternative to construction in wetlands or surface waters. Though a build alternative was considered that avoided Canal 103 (Build Alternative 1 – Canal Avoidance), this alternative resulted in greater R/W impacts (16 versus 9 parcels), greater impacts to business operations at the CEMEX plant and All-Scape Supply as well as greater impacts to the facilities at the Sherriff's office and the New Horizons. With the implementation of measures to minimize impacts and mitigation, the proposed project will have no significant short-term or long-term adverse impacts on wetlands.

Mitigation will be required by the USACE and SFWMD to compensate for impacts to wetlands and potential wood stork foraging habitat (e.g. roadside swales/ditches and littoral areas of surface waters) (*Wood Stork Effect Determination Key*). SFWMD commented during a preapplication meeting that for the canal alternative the design will need to allow of air exchange (e.g. saddle risers). FDOT is committed to providing means to allow for air exchange in the pipe. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, Florida Statues (F.S.), to satisfy all mitigation requirements of Part IV of Chapter 373, F.S and 33 U.S.C. §1344. Bluefield Mitigation Bank service area extends to the project corridor and there are mitigation credits available.

C.3. Water Quality and Quantity

ETDM Degree of Effect and Summary of Comments:

FDOT: Minimal

South Florida Water Management District (SFWMD): Minimal

US EPA: Minimal FDEP: Minimal

FDOT commented that FDOT acknowledges the ETAT agency's comments regarding the project's potential permit requirements and will obtain all required permits during final design. FDOT also acknowledges the ETAT's agency's concerns regarding the project's potential impacts to wetlands/surface waters and water quality. These concerns are addressed in more detail within each of the corresponding sections within this document. A Wetlands Evaluation and a Water Quality Impact Evaluation (WQIE) will be conducted during Project Development. FDOT will continue coordination with regulatory agencies, such as the North St. Lucie River Water Control District, throughout the development of the project to ensure all potential environmental issues are fully resolved. Additionally, water quality impact evaluation should be conducted to ensure no impact on water quality in Canal 103.

According to SFWMD, ERP permit (56-00833-S) exists for Midway Road from Selvitz to 25th Street. This permit could be modified to include the proposed project. The project currently discharges into C-103, which connects to the North Fork of the St. Lucie River. The North Fork of the St. Lucie River is an Outstanding Florida Water and portions of it are an Aquatic Preserve.

US EPA commented that stormwater quantity would increase due to an increased amount of impervious surfaces. A water quality impact evaluation should be conducted to ensure no impact on water quality of the C-103.

FDEP commented that there will be an increase in stormwater runoff containing oils, greases, metals, etc. which should be a concern. The proposed project may also alter the natural drainage patterns and the flood attenuation capacity of area creeks and ditches. Negative impacts from runoff should be minimized and stormwater treatment plans should include maintaining predevelopment hydroperiod and water quality.

A pond siting evaluation was conducted for this study and the results were summarized in the *Pond Siting Report (PSR)*, dated August 2016. A total of five pond sites and exfiltration trench in one drainage basin was evaluated. Two of the ponds were existing ponds and three were new pond sites. The ponds were sized to accommodate Outstanding Florida Water (OFW) criteria and nutrient loading analysis per comments from SFWMD. The recommended stormwater options included using two of the existing ponds and construction of two new ponds. A Water

Quality Impact Evaluation (WQIE) was conducted for the project to comply with the Clean Water Act and the Safe Drinking Water Act. A copy of the WQIE is included in *Appendix G*. The results of the WQIE indicate that the project will not result in significant impacts to water quality. Stormwater treatment facilities will be designed in accordance with applicable state and local regulations.

C.4. Outstanding FL Waters

As discussed above in the ETDM comments from SFWMD and during agency meetings with SFWMD, the project ultimately discharges to the North Fork of the St. Lucie River (NFSLR) which is both an impaired water and an OFW. The project is in two water body ID's (WBID) – Ten Mile Creek (WBID 3194A) which is impaired for fecal coliform, dissolved oxygen and nutrients with chlorophyll-a as the causative pollutant and S.t Lucie River (North Fork) which is impaired for mercury, copper, fecal coliform, dissolved oxygen and nutrients with chlorophyll-a as the causative pollutant. Portions of the river, south of the Midway Road Bridge over the NFSLR are in the NFSLR Aquatic Preserve. As discussed in the PSR, water quality treatment will include an additional fifty percent treatment volume and one-half inch of dry retention as pretreatment per the OFW treatment criteria. A pollutant loading analysis was conducted in the PSR and the stormwater system would be designed in accordance with SFWMD criteria to minimize effects to the OFW, AP and impaired waters.

C.6. Floodplains

ETDM Degree of Effect and Summary of Comments:

FDOT: None US EPA: None SFWMD: None

Based on a review of the Federal Emergency Management Agency, Flood Insurance Rate Maps (FEMA-FIRM) 12111C0169J, 12111C0188J, 12111C0260J, and 12111C0276J (eff. 2/16/2012), the project area is located within FEMA flood zone X (areas outside the 0.2% annual chance flood). There are no impacts to the 100-year floodplain or a regulatory floodway.

C.7. Coastal Zone Consistency

Through the ETDM Programming Screen, the State of Florida has determined that this project is consistent with the Florida Coastal Zone Management Plan.

C.9. Wildlife and Habit

ETDM Degree of Effect and Summary Comments:

FDOT: Minimal FWC: Minimal USFWS: Minimal

FDOT commented that FDOT acknowledges the agencies' concerns regarding the project's potential impacts to wildlife and habitat. An Endangered Species Biological Assessment (ESBA) and wetland evaluation (as described in the previous Wetlands issue) will be conducted during the PD&E Study. The ESBA will include wildlife surveys, plant community mapping, habitat characterizations, existing resources condition descriptions, and recommendations for sequentially avoiding, minimizing and mitigating direct, secondary, and cumulative effects on wildlife and habitat resources. The ESBA report will be prepared in compliance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 USC 1531 et seq.) and in accordance with Part 2, Chapter 27 of the FDOT PD&E Manual.

FWC commented that several species may occur within the project area including, gopher frog, gopher tortoise, American alligator, Eastern indigo snake, Florida pine snake, Audubon's crested caracara, Florida burrowing owl, Southeastern American kestrel, Florida sandhill crane, least tern, wood stork, limpkin, little blue heron, tricolored heron, roseate spoonbill, snowy egret, white ibis, and Sherman's fox squirrel. Additionally, the project area is within U.S. Fish and Wildlife Service Consultation Areas for Audubon's crested caracara, Florida grasshopper sparrow, red-cockaded Woodpecker, Florida scrub-jay, and snail kite, and is within the core foraging area of four wood stork colonies. Primary wildlife issues associated with this project include: potential adverse effects to a moderate number of species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern; potential water quality degradation as a result of additional stormwater runoff from the expanded roadway surface draining into adjacent waterways and wetlands; and potential for increased wildlife roadkill. Based on the project information provided, FWC believes that direct and indirect effects of this project could be minimal, provided that all roadway construction is confined to the existing ROW, any new DRAs are not constructed within areas of natural habitat, and degradation of adjacent or downstream water quality is avoided via inclusion of Best Management Practices in the project design.

USFWS commented that federally listed species that occur on or adjacent to the study area are: wood stork, Florida scrub-jay, Audubon's crested caracara, and eastern indigo snake. Surveys should be conducted for Florida scrub-jay and Audubon's crested caracara to determine extent of wildlife use, especially nesting habitat. The project corridor is located within the Core Foraging Areas (CFA) (within 18.6 miles) of three active nesting colonies of the endangered wood stork. Wetlands are also located within the project area and appropriate mitigation should be provided. This mitigation could suffice for impacts to the CFA of the wood stork. For projects that impact 5 or more acres of wood stork foraging habitat, USFWS requires a functional assessment be conducted using the "Wood Stork

Foraging Analysis Methodology" on the foraging habitat to be impacted and the foraging habitat provided as mitigation.

An endangered species evaluation was conducted and the results are summarized in the *Endangered Species Biological Assessment* (ESBA) (June 2016). *Table 6* summarizes the likelihood of occurrence for state and federally listed species based on the assessment of potential habitat and/or actual observance of the species.

TABLE 6 – STATE AND FEDERALLY LISTED FLORA AND FAUNA POTENTIALLY OCCURRING WITHIN THE PROJECT AREA								
Scientific Name	Common Name	Federal Status	State Status	Likelihood of Occurrence				
	MAMMALS							
Sciurus niger shermani	Sherman's Fox Squirrel	NL	SSC	High				
	BIRDS		<u> </u>					
Aphelocoma coerulescens	Florida Scrub-Jay	Т	Т	Low				
Polyborus plancus audubonii	Audubon's Crested Caracara	Т	Т	High				
Picoides borealis	Red-cockaded Woodpecker	Е	E	Low				
Rostrhamus sociabilis plumbeus	Everglade Snail Kite	Е	E	Low				
Mycteria americana	Wood Stork	Т	Т	High				
Haliaeetus leucocephalus	Bald eagle	N	N	High				
Sternula antillarum	Least Tern	N	Т	None				
Aramus guarauna	Limpkin	N	SSC	None				
Grus canadensis pratensis	Florida Sandhill Crane	N	Т	High				
Falco sparverius paulus	Southeastern American Kestrel	N	SSC	Moderate				
Athene cunicularia	Florida Burrowing Owl	N	SSC	Low				
Egretta caerulea	Little Blue Heron	N	SSC	Moderate				
Egretta thula	Snowy Egret	N	SSC	Low				
Eudocimus albus	White Ibis	N	SSC	Moderate				

Egretta tricolor	Tricolored Heron	N	SSC	Moderate
Platalea ajaja	jaja Roseate Spoonbill		SSC	Low
TABLE 6 – STATE	AND FEDERALLY LISTED OCCURRING WITHIN THE			TIALLY
Scientific Name	Common Name	Federal Status	State Status	Likelihood of Occurrence
	REPTILE	<u> </u>		<u>, </u>
Gopherus polyphemus	Gopher Tortoise	С	Т	High
Drymarchon corais couperi	Eastern Indigo Snake	Т	Т	Moderate
Pituophis melanoleucus mugitus	Florida Pine Snake	NL	scc	Low
Alligator mississippiensis	American Alligator	т	т	High
	AMPHIBIA	AN		
Lithobates capito	Gopher Frog	N	SSC	Moderate
	PLANTS	3	<u>, </u>	<u>, </u>
Coelorachis tuberculosa	Piedmont Jointgrass	N	Т	Low
Conradina grandiflora	Large-flowered Rosemary	N	Т	Low
Glandularia maritima	Coastal Vervain	N	Е	Low
Lechea cernua	Nodding Pinweed	N	Т	Low
Linum carteri var. smallii	Small's Flax	N	Е	Low
Nemastylis floridana	Celestial Lily	N	Е	Low
Polygala smallii	Tiny Polygala	Е	Е	Low
Pteroglossaspis ecristata	Giant Orchid	N	Т	Low

E= Endangered; T=Threatened; T(S/A) = Threatened due to Similarity of Appearance; SSC=Species of Special Concern; C – Candidate Species; N=Not Listed; The Bald Eagle has been removed from the Endangered Species List and has been delisted by FWC. However, it is included due to its protection under the Bald and Golden Eagle Protection Act and the FWC Eagle Management Guidelines. **Bold** – denotes observed in field.

Seven federally listed species were evaluated to determine if the proposed project will adversely affect these species *(Table 7).* Based on review of available data, in conjunction with field reconnaissance and surveys, the following effects determinations were made:

TABLE 7 – EFFECTS DETERMINATIONS FOR FEDERALLY LISTED SPECIES	
Common Name	Effect Determination
Audubon's crested caracara	May affect, not likely to adversely affect
Wood stork	May affect, not likely to adversely affect
Red-cockaded woodpecker	No effect
Everglade snail kite	No effect
Florida scrub jay	No effect
American alligator	No effect
Eastern indigo snake	May affect, not likely to adversely affect
Tiny polygala	No effect

Twenty-two additional state listed species were evaluated and adverse impacts are not anticipated, either because there is no habitat for the species along the corridor or habitat impacts are minimal and mitigation will be provided.

Avoidance and minimization of listed species impacts will continue to be evaluated during the final design, permitting and construction phases of this project, and FDOT will incorporate all possible and practicable measures to avoid or minimize these impacts during design. A copy of the USFWS concurrence on effects letter is attached in *Appendix H*.

Additional measures to avoid and minimize impacts to listed species potentially occurring within the Midway Road study area have also been considered and include the following:

- Prior to construction an updated caracara nest survey will be performed. Additional
 coordination will be conducted with USFWS, if necessary. Construction staging will be
 prohibited within the primary buffer of the caracara nest.
- An updated gopher tortoise survey will be conducted prior to construction. Gopher tortoises will be avoided, or if they cannot be avoided, a permit will be obtained for relocation.
- The Standard Protection Measures for the Eastern Indigo Snake will be implemented during construction (See **Appendix I**).

D. Physical

D.1. Noise

ETDM Degree of Effect and Summary Comments:

FDOT: Minimal – A Noise Study will be conducted.

A traffic noise study was performed in accordance with Code of Federal Regulations, Title 23, Part 772 (23 CFR 772) *Procedures for Abatement of Highway Traffic Noise and Construction Noise* using methodology established by FDOT in the PD&E Manual, Part 2, Chapter 17 (FDOT, May 24, 2011).

The Noise Study identified five (5) noise sensitive areas which were evaluated for potential impacts for the Existing Year 2015 Condition, the No-Build Alternative 2040 Condition, and the Build Alternative 2 2040 Condition. The noise sensitive areas evaluated are representative of one hundred and ten (110) noise sensitive receptor locations. The noise sensitive areas are as follows: the existing residential areas on the north and south side of W. Midway Road and the New Horizons Complex on the north side of the W. Midway Road. The Noise Abatement Criteria (NAC) Activity Categories for the noise sensitive areas evaluated include Activity Category B and C locations. The Activity Category B locations represent the residential areas. The Activity Category C locations represent the New Horizons Complex. Activity Category B and C locations require potential noise abatement measures for computer predicted sound levels which approach 66 dB(A).

Potential noise abatement measures were evaluated at one (1) location on the southeast side of the study corridor west of Selvitz Road. The remaining noise sensitive areas did not approach or exceed the appropriate NAC for the Activity Categories evaluated. Potential noise barrier placement (BW1S) was evaluated for the residential dwellings identified as R84S and R85S. Additionally, two (2) neighboring residential dwellings (R84A S and R85A S) were also evaluated. A noise barrier approximately 500 feet long and 10 feet high was determined to meet the FDOT's feasibility factor (Noise Reduction Factor) and reasonableness factor (Noise Reduction Design Goal). The cost of the noise barrier is approximately \$ 150,000.00. The cost per benefitted receptor is approximately \$ 37,500.00. The cost of the noise barrier meets the FDOT's cost reasonableness of \$ 42,000.00 per benefitted receptor.

The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise-impacted locations identified in the Noise Report contingent upon the following conditions:

• Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement.

- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion.
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office.
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues have been resolved.

All applicable St. Lucie County noise ordinances as found in Chapter 1-13.8, Noise Control, of the St. Lucie County Code of Ordinances will be adhered to during construction.

D.2. Air Quality

ETDM Degree of Effect and Summary Comments:

FDOT: Minimal
US EPA: Minimal

During the ETDM, EST review, the FDOT stated that this project is located within a USEPA designated Air Quality Maintenance Attainment Area for all of the four pollutants (nitrogen oxides, ozone, carbon monoxide, and small particulate matter) specified in the National Ambient Air Quality Standards (NAAQS). Activities during construction will use BMPs to minimize the impact of fugitive emission and dust resulting from construction activities. The project area is in attainment for all air quality standards related to transportation. The proposed scope of work, widening from two to four lanes will improve the corridor's level of service, and, therefore, is not anticipated to adversely affect air quality. An Air Quality screening evaluation will be performed during the PD&E Study to confirm and quantify impacts, if any.

During the ETDM, EST review, the EPA stated that this project is located within a USEPA designated Air Quality Maintenance Attainment Area for all of the four pollutants (nitrogen oxides, ozone, carbon monoxide, and small particulate matter) specified in the National Ambient Air Quality Standards (NAAQS). Activities during constructions should use BMPs to minimize the impact of fugitive emission and dust resulting from construction activities.

An Air Quality screening was conducted for this project. The Build and No-Build alternatives for both the opening year (2020) and the design year (2040) were evaluated. The operations of the proposed facility are anticipated to result in maximum one-hour CO concentrations of 7.3 ppm and maximum eight-hour CO concentrations of 4.4 ppm in the design year for the Build Alternatives. These values do not meet or exceed the National Ambient Air Quality Standards (NAAQS) established by the United States Environmental Protection Agency (USEPA) of 35 ppm for a one-hour concentration and 9 ppm for an eight-hour concentration, with either the Build or No-Build alternatives. Thus, the project "passes" the screening model and no adverse impacts to air quality are anticipated to result from the operation of this project. The project is in an area

which is designated attainment for all the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project.

Construction activities may cause minor short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts can be minimized by adherence to all applicable State and local regulations the *FDOT Standard Specifications for Road and Bridge Construction*.

D.3. Construction

Construction activities for the proposed improvements will have temporary air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The air quality impact will be temporary and will primarily be in the form of emissions from diesel powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled using watering or the application of calcium chloride in accordance with FDOT's Standard Specifications for Road and Bridge Construction as directed by the FDOT Project Manager.

Noise and vibration impacts will be from the heavy equipment movement and the driving of piles for boardwalks and bridge crossings. Noise control measures will include those contained in FDOT's Standard Specifications for Road and Bridge Construction.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction and using Best Management Practices. Stormwater pollution prevention measures will be developed per FDOT standards and in accordance with NPDES permit requirements.

Maintenance of Traffic and Sequence of Construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of lane closures and other pertinent information to the traveling public. The local news media will be notified in advance of lane closings and other construction related activities, which could excessively inconvenience the community so that motorists, residents, and businesspersons can plan travel routes in advance.

A sign providing the name, address, and telephone number of a Department contact person will be displayed on site to assist the public in obtaining immediate answers to questions and logging complaints about project activity.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time. The contractor will be required to

maintain one lane of traffic in each direction at all times, and to comply with the BMPs of FDOT. Also, present traffic movements will be maintained at all times. No locations will require temporary roads or bridges.

The removal of structures and debris will be in accordance with local and state regulatory agencies permitting this operation. The contractor is responsible for methods of controlling pollution on haul roads (if used), in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features, as specified in the FDOT's Standard Specifications for Road and Bridge Construction, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, hay bales, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

D.4. Contamination

ETDM Degree of Effect and Summary Comments:

FDOT: Moderate US EPA: Moderate SFWMD: Minimal FDEP: Moderate

During the ETDM, EST review, the FDOT commented that A Contamination Screening Evaluation Report (CSER) will be prepared during the PD&E phase to further document these sites and any other potentially contaminated sites, and assess their involvement with the project. During final design, the CSER will be reevaluated, additional assessment (Level I) and remediation (Level II) activities will occur as needed, and various recommendations for construction will be implemented. Dewatering, if allowed, may need to be limited (i.e., low flow, short term) to avoid exacerbation of contamination. Special Provisions addressing Areas of Known Contamination, and/or "Section 120 Excavation and Embankment - Unidentified Areas of Contamination" (FDOT Standard Specifications for Road and Bridge Construction), will be included in the project's construction contract documents.

EPA commented that a solid waste facility, a biomedical waste facility, a hazardous waste facility, and several petroleum contamination monitoring sites and storage tank contamination monitoring sites are within the 200-foot buffer of the proposed project. A site-specific survey for known subsurface contamination will help design construction activities. Contingencies should be in place to manage encountered contamination.

SFWMD commented that a water use permit for dewatering may be required and should be coordinated with SFWMD before the ERP is submitted. Project construction activities must be designed and performed in a manner that will not result in the movement of contaminant plumes.

FDEP commented that a Contamination Screening Evaluation may be needed. The Contamination Screening should outline specific procedures that would be followed by the applicant if drums, wastes, tanks or potentially contaminated soils are encountered during construction. Special attention should be made to historic land uses (such as solid waste disposal) that may affect the project or stormwater facilities.

A Level I contamination screening evaluation was conducted and the results are summarized in the *Level I Contamination Screening Evaluation Report* (CSER), dated August 2016. The purpose of the contamination screening evaluation was to identify, review and evaluate known or potential contamination problems, provide risk rankings for those properties, facilities or sites that have the potential for contamination to affect the proposed improvements and to present recommendations concerning these problems. A total of 8 sites were reviewed for the potential of environmental impact. Five of these sites were assigned a ranking of "Low", one was assigned a ranking of "Medium" and two were assigned a ranking of "High". The rating system used for this report indicates that additional assessment activities are not recommended for sites ranking Low. Once R/W and drainage plans are finalized, it is recommended that another review of the public record and other pertinent data be performed to obtain the latest information concerning assessment or remediation activities for Low risk sites or Medium and High risk sites that are less than 300 feet from the corridor or currently lack documented contamination impacts.

In addition to the mainline sites, five pond sites and the use of exfiltration along the road R/W were evaluated. The risk ratings for the ponds and exfiltration trench evaluation include 1 Medium risk (Pond Site B-2) and five Low risk rankings. Pond B-2 is in the same areas as Site 8 – Former Agricultural Field (*Table 8*).

T	TABLE 8 – SITES RECOMMENDED FOR LEVEL II CONTAMINATION IMPACT ASSESSMENT									
Site No.	Site Name	Site Address	Contaminants Of Concern	Risk Potential Rating						
1	Townstar # 38	6600 Midway Rd	Petroleum Products	HIGH						
2	CSX Railroad	West end of project corridor	Petroleum Products, Herbicides and Pesticides	HIGH						
8	Former Agricultural Field	N/A	Herbicides, Pesticides and Heavy Metals	MEDIUM						

For sites or potential pond areas ranked no or low, no additional work is recommended at this time. These facilities are located at a distance that would not be expected to present contamination involvement to the project. Should the facility's permitting or regulatory status change between now and the time acquisitions are initiated, additional screening should be conducted.

For those locations with a risk ranking of "Medium" or "High", Level II field screening should be conducted unless proposed improvements do not include new R/W purchase or modifications to existing conditions. A soil and groundwater sampling plan should be developed for each site. The sampling plan would provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical test to be performed.

Level II Contamination Impact Assessments are also recommended for any areas that have proposed dewatering or subsurface work activities (e.g. pole foundations, drainage features) occurring adjacent to or at any of the sites listed in Table 8 of the CSER. If dewatering is necessary during construction, a SFWMD Water Use Permit may be required. The contractor will be held responsible for ensuring compliance with any necessary dewatering permit(s). Any dewatering operations near potentially contaminated areas shall be limited to low-flow and short-term. A dewatering plan may be necessary to avoid potential contamination plume exacerbation.

This proposed project may result in contamination concerns. Any soil excavations and/or dewatering effluent generated during construction should be handled appropriately using BMPs to preclude the potential migration of contaminants within the project corridor. In addition, any construction activities conducted within a potentially contaminated area must protect the health of workers and the public.

Resolution of problems regarding contamination will be coordinated by FDOT with appropriate regulatory agencies and action will be taken, where applicable. Further coordination with the regulatory agencies, and possibly field surveys involving monitoring wells, soil borings and other site-specific methods, can identify potential contamination issues so that avoidance, minimization, and remediation measures can be taken.

Procedures specifying the contractor's responsibilities regarding encountering petroleum-contaminated soil and/or groundwater are set forth in *FDOT's Standard Specifications for Road and Bridge Construction*. If identified contamination will be impacted, general notes addressing the contamination will be included in the plans as determined by the District Contamination Impact Coordinator.

A National Emission Standards for Hazardous Air Pollutants (NESHAP) asbestos survey and screening for lead based coatings was conducted for Bridge #940050 (Midway Road over Florida's Turnpike). The results of the survey are summarized in the NESHAP Asbestos Survey and Lead Based Paint Report, dated May 2016, and show no Asbestos Containing Material (ACM) as a result of laboratory Polarized Light Microscopy (PLM) tests, but lead based paint was identified in all samples taken. Based on the conceptual description of work, the bridge will be replaced. During the initial design phase of the project, the District Contamination Impact Coordinator (DCIC) will review the scope of work on, or adjacent to, any potentially affected bridges and determine if additional ACM sampling is required in areas not accessible to the investigator during the previous ACM Survey.

D.5. Aesthetic Effects

ETDM Degree of Effect and Summary Comments:

FDOT: Minimal

FDOT commented in ETDM that GIS Analysis and ETAT agency comments identified a park Milner Drive Tot, in the vicinity of the project corridor and an existing bridge (Bridge #940050) along Midway Road over the Florida's Turnpike. The park is located approximately 500-ft to the east of the Florida's Turnpike and it is not anticipated that the project will directly affect the park. However, changes to the Florida Turnpike crossing, such as raising the profile grade for a new bridge, may affect aesthetics for adjacent facilities. Additionally, there is a native plant buffer between Canal 103 and the residential community to the south. The City of Port St. Lucie and County have entered into an agreement to ensure that the existing native plant buffer is preserved to the greatest extent possible. FDOT shall coordinate with the City of Port St. Lucie and the County.

The park on Milner Drive is not within the project corridor and will not be impacted because of the preferred alternative. No agencies commented on this issue during the review of the project. Additionally, on the south side of the corridor the City of Port St. Lucie has requested that the buffer between Canal 103 and the neighboring residential areas be preserved to the greatest extent practicable. This buffer is included in the plans. Exotics will be removed and supplemental native plantings installed to provide this buffer and minimize visual effects. The addition of landscaping, amenities and other aesthetic improvements will be addressed during the design phase of the project. Impacts to aesthetics are anticipated to be minimal.

D.6. Bicycles and Pedestrians

FDOT: Enhanced

FDOT commented in ETDM that GIS Analysis and ETAT agency comments identified several commercial, industrial, county and federal facilities along the project corridor. The project will tie into the existing four lane section along Midway Road (CR 712) on the west side from Glades Cut-off Road to I-95 and to the widening project east of Selvitz Road that is being developed by the St. Lucie County. This project in anticipated to improve vehicular connectivity, mobility, emergency response, and evacuation access to I-95. FDOT shall coordinate with St. Lucie County to create opportunities to include pedestrian, bicycle, and transit facilities.

The accessibility to bicyclists and pedestrians along the corridor is minimal with only two sections of sidewalk within the corridor. They are located on the north side of Midway Road (CR 712) from

East Torino Boulevard to Glades Cut Off Road and along the frontage of the recently constructed New Horizons medical facility. There are no bicycle lanes. During a field review (February 7, 2014), pedestrians were noted walking on the grassed shoulder while pushing a child's stroller. Additionally, the existing bridge over the Florida's Turnpike does not have sufficient shoulder width to accommodate pedestrian or bicycle traffic. The recommended alternative includes seven-foot buffered bike lanes in each direction located adjacent to the outside travel lanes. A six-foot wide sidewalk would be provided on the north side of the roadway, and a 12-foot-wide shared-use path would be provided along the south side of the roadway. These bicycle and pedestrian facilities will connect to other sections of Midway Road to the east and side streets improving overall multimodal connectivity.

D.7. Utilities and Railroads

Eight Utility Agency/Owners (UAO) have been identified within the project area through the Sunshine 811 Design Ticket and utility coordination efforts. *Table 9* identifies the UOAs contacted and a description of their facilities located on the project.

In accordance with Part 2, Chapter 10 of the PD&E Manual, the utility providers listed in **Table 9** were notified of the proposed improvements and submitted files to identify any easements and the location of their existing/planned utilities within the project area.

Based on information from UAO mark-ups, project survey, and existing right-of-way maps, there are several utilities located within existing easements found on this project. The utility facilities located in easements include Florida Power and Light (FP&L), AT&T, Comcast Communications (Comcast), Fort Pierce Utility Authority (FPUA), and Florida Gas Transmission (FGT). FP&L maintains an existing overhead distribution pole line in a 10-foot utility easement along the south side of Midway Road from Glades Cut Off Road to NW Milner Drive. Comcast is also located in this 10-foot easement underbuilt on FP&L's pole line. Portions of both AT&T's facilities and FPUA's existing 12-inch water main and 8-inch gas mains along the north side of the road in front of the St. Lucie County Sherriff's Office are in an easement adjacent to the right-of-way. The project also includes a 75-foot FGT easement located along the east side of Florida's Turnpike crossing under the existing Midway Road bridge. FGT maintains 30-inch, 24-inch, and 18-inch steel high pressure gas mains within the same easement.

Since relocations of facilities located in easements would likely be eligible for reimbursement, all measures will be taken to avoid impacting these existing AT&T, FGT, FPUA, Comcast, and FP&L facilities. Though relocation of other facilities within the existing right-of-way are anticipated, all efforts will be made during final design to minimize impacts to the overhead and underground utilities to the greatest extent possible.

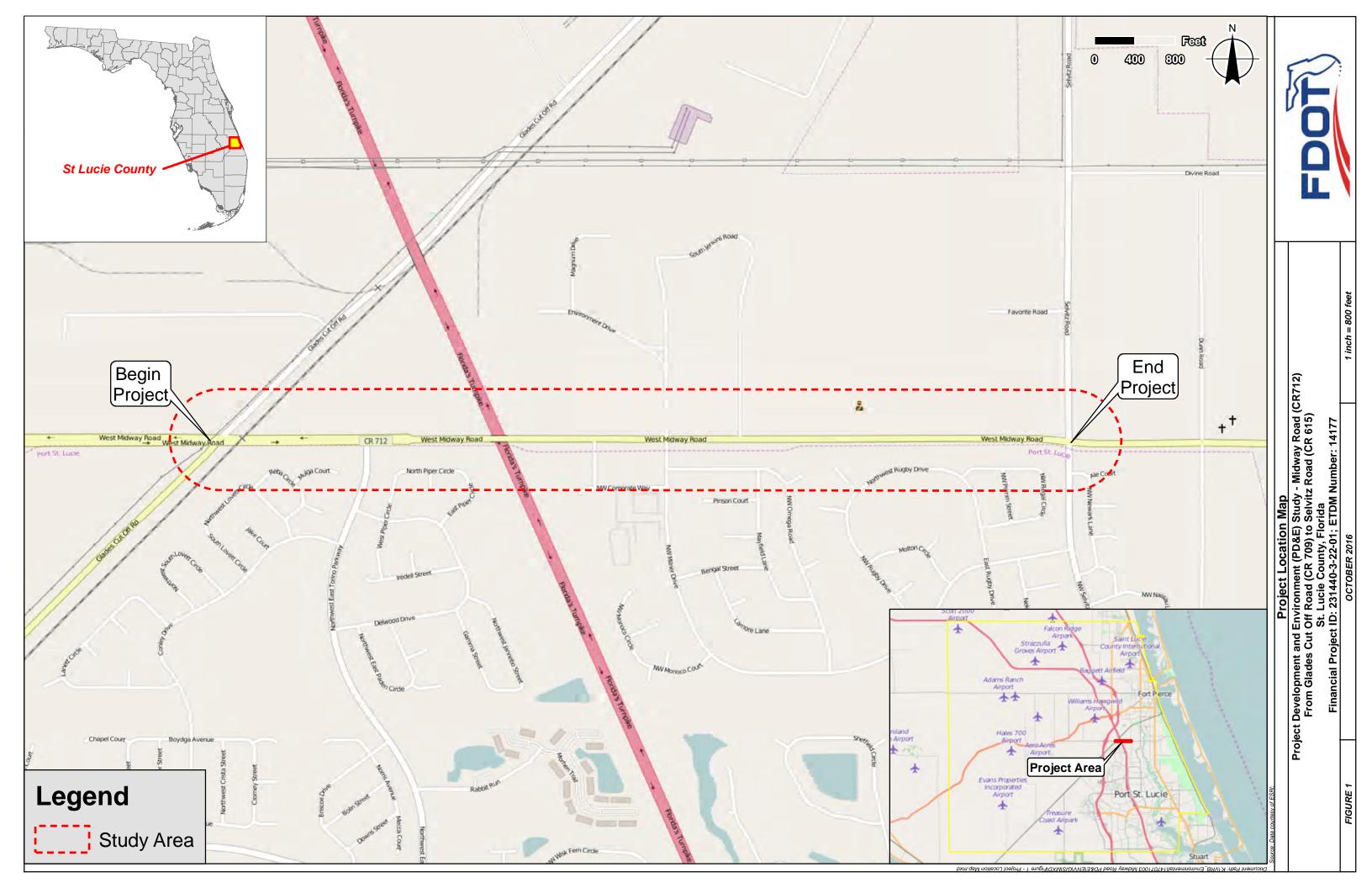
Additional information regarding the existing utilities and anticipated impacts can be found in the *Midway Road Utility Assessment Report* (Inwood Consulting Engineers, Inc., May 2016) located within the project files.

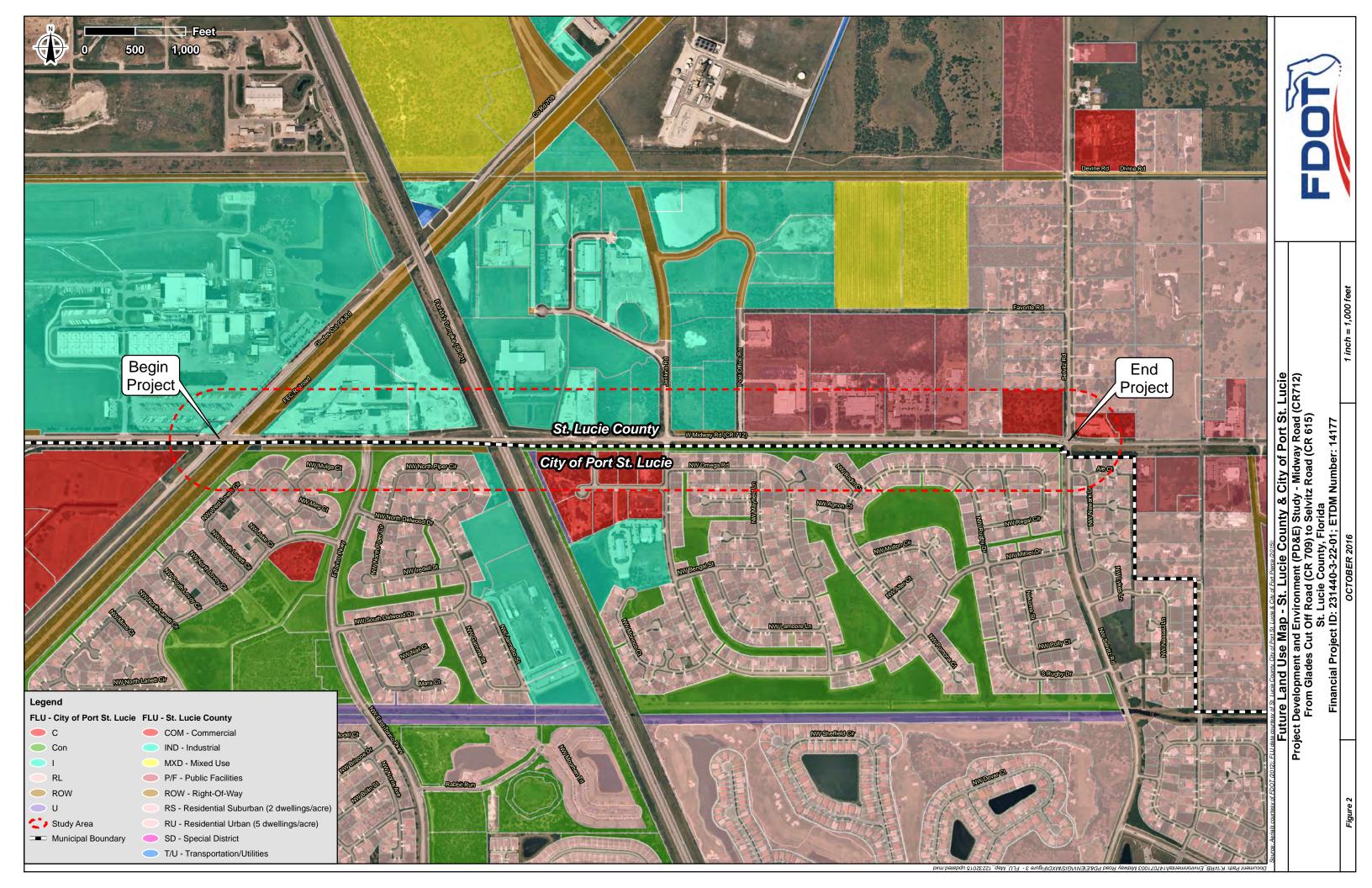
The project includes one railroad crossing located just east of Glades Cut Off Road. The crossing is a single track serving FEC Railroad freight trains and is located within a 200-foot FEC Railroad R/W. St. Lucie County was given authorization to cross the FEC Railroad R/W with Midway Road under a license agreement between the two entities. All existing FEC Railroad facilities including, but not limited to, control cabinets, conduit, fiber, electrical wiring, cantilevers, flashing lights, bells, gates, and all other warning devices are located with FEC Railroad's current R/W. Relocation of these facilities to accommodate the proposed roadway improvements would be eligible for reimbursement. Based on the recommended alternative, it is anticipated that all FEC Railroad's existing facilities would be impacted. Close coordination during the design phase will be required with FEC Railroad and the FDOT Rail Office to verify the exact locations of existing and future relocated FEC Railroad facilities.

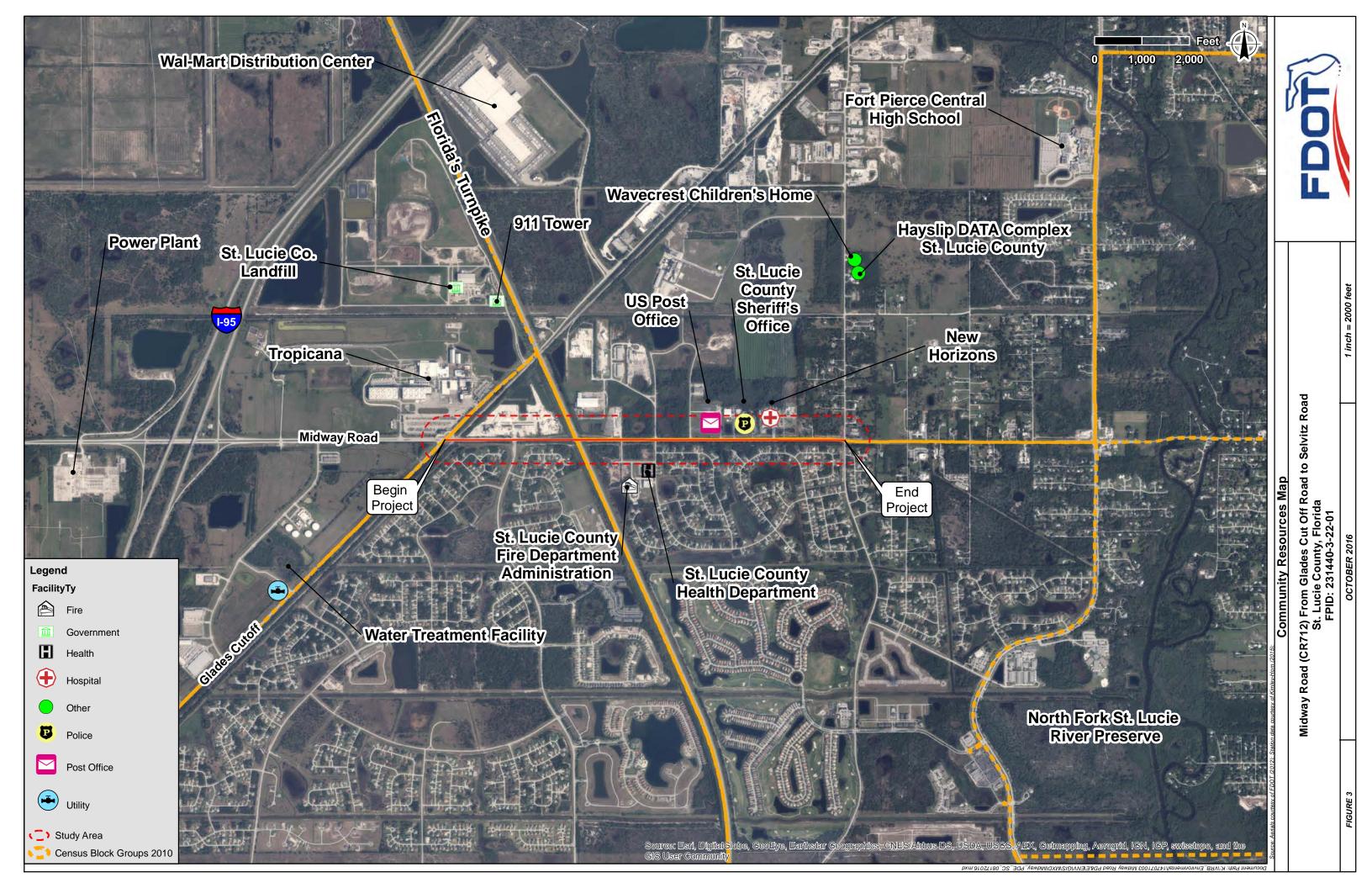
	TABLE 9 – U	FILITY PROVIDERS IN THE CORRIDOR
Utility Company	Facility	Description
AT&T	Aerial Fiber Buried Copper/Fiber	AT&T maintains both aerial and buried facilities along the north side of Midway Road for the limits of the project. Aerial facilities are attached to both AT&T poles and FP&L's pole line.
City of Port St. Lucie	8"-20" WM 4" FM 2" Fiber	The City maintains a water main ranging in size from 12-16-inch along the south side of Midway Road for the limits of the project. Recently relocated water main along the east side of the project also included installation of 2-inch fiber. The City also maintains a 4-inch force main along the south side of the Road from Glades Cut Off Road to NW East Torino Parkway.
Comcast Communications	Aerial Fiber	Comcast maintains aerial fiber attached to FP&L's pole line located along the south side of Midway Road from Glades Cut Off Road to NW Milner Drive, where their facilities exit the project.
Florida Gas Transmission	18", 24" 30" GM	FGT maintains 30-inch, 24-inch, and 18-inch steel high pressure gas mains within a 75-foot easement located along the east side of Florida's Turnpike crossing under the existing Midway Road bridge.
Florida Power & Light-Distribution	13 kV Overhead Dist.	FP&L maintains an overhead and buried distribution electric line (<50 kV) along the south side of Midway Road in an easement from Glades Cut Off Road to NW Milner Drive. FP&L also has an overhead electric line along the north side of the road from just east of NW East Torino Parkway to Selvitz Road.
Florida Power & Light-Transmission	230 kV Overhead Trans.	FP&L maintains a 230-kV aerial transmission line along the west side of Glades Cut Off Road.

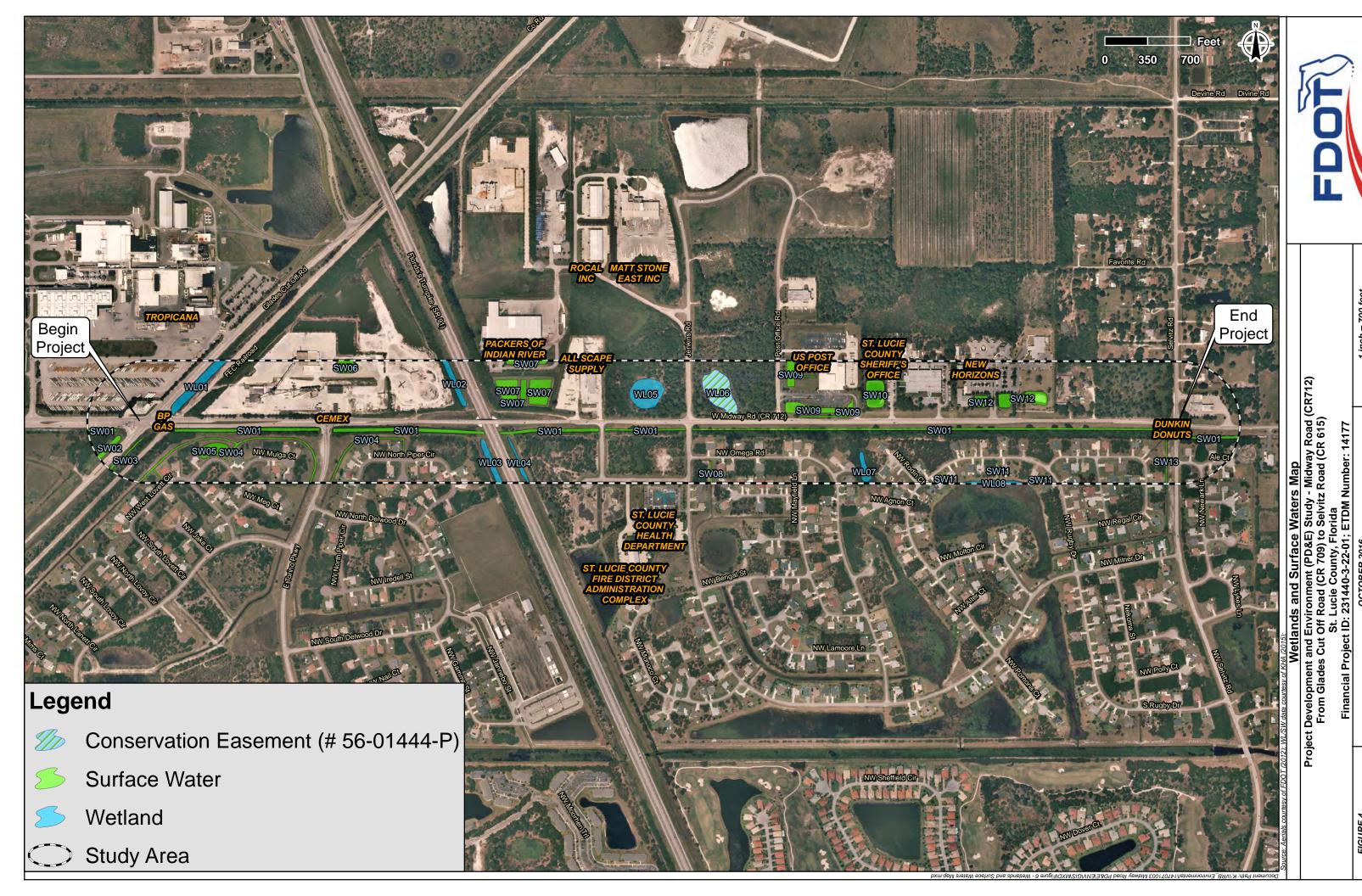
TABLE 9 – UTILITY PROVIDERS IN THE CORRIDOR								
Utility Company	Facility	Description						
Ft. Pierce Utility Authority	12" WM 6" FM 8" GM	FPUA maintains a 12-inch water main and an 8-inch gas main along the north side of Midway Road starting from S Jenkins Road to Selvitz Road. Portions of the water and gas mains are in easements. FPUA also maintains a 6-inch force main along the south side of the road from just east of the County Sherriff's Office to Selvitz Road.						
St. Lucie County Utilities	8" FM	The County maintains an 8-inch force main along the north side of Midway Road which turns and travels along the west side Glades Cut Off Road. The County also has a 16-inch water main along the south side of Midway Road, which also turns and continues along the west side of Glades Cut Off Road. The County does not have any additional facilities east of Glades Cut Off Road.						



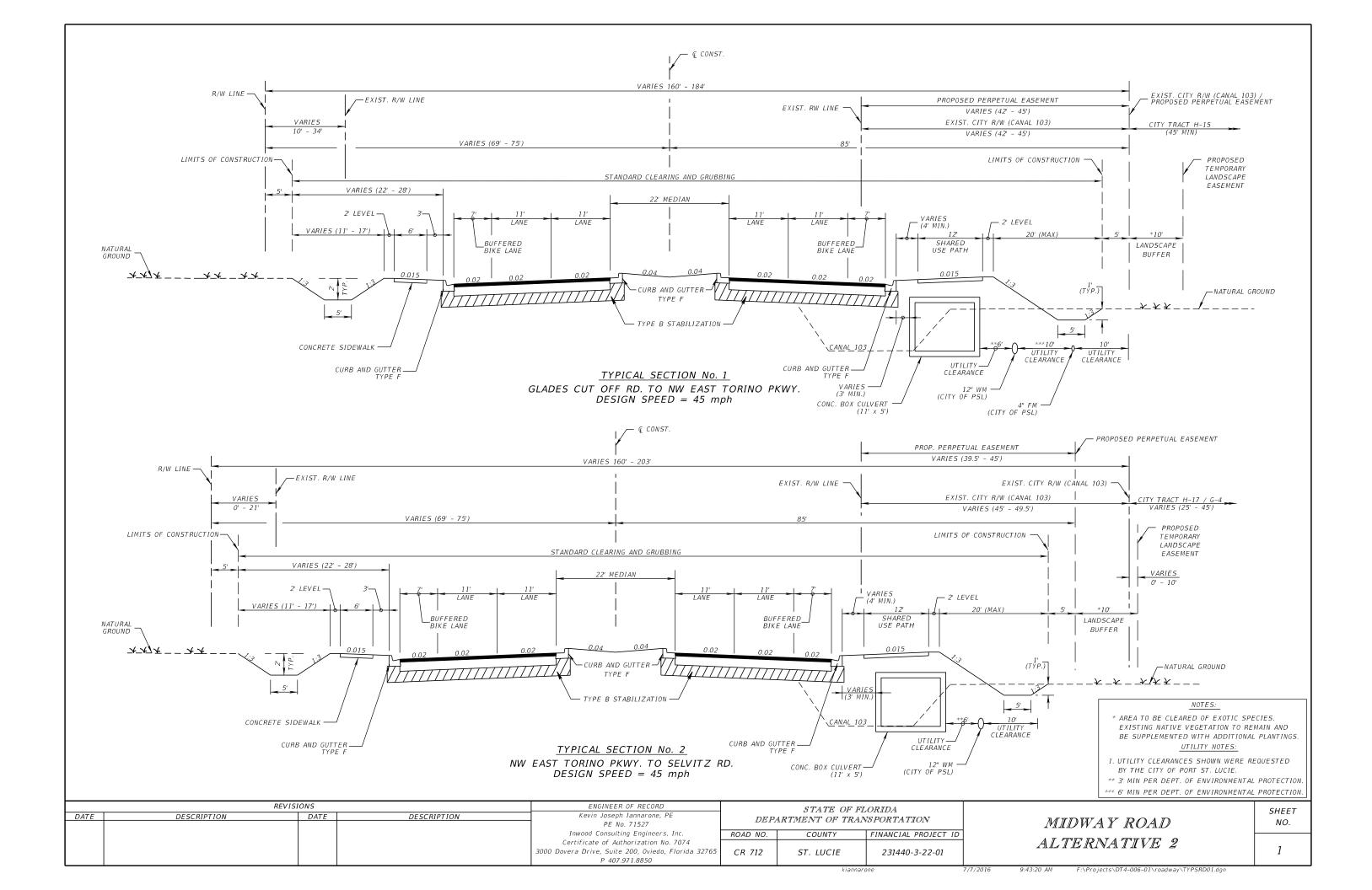


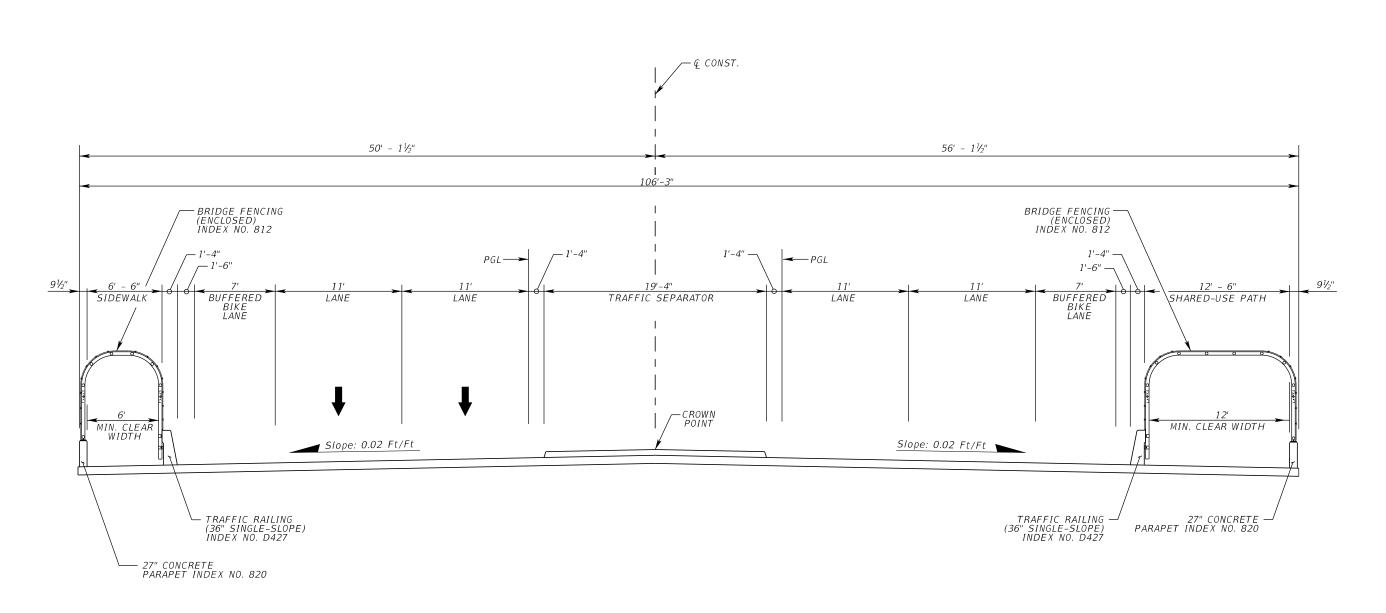






APPENDIX A TYPICAL SECTIONS, RECOMMENDED ALTERNATIVE PLAN, AND ALTERNATIVES MATRIX

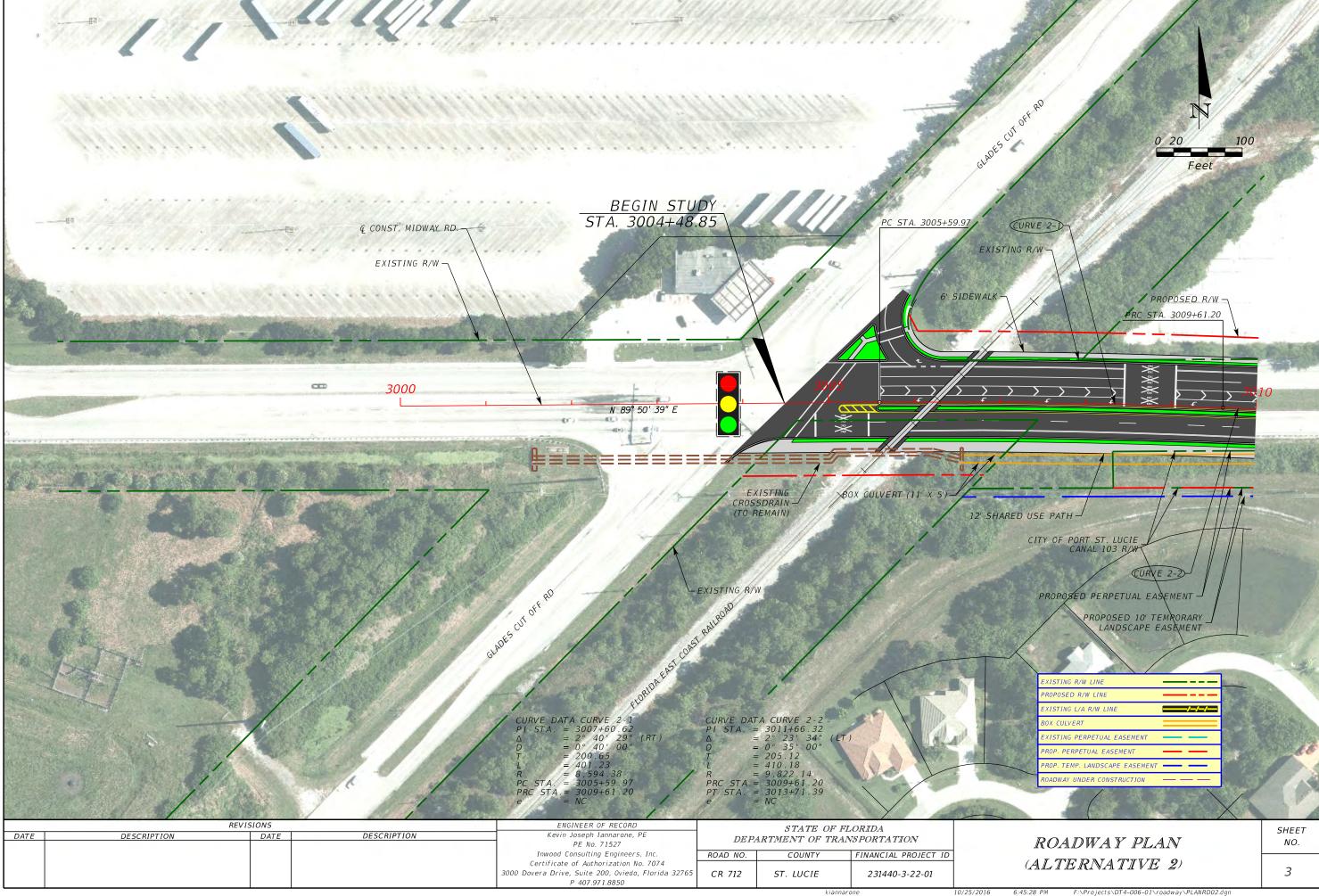


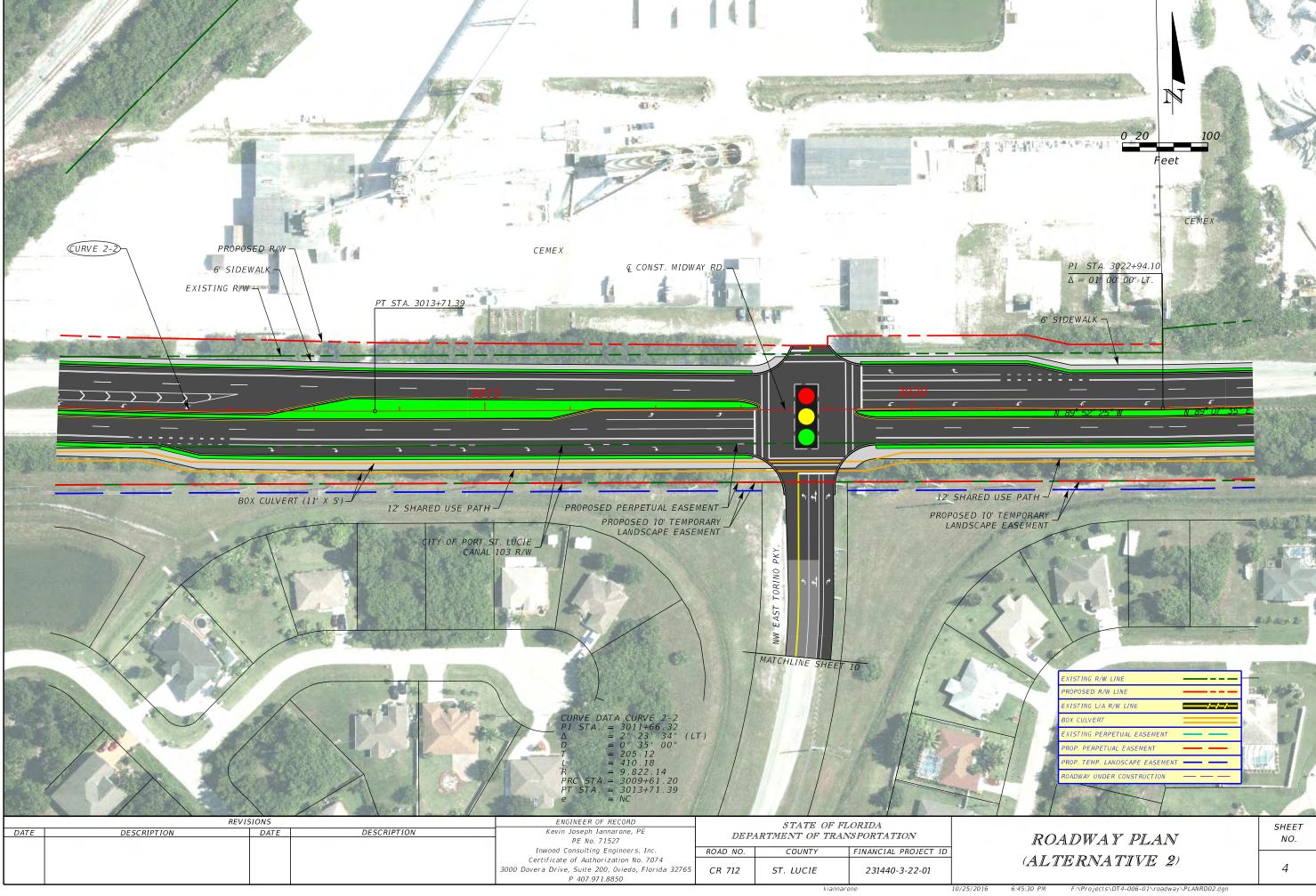


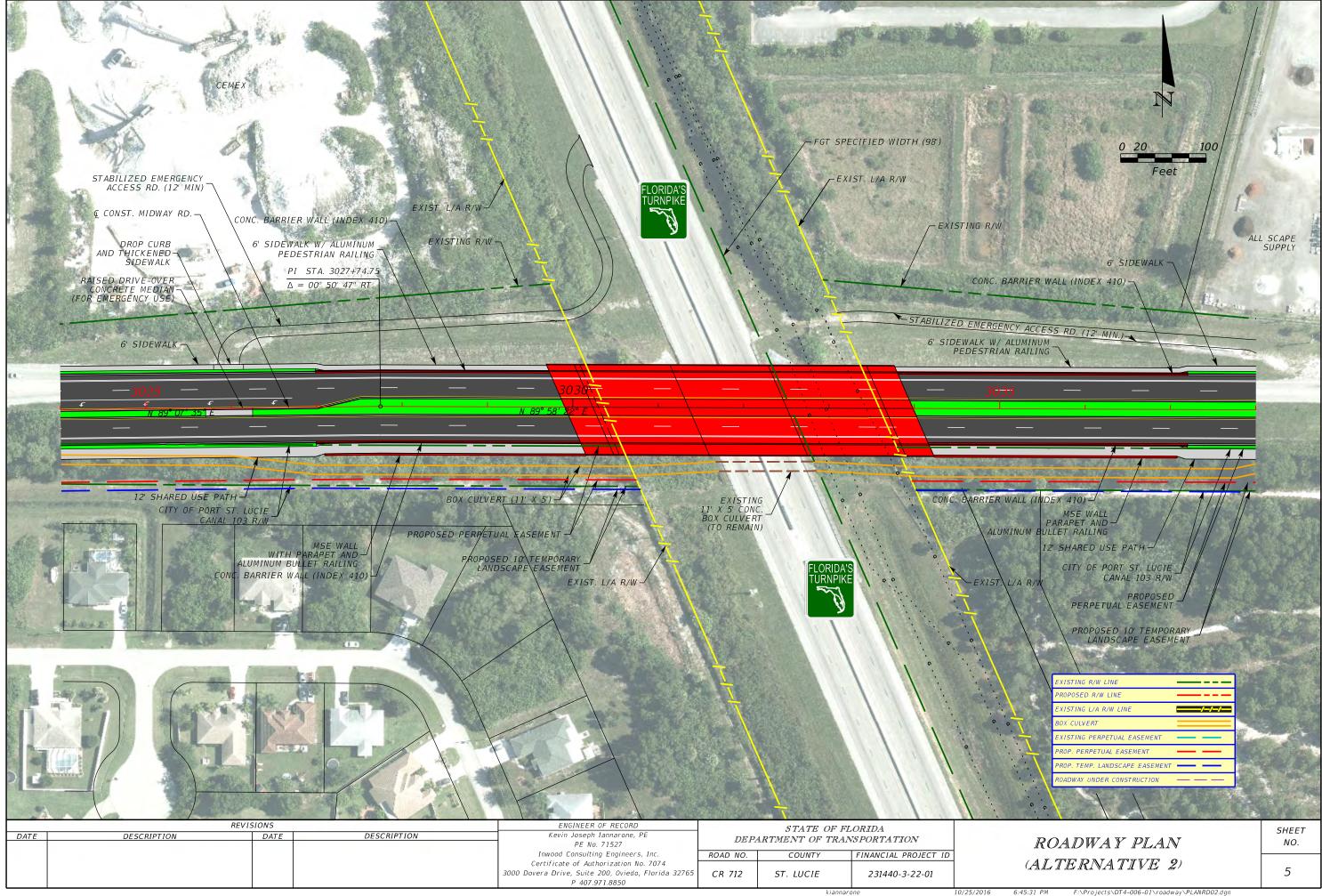
TYPICAL SECTION BRIDGE DESIGN SPEED = 45 mph.

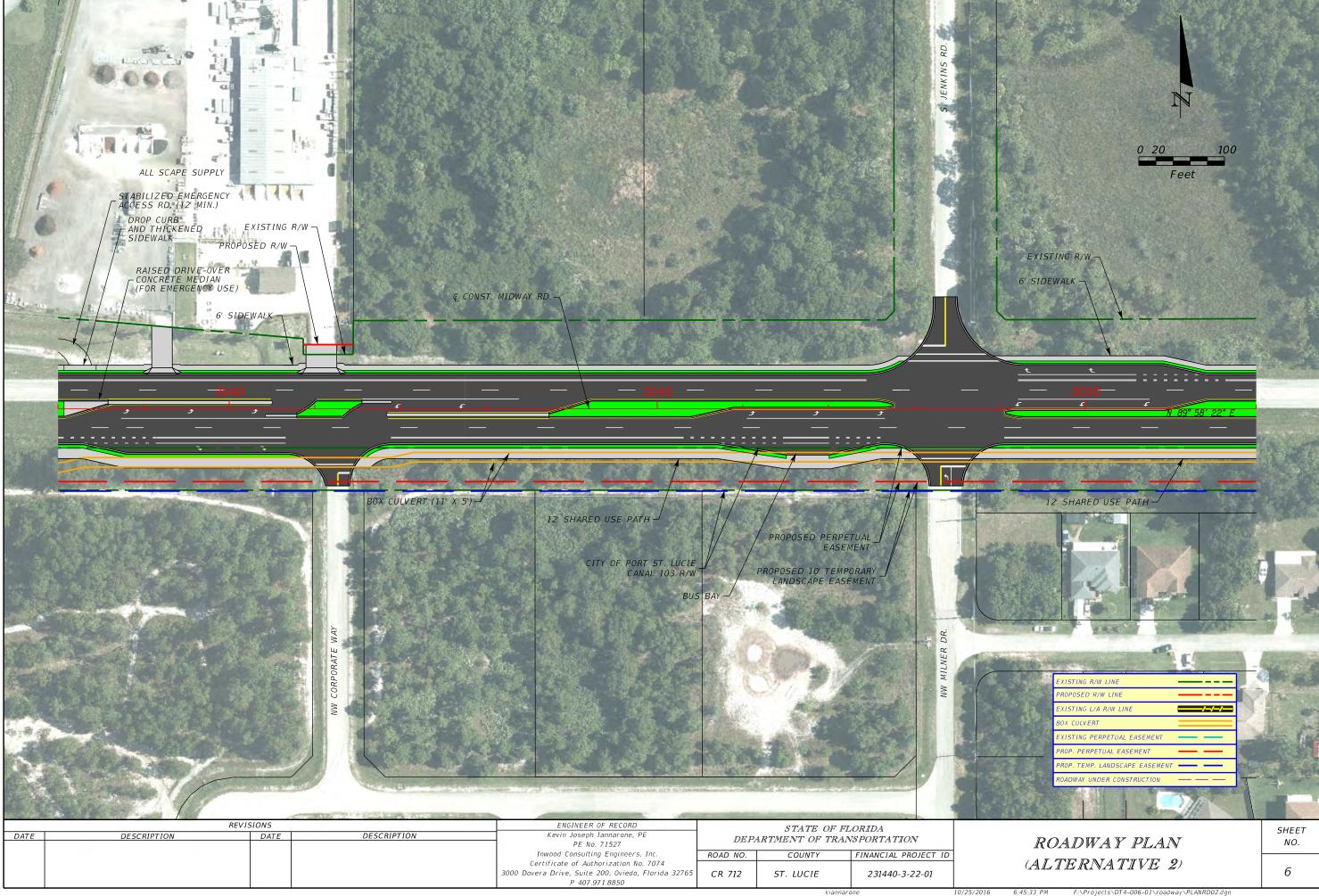
DATE	REVISIONS ST. LUCIE COUNTY CONCURRENCE DESCRIPTION				STATE OF F			SHEET
DATE	DESCRIPTION		Certificate Of Authorization No. 696 Kenneth W. Jackson, P.E.	ROAD NO.	ARTMENT OF TRAI	SPORTATION FINANCIAL PROJECT ID	MIDWAY ROAD	NO.
		Michael V. Powley, PE Date St. Lucie County Engineer	P.E. License No. 50602 1920 Wekiva Way, Suite 200 West Palm Beach, Florida 33411	CR 712			TYPICAL SECTIONS	2

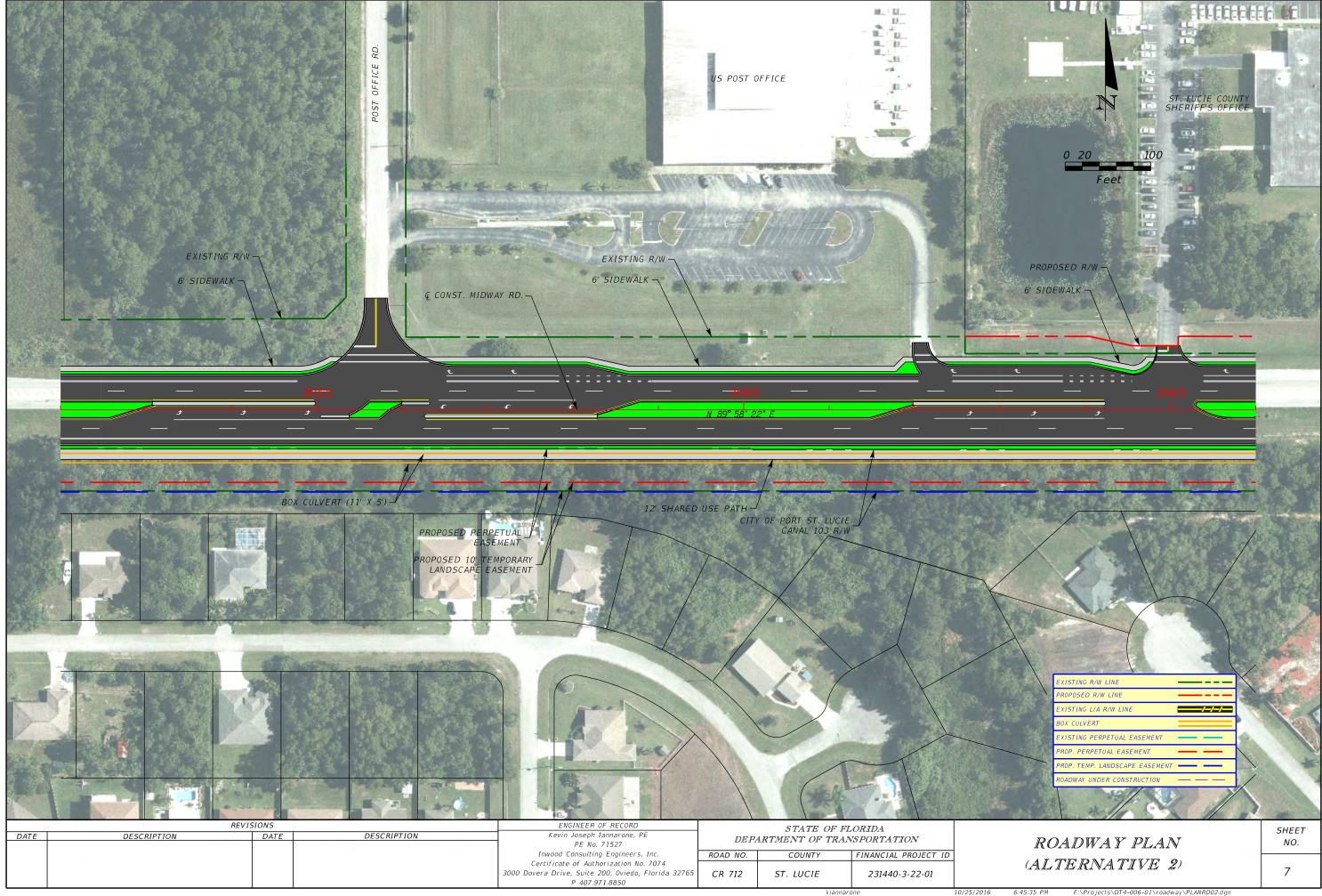
10:36:56 AM F:\Projects\DT4-006-01\roadway\TYPSRD01.dgn

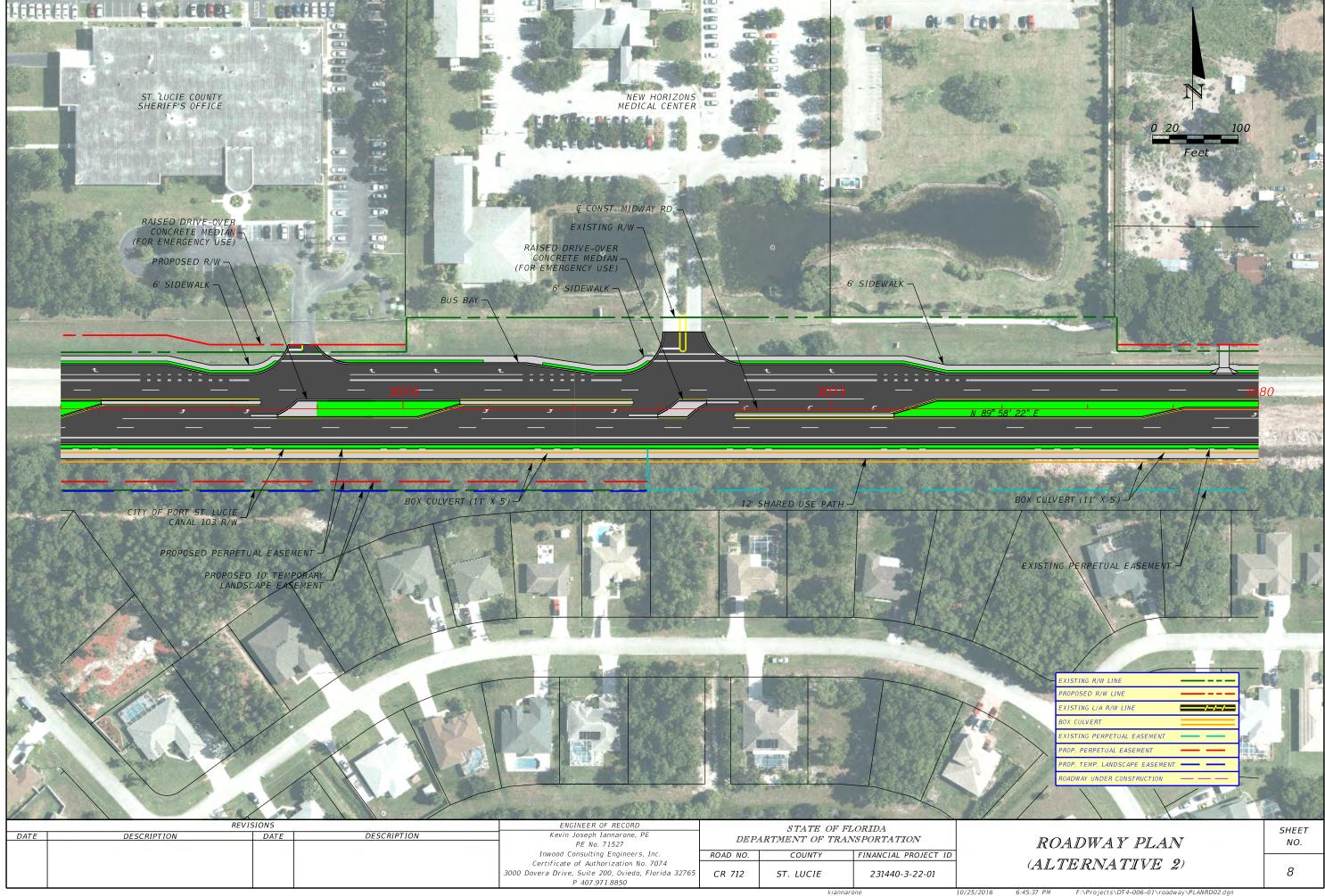


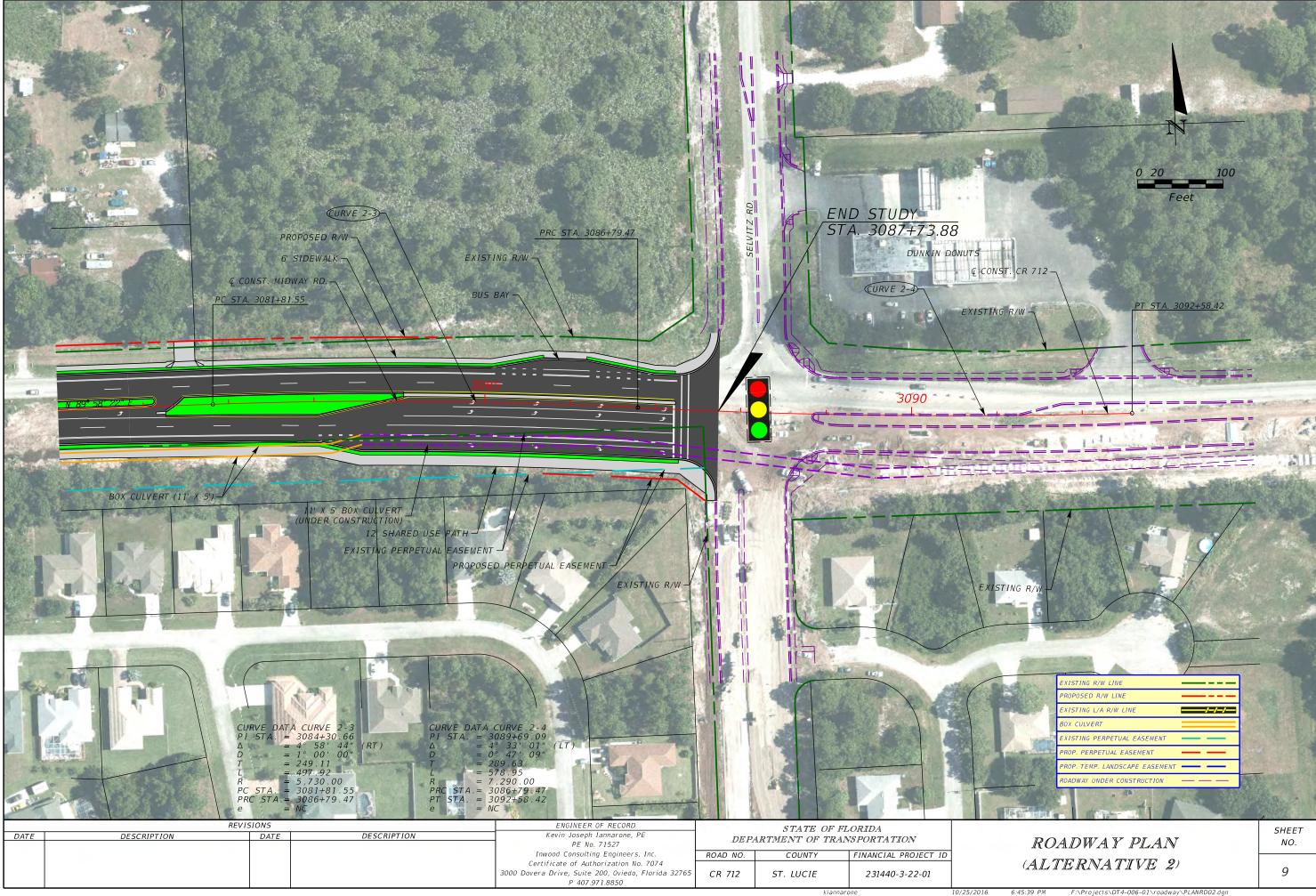














MIDWAY ROAD (CR 712) From Glades Cut Off Road to Selvitz Road Alternatives Evaluation Matrix

		Alternative 1	Alternative 2
		Canal Avoidance	Box Culvert
Evaluation Criteria	No-Build Alternative	4-Lane Urban with 7-feet Buffered Bike Lane	4-Lane Urban with 7-feet Buffered Bike Lane
Relocations			
Number of Residential Relocations	0	0	0
Number of Business Relocations	0	0	0
Number of Parcels Impacted	0	16	9
Natural, Environmental & Physical Impacts			
Threatened and Endangered Species	None	No Adverse Impacts	No Adverse Impacts
Archaeological/Historical sites	None	1	1
Potential high or medium ranked contamination sites	None	3	3
Wetland Impacts (acres)	None	0.36	0.07
Surface Water Impacts (acres)	None	1.54	3.95
Floodplains (acre-feet)	None	0	0
Potential Section 4(f) Resources	None	1	1
Noise	None	TBD	TBD
Social & neighborhood	None	Low	Low
Estimated Costs (Present Day Costs)			
Design (10% of Construction)	No Cost	\$2,361,000	\$3,070,000
Road Right-of-Way	No Cost	\$10,721,000	\$6,525,000
Wetland Mitigation ¹	No Cost	\$4,000	\$1,000
Roadway and Bridge Construction	No Cost	\$23,605,000	\$30,696,000
Reimbursable Utility/Railroad relocation	No Cost	\$680,000	\$500,000
CEI (15% of Construction)	No Cost	\$3,541,000	\$4,604,000
Total Cost	No Cost	\$40,912,000	\$45,396,000
¹ Based on \$9,999 per mitigation bank credit.			

APPENDIX B PLANNING CONSISTENCY DOCUMENTATION

Planning Requirements for Environmental Document Approvals

Document	t Information:							
Date:	7/7/2015	_		Docume	ent Type:	Type 2 CE	Document Status:	Draft
Project Na	ıme:	Midway Road/Co	unty Road 712			_	FM #: 231440-3-22-0	01
Project Lin	nits:	Glades Cut Off Ro	oad to Selvitz Road (1.6	miles)		_	ETDM #:14177	7
Are the lin	nits consistent	with the plan	s?	•		ded in the State Transportat	Organization's (TPO) 2035 Regional Long ion Improvement Program (STIP) and th nt Program (TIP).	• , ,
Identify M	IPO(s) (if applic	able):	St. Lucie Transportation	on Planning Organizati	ion (TPO)	Or	iginal PD&E FAP#: TBD	
Currently Adopted CFP-LRTP					сомм	IENTS		
Y/N	The proposed wide	ning of Midway Ro	ad is consistent with the	e St. Lucie TPO's 2035	Regional LRTP Cost Fe	asible Plan (pages 8-11 and	8-15).	
F	PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY		COMMENTS	
PE (Final D	esign)	Υ	Υ	\$2,150,000	2017	PE (Design) funding is ir 2015/16 - 2019/20 STIP	icluded in St. Lucie TPO's 2015/16 - 2019	9/20 TIP (page C 1-2) and in FDOT's
R/W	-	N	N	\$0	N/A		ds is anticipated. R/W is not currently fung is anticipated within the 2021 - 2025 t Feasible Plan.)	
Constructi	ion	N	N	\$0	N/A		ently funded in the 2015/16 - 2019/20 S 021 - 2025 timeframe, per the St. Lucie	,
Project Seg	gmented:	N						
FDOT Prep	parer's Name:				<u>-</u>	Date:	Phone #	
Preparer's	Signature:				_	Email:		

*Attach: LRTP, TIP, STIP pages

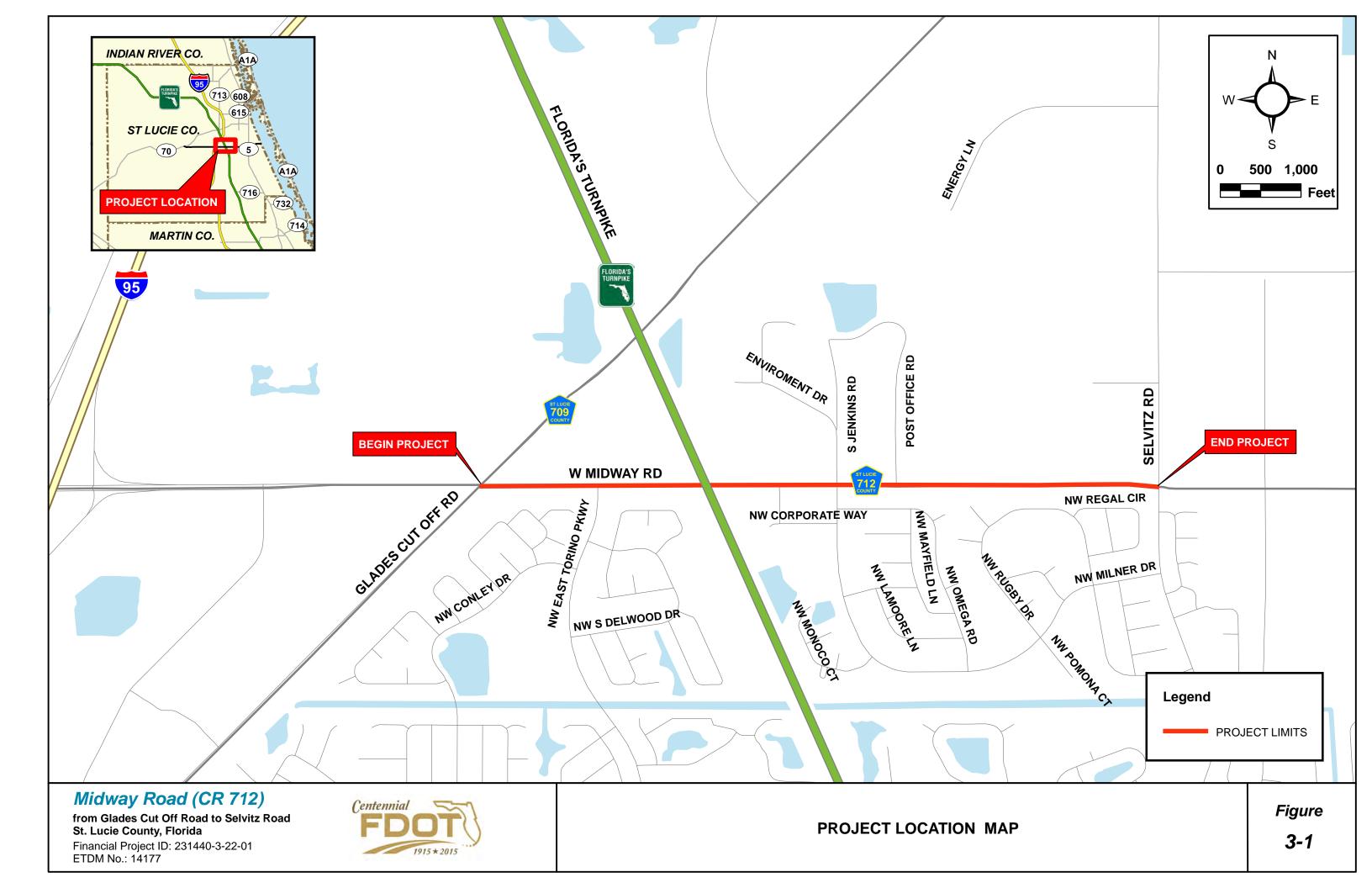


Table 8-4 [Continued]

County and Municipal Roadways								
Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded	
Citrus Hwy from New N-W "D" Rd to New E-W "E" Rd	New 4 lane road					X		
Community Blvd (West) from Parr Dr (West) to Community Blvd	New 4 lane road					X		
Crosstown Pkwy (West) from Range Line Rd to Existing Crosstown	New 4 lane road					X		
E/W 1 from Range Line Rd to Village Pkwy	New 4 lane road					X		
E/W 2 from N/S A to Village Pkwy	New 4 lane road					X		
E/W 3 (West) from Range Line Rd to Village Pkwy	New 4 lane road					X		
E/W 3 (West) from Village Pkwy to Rosser Blvd	New 4 lane road						X	
I-95 Northern Connector from Florida Turnpike to Emerson Ave	New 4 lane road					X		
Immokolee Rd from Emerson Ave to Seminole Rd	New 4 lane road					X		
Indrio Rd from Citrus Hwy to I-95	New 4 lane road					X		
Jenkins Rd from Midway Rd to Edwards Rd	New 4 lane road				X			
Jenkins Rd from Orange Ave to Angle Rd	New 4 lane road					X		
N/S A from Becker Rd (West) to Crosstown Pkwy (West)	New 4 lane road					X		
N/S B from Becker Rd (West) to E/W 1	New 4 lane road					X		
New E-W "Sebastian" Rd from Johnston Rd to Emerson Ave	New 4 lane road					X		
New E-W "Tobias" Rd from Johnston Rd to Emerson Ave	New 4 lane road					X		
Parr Dr (West) from Range Line Rd to Village Pkwy	New 4 lane road					X		
Parr Dr (West) from Village Pkwy to Rosser Blvd	New 4 lane road						X	
Tradition Pkwy Loop A from Range Line Rd to Tradition Pkwy	New 4 lane road					X		
Tradition Pkwy Loop B from Range Line Rd to Tradition Pkwy	New 4 lane road					X		
Angle Rd from Keen Rd to Orange Ave	Widen 2 lanes to 4 lanes						X	
Angle Rd from Kings Hwy to Keen Rd	Widen 2 lanes to 4 lanes						X	
California Blvd from St. Lucie West Blvd to Peacock Blvd	Widen 2 lanes to 4 lanes						X	
California Blvd from Del Rio Blvd to St. Lucie West Blvd	Widen 2 lanes to 4 lanes			X				
California Blvd from Savona Blvd to Del Rio Blvd	Widen 2 lanes to 4 lanes			Х				
Edwards Rd from Jenkins Rd to 25th St	Widen 2 lanes to 4 lanes						X	
Floresta Dr from Oakridge Dr to Thornhill Dr	Widen 2 lanes to 4 lanes						X	
Floresta Dr from Thornhill Dr to Crosstown Pkwy	Widen 2 lanes to 4 lanes						X	
Floresta Dr from Crosstown Pkwy to Prima Vista Blvd	Widen 2 lanes to 4 lanes						X	
Glades Cut-Off Rd from Reserve Blvd to Selvitz Rd	Widen 2 lanes to 4 lanes						X	
Immokolee Rd from Seminole Rd to Kings Hwy	Widen 2 lanes to 4 lanes					X		
Jenkins Rd from Edwards Rd to Orange Ave	Widen 2 lanes to 4 lanes		X					
Johnston Rd from Indrio Rd to Indian River Co Line	Widen 2 lanes to 4 lanes			Х				
Keen Rd from Angle Rd to St. Lucie Blvd	Widen 2 lanes to 4 lanes						X	
Midway Rd from Glades Cut-Off Rd to Selvitz Rd	Widen 2 lanes to 4 lanes		X					

COST FEASIBLE PLAN

Table 8-6 [Continued]

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035
Community Blvd (West) from Parr Dr (West) to Community Blvd	New 4 lane road	\$26,159,000	\$30,752,000	\$36,144,000	\$42,534,000
Crosstown Pkwy (West) from Range Line Rd to Existing Crosstown	New 4 lane road	\$33,810,000	\$39,747,000	\$46,715,000	\$54,974,000
E/W 1 from Range Line Rd to Village Pkwy	New 4 lane road	\$41,600,000	\$48,904,000	\$57,478,000	\$67,640,000
E/W 2 from N/S A to Village Pkwy	New 4 lane road	\$37,757,000	\$44,386,000	\$52,168,000	\$61,391,000
E/W 3 (West) from Range Line Rd to Village Pkwy	New 4 lane road	\$46,526,000	\$54,694,000	\$64,284,000	\$75,649,000
E/W 3 (West) from Village Pkwy to Rosser Blvd	New 4 lane road	\$18,030,000	\$21,196,000	\$24,912,000	\$29,316,000
I-95 Northern Connector from Florida Turnpike to Emerson Ave	New 4 lane road	\$22,832,000	\$26,841,000	\$31,547,000	\$37,124,000
Immokolee Rd from Emerson Ave to Seminole Rd	New 4 lane road	\$9,951,000	\$11,698,000	\$13,749,000	\$16,180,000
Indrio Rd from Citrus Hwy to I-95	New 4 lane road	\$22,816,000	\$26,822,000	\$31,524,000	\$37,098,000
Jenkins Rd from Midway Rd to Edwards Rd	New 4 lane road	\$29,428,000	\$34,594,000	\$40,660,000	\$47,848,000
Jenkins Rd from Orange Ave to Angle Rd	New 4 lane road	\$19,074,000	\$22,423,000	\$26,354,000	\$31,013,000
N/S A from Becker Rd (West) to Crosstown Pkwy (West)	New 4 lane road	\$63,281,000	\$74,391,000	\$87,434,000	\$102,892,000
N/S B from Becker Rd (West) to E/W 1	New 4 lane road	\$35,437,000	\$41,659,000	\$48,963,000	\$57,619,000
New E-W "Sebastian" Rd from Johnston Rd to Emerson Ave	New 4 lane road	\$12,815,000	\$15,066,000	\$17,707,000	\$20,837,000
New E-W "Tobias" Rd from Johnston Rd to Emerson Ave	New 4 lane road	\$12,700,000	\$14,930,000	\$17,548,000	\$20,650,000
Parr Dr (West) from Range Line Rd to Village Pkwy	New 4 lane road	\$47,534,000	\$55,880,000	\$65,677,000	\$77,289,000
Parr Dr (West) from Village Pkwy to Rosser Blvd	New 4 lane road	\$15,256,000	\$17,935,000	\$21,079,000	\$24,806,000
Tradition Pkwy Loop A from Range Line Rd to Tradition Pkwy	New 4 lane road	\$22,925,000	\$26,950,000	\$31,676,000	\$37,276,000
Tradition Pkwy Loop B from Range Line Rd to Tradition Pkwy	New 4 lane road	\$17,352,000	\$20,399,000	\$23,975,000	\$28,214,000
Angle Rd from Keen Rd to Orange Ave	Widen 2 lanes to 4 lanes	\$29,498,000	\$34,677,000	\$40,756,000	\$47,962,000
Angle Rd from Kings Hwy to Keen Rd	Widen 2 lanes to 4 lanes	\$10,935,000	\$12,854,000	\$15,108,000	\$17,779,000
California Blvd from St. Lucie West Blvd to Peacock Blvd	Widen 2 lanes to 4 lanes	\$15,733,000	\$18,495,000	\$21,738,000	\$25,581,000
California Blvd from Del Rio Blvd to St. Lucie West Blvd	Widen 2 lanes to 4 lanes	\$27,510,000	\$32,340,000	\$38,010,000	\$44,730,000
California Blvd from Savona Blvd to Del Rio Blvd	Widen 2 lanes to 4 lanes	\$22,270,000	\$26,180,000	\$30,770,000	\$36,210,000
Edwards Rd from Jenkins Rd to 25th St	Widen 2 lanes to 4 lanes	\$22,600,000	\$26,568,000	\$31,226,000	\$36,746,000
Floresta Dr from Oakridge Dr to Thornhill Dr	Widen 2 lanes to 4 lanes	\$24,282,000	\$28,545,000	\$33,550,000	\$39,481,000
Floresta Dr from Thornhill Dr to Crosstown Pkwy	Widen 2 lanes to 4 lanes	\$12,408,000	\$14,586,000	\$17,143,000	\$20,174,000
Floresta Dr from Crosstown Pkwy to Prima Vista Blvd	Widen 2 lanes to 4 lanes	\$18,678,000	\$21,958,000	\$25,807,000	\$30,370,000
Glades Cut-Off Rd from Reserve Blvd to Selvitz Rd	Widen 2 lanes to 4 lanes	\$82,693,000	\$97,212,000	\$114,256,000	\$134,456,000
Immokolee Rd from Seminole Rd to Kings Hwy	Widen 2 lanes to 4 lanes	\$5,785,000	\$6,800,000	\$7,992,000	\$9,405,000
Jenkins Rd from Edwards Rd to Orange Ave	Widen 2 lanes to 4 lanes	\$29,974,000	\$35,236,000	\$41,414,000	\$48,736,000
Johnston Rd from Indrio Rd to Indian River Co Line *	Widen 2 lanes to 4 lanes	\$17,584,000	\$20,671,000	\$24,296,000	\$28,591,000
Keen Rd from Angle Rd to St. Lucie Blvd	Widen 2 lanes to 4 lanes	\$10,816,000	\$12,715,000	\$14,944,000	\$17,586,000
Midway Rd from Glades Cut-Off Rd to Selvitz Rd	Widen 2 lanes to 4 lanes	\$16,150,000	\$18,985,000	\$22,314,000	\$26,259,000
Oleander Ave from Midway Rd to Sunrise Blvd	Widen 2 lanes to 4 lanes	\$53,482,000	\$62,872,000	\$73,895,000	\$86,959,000
Port St. Lucie Blvd from Paar Dr to Darwin Blvd	Widen 2 lanes to 4 lanes	\$22,182,000	\$26,077,000	\$30,649,000	\$36,067,000
Port St. Lucie Blvd from Darwin Blvd to Gatlin Blvd	Widen 4 lanes to 6 lanes	\$7,103,000	\$8,351,000	\$9,815,000	\$11,550,000
Savona Blvd from Gatlin Blvd to California Blvd *	Widen 2 lanes to 4 lanes	\$15,904,000	\$18,717,000	\$22,022,000	\$25,950,000

NOTE: Needs Projects costs are identified for each five year interval to illustrate the escalation of project costs over time. The shaded boxes represent which projects are included in the Cost Feasible Plan and in which five year interval they will occur.

COST FEASIBLE PLAN

2314403 **MIDWAY ROAD / CR-712 Non-SIS**



Project Description: W. MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD

Work Summary: PD&E/EMO STUDY **GLADES CUT OFF ROAD** From:

> To: SELVITZ ROAD

Lead Agency: Managed by FDOT Length: 1.592 MI

Total	2019/20	2018/19	2017/18	2016/17	2015/16	Fund Source	Phase
2,150,000	0	0	0	2,150,000	0	LFP	PE
2,150,000	0	0	0	2,150,000	0	•	Total

Prior Year Cost: 1,650,000

Future Year Cost:

Total Project Cost:

3,800,000

LRTP: Page 4-7

A.2 Project Index and TIP/RLRTP Cross Reference

PROJECT	PROJECT LIMITS	PROJECT LIMITS	PROJECT	PROJECT	TIP MAP	TIP	RLTP
NAME	FROM	то	ТҮРЕ	NUMBER	PAGE	PAGE	PAGE
CAMEO BOULEVARD	PORT ST LUCIE BLVD	CROSSTOWN PKWY	SIDEWALK SAFETY	4331951	A-4	C 1-2	7-4
CROSSTOWN PARKWAY	MANTH LANE	SR-5/US-1	RIGHT OF WAY ACTIVITY	4108444	A-4	C 1-3	8-19
DEL RIO BOULEVARD	PORT ST. LUCIE BLVD	CALIFORNIA BLVD	SIDEWALK	4317291	A-4	C 1-4	7-4
INDRIO ROAD / SR-614	SR-9/I-95	E OF SR-670/EMERSON AVE	ADD LANES/RECONSTRUCT	2303384	A-3	C 1-5	8-19
KING'S HIGHWAY / SR-713	FR 800' S OF SR-70	N OF PICOS ROAD	ADD LANES/RECONSTRUCT	2302566	A-3	C 1-6	8-19
KING'S HIGHWAY / SR-713	N OF PICOS RD	N OF I-95 OVERPASS	ADD LANES/RECONSTRUCT	2302567	A-3	C 1-7	8-19
KING'S HIGHWAY / SR-713	N OF PICOS RD	N OF I-95 OVERPASS	LANDSCAPING	2302568	A-3	C 1-8	8-19
KING'S HIGHWAY / SR-713	INDRIO AT KINGS HWY	INDRIO AT KINGS HWY	ROW FOR TURN LANES	4241431	A-3	C 1-9	8-19
KINGS HIGHWAY / SR-713	INDRIO AT KINGS HWY	INDRIO AT KINGS HWY	CONSTRUCT TURN LANES	4241432	A-3	C 1-10	8-19
Mc CARTY ROAD BRIDGE 940031	OVER N. TEN MILE CREEK	OVER N. TEN MILE CREEK	BRIDGE REPLACEMENT	4343601	A-3	C 8-2	7-4
MIDWAY ROAD / CR-712	S. 25TH ST/SR-615	SR-5/US-1	ADD LANES/RECONSTRUCT	2314402	A-3	C 1-11	*
MIDWAY ROAD / CR-712	GLADES CUT OFF ROAD	SELVITZ ROAD	PD&E/EMO	2314403	A-3	C 1-12	*
N. CAUSEWAY BRIDGE 940045	US 1	2,000' E of E bridge terminus	CONSTRUCT/RECONSTRUCT	4299362	A-3	C 8-3	7-4
OKEECHOBEE ROAD / SR-70	900' W OF JENKINS RD	2700' E OF JENKINS RD	ADD LANES	4289841	A-3	C 1-13	*
PORT ST LUCIE BOULEVARD	PAAR DR	DARWIN BLVD	ADD LANES	4317522	A-4	C 1-14	8-19
PORT ST LUCIE BOULEVARD	GATLIN BLVD AT TULIP	GATLIN BLVD AT TULIP BLVD	CONSTRUCT TURN LANE	4351351	A-4	C 1-15	7-4
SEAWAY DRIVE BRIDGE 940094	WEST END OF BRIDGE	EAST END OF BRIDGE	CONSTRUCT/RECONSTRUCT	4268401	A-3	C 8-4	7-4
SELVITZ ROAD	BAYSHORE BLVD	NORTH MACEDO BLVD	SIDEWALK	4352631	A-4	C 1-16	8-19
I-95 AT ST LUCIE WEST BLVD	I-95 INTERCHANGE	I-95 INTERCHANGE	ADD LANES	4353371	A-4	C 1-17	8-19
US HIGHWAY 1	MIDWAY ROAD	EDWARDS ROAD	SIDEWALK	4287281	A-3	C 1-18	7-4
25 STREET / SR-615	ST. LUCIE BLVD/CR-608	US-1/SR-5	ADD LANES	4323261	A-3	C 1-19	8-19
AVIATION PROJECTS	TREASURE COAST INTERNATIONAL AIRPORT	TREASURE COAST INTERNATIONAL AIRPORT.	VARIES PROJECT TYPES	See Section C-2	A-3	C 2-1	8-19
TRANSIT PROJECTS	ST. LUCIE TPO AREA	ST. LUCIE TPO AREA	VARIES PROJECT TYPES	See Section C-5	A-3/A-4	C 5-1	8-19
TURNPIKE PROJECTS	MIDWAY RD TPK OVERPAS	MIDWAY RD TPK OVERPAS	OVERPASS PAINTING	4354101	A-3	C 9-1	8-19
ST. LUCIE COUNTY ATMS	SAVANA CLUB BLVD	TURNPIKE FEEDER ROAD	ARTERIAL TRAFFIC MGMT	4352451	A-3/A-4	C 1-21	7-4
US-1 @ SR-70/VIRGINIA AVENUE	US-1 @ VIRGINIA AVE	US-1 @ VIRGINIA AVE	CONSTRUCT TURN LANE	4368681	A-3	C 1-20	8-19
I-95 BRIDGE DECK REPLACEMENT	OVER GLADES CUT-OFF	& OVER TEN MILE CREEK	REPLACE BRIDGE DECKS	4366171	A-4	C 1-22	8-19
I-95 BRIDGE DECK REPLACEMENT	OVER GATLIN BLVD	& OVER MIDWAY ROAD	REPLACE BRIDGE DECKS	4366461	A-4	C 1-23	8-19
TULIP BOULEVARD	COLLEGE PARK ROAD	CHERRY HILL ROAD	SIDEWALK SAFETY	4368591	A-4	C 1-24	7-4
FISHERMAN'S WARF ROADWAY	EAST END OF ROADWAY	WEST END OF ROADWAY	SEAPORT CAPACITY PROJECT	4365831	A-3	C 4-1	8-19

Note: An * In the RLTP Page column indicates that the project was included in the 2030 St. Lucie/Martin Regional Long Range Transportation Plan (RLRTP) Cost Feasible Plan and is now funded for construction and outside of the 2035 RLRTP planning period. The projects included in this table are illustrated on maps in Section A.3

2014/15 List of Priority Projects (LOPP)

(adopted September 3, 2014)

Master List

2014/15	Major	Encility	Project	Limits	Project	Project	In RLRTP ¹ Cost	Fatimated Coat ²	2013/14	
Priority Ranking	Gateway Corridor? ³	Facility	From	То	Description	Status/Notes	Feasible Plan?	Estimated Cost ²	Priority Ranking	
1	Yes (1)	Indrio Road (SR-614)	I-95	Emerson Avenue (SR-607)	Add 2 lanes	PE ⁴ and ROW ⁵ acquisition in process	Yes	\$19,300,000	2	
2	Yes (2)	Port St. Lucie Boulevard	Paar Drive	Darwin Boulevard	Add 2 lanes	PE in process	Yes	\$22,200,000	3	
3	Yes (3)	Midway Road	Glades Cut Off Road	Selvitz Road	Add 2 lanes	PD&E ⁶ in process	Yes	\$19,000,000	5	
4	N/A ⁷	I-95/Gatlin Boulevard Jobs Express Terminal	Gatlin Boulevard near I-95		Express bus terminal and park-and-ride lot with 348 spaces	Subject of Ladders of Opportunity grant application	Yes	\$2,305,000 ⁸	6	
5	N/A	U.S. Highway 1 Intersection	At Virginia Avenue		Construct SB right-turn lane		Yes	\$1,200,000 ⁹	7	
6	N/A	St. Lucie TPO Advanced Transportation Management System	U.S. High Turnpike Feeder Road Okeechobee R	Savanna Club Boulevard	Fiber optic infrastructure, cameras, poles, and data collection devices		Yes	\$3,700,000 ⁹	8	
		(ATMŠ) Phase Í	Kings Highway	U.S. Highway 1	to connect 56 intersections					
7	Yes (2)	Port St. Lucie Boulevard	Becker Road	Paar Drive	Add 2 lanes		Yes	\$18,000,000	NR ¹⁰	

¹RLRTP: 2035 St. Lucie/Martin Regional Long Range Transportation Plan, February 2011

²Source of Estimated Cost: RLRTP, unless otherwise noted

³Landscape funding eligibility/priority (in parenthesis) for capacity projects based on applicable prioritization criteria from RLRTP Table 4-5 and 2012 FDOT Policy

⁴PE: Preliminary Engineering

⁵ROW: Right-of-Way

⁶PD&E: Project Development & Environment Study

⁷N/A: Not Applicable

⁸Source of Estimated Cost: Ladders of Opportunity grant application

⁹Source of Estimated Cost: Florida Department of Transportation District 4

¹⁰ NR: Not Ranked

TRANSPORTATION PROJECTS		Est. Carry	NEW	Budget		PLA			FY15 to FY19
Moley Mid (Serbit Md - 25th 52) 22,012,048	PROJECT/DESCRIPTION	Forward	FY15	FY15	FY16	FY17	FY18	FY19	Total
	TRANSPORTATION PROJECTS								
Microsophic Confesses Cutoff Severing RIPORES & Design									
Sales & Se-Note (Prod Dev & Kriw Study) Project To De Determined (2) 20511	, ,		_		-	2,400,000	1,150,000	1,150,000	26,712,948
Inclinate Spirit (Find Wall Mart to Edwards) Projects To Be Determined 2,186,707 Pr			_		500,000				3,494,672 656,558
Projects To Be Determined	•								1,253,783
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Projects

Federal Aid Management Office James Jobe - Manager

STIP Report

Selection Criteria					
Current STIP	Detail Report				
County/MPO Area:(Select a County)	Financial Project:231440 3				
Related Items Shown	•				

			HIGHWAYS						
Item Numb	er: 231440 2	Project Desc	ription: W. MID	WAY RD/CR-7	712 FROM S. :	25TH STREET	T/SR-61	5 TO SR-5/US-1	
District: 04	·								
		WIDEN 2 LANES TO 4 LANES/10MPO PRIORITY# 1 REPLACE EXISTING B RIDGE,ADA RAMPS AT 3 SIGNALIZED INTERSEC							
Extra		NDSCAPING,LIGHTING,BRICK PAVERS, DRAINAGE,4' BIKE LANE O N ROADWAY/PD&E BY							
Description		JNTY FOR PHASE 4B \$ 246,723=LFF PH 4B (SEE IC) R/W FUNDED/SAFETEA-LU EARMARK							
	HPP 610 (FOR C2 DESC SEE SC)								
		Fiscal Year							
Dhasa / Bar	sponsible Agency	<2016	2016			2019	>2019	All Years	
	CTION / MANAGED BY FDOT	~2016	2016	2017	2010	2019	2019	All fears	
	CM - CONGESTION MITIGATION -								
Code:			1,926,623					1,926,623	
	SA - STP, ANY AREA		29,533,951					29,533,951	
	SU - STP, URBAN AREAS > 200K		854,210					854,210	
	Phase: CONSTRUCTION Totals		32.314.784					32.314.784	
	That of the first folding		02,014,104	1				02,014,704	
ENVIRONM	IENTAL / MANAGED BY FDOT								
	ACSA - ADVANCE								
Code:	CONSTRUCTION (SA)	66,622						66,622	
	EB - EQUITY BONUS	153,764						153,764	
	SA - STP, ANY AREA	35,279						35,279	
	Phase: ENVIRONMENTAL Totals	255,665						255,665	
PRELIMINA	ARY ENGINEERING / MANAGED BY	FDOT							
	ACSA - ADVANCE								
	CONSTRUCTION (SA)	571,774	14,550					586,324	
1	DDR - DISTRICT DEDICATED								
	REVENUE	258,998						258,998	
	EB - EQUITY BONUS	1,248,758	-,	8				1,251,951	
	HPP - HIGH PRIORITY PROJECTS	1,439,840						1,439,840	
	SA - STP, ANY AREA	192,390						192,567	
Phase: P	RELIMINARY ENGINEERING Totals	3,711,760	17,920					3,729,680	
	WAY / MANAGED BY FDOT	1	1						
	ACSU - ADVANCE	4 040 000	540.440					0.005.500	
	CONSTRUCTION (SU)	1,846,080	· ·)				2,365,526	
	EB - EQUITY BONUS	30,467						30,467	
	LF - LOCAL FUNDS	246,620			1 100 700			246,722	
	SA - STP, ANY AREA	4,913,661			1,488,768	0.405.550		13,009,303	
	SU - STP, URBAN AREAS > 200K	5,352,888			3,764,027	2,165,552		15,606,865	
	Phase: RIGHT OF WAY Totals	12,389,716	9,182,852	2,267,968	5,252,795	2,165,552		31,258,883	
DAIL BOAD	& UTILITIES / MANAGED BY FDOT	<u> </u>							
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Fund		I				I	I	I
Code:								
	Item: 231440 2 Totals	16,357,141	41,615,556	2,267,968	5,252,795	2,165,552	:	67,659,012
Item Number: 23	<mark>Proj</mark>	ect Description	n: W. MIDWAY	RD/CR-712 FF	ROM GLADES	CUT OFF RO	DAD TO	SELVITZ ROAD
District: 04	County: ST. LUCIE	Typ	e of Work: PD8	<mark>E/EMO STUD</mark>	<mark>'Y</mark>	(1	Project I	Length: 1.592MI
Extra	2014 TPO #3 LFA WITH ST. L	UCIE COUNTY	FOR PD&E AN	ID DESIGN C	(#09828620 F	REC'D FR ST.	LUCIE	CO. BCC FOR
Description:	1.65M ON 10/7/14							
		Fiscal Year						
Phase / Respons	sible Agency	<2016	<mark>2016</mark>	<mark>2017</mark>	2018	2019	>2019	All Years
PD&E/MANA	GED BY FDOT							
	- LOCAL FUNDS FOR							
	TICIPATING	1,431,852	218,148					<mark>1,650,000</mark>
	NGINEERING / MANAGED BY	FDOT						
	- LOCAL FUNDS FOR							
Code: PAR	TICIPATING			2,150,000				2,150,000
	Item: 231440 3 Totals	, - ,						3,800,000
	Project Totals	' ' ' 	· · ·				_	71,459,012
	HIGHWAYS Totals	,,						71,459,012
	Grand Total	17,788,993	41,833,704	4,417,968	5,252,795	2,165,552		71,459,012

This site is maintained by the Federal Aid Management Office, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:

(James Jobe: james.jobe@dot.state.fl.us or call 850-414-4448)

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APPENDIX C MEETING MINUTES AND SUMMARIES



Midway Road/CR 712 from Glades Cut Off Road to Selvitz Road FPID No.: 231440-3-22-01

EDTM No.: 14177

Elected and Appointed Officials/Agencies and Public Kick-off Meetings
Havert L. Fenn Center
2000 Virginia Avenue, Fort Pierce, Florida 34982
Tuesday, August 18

1.0 Introduction

This document summarizes the activities associated with the Elected and Appointed Officials/Agencies and Public Kick-off Meetings for the Midway Road/CR 712 Project Development and Environment (PD&E) Study from Glades Cut Off Road to Selvitz Road in St. Lucie County.

Kick-off Meeting Summary

The Florida Department of Transportation (FDOT) hosted an Elected and Appointed Officials/Agencies Kick-off Meeting for the Midway Road PD&E Project, from Glades Cut Off Road to Selvitz Road in St. Lucie County on Tuesday, August 18, 2015 from 3 p.m. to 4:30 p.m. at the Havert L. Fenn Center located at 2000 Virginia Avenue, Fort Pierce, Florida 34982. The meeting was intended to introduce elected and appointed officials and agencies to the project and to provide an opportunity to discuss the social, environmental, and economic effects of the potential improvements. Vanita Saini introduced the consultant project staff members and provided a brief project introduction. Alex Hull, Consultant Project Manager with Inwood, provided a short presentation about the project. Attendees, FDOT staff and consultant staff members reviewed proposed alternatives for the project and had an open discussion, providing project information, feedback and concerns.

The FDOT hosted the Public Kick-off Meeting on the same day and at the same location. The Public Kick-off Meeting for the Midway Road PD&E Project took place on Tuesday, August 18, 2015 from 5:30 p.m. to 7:30 p.m. at the Havert L. Fenn Center located at 2000 Virginia Avenue, Fort Pierce, Florida 34982. The purpose of the Public Kick-off Meeting was to provide the public with an opportunity to learn about the project, become familiar with the study process and provide initial feedback. The meeting started with an informal, open house format. A short presentation took place at 6 p.m. and provided attendees with an overview of the potential improvements and anticipated issues. The presentation was followed by a question and answer session. Attendees then had the opportunity to talk with representatives from the FDOT, consultant project team, St. Lucie County and the City of Port St. Lucie.

The purpose of the study is to evaluate the need to provide additional capacity to meet existing and future needs; to allow opportunities for pedestrians, bicyclists, and transit facilities; to improve freight movement; and to enhance emergency evacuation.

Project Team Attendees:

Representatives from the FDOT and the project team were available during both meetings to answer questions and respond to the public's comments and concerns. The project team representatives who attended the meeting included:

- Florida Department of Transportation Vanita Saini, Gaspar Padron, Shandra Davis, Rax Jung
- Inwood Alex Hull, David Dangel, Kevin lannarone,
- Kimley Horn Ken Jackson, Lynn Kiefer, Brady Walker
- Quest Corporation of America, Inc. (QCA) Beth Zsoka, Sharlene Lairscey, Jessica Francois, Yasir Mercado
- St. Lucie County John Frank, Craig Hauschild

Meeting Attendance

Over 60 people attended the kick-off meetings on August 18. A list of some of the attendees included below. The sign in sheets are included in the Appendix E section of this report.

Elected and Appointed Officials/Agencies in attendance included:

- Frank Knott, City of Port St. Lucie
- Murriah Dekle, St. Lucie County
- Peter Buchwald, St. Lucie TPO
- Hugo Carter, South Florida Water Management District
- Marianne Arbore, Council of Aging in St. Lucie
- June Dunn, Council of Aging in St. Lucie
- Mark Satterlee, St. Lucie County
- John Frank, St. Lucie County
- Kevin Dietrich, St. Lucie Sheriff
- Craig Hauschild, St. Lucie County
- Bob Adolphe, St. Lucie County
- Catherine Chaney, St. Lucie County Fire District
- Kori Benton, City of Fort Pierce

Other key stakeholders in attendance included:

- Packers of Indian River
- Church of Jesus Christ
- Marine Industries

The following Media attended and covered the public meeting:

Keona Gardner, TCPalm

2.0 Public Notification

Well over 1,500 meeting invitations were sent to residents, business owners, government officials and other interested parties in and around the project corridor. E-mails were sent to elected and appointed officials from the District Secretary and Project Manager. The invitation list included representatives from St. Lucie County, City of Port St. Lucie and the City of Fort Pierce. The project newsletter with the meeting information was hand delivered to businesses along the corridor. Copies of the elected officials, agency

and stakeholder invitations are included in Appendix A. Meeting information was also displayed on a VMS board on Midway Road for an entire week prior to the kick-off meetings.

3.0 Media Notification

The Public Kick-off Meeting was advertised in English in advance with a display advertisement in the St. Lucie News Tribune on Sunday, August 9, 2015. The St. Lucie News Tribune is part of the Treasure Coast Newspaper which has a print circulation of 93,811 daily and 109,289 on Sundays. A meeting announcement was also placed through the Florida Administrative Register (FAR).

A press release was submitted by the Florida Department of Transportation to all local media, prior to the meeting. A copy of the advertisements and press release can be found in Appendix B.

4.0 Website / Online Notification

The following websites had information regarding the Midway Road Kick-off Meetings. Information on the meeting was also posted on Florida Department of Transportation and the St. Lucie TPO social media sites.

Websites	Website Link	Section
Midway Road PD&E Project Website	www.MidwayRd.com	Public Notices
FDOT Website	www.dot.state.fl.us/	Meetings
Havert L. Fenn Center	www.stlucieco.gov	Fenn Center Events
St. Lucie TPO	www.stlucietpo.org	Home Page and Calendar of Events Page
City of Port St. Lucie	www.cityofpsl.com	Home Page, Social Media and to E-mail Distribution List

5.0 Public Meetings

The meetings were conducted in informal open house format. At the Elected and Appointed Officials/Agencies Kick-off Meeting attendees were welcome to come at any time between 3 p.m. and 4:30 p.m. Officials and agency representatives began arriving around 3 p.m. for the meeting. A presentation began around 3:20 p.m. Following the presentation, participants were asked to sit at the tables in the room to review and have initial discussions regarding the draft alternatives.

At the Public Kick-off Meeting participants were welcome to come at any time between 5:30 p.m. and 7:30 p.m. Members of the media and the public started arriving as early as 5 p.m. for the meeting. Several participants from the Elected/Appointed and Agency Meeting stayed to attend the Public Kick-off Meeting. The presentation began around 6:00 p.m.

Two of the same display boards were set up around the room. Meeting attendees were greeted by staff and asked to sign in prior to being directed to the displays and additional members of the project team to answer questions. Tables and chairs were provided in the middle of the room to allow participants to sit down and fill out comment forms. The comment forms also were created to easily fold and be mailed

back to the FDOT Project Manager at the District Four FDOT Office. Several members of the FDOT and project team assisted attendees by answering questions about the project and concerns. A presentation was provided to give attendees an overview of the project. Attendees had the opportunity to provide feedback and ask questions following the presentations.

Parking and Signage

Substantial parking was available to accommodate all meeting attendees, including the disabled. Signs were placed at the intersection in advance of the venue off of Virginia Avenue and leading to the meeting. The meeting information was also displayed on the Havert L. Fenn Center Display Board for the venue. As attendees entered the building, additional signs including electronic and arrow signs were used to point participants to the meeting room. Staff was readily available to assist participants from the front door to the meeting room.

Display Boards

Display Boards were available at the public meeting for public review and comments. The following boards were displayed at the public meeting:

- Welcome Board
- Title VI Boards in English and Spanish
- Midway Road Project Location Board

Copies of the boards can be found in the Appendix C.

Meeting Handouts

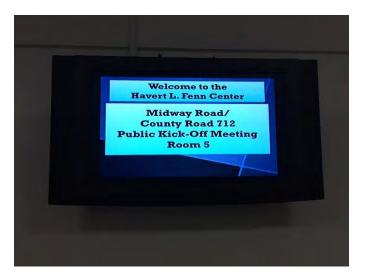
A Midway Road PD&E Project Newsletter and comment form were distributed to attendees at the sign in table. Participants had the opportunity to ask questions and voice concerns regarding the project directly with project team members. The comment forms were provided for those wishing to give written statements and leave them in comment boxes available at the meeting location. Participants were also given the option to take the comment forms with them and mail them to Vanita Saini, P.E., FDOT Project Manager. The submittal address was provided on the back of the comment cards. Residents were also informed that they could register to receive project updates and submit comments / feedback through the project website, www.MidwayRd.com.

Public Comments

12 comments were left in the boxes at the public meeting. Additional comments and requests may be submitted through the website, e-mail and by mail directly to Vanita Saini. The comments as well as the responses to the comments can be found in the Appendix F and G of this document.

End of Meeting Summary

This meeting summary was prepared by Beth Zsoka, Public Involvement Coordinator, Quest Corporation of America, Inc. For additional questions or comments, you can reach Beth at 772-834-1298 or Beth.Zsoka@QCAusa.com.

















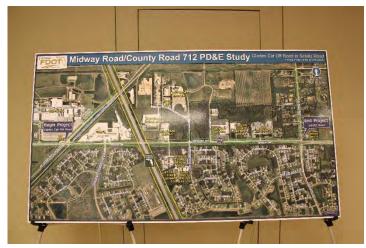




















Midway Road/CR 712 from Glades Cut Off Road to Selvitz Road

Elected and Appointed Officials/Agencies & Public Kick-off Meeting

August 18, 2015

Appendix

- A. Elected Official, Agency & Public Notification
- **B.** Press Release/Media Notification
- C. Display Boards
- D. Meeting handouts
- E. Sign in Sheets
- F. Public Comments and Responses
- **G.** Meeting Presentation
- **H.** Meeting Notes

Appendix A

Elected Official, Agency & Public Notification



Florida Department of Transportation

RICK SCOTT GOVERNOR

3400 West Commercial Blvd. Fort Lauderdale, FL 33309 JIM BOXOLD SECRETARY

July 28, 2015

RE: Project Development and Environment Study Kick-off Meetings

Midway Road/County Road 712 Glades Cut Off Road to Selvitz Road St. Lucie County, Florida

Financial Project ID No.: 231440-3-22-01

ETDM No.: 14177

Dear Elected Official:

On behalf of the Florida Department of Transportation (FDOT), District Four, you and your staff are invited to an Elected and Appointed Officials/Agencies Kick-off Meeting to learn about the Project Development and Environment (PD&E) Study for Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida. The purpose of the study is to evaluate the need to provide additional capacity to meet existing and future needs; to allow opportunities for pedestrians, bicyclists, and transit facilities; to improve freight movement; and to enhance emergency evacuation.

The meeting is scheduled for Tuesday, August 18 from 3 p.m. to 4:30 p.m. at the Havert L. Fenn Center located at 2000 Virginia Avenue, Fort Pierce, Florida 34982. This meeting is intended to introduce you to the project and to provide an opportunity to discuss the social, environmental, and economic effects of the potential improvements. FDOT and consultant staff members will be available at the meeting to discuss the project and answer questions.

A Public Kick-off Meeting is scheduled on the same day and at the same location from 5:30 p.m. to 7:30 p.m. This meeting will begin as an informal, open-house format. A short presentation will be made at 6 p.m., which will provide an overview of the potential improvements and anticipated issues. The presentation will be followed by a question and answer session. The purpose of this meeting is to provide an opportunity for the public to learn about the project, become familiar with the study process and provide initial feedback. The information presented will be the same at both meetings.

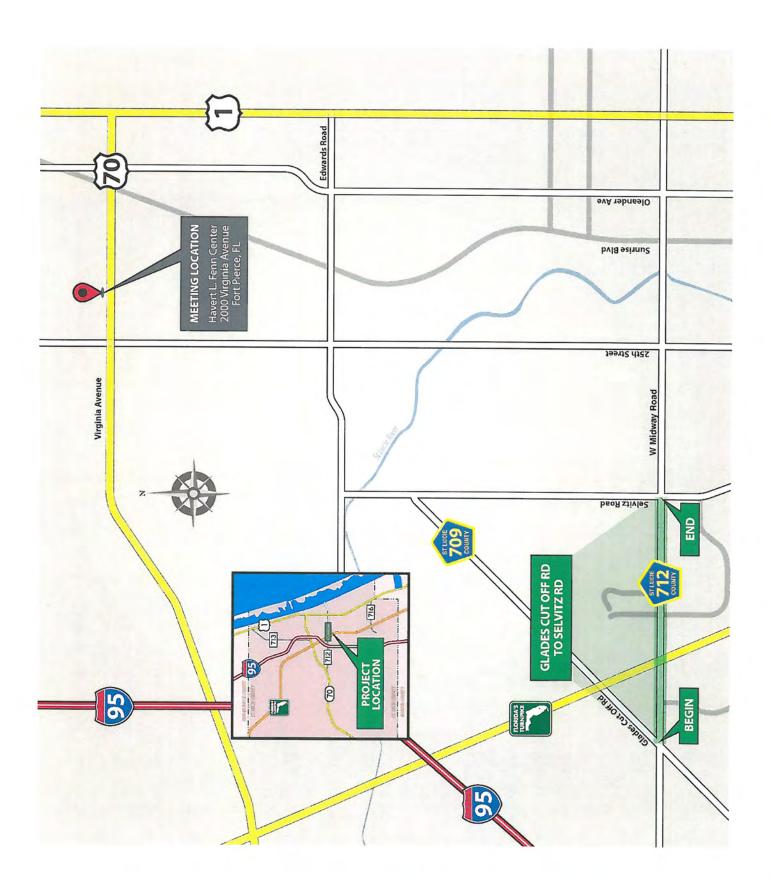
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or require translation services, free of charge, should contact Vanita Saini, P.E., FDOT Project Manager, by phone at 954-777-4468 or toll free at 1-866-336-8435 ext. 4468 or by email at vanita.saini@dot.state.fl.us at least seven days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service: 1-800-955-8771 (TDD) or 1-800-955-8770 (voice).

If you have questions or would like to have more information about this project, please contact Ms. Saini at the phone number or email address listed above or contact Alex Hull, P.E., Consultant Project Manager, by phone at 407-971-8850 or by email at ahull@inwoodinc.com. You may also visit the project website at www.MidwayRd.com. A project location map is attached for your convenience.

Sincerely,

Gerry O'Rellly, P.E.

District Four Secretary





Florida Department of Transportation

RICK SCOTT GOVERNOR 3400 West Commercial Blvd. Fort Lauderdale, FL 33309 JIM BOXOLD SECRETARY

July 24, 2015

RE:

Project Development and Environment Study Kick-off Meetings

Midway Road/County Road 712 Glades Cut Off Road to Selvitz Road St. Lucie County, Florida

Financial Project ID No.: 231440-3-22-01

ETDM No.: 14177

Dear Government Partner:

On behalf of the Florida Department of Transportation (FDOT), District Four, you and your staff are invited to an Elected and Appointed Officials/Agencies Kick-off Meeting to learn about the Project Development and Environment (PD&E) Study for Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida. The purpose of the study is to evaluate the need to provide additional capacity to meet existing and future needs; to allow opportunities for pedestrians, bicyclists, and transit facilities; to improve freight movement; and to enhance emergency evacuation.

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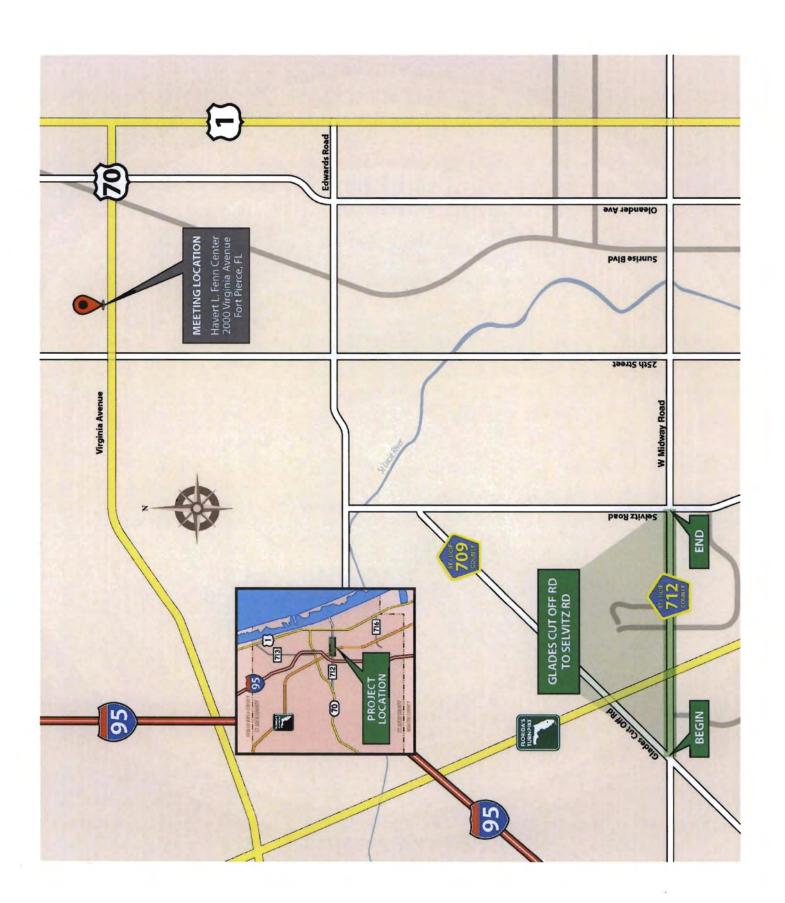
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Sincerely,

Vanita Saini, P.E. FDOT Project Manager

Attachment





Florida Department of Transportation

RICK SCOTT GOVERNOR 3400 West Commercial Blvd. Fort Lauderdale, FL 33309 JIM BOXOLD SECRETARY

July 24, 2015

RE:

Project Development and Environment Study Kick-off Meetings

Midway Road/County Road 712 Glades Cut Off Road to Selvitz Road St. Lucie County, Florida

Financial Project ID No.: 231440-3-22-01

ETDM No.: 14177

Dear Property Owner:

On behalf of the Florida Department of Transportation (FDOT), District Four, you are invited to a Public Kick-off Meeting to learn about the Project Development and Environment (PD&E) Study for Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida. The purpose of the study is to evaluate the need to provide additional capacity to meet existing and future needs; to allow opportunities for pedestrians, bicyclists, and transit facilities; to improve freight movement; and to enhance emergency evacuation.

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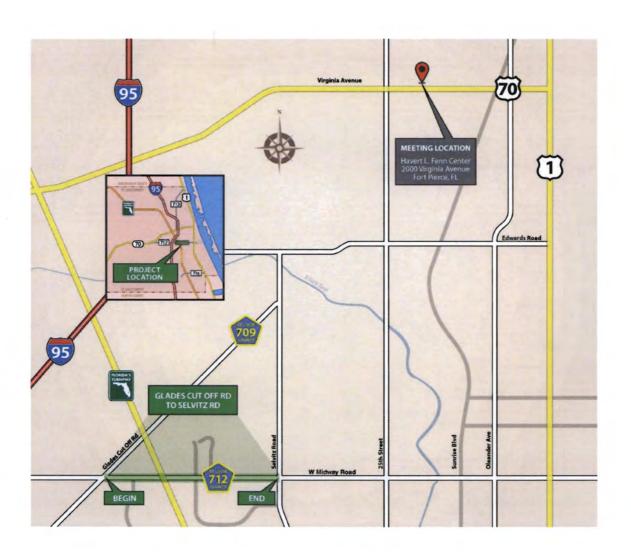
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If you have questions or would like to have more information about this project, please contact Ms. Saini at the phone number or email address listed above or contact Alex Hull, P.E., Consultant Project Manager, by phone at 407-971-8850 or by email at ahull@inwoodinc.com. You may also visit the project website at www.MidwayRd.com. A project location map is attached for your convenience.

Sincerely,

Vanita Saini, P.E. FDOT Project Manager

Enclosure



Florida Department of Transportation District Four

MIDWAY ROAD/CR 712

From Glades Cut Off Road to Selvitz Road FPID No.: 231440-3-22-01 and EDTM No.: 14177 PROJECT DEVELOMENT AND ENVIRONMENT STUDY

Newsletter No. 1 Page 1 July 2015

Introduction:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for Midway Road/County Road (CR) 712 from Glades Road to Selvitz Road in St. Lucie County (see map below). The purpose of the study is to evaluate the need to provide additional capacity to meet existing and future needs; to allow opportunities for pedestrians, bicyclists, and transit facilities; to improve freight movement; and to enhance emergency evacuation.

Why Do We Need this Study?

The Port St. Lucie/Fort Pierce area has been identified by the US Census as one of the fastest growing metropolitan areas in Florida. This rapid population growth has resulted in a significant increase in surface transportation. Based on recent traffic data from St. Lucie County, Midway Road/County Road 712 between Glades Road and Selvitz Road does not adequately handle the existing traffic demand. In addition, the County anticipates continued growth and significant new development within and around the project limits. Without capacity improvements, the traffic operations along this corridor will continue to deteriorate.





Florida Department of Transportation District Four

MIDWAY ROAD/CR 712

From Glades Cut Off Road to Selvitz Road FPID No.: 231440-3-22-01 and EDTM No.: 14177 PROJECT DEVELOMENT AND ENVIRONMENT STUDY

Newsletter No. 1 Page 2 July 2015

How Can You Get Involved?

There is no need to wait until a public meeting to provide your input. Public comments and questions are welcomed at any time throughout the study. Please see our contact information in the column to the right. We are available for small group meetings with your neighborhood or special interest group.

Public Kick-off Meeting:

A Public Kick-off Meeting is scheduled to provide an opportunity for you to learn about the project, become familiar with the study process, and provide initial feedback. This meeting will begin as an informal, open-house format. A short presentation will be made at 6 p.m., which will provide an overview of the potential improvements and anticipated issues. The presentation will be followed by a question and answer session. FDOT staff and consultant staff members will be available at the meeting to discuss the project and answer questions.

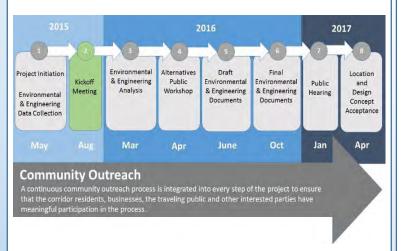
Date: Tuesday, August 18, 2015 Time: 5:30 p.m. to 7:30 p.m.

Presentation: 6 p.m.

Location: Havert L. Fenn Center
Address 2000 Virginia Avenue
Fort Pierce, Florida 34982

An Elected and Appointed Officials/Agencies Kick-off Meeting is scheduled on the same day and at the same location from 3 p.m. to 4:30 p.m. The information presented will be the same at both meetings.

Project Schedule:



Contact Information:

For more information about the project or to schedule a group meeting, please contact one of us:

Vanita Saini, P.E.
Project Manager, FDOT- District Four
3400 W. Commercial Boulevard
Fort Lauderdale, Florida 33309
Phone: (954) 777-4468
vanita.saini@dot.state.fl.us

Alex Hull, P.E.
Consultant Project Manager
Inwood Consulting Engineers, Inc.
3000 Dovera Drive, #200,
Oviedo, Florida 32765
Phone: (407) 971-8850
ahull@inwoodinc.com

Beth Zsoka
Public Involvement Coordinator
Quest Corporation of America
Phone: (772) 834-1298
beth.zsoka@qcausa.com

Public Notice:

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or require translation services, free of charge, should contact Vanita Saini, P.E., FDOT Project Manager by phone at 954-777-4468 or toll free at 1-888-336-8435 ext. 4468 or by email at vanita.saini@dot.state.fl.us at least seven days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service: 1-800-955-8771 (TDD) or 1-800-955-8770 (voice).

Study Website:

Please visit the study website at www.MidwayRd.com. It will be updated on a regular basis to provide the latest study information. You can also request to be added to the email list.

VMS Board Notification for the Public Kick-off Meeting

Board was displayed on the south side of the roadway, traveling eastbound, west of Glades Cut Off Road Starting on Tuesday, August 11 to Tuesday, August 18.





Appendix B

Press Release/Media Notification

Beth Zsoka

Attachments:

From: McGinness, Charles <Chuck.McGinness@dot.state.fl.us>

Sent: Tuesday, August 11, 2015 3:03 PM

To: McGinness, Charles

Subject: News Release - Public Kick-off Meeting Scheduled for Midway Road Project Development

and Environment Study midway road map.jpg



August 11, 2015

Barbara Kelleher, 954-777-4091 Barbara.Kelleher@dot.state.fl.us

Public Kick-off Meeting Scheduled for Midway Road Project Development and Environment Study

FORT PIERCE – The Florida Department of Transportation (FDOT) will hold a Public Kick-off Meeting for the Midway Road Project Development and Environment (PD&E) Study on Tuesday, August 18, 2015 from 5:30 p.m. to 7:30 p.m. at the Havert L. Fenn Center, located at 2000 Virginia Avenue, Fort Pierce, Florida 34982. This meeting will be held in an informal, open house format with a short presentation at 6 p.m., which will provide an overview of the potential improvements and anticipated issues. The presentation will be followed by a question and answer session. FDOT staff and consultant staff members will be available to discuss the project and answer questions.

The study will evaluate the need to provide additional capacity to meet existing and future needs; to allow opportunities for pedestrians, bicyclists, and transit facilities; to improve freight movement; and to enhance emergency evacuation.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Vanita Saini, P.E., FDOT Project Manager, by phone at 954-777-4468 or by email at vanita.saini@dot.state.fl.us at least seven days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service: 1-800-955-8771 (TDD) or 1-800-955-8770 (voice).

For additional information about the project, visit our website at www.MidwayRd.com. A project location map is attached for your convenience.

Chuck McGinness

Public Information Specialist FDOT District Four (954) 777-4302



Celebrating 100 Years of Innovation, Mobility and Economic Development

Please note: Florida has a very broad public records law. Most written communications to or from state officials regarding state business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.



Public Kick-Off Meeting

Midway Road/County Road 712

Project Development and Environment Study from Glades Cut Off Road to Selvitz Road in St. Lucie County

Financial Project Identification Number: 231440-3-22-01

ETDM No.: 14177

Tuesday, August 18, 2015

5:30 p.m. – 7:30 p.m.

Presentation at 6 p.m.

Havert L. Fenn Center

2000 Virginia Avenue, Fort Pierce, FL 34982



The purpose of this meeting is to present the project to the general public, gather local knowledge, and request comments on the potential improvements. Attendees will have an opportunity to discuss the study, ask questions, and provide comments on the proposed improvements. FDOT representatives will be available to answer questions.

The purpose of this study is to evaluate the need to provide additional capacity to meet existing and future needs; to allow opportunities for pedestrians, bicyclists, and transit facilities; to improve freight movement; and to enhance emergency evacuation.

For additional information about the project, visit our website at www.MidwayRd.com



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Vanita Saini, P.E., FDOT District Four Project Manager, at (954) 777-4468 or email vanita.saini@dot.state.fl.us at least seven days prior to the meeting.

Notice of Meeting/Workshop Hearing

OTHER AGENCIES AND ORGANIZATIONS

Quest Corporation of America, Inc.

The Florida Department of Transportation (FDOT), District Four, announces a public meeting to which all persons are invited.

DATE AND TIME: Tuesday, August 18, 2015, from 5:30 p.m. to 7:30 p.m., with a presentation at 6 p.m.

PLACE: Havert L. Fenn Center, 2000 Virginia Avenue, Fort Pierce, Florida 34982.

GENERAL SUBJECT MATTER TO BE CONSIDERED:

Financial Management No.: 231440-3-22-01 and ETDM No.: 14177

Project Description: Midway Road/County Road (CR) 712 Project Development and Environment (PD&E) Study, from Glades Cut Off Road to Selvitz Road, in St. Lucie County.

The purpose of the study is to evaluate the need to provide additional capacity to meet existing and future needs; to allow opportunities for pedestrians, bicyclists, and transit facilities; to improve freight movement; and to enhance emergency evacuation. The purpose of this meeting is to provide an opportunity for the public to learn about the study, become familiar with the study process, and provide initial feedback. The meeting will start at 5:30 p.m. with a formal presentation starting at 6 p.m. Attendees will have an opportunity to discuss the study, ask questions, and provide comments on the potential improvements. FDOT staff and consultant staff members will be available to discuss the project and answer questions. An Elected and Appointed Officials/Agencies Kick-off Meeting will take place prior to the public meeting from 3 p.m. to 4:30 p.m. at the same location. The meeting is intended to introduce the project to officials and agencies and to provide an opportunity to discuss social, environmental, and economic effects of the potential improvements. The information presented will be the same at both meetings.

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

A copy of the agenda may be obtained by contacting: Vanita Saini, P.E., FDOT Project Manager, at (954) 777-4468 or by email at vanita.saini@dot.state.fl.us.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Vanita Saini, P.E., FDOT Project Manager, at (954) 777-4468 or by email at vanita.saini@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Vanita Saini, P.E., FDOT Project Manager, at (954) 777-4468 or by email at vanita.saini@dot.state.fl.us. Additional information is available on the project website at www.MidwayRd.com.

Appendix C

Display Boards



Financial Project ID No: 231440-3-22-01

Welcome Public Meeting

Midway Road/County Road (CR) 712 PD&E Project

From Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida www.MidwayRd.com



FDOT Project Manager

Vanita Saini, P.E.
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309
954-777-4468
Vanita.Saini@dot.state.fl.us

Public Information Director

Barbara Kelleher 3400 West Commercial Boulevard Fort Lauderdale, FL 33309 954-777-4091 Barbara.Kelleher@dot.state.fl.us



Title VI

The Florida Department of Transportation is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964.

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

Persons wishing to express their concerns about Title VI may do so by contacting either:

District Four

Florida Department of Transportation

District Four Title VI Coordinator

Adrienne C. Brown

3400 West Commercial Boulevard

Fort Lauderdale, Florida 33309-3421

(954) 777-4190 or

Toll free at (866) 336-8435, ext. 4190

Adrienne.Brown@dot.state.fl.us

Tallahassee Office
Florida Department of Transportation
Statewide Title VI Coordinator
Jacqueline Paramore
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, Florida 32399-0450
(850) 414-4753
Jacqueline.paramore@dot.state.fl.us



Título VI

El Departamento de Transporte de la Florida está obligado a cumplir con diversas leyes y regulaciones de no discriminación, incluyendo el Título VI del Acto de Derechos Civiles de 1964.

La participación pública es solicitada sin distinción de raza, color, origen nacional, edad, sexo, religión, discapacidad o estado familiar.

Las personas que deseen expresar sus preocupaciones sobre el Título VI, pueden hacerlo poniéndose en contacto con cualquiera de estos contactos:

Distrito Cuatro

Departamento de Transporte de la Florida

Coordinadora de Distrito Cuatro de Título VI

Adrienne C. Brown

3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
(954) 777-4190 o al número gratuito
(866) 336-8435, ext. 4190
adrienne.brown@dot.state.fl.us

Oficina de Tallahassee

Departamento de Transporte de la Florida

Coordinador Estatal de Título VI

Jacqueline Paramore

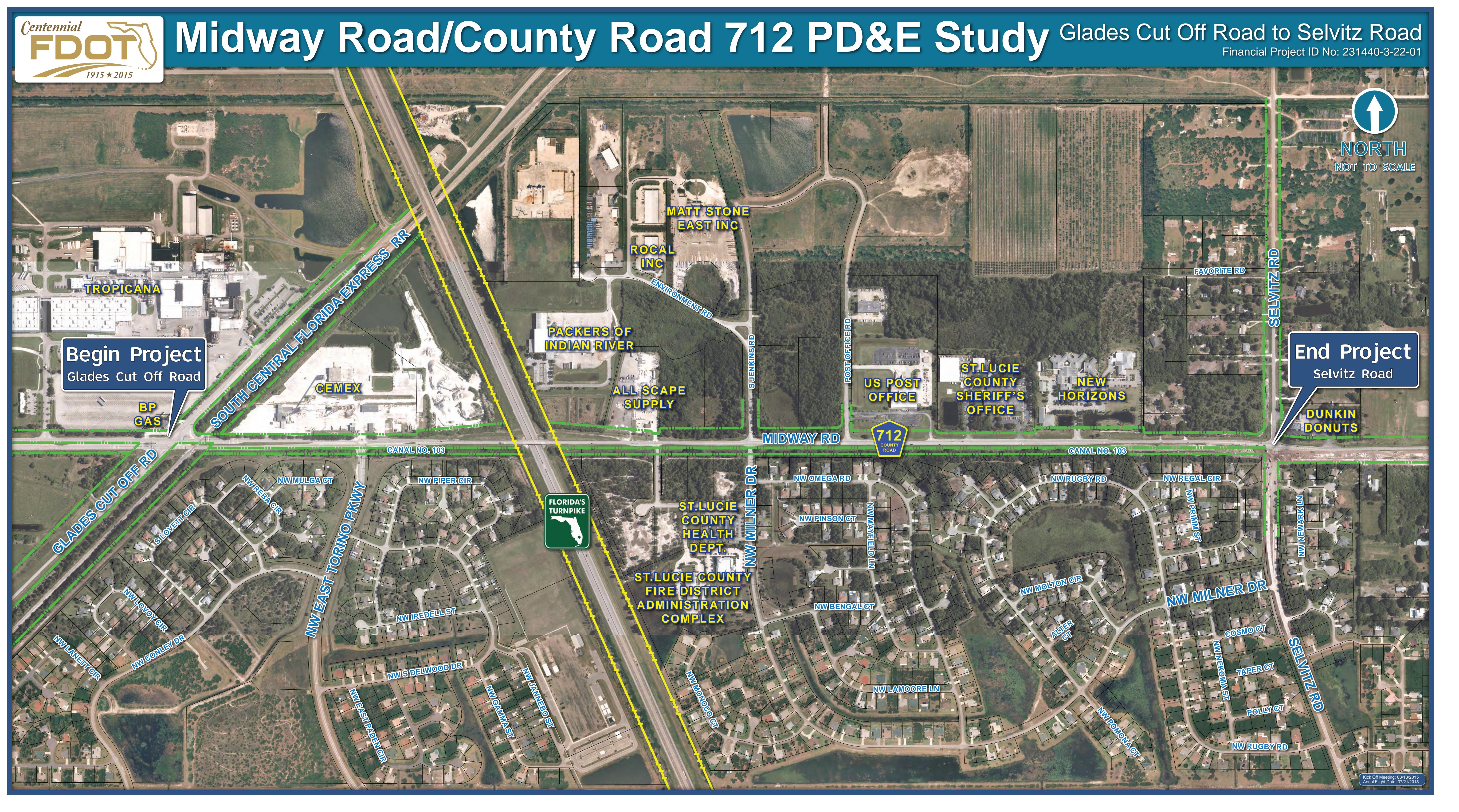
Oficina de Igualdad de Oportunidades

605 Suwannee Street, MS 65

Tallahassee, Florida 32399-0450

(850) 414-4753

 ${\it Jacqueline.paramore@dot.state.fl. us}$



Appendix D

Meeting handouts

Florida Department of Transportation District Four

MIDWAY ROAD/CR 712

From Glades Cut Off Road to Selvitz Road FPID No.: 231440-3-22-01 and EDTM No.: 14177 PROJECT DEVELOMENT AND ENVIRONMENT STUDY

Newsletter No. 1 Page 1 July 2015

Introduction:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for Midway Road/County Road (CR) 712 from Glades Road to Selvitz Road in St. Lucie County (see map below). The purpose of the study is to evaluate the need to provide additional capacity to meet existing and future needs; to allow opportunities for pedestrians, bicyclists, and transit facilities; to improve freight movement; and to enhance emergency evacuation.

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Florida Department of Transportation District Four

MIDWAY ROAD/CR 712

From Glades Cut Off Road to Selvitz Road FPID No.: 231440-3-22-01 and EDTM No.: 14177 PROJECT DEVELOMENT AND ENVIRONMENT STUDY

Newsletter No. 1 Page 2 July 2015

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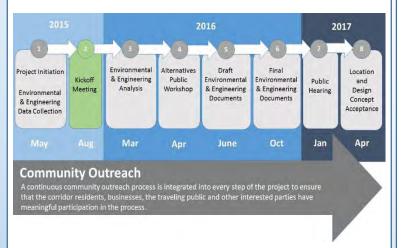
Date: Tuesday, August 18, 2015 Time: 5:30 p.m. to 7:30 p.m.

Presentation: 6 p.m.

Location: Havert L. Fenn Center
Address 2000 Virginia Avenue
Fort Pierce, Florida 34982

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Project Schedule:



Contact Information:

For more information about the project or to schedule a group meeting, please contact one of us:

Vanita Saini, P.E.
Project Manager, FDOT- District Four
3400 W. Commercial Boulevard
Fort Lauderdale, Florida 33309
Phone: (954) 777-4468
vanita.saini@dot.state.fl.us

Alex Hull, P.E.
Consultant Project Manager
Inwood Consulting Engineers, Inc.
3000 Dovera Drive, #200,
Oviedo, Florida 32765
Phone: (407) 971-8850
ahull@inwoodinc.com

Beth Zsoka
Public Involvement Coordinator
Quest Corporation of America
Phone: (772) 834-1298
beth.zsoka@qcausa.com

Public Notice:

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Study Website:

Please visit the study website at www.MidwayRd.com. It will be updated on a regular basis to provide the latest study information. You can also request to be added to the email list.



COMMENT FORM

Public Kick-off Meeting

Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida Financial Project Identification Number: 231440-3-22-01 ETDM Number: 14177

Havert L. Fenn Center, 2000 Virginia Avenue, Fort Pierce, Florida 34982

Tuesday, August 18, 2015 from 5:30 p.m. to 7:30 p.m.

lease provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments at the "comment box" provided at the meeting, or send to Vanita Saini, P.E., FDOT Project Manager, at the address on the bottom. lease forward all comments by August 28, 2015.							
Name							
Address	Mail to: Vanita Saini, P.E.						
City, State, Zip	FDOT Project Manager Florida Department of Transporta	ation					
Phone Number	3400 West Commercial Bouleva Fort Lauderdale, Florida 3330	ard					
Email	·						

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Place Stamp Here

Ms. Vanita Saini, P.E. FDOT Project Manager Florida Department of Transportation 3400 West Commercial Boulevard Fort Lauderdale, Florida 33309

Fold Here First

Appendix E

Sign in Sheets



Centennial

STAFF SIGN IN

ELECTED AND APPOINTED OFFICIALS/AGENGIES KICK-OFF MEETING
Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida

Financial Project Identification Number: 231440-3-22-01

ETDM Number: 14177

Havert L. Fenn Center, 2000 Virginia Avenue, Fort Pierce, Florida 34982

Tuesday, August 18, 2015

Name	ument is subject to public record laws and may be re Address	City/State/Zip	Phone #	Email Address	Organization
DAVID DANGEL	3000 DOVERA DRIVE	E, STEZOO OVIEDO, FL32	265 407-971-8850	ddangel @invoodinc.com	INWOOD
Sevin Fanagrore	300 Overa Drive		1 407-971-8870	Kinneral Chwarding ion	Inwest.
Beth Zsoka	,		772-834-1298	Beth. 250Ka@QQAUSa. com	QCA
ressica tramu	5 8 3853 MMMgalek	31rd Tampante	813-399-74	Jessia. Francis@qu	musa, cim
harrone Lairsco		31vdizy Tampair	81313991714	Swamene. Laursceyaa	CAUSA. COM
AlexHull			407 971887	amel@inwoodings	on Inwood
Yasir Mercado			(305)986-73	24 Yasir. Mercado @ QCA	m QCA
Brady Walker	600 N Rine Island Road	Ft. Landerdale, FL	954-535-5100	brady.walker@kinley-horn.com	Kimley-Horn
John Fran (1	2300 Virgina		> 72 -462 70	frato @ \$1 vue coo	m sle
Vanita Saini	3900 Comm	1 1 0 1	ll 954-77249	167 Vanide-Saine ald-	Suntiffus PDO
Ken Jackson			FL 33407 561-840-08	Ken jackson & kinley-home	a Kinky Hon



STAFF SIGN IN

ELECTED AND APPOINTED OFFICIALS/AGENGIES KICK-OFF MEETING

Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida

Financial Project Identification Number: 231440 3-22-01

Financial Project Identification Number: 231440-3-22-01

ETDM Number: 14177

Havert L. Fenn Center, 2000 Virginia Avenue, Fort Pierce, Florida 34982

Tuesday, August 18, 2015

Name	Address	City/State/Zip	Phone #	Email Address	Organization
Strom DIA DAVIS	Campke MPS (3 Blog SSIC	Ocoee, FL	45/266-2878	onaa dan sodot stak H	e Ett
Stranout DAVIS	FDOT-D4	FT. LAWS	9)677-7896	Oranda danis codot stak H	us FOOT
C.J. PADRON	FOOT-D4	FI CAVD	954777 4320	Gespar, padron adot, sto	DeAvs FOOT
			4		

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ELECTED AND APPOINTED OFFICIALS/AGENGIES KICK-OFF MEETING

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Havert L. Fenn Center, 2000 Virginia Avenue, Fort Pierce, Florida 34982

Tuesday, August 18, 2015

Name	Address	City/State/Zip	Phone #	Email Address	Organization
FRANK KNOTP	121 SW PSLIBLUD	PSL	772 344 475	10 FLOOTERCITYOFPSL, CO	" CITYOFPSL
MURRIAH DEKLE	437 7 H STREET	F.P.	772-462-17	777 DEKLEM @ STU	UCSECO, ORG
Peter Buckwald				buckwald@stlucieco.org	St. Lucie TPO
Hugo Carta	3701 Gun Club Rd	Weit Palm Becch	863-462-526 ext 3621	1	STWUD
MARIANNE Abore	1565 Orange Ave	FP	777-345-8728	marhore@coas/icom	COASL
June Dunn	1505 orange Ave	FP	772 345-8229	Idunna coasticon	COASL
MARK SAFFORESE	2300 Mirgina the FP	It live Co.	772-462	Satterleen esthereco.co.	SL County
			A 1		





PUBLIC KICK-OFF MEETING

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Havert L. Fenn Center, 2000 Virginia Avenue, Fort Pierce, Florida 34982

Tuesday, August 18, 2015

Name	Address	City/State/Zip	Phone #	Email Address	Organization
RIOMARA PANODE	95T 5512 Short ST	FtPierce	9710185	- RTPANCOASTQ YAR	oo,com
KEVIN DIETA	erest 4100 W. Midw	My Rd Ft. PIERCE	E 370-2679	DetrickeStla	CIESHERIFF. Com
GARFIELD GRAN	of SZILIKW MIGA CT. Pt.	Stlace Pt. 84 Lucie	3496 954 868523	GANGG196Z EYAH	laco con
Jeon Yozel	5201 NWMilm	eror. PSL/FI 34	49837723436	060 Kozelje bell	south-ret
MIKE METZITI	9770 Marion Ro	Ft Present 3	3/145 772-214940	merrittimikelyhotmu	ail.com ZAM LLC
CRAIG HADSENZED	2300 VIRGANIA AVENUE	FP.	(772) 462-1712	HAUSCHILD CO STLUCTECO, OF	zh SLC
JOSEPH PLORIO	759 SW ARUBA B	BAY PSL.	722-236-903	g Lord Polis	M
Host Murphy	411 North USHZ	F.P.	772-971-742	HOYTTReHOYTCA	nuxphycoby
MR&MR. JEAN	VING 6473NWREGAA	cirel P.S.L.	777-237-746	NIVARS 13/WAX	G- 11. A
Reter allen	2 5082 NW RUSS	1 1 1	172.240.	3421	alleno,
Keona Garlie	1000 - 150		772-221	Keona-gardner C. Topalm. com	. TCPalm



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PUBLIC KICK-OFF MEETING

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Tuesday, August 18, 2015

Name	Address	City/State/Zip	Phone #	Email Address	Organization
BoB ADOLPHE	ST Locie Co	FI. PIERCE	772- 462-1453	adolphehostzucitco, orc.	st Lucie G,
Robyn Connor	5220 NW Bengal St.	PSL FL34983	772-	man 2+wo 9801600160m	
George Mac Arthur	5063 Melissa Lane 77. P.	34946	772	1 George Mac Arthur QGM	Citizen
CATHERINE CHANGY	SUCED MILLDER	PSC 34983	772 621-3400		
NOTMAN PAUS	5441 NW MILNERDR	FSL 34983	772-359-0342	NOXAD TOC AO LCOM	
Mr & Mo Robert Snyle	5273 m Milm Pr	PSL 34983	775 621778	snyder. T. W@ ATT. nel	
Pathie & Rusty Durham	III W. 1st St	FP34982	772-971-1460	pdurham Cirsc. edu	homeowner
Cary Exper	4306 wmdway kd	34981	772-216-7901		
Rocco BENYOLA	4173 SWIRARDIN ST.	34953	771-349-1151	rocco bonyola@att. net	
Carol Moler	5217 NW Iredell St	34986	772-344-0105	cjmoler@bellsouth.net	homeowner
John Moler	i i	٤,	1 (t c	¢ · v



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PUBLIC KICK-OFF MEETING

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Tuesday, August 18, 2015

Name	Address	City/State/Zip	Phone #	Email Address	Organization
Matthew Friam	4703 Selvitz Row	F1, Rea Fl 3498)	579-5764	Mpg. Freed Egmailson	
Lynn Kiefer	- Kimley-Horn			15 lynn. Kiefar Olimley	-horn-com
Kori Berton	City of Ft. Pierce			Kbenton @ city-ft pierce.	
JEFF POWE	n SIYS NW RUCKY DA	R. PSL. 3498)	(172)201-580	Power 2 work e a olcon	-
					1 11



MEDIA SIGN IN

PUBLIC KICK-OFF MEETING

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Tuesday, August 18, 2015

Name	Address	City/State/Zip	Phone #	Email Address	Organization
Keona Cardiner	1939 S.E. Federal HW	Sman	4209	Keongo bardnergo Topannicon	TCPalmi



SIGN IN

PUBLIC KICK-OFF MEETING

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Tuesday, August 18, 2015

Name	Address	City/State/Zip	Phone #	Email Address	Organization
Michelle Le Francois	6327 NW Lykes Lr	J PSL F13498	37728796	009 Frenchy m Heholm	nail com. Rosa





PUBLIC KICK-OFF MEETING

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Tuesday, August 18, 2015

Name	Address	City/State/Zip	Phone #	Email Address	Organization
RAYMOND HARRS	2230 815t ct VERO BERRY	3]966	M2220-17911		Church of, JESUS Christ
Cynthia Cooper	4362 W. Midway Rd.	#1. Pierce F1. 34981	772-201-2067		
Kurt Garber	220 E. Robinson St.	Orl 32801	407-694-5/00		
Gabrielle Pettiford	6723 NW manie Ct	PSL, FL 34983	772-607-143	5 gdpe++1 ford@ho+mail	yan
Marty Laven	2732 Survise Blud.	FT. Pierre		5 marty lavere outh lake	
JERRY BICKGORD	5373 NW RUGBY DR	PSL, FL 34983			
Joyce ROGOLINO	6396 CITRUSAL	Ot PIERCE 3492	772-332-6690	jrogolino egmilia	CHURCH OF MESUS CHRIS
PAT ROGOLINO	10396 CITRUS AV	^		patrogdino e gmail. com	(OHI) WIH SE
Adjuenne Calien	6467. Regal CIP.			S adousalie, Ryahoo, C allen 172@hotmail.co	
Haydian Allen	5082 No highy Ir	PSL FL34	772 475 600g	allen 172@hotmail.co	n
MITTE CARAVAGIA	5701 Environment Dr			75 MGARAVAGISE	PACKERS UF FROM RIVE
		,		PACKERS CITEUS, LO	~

Appendix F

Public Comments and Responses



Public Kick-off Meeting

Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida Financial Project Identification Number: 231440-3-22-01 ETDM Number: 14177

Havert L. Fenn Center, 2000 Virginia Avenue, Fort Pierce, Florida 34982

Tuesday, August 18, 2015 from 5:30 p.m. to 7:30 p.m.

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "comment box" provided at the meeting, or send to Vanita Saini, P.E., FDOT Project Manager, at the address on the bottom. Please forward all comments by August 28, 2015.

I own the property 4362 and 4	
Road. My concern is when we o	
east on midway Road will we h	de given a let
hand turn into my property.	
both have large trailers 37 foot	
respectively and to make a 11 to	em a Midway
and Selvitz is not feasible	
lame Gary Cooper, Cindy Cooper	_
ddress 4362 W. Midway Rd.	Mail to: Vanita Saini, P.E.
ity, State, Zip Ft. Pierce, Fl. 34981	FDOT Project Manager Florida Department of Transportation
hone Number 772 - 216 - 7901	3400 West Commercial Boulevard Fort Lauderdale, Florida 33309
racecarshop 0427 egmail. com	
racecarshop 0427 egmail.com	



Public Kick-off Meeting

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3 sems like poor planning on someones project takes 10 years to complete on I-95 connect poutes will have a 2 land 10 years. Hopefully there is some uses to process. Design of bill vice mention of	gate. It this o So main g bit oneck for expectate It
cit down the overall time trans	
	-
Name Hort Murphy	Mail to:
Address 2400 South Ocean M. Apt 4200 d	Vanita Saini, P.E. FDOT Project Manager
City, State, Zip Fort Pierce FC 34949 Phone Number	Florida Department of Transportation 3400 West Commercial Boulevard
792 - 971-7424 Email	Fort Lauderdale, Florida 33309
Horringphy e Hotmal, am	



Public Kick-off Meeting

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Please forward all comments by August 28, 2015.

Please forward all comments by August 28, 2015.	
Street sign says:	
Bengal Street	
GPS says!	
Bengal Court	
Which is correct?	
Name Robyn Connor	Mall Co.
SLIP NW BOOKS St.	Mail to: Vanita Saini, P.E.
City, State, Zip PS L FL 34983	FDOT Project Manager Florida Department of Transportation
Phone Number 772 -708 6736	3400 West Commercial Boulevard Fort Lauderdale, Florida 33309
Email mam 2 two 9801 @ aol.com.	



Public Kick-off Meeting

Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida Financial Project Identification Number: 231440-3-22-01 ETDM Number: 14177

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Please forward all comments by August 26, 2015.		
WILL There BC A WALL	on the	
South SiDE OF MIDWAY?		
going West one Mid WAG going to BC A hongenough LANCE TO go North one gla	is there	
going to BC A hongenous	L Tarning	
LANE TO go North one gla	goes cutore E?	
For the interchange to Turner going South on tok I Sur Want to Drive five miles No	ike. If I pm	
going South on tok I Sur	e Would Not	
Want to Drive five miles No	NTZ to go SuTZ	
Name 3 2 1		
GARFIELD GRANT	Mail to:	
Address 5214 NW mulga ct	Vanita Saini, P.E.	
City, State, Zip Pf. Sf. Lucic 34986 FDOT Project Manager Florida Department of Transportation 2400 West Commercial Reviewed		
Name Address S214 NW MulgA of City, State, Zip Phone Number 954-868-3231 Email Mail to: Vanita Saini, P.E. FDOT Project Manager Florida Department of Transportation 3400 West Commercial Boulevard Fort Lauderdale, Florida 33309		
Email GARG 9 1962 BTYAHOO. CON		



Public Kick-off Meeting

Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida Financial Project Identification Number: 231440-3-22-01 ETDM Number: 14177

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Please forward all comments by August 28, 2015.		
What will the impact of the Midvay	Rund Project	
from Glader Rd & Selvitz Rd to the	properties north	
OF the Selvite/MidwyRd intersection	! We live appor.	
1/2 Mile north of the intersection.		
Name Matthew Frao		
Address 4703 Selvitz Cow Vanita Saini, P		
City, State, Zip Fl Preve Fl	FDOT Project Manager Florida Department of Transportation	
Phone Number 7725795766	3400 West Commercial Boulevard Fort Lauderdale, Florida 33309	
Email Mpg. tras A) gmailicon		



Public Kick-off Meeting

Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida Financial Project Identification Number: 231440-3-22-01 ETDM Number: 14177

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Please provide your comments below. If more space is needed, please use an add in the "comment box" provided at the meeting, or send to Vanita Saini, P.E., FDOT Please forward all comments by August 28, 2015. **Provious of the comments o	Project Manager, at the address on the bottom.
Please forward all comments by August 28, 2015. environmental; canal- of weldlife turtles, not interested in Turnpike efit there	۷,
Name Carol + John Moler	
Address 5217 NW Iredell St	Mail to: Vanita Saini, P.E.
	FDOT Project Manager Florida Department of Transportation
City, State, Zip Port St. Lucie, FL 34986 Phone Number	3400 West Commercial Boulevard
772-344-0105	Fort Lauderdale, Florida 33309
Email a moler a hellsouth net	



Public Kick-off Meeting

Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida Financial Project Identification Number: 231440-3-22-01 ETDM Number: 14177

Havert L. Fenn Center, 2000 Virginia Avenue, Fort Pierce, Florida 34982

Tuesday, August 18, 2015 from 5:30 p.m. to 7:30 p.m.

Please provide your comments below. If more space is needed, please use an additio in the "comment box" provided at the meeting, or send to Vanita Saini, P.E., FDOT Proj Please forward all comments by August 28, 2015.	ect Manager, at the address on the bottom.	
1- How will this undering im	pact Milxer Dive	
s- Will there be a light of	n stop sign to	
exit. aft (towards I95) wh	ex exiting	
milsee Drie ?.	′ 0	
3. no lett turn from Milner	· mould Jone	
3- no left turn from Milner traffic to use Selvitz Road	instead of	
Cutting though.		
Name DOREEN SNYDER		
Address 5273 NW MILNER DRIVE	Mail to: Vanita Saini, P.E.	
City, State, Zip PORT ST. LUCIE FL. 34983 Florida Department of Transportation		
Phone Number (72) 62/- 7778	3400 West Commercial Boulevard Fort Lauderdale, Florida 33309	
Email		

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Public Kick-off Meeting

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Thouse forward all comments by Magaet 25, 20 %.	
Surely its a great idea reapported turnpike infrastructure with that another thing country for you to think about is minor rest stop or parking are midway road for the Sentitrue the area.	arding the re and along ld be possible providing a ea along I drivers in
Name Address City, State, Zip Phone Number Email	Mail to: Vanita Saini, P.E. FDOT Project Manager Florida Department of Transportation 3400 West Commercial Boulevard Fort Lauderdale, Florida 33309



Public Kick-off Meeting

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Energency escention access, had enforcement ac	a to saint for
Struits access. Relience on The other Two according to be will simply prolong The extremt	ers points (PSL istud 3
(2) A Red light @ MILNER & Midway. Frathe lea (Righy - Omega - MILNER) going west bound on able to Defely even on coming traffic. Line Turn only would be vadely contrictive.	midway must be
Name JERRY C. BICKFORD Address 5373 NW RUGBY DA City, State, Zip PORT ST LUCIE FL 34983 Phone Number Email ierry - bickford Pyahoo, cum	Mail to: Vanita Saini, P.E. FDOT Project Manager Florida Department of Transportatior 3400 West Commercial Boulevard Fort Lauderdale, Florida 33309



Elected and Appointed Officials/Agencies Kick-off Meeting

Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida Financial Project Identification Number: 231440-3-22-01 ETDM Number: 14177

Havert L. Fenn Center, 2000 Virginia Avenue, Fort Pierce, Florida 34982

Tuesday, August 18, 2015 from 3 p.m. to 4:30 p.m.

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "comment box" provided at the meeting, or send to Vanita Saini, P.E., FDOT Project Manager, at the address on the bottom. Please forward all comments by August 28, 2015.

PlEASE CONSIDER PUTING BUS BAYS
Along the corridor. Please Also consider
putting signalized lights FOR CROSSING
the street within 1/4 Mile WAlking
distance from bus bax. The route will
probably Run East to WEST SO bus
bays need to be on both sides of
the Street. Thank you for your
consideration.

Name	MARIANNE AFBORE
Address	Community Transite
City, State	FORT PIERCE, FL 34950
Phone Nui	mber 777 345-8228
Email	marbore@coaslicom

Mail to:

Vanita Saini, P.E. FDOT Project Manager Florida Department of Transportation 3400 West Commercial Boulevard Fort Lauderdale, Florida 33309



Public Kick-off Meeting

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Flease forward all comments by Adgust 20, 2010.	
- See attached for solutions	to milrer Dr
- Sidewalks - Servitz to	St. clames Gol
	Course
:	
,	
Name (EXON VOZE)	
Address 5aul Nw milner Dr	Mail to: Vanita Saini, P.E.
City, State Zip + St. Lucie FT. 34983	FDOT Project Manager Florida Department of Transportation
Phone Number 13 - 3 + 3 · 0 + 20	3400 West Commercial Boulevard Fort Lauderdale, Florida 33309
Email Vozelia pellentherest	

Milner Drive Solutions

7-13-2015

1. Blinking Speed Limit Sign(Variable Speed Display Board)-2

2. Sand hill Crane Crossing Signs

Image on bent

5au Nw milrer Dr.

- 3. Calming Measures & Descriptions -See Attached
 - a. Bengal & Milner
 - b. Monaco & Milner
 - c. Omega & Milner
- 4. Stop Signs @ streets listed above
- 5. Add several speed limit signs and maintain 20MPH.
- 6. Signage related to issues
- 7. Turn Restrictions
- 8. Truck Restrictions
- 9. Neighborhood Entry Treatment
- 10. Diverters
- 11. Medians
- 12. Speed Cushions
- 13. Speed Hump/Table
- 14. Traffic Circle
- 15. Roundabouts
- 16. City of Port Saint Lucie Police Department Patrolling

Items to Consider/Suggestions:

*Bicyclist Safety

*Cut-Through Traffic

*Cut-Through Traffic & Speeding

*#1 Priority Pedestrian Safety

*Speeding

*Wildlife

Created By:

Jean Kozel- 772-343-0420

5261 NW Milner Drive

Port Saint Lucie, Florida

34983

Issue	Measure	Description
Bicyclist Safety	Bike lanes, signage and street symbols	Narrows the road to slow traffic and provides a travel lane for bicyclists
	Turn Restrictions	Prohibit cut-through traffic at certain times of day
Cut-Through Traffic	One-Way Streets	Remove one direction of traffic on a two lane street
	Truck Restrictions	Remove heavy truck traffic by shifting it to a nearby route
Neighborhood Entry Treatment / Gateway		Generally an island, brick pavers or stamped concrete to alert motorists of their entry into a neighborhood
Cut-Through Traffic and Speeding	Street Closure: Full or Half Street	Full closure of street to one or both lanes of traffic in either direction before an intersection
	Diverters: Full or Half	Raised barrier placed diagonally across an intersection that forces traffic to turn
	Paver Crosswalk	Pressed asphalt crosswalk with brick pattern to highlight pedestrian crossing area
Pedestrian Safety	Mid-Block Crosswalk	Provide greater visibility to crossing pedestrians
	Pedestrian Refuge Island	An island in the middle of the street to break the crossing into two sections
	Paddles	3-foot tall lime green bollards placed on centerlines to alert motorists to the presence of pedestrian crossings
	In-Ground Flashing Beacons	Highlights presence of pedestrians in crosswalk with flashing lights
	Pedestrian Countdown Signal	Provides the number of seconds remaining to cross the street at an intersection
	Bulb-Outs	Shorten distance to cross the street and narrow the roadway

INFORMATION TAKEN FROM THE CITY OF SUNRISE NTCP

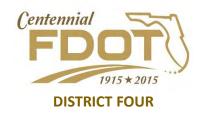
Issue	Measure	Description
Speeding	Street Markings	Visually narrow street to slow traffic
	Street Narrowing	Physically narrow street to slow traffic
	Median	Narrows streets to prevent turns at intersections or slow traffic
	Chicane	Winding street causes motorists to drive slower
	Speed Cushion	Modular devices that are made of rubber and spaced across the road at intervals that allow wide- axle vehicles such as ambulances to pass over with minimal effect, while causing automobiles to slow
	Speed Hump/Table	Raised area of pavement approximately 3-inches high and 12 or 22-feet long
	Variable Speed Display Board	Permanent radar unit and board alert motorists to their travel speed
	Speed Limit Sign	Reminds motorists of the speed limit
	Traffic Circle	Raised circular island in an intersection
Marine Company	Roundabout	Larger version of a traffic circle, installed on busier streets in larger intersections

SUMMARY

The NTCP Guide serves as a resource for the planning, design, and construction of traffic calming projects. It is an evolving document that assists the public in mitigating undesirable traffic issues in their neighborhoods. Modification of this Guide, as necessary, is the responsibility of the Planning and Development Department. While the NTCP is by no means the answer to all situations, it will help the City to work in coordination with the residents to develop positive solutions for neighborhoods that are negatively impacted by automotive traffic.

Appendix G

Meeting Presentation



Public Kick-off Meeting

Midway Road/County Road 712 Project Development and Environment Study from Glades Cut Off Road to Selvitz Road

St. Lucie County

FPID: 231440-3-22-01

ETDM: 14177

August 18, 2015

Presentation Agenda



- Purpose of the Meeting
- PD&E Study Objectives
- Project Location
- Project Need
- Public Involvement
- Engineering
- Environmental
- Environmental Reports
- Project Schedule
- What's Next
- How Can You Get Involved?



Purpose of the Meeting



- Introduce the Project
- Outline the Process and Schedule
- Share What We Know About the Project
- Receive Input from Community and Stakeholders
 - Questions and Concerns
 - Comment Forms
 - Website
 - Individual Meetings



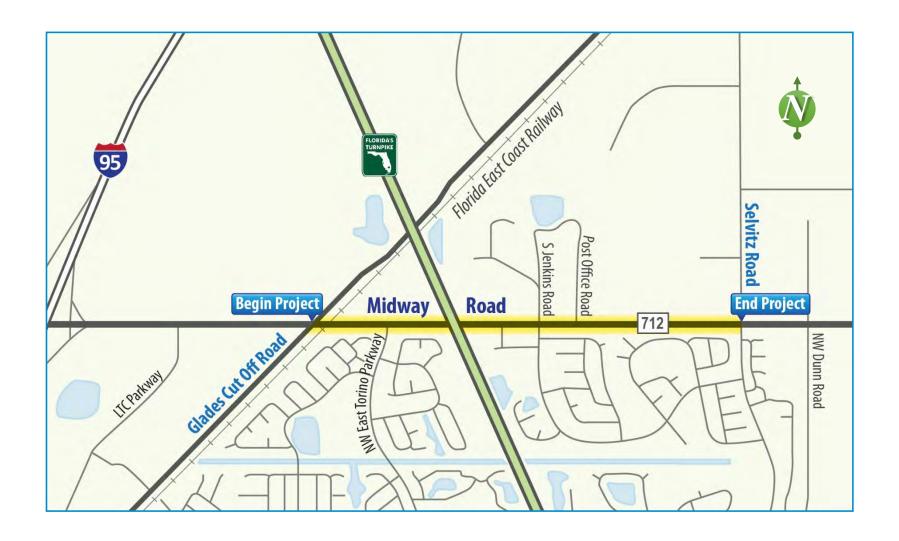
Project Development & Environment (PD&E) Studyar ROAD

The objectives of a PD&E study are to perform necessary social, environmental and engineering studies of a proposed transportation improvement to support decisions concerning if and where it should be built and what will be the basic design concepts.



Project Location







Project Need



- Provide for Existing and Future Traffic Needs
- Improve Safety
- Improve Freight Mobility
- Enhance Emergency Evacuation
- Provide Opportunities for Bicycle, Pedestrian and Transit Facilities
- Plan Consistency







PD&E Study Components



- Public Involvement
- Engineering
- Environmental



Public Involvement

MIDWAY ROAD

- Elected and Appointed Officials/Agencies Kick-off Meeting
- Public Kick-off Meeting
- Alternatives Public Meeting
- Public Hearing
- Project Website
- Newsletters
- Local Outreach





Engineering



- Data Collection and Analysis
- Alternatives Analysis
- Turnpike Interchange Feasibility Analysis



Data Collection and Analysis



- Vehicular Traffic
- Drainage Patterns
- Utilities
- Geotechnical
- Crash Data



Vehicular Traffic



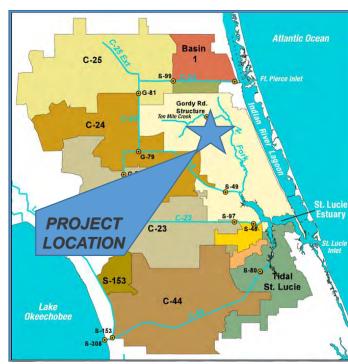
- Roadway Does Not Handle Existing Traffic Demand
- Traffic Anticipated to Increase to 29,200 Annual Average Daily Traffic (AADT)
- Level of Service F with Degraded Traffic
 Operation Unless Capacity is Increased



Drainage

MIDWAY ROAD

- St. Lucie Estuary Watershed
 - Project Discharges to Canal C-103
 - Within St. Lucie River (North Fork)
 & Ten Mile Creek Boundaries
 - WBID 3194 & WBID 3194A
 - Impaired for Nutrients
 - Discharges to St. Lucie Aquatic Preserve
 - (Outstanding Florida Water)
- Anticipate Using Permitted Ponds
- No Floodplain Impacts
 - FEMA (Zone X)
 - "No Involvement"Classification Anticipated

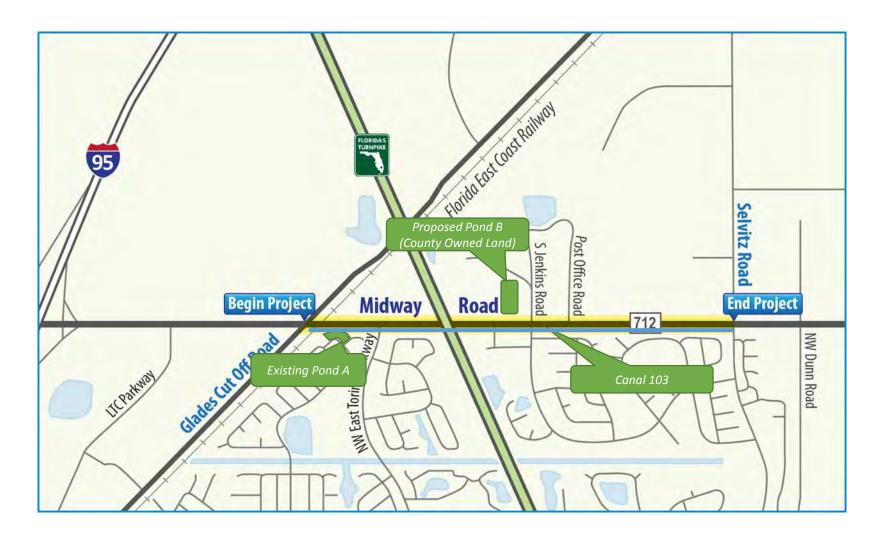






Drainage









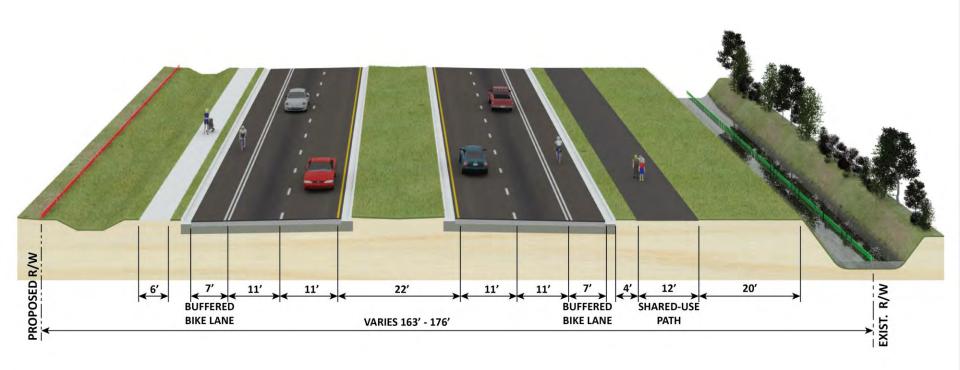
- No-Build Alternative
 - No Improvements Other Than Routine Maintenance







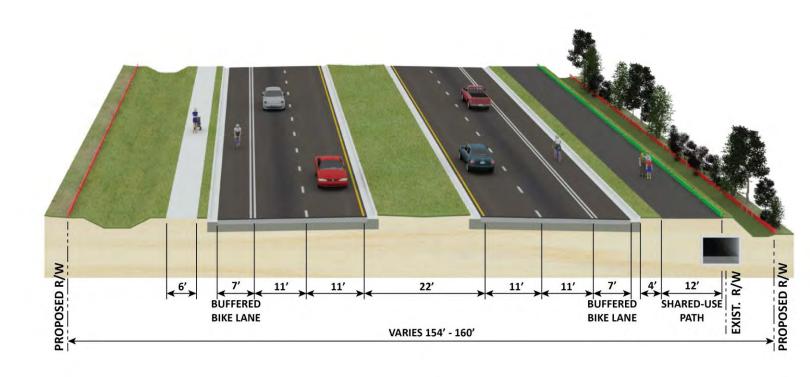
Alternate 1 – Canal Avoidance





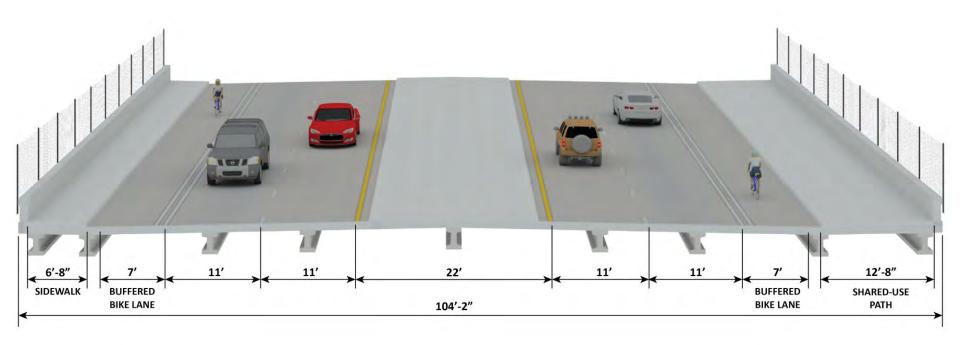


Alternate 2 – Box Culvert





Bridge over Turnpike





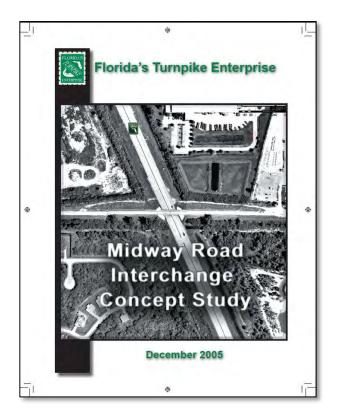
Turnpike Interchange Feasibility Analysis MUNICAL PROPERTY AND ANALYSIS MINISTRAL PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS

- Interchange Concept Study Completed in 2005
 - No Fatal Flaws

Expected Revenue Covered Operation and Maintenance but

Not Construction Costs

- New Feasibility Analysis
 - Updated Traffic Analysis
 - New Alternatives Considered



Environmental



- Social and Cultural Environment
- Natural Environment
- Physical Environment
- Summarize Results in Environmental Reports



Social and Cultural Impacts



- Socio-Economic Impacts
- Socio-Cultural Effects
- Archaeological and Historic Sites
- Visual Impacts and Aesthetics
- Parks/Recreational Resources



Natural Impacts



- Wetlands
- Wildlife and Habitat







Physical Impacts



- Noise
- Contamination
- Air Quality
- Construction



Environmental Reports

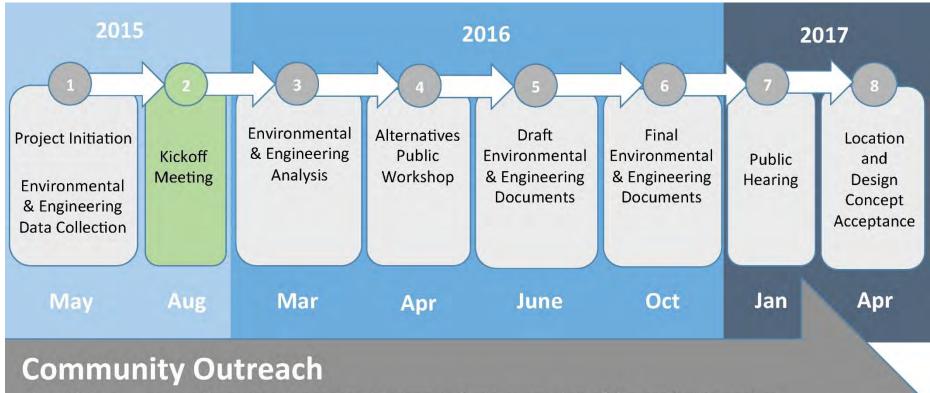


- Wetland Evaluation
- Endangered Species Biological Assessment
- Cultural Resources Assessment Survey
- Contamination Screening Evaluation
- Air Quality Screening
- Noise
- Type 2 Categorical Exclusion



Project Schedule





A continuous community outreach process is integrated into every step of the project to ensure that the corridor residents, businesses, the traveling public and other interested parties have meaningful participation in the process.



Project Implementation



Long Range Planning

PD&E Study Phase

Current Project Phase

Design Phase

Funded in 2017

Right-of-way Acquisition Phase

Anticipated Funding in FY 2021 – 2025 Timeframe

Construction Phase

Anticipated Funding in 2021 – 2025 Timeframe



What's Next



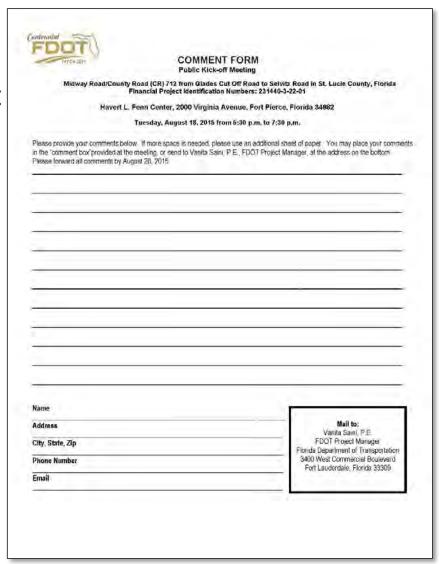
- Work Toward the Public Alternatives Meeting
 - Evaluate Future Traffic Levels and Operational Performance
 - Develop Alternatives
 - Evaluate Environmental Impacts
- Continuous Public Involvement
 - St. Lucie Transportation Planning Organization
 - St. Lucie County
 - City of Fort Pierce
 - City of Port St. Lucie
 - Property Owners/Stakeholders
 - Project Team Available for Presentations



How Can You Get Involved?



- Comment Forms
 - Place in Comment Box Tonight
 - Mail or E-mail by Friday,
 August 28, 2015
- Website
 - www.MidwayRd.com
- Request a Small Group
 Meeting with Neighborhood
 or Special Interest Group





Contact



FDOT Project Manager:

Vanita Saini, P.E.

Florida Department of Transportation

District Four

3400 West Commercial Blvd.

Fort Lauderdale, Florida 33309

(954) 777-4468

vanita.saini@dot.state.fl.us

Public Information (Toll-Free): 1-866-336-8435

www.MidwayRd.com



Comments



Questions / Answers / Discussion





Appendix H

Meeting Notes

Midway Cut Off Road/County Road 712 Elected and Appointed Officials/Agencies Kick-off Meeting 3 p.m. – 4:30 p.m. Minutes

August 18, 2015

Prepared by: Quest Corporation of America

Attendees started arriving around 3 p.m. The presentation started at approximately 3:20 p.m. There were 21 attendees.

Florida Department of Transportation's Project Manager, Vanita Saini, P.E., kicked off the meeting thanking everyone for attending. Ms. Saini introduced the project team. Consultant Project Manager Alex Hull, Inwood Consulting Engineers, Inc. presented a PowerPoint about the project. He stated the same presentation would be provided to the general public at the Public Kick-off Meeting at 6 p.m. Mr. Hull introduced the project. Mr. Hull asked that the group review the alternatives for the project to provide input for the analysis and documentation efforts that are submitted the FDOT and then to the Federal Highway for approval, following the presentation. Mr. Hull explained that the purpose of this meeting was also to outline the PD&E process and schedule, share knowledge of the project to date, and receive input from the general public and stakeholders. He reviewed the project location, which begins at Glades Road and ends at Selvitz Road, in St. Lucie County. Mr. Hull explained that today's meeting is the first major phase of the PD&E process, with the goal being to get input and generate comments. The alternative meeting to be held in spring 2016 is the next major meeting planned. A matrix evaluation to look at costs, right-of-way impacts, and the environmental analysis will be used to select an alternative that will go to the public hearing in the Fall 2016. Mr. Hull stated this project is needed to provide for existing and future traffic needs to improve safety, to improve freight mobility, to enhance emergency evacuations, to provide opportunities for bicycle, pedestrian and transit facilities and plan consistency.

With respect to public involvement, in addition to local agency coordination and local community outreach, participants were informed about the project website www.MidwayRd.com and project newsletter. On the engineering side, a Turnpike Interchange Feasibility Analysis will be completed. Also, data collection consists of vehicular traffic, drainage patterns, utilities, geotechnical, and crash data. Mr. Hull stated that the two-way existing roadway would only get worse as currently the roadway does not handle existing roadway demand. With respect to drainage, Mr. Hull stated that the FDOT anticipates using existing county lands or existing ponds to handle drainage. County owned land and ponds were discussed (see page 13 of PowerPoint). The no-build alternative states that there are no improvements other than routine maintenance. It serves as the baseline build.

Alternative Analysis

Alternate 1 – Canal Avoidance was presented. In summary with this alternative there is a four-lane improvement, 11-foot lane, a seven foot buffered bike lane, on the north side a six-foot pedestrian sidewalk, on the south side a 12-foot multipurpose trail. The graphic on page 15 of the presentation displayed the relative acquisition of right-of-way.

Alternate 2 – Box Culvert requires less right-of-way. According to Mr. Hull, the advantage is that there are less right of way costs. The box culvert, however, costs more than keeping the existing canal. The project team will be analyzing the costs of right-of-way construction.

Mr. Hull also noted that the bridge over the turnpike will be included in that alternatives for the project.

With respect to the turnpike updated traffic analysis and new alternatives will be considered. The last interchange concept study was completed in 2005.

Environmental

Mr. Hull also discussed the impacts to neighborhoods and communities (social and cultural impacts, natural impacts, and physical impacts).

Mr. Hull presented the project schedule and stated that the total project efforts can be an eight to ten year time period. We are currently at the kick-off meetings stage with respect to the PD&E process and community outreach. Through 2016 we enter the environmental and engineering analysis, hold the alternatives public workshop, will the draft the environmental and engineering documents, in 2017 a public hearing will be held, and the location and design concept will be accepted. In 2017 the design phase will be funded and it is anticipated that construction will begin in 2021.

Alex Hull and Vanita Saini invited the attendees to move to a table discussion to review the alternatives for the project and encouraged input and comments.

Comments / Open Discussion

Mr. Hull stated a disclaimer saying that the ideas being presented are discussion purposes only. He needed the attendees' input for further review. He noted that the project team has received input on the bus transit facilities and asked if the current alternatives are representing what they want. He stated more detail would be in the concept plans. He went on to say the same on access management and asked for input on access.

- 1. Frank Knott, City of Port St. Lucie, is looking to see how the interchange will fall in and affect the area.
- 2. Mark Satterlee, St. Lucie County, asked if there would be decel lanes/right turn lanes? Alex stated that the TPO is updating the traffic modeling now. They cannot run a model until the first of the year. He stated that the roll plots presented are his best guess assumption and he is moving forward with the analysis.
- 3. Alex asked the audience if there were any other comments on access management. There were no other comments made.
- 4. Alex asked if there were any additional comments on bus bay locations. Marianne Abore and June Dunn with COASL asked if bus bays are on both sides of the street. A brief discussion about signalization locations took place. It was stated that intersections needed to be close enough so that transit riders did not have as far to walk. Additional discussion took place on transit, the Health Department location and future transit (potential shuttle). Bus bays where buses can pull off the road versus bus stops are what they are looking at.
- 5. Frank Knott made a point about landscaping and that some stakeholders believe they live on a preserve. Alex Hull stated that his team would be talking to FDOT about landscaping.

- 6. The sidewalk at the New Horizons location was discussed.
- 7. John Frank, St. Lucie County, provided a comment about box culverts.

In summary, Alex Hull and Vanita Saini suggested comment forms to be filled out and closed the meeting.

Midway Cut Off Road/County Road 712 Public Kick-off Meeting 5:30 p.m. – 7:30 p.m. Minutes

August 18, 2015

Prepared by: Quest Corporation of America

The meeting started at 5:30 p.m. The presentation began at 6:00 p.m. There were 63 attendees.

Florida Department of Transportation's Project Manager, Vanita Saini, P.E., kicked off the meeting thanking everyone for attending. Ms. Saini introduced the project team's Consultant Project Manager Alex Hull.

Inwood Consulting Engineers, Inc.'s Consultant Project Manager Alex Hull, P.E., introduced the project and stated our goal is to gather input for the analysis and documentation efforts that are submitted the FDOT and then to the Federal Highway for approvals. Mr. Hull explained that the purpose of this meeting to outline the PD&E process and schedule, share knowledge of the project to date, and receive input from the general public and stakeholders. Mr. Hull stated that an Elected and Appointed/Agency Kick-off meeting took place earlier in the day. He reviewed the project location, which begins at Glades Road and ends at Selvitz Road, in St. Lucie County. Mr. Hull explained that today's meeting is the first major phase of the PD&E process, with the goal being to get input and generate comments. The alternative meeting to be held in spring 2016 is the next major meeting planned. A matrix evaluation to look at costs, right-of-way impacts, and the environmental analysis will be used to select an alternative that will go to the public hearing in the Fall 2016. Mr. Hull stated this project is needed to provide for existing and future traffic needs to improve safety, to improve freight mobility, to enhance emergency evacuations, to provide opportunities for bicycle, pedestrian and transit facilities and plan consistency.

With respect to public involvement, in addition to local agency coordination and local community outreach, there is a project website www.MidwayRoad.com and a newsletter. On the engineering side, a Turnpike Interchange Feasibility Analysis is being conducted. Also, data collection consists of vehicular traffic, drainage patterns, utilities, geotechnical, and crash data. Mr. Hull stated that the two-way existing roadway would only get worse as currently the roadway does not handle existing roadway demand. With respect to drainage, Mr. Hull stated that the FDOT anticipates using existing county lands or existing ponds to handle drainage. County owned land and ponds were discussed (see page 13 of PowerPoint). The nobuild alternative states that there are no improvements other than routine maintenance. It serves as the baseline build.

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Alternate 1 — Canal Avoidance was presented. In summary with this alternative there is a four-lane improvement, 11-foot lane, a seven foot buffered bike lane, on the north side a six-foot pedestrian sidewalk, on the south side a 12-foot multipurpose trail. The graphic on page 15 of the presentation displayed the relative acquisition of right-of-way.

Alternate 2 – Box Culvert requires less right-of-way. According to Mr. Hull, the advantage is that there are less right of way costs. The box culvert, however, costs more than keeping the existing canal. We will be analyzing the costs of right-of-way construction.

Mr. Hull noted, also, in the alternatives analysis phase there will be replacing the bridge over the turnpike.

With respect to the turnpike updated traffic analysis and new alternatives will be considered. The last interchange concept study was completed in 2005.

Environmental

Mr. Hull also discussed the impacts to neighborhoods and communities (social and cultural impacts, natural impacts, and physical impacts).

Mr. Hull presented the project schedule and stated that the total project efforts can be an eight to ten year time period. We are currently at the kick-off meetings stage with respect to the PD&E process and community outreach. Through 2016 we enter the environmental and engineering analysis, hold the alternatives public workshop, will the draft the environmental and engineering documents, in 2017 a public hearing will be held, and the location and design concept will be accepted. In 2017 the design phase will be funded and it is anticipated that construction will begin in 2021.

Mr. Hull invited the attendees to ask questions or provide comments. He also encouraged the participants to fill out comment forms to document their questions and comments for the project.

Comments

A turnpike exchange would be awfully close to Fort Pierce I really don't see a necessity to get off on Midway Road. Just get off at Fort Pierce, go down Jenkins Road and you are right there. If they ever complete Jenkins Road through they could even get straight to Wal-Mart. They would not need a turnpike exchange.

Response: That is part of the Feasibility Analysis. We do a traffic model to see where people come from or what the traffic volumes will be on the interchange to the north, this one, the one to the south with or without the interchange. Does it make sense? Is it good to put an interchange in or not? I appreciate your opinion on that but that is why we do the study; so we can document from an engineering standpoint whether it is a good thing or not a good thing. We let the facts fall where they fall.

2) You have traffic going east and west, what is your point or return, turnaround? How deep do we have to go before we are able to turn back and go west?

Alex Hull: Once we make it a four-lane and put the median in?

Resident: Yes.

Response: Ok. What we will do as part of the study is develop an Access Management Plan. What that means is that is a plan on where full intersections are located and where

"directional" intersections are located. That is where you can't come out but you can turn left onto the side property. We develop that plan and generally, on a road like this, we will evaluate (although it has not be decided yet, we are still under the process) there will be opportunities for making U-turns at these locations along the roadway. Typically full interchanges/intersections are reasonably spaced along the corridor so that it does provide opportunities to make U-turns along the roadway.

Vanita: For the Access Management Plan we will be presenting it to the public for their input on the points that we put in each of the alternatives.

I am not sure if this is a comment or a question, I grew up here. I am in my 70s. When I was a child there was a ditch in front of everybody's house for drainage and this has to do with your canal that you are leaving on the south side. I have learned over the years that as we have had more and more construction and we have less water sitting so I am looking at all of the time when it rains out west where there is more water that when it rains to the east side of the turnpike. I really think we need it and I realize that with your plan to leave the drainage ditch you are looking for more of the right of way on the north side but I am sure they will take into consideration the environmental issues with that water. I do not like ditches but I think we need them.

Response: Thank you.

4) Is this project being designed in coordination with the west of Midway Route 1. You have four lanes being built in that area and then the bridge will not be built until ten years so this is going to be a bottleneck.

Response: First of all, to answer your question, this is being coordinated. Second of all, Midway Road is a long road and there is only so much money available at a certain amount of time to do projects. So, normally when a project is done it is broken up into smaller projects that funds are available to construct the project as you move. Right now Selvitz to 25th Street is under construction. Soon, within a year plus, from 25th Street to U.S. 1 will be under construction. As we move through this process the plan is, and I cannot predetermine the decision either build or no build, we don't know what we will be doing at this point. Assuming that it will move forward, it will move into construction as well. At some point there will be a continuous four-lane from U.S. 1 to just past I-95. The timing, to a large extent, is based on availability of funds.

5) The question that I had, I live on Milner Road and we seem to have a lot of cut-through traffic that goes through that intersection. What is going to be done to that intersection, if anything or what are you proposing?

Response: Milner and Midway, you are asking what is going to be done? We have not determined yet what will be done at Milner and Midway Road. We are in the process of looking at that. Do you have a recommendation?

Resident: A recommendation? You are the expert.

Resident 2&3: We are on Milner also and that is what we wanted to ask you. How is it going to affect us again because the Selvitz Road [construction] was a nightmare? It has decreased, thank God. This is a concern of ours because for with this construction they are going to use it as a cut-through.

Resident 4: They are talking about 10 years out.

Resident 2: We would like to be considered part of the project.

Response: We will have discussions with the county about this issue relating to cut-through traffic on Milner. I understand there is a problem and an issue with cut-through traffic. Before you brought it up, we are aware there is a problem there that you have.

6) In terms of the proposed interchange with the turnpike and the funding that you have got approved until 2017 for the design phase, does that include or exclude the interchange at this point?

Response: It is my understanding that the money that is earmarked is for Midway Road. It has not taken into consideration the turnpike at this point. Andy do you know anything different than that?

Andy stated no.

7) I am not familiar with how the water gets through the ditch underneath the turnpike.

Response: There is a pipe.

Resident: Wouldn't it make more sense to culvert it in? As far as I know, water flows downhill. You want to get it to North Fork River no? Wouldn't it be better to culvert it down with the rest of the culverts and let it get to the river?

Response: Well that is one of the alternatives that we are looking at, is putting the culvert the whole way from the project to connect to the culvert to connect to the culvert that is going to be constructed at Selvitz Road and east of there.

Resident: We are going to have the same amount of rain today as you are going to have 10 years from now. It is going to go to the same place as now. So that should not really change that.

Response: There are two ways to handle the water that is going to be there anyway, in a canal or ditch. There are disadvantages and advantages to both alternatives. That is the process of evaluation and we will go through and look at those.

8) The section that you are working on now from Selvitz to 25 Street, what is the target date to have that completed?

Response: I do not know the answer to that question. Does someone in the audience who may be more knowledgeable know that?

County Response: August 2016. They are a little behind.

9) I am not trying to dispute my husband about the canal and the ditch, or whatever. I am worried on the environmental impacts on the animals that have access to that water now (i.e. turtles and otters).

Response: That is an issue on any construction project when you are dealing with existing land that has more of a natural land. We have certain restraints and as part of our studies we look at the impacts to what we call protected species. We will look at it and if there are any protected species that are there. If there are species that are not protected, per se,

Resident: gofer tortoises

Response: Gofer tortoises are protected.

Resident: How about regular little...

Response: Rabbits are not.

Resident: I understand that and I am not worried about them. They will fend for themselves. I am just worried about all of the little turtles that cross the road. I have to get out of my car and help them on their way.

Other residents: I've seen otters. We've seen otters. Yes, otters.

Response: Well, again, we have to deal with protected species.

Resident: (unintelligible speaking) what about the sandhill crane?

Alex to Lynn Kiefer, Environmental representative for the project team: Would you like to give us a list of the protected species? Just the more likely protected species.

Response: Cranes, wood storks we would like to evaluate those tortoises. We would evaluate all of those species that live there. We are still in the process of evaluating this. We will be evaluating all of those species. We have to look at the wildlife impacts and that will be all documented.

10) The PowerPoint presentation will be available for us?

Response: Yes. The PowerPoint presentation and the board will be on the project website within five days.

11) My concern is that even though I do not live around there, there is a wall being considered.

Response: A wall will be evaluated. We have criteria that we have to meet in order to put a wall in. A noise study will be done to determine if a noise wall is reasonable and feasible to construct a wall.

Resident: Because I have seen it so many times in other projects where they have to build a berm and a wall on top of it to take care of not only the noise but also the dust and fumes.

Response: That is going to be evaluated and considered.

12) Reporter: I know for the portion that is currently under construction with the Selvitz Road to 25 Street and to U.S. 1 private land was needed to complete that project. Will private land be need for this portion?

Response: It is likely that land for the north side of the road will be needed in both alternatives in the project. There will be right-of-way acquisition likely on the north side of the road for both alternatives. Alternative 1, the canal avoidance alternative, will have more and the one where we put the box-culvert will have less. We will determine how much when we get into the more detailed studies.

Reporter: At this point do you know if anyone has suggested which alternative to go with? Not yet?

Response: No.

How is the proportionate fair share contribution considered for the turnpike since they are crossing a local state right-of-way?

Response: I do not know. I cannot answer that question whether the turnpike is going to contribute to construction of the Midway Bridge. That will be part of the discussions in the Feasibility Study, if an interchange is built but I cannot answer that questions at this time.

Going through the section at Midway before Highway 1 is that already in the agenda? Are they figuring out what they are going to do? There are a lot of old businesses [from 25th Street to U.S. 1].

Response: I believe that has already gone through a study and it has been designed so what is going to be constructed there is pretty well set.

Also, Midway over the river there will probably have to figure out the pylons to bring that down to bedrock because that road has sunk with the weight over time. I guess that all probably with the environmentalists will open that river up again like it was naturally.

Response: I apologize but I am not involved in that project.

16) Can we go back to the box-culvert one more time? How is the water entering the culvert and how far apart are the inlets? I am concerned about the overflow and the controlling of the water. How is it entering the culvert if it's a box?

Response: There will be inlets and access points for it. The other thing we are dong is on the north side if the canal, if the canal remains, we will put in a swale to capture any runoff that comes towards the box-culvert from the roadway. Any of the roadway runoff that is

generated in the vicinity will be collected separately and be taken to a storm water pond. Any other runoff that comes from lets say upstream, will be allowed to enter the canal as it naturally would enter the canal now.

17) I know you cannot plan for hurricanes but is any hurricane event part of the plan? How to do the runoff? We have had hurricanes in the past that have been pretty severe.

Response: There will be consideration taken to the elevation of the roadway and drainage considerations for the storm water.

Resident: That would be your normal thing? That is not just for this project?

Response: Right.

18) If you do the culvert, there is another one around from that Midway right there, another drainage. Are they going to open that up a little bit more?

Response: Ask me the question again.

Resident: Ok. From Glades Cutt Off Road coming down to Torino, coming down there is another drainage away from that canal that you have.

Response: There is a drainage ditch behind the houses and then you have the canal.

Resident: Yes. Are they going to open that one up a little bit more because I noticed whenever it rains the whole road is flooded sometimes.

Response: That is within the City of Port St. Lucie and that ditch is not part of this project. If you are having issues with that ditch is in the City of Port St. Lucie property. I would suggest that you contact the city of that swalish-area behind these lots.

Resident: If you put the concrete that little runoff will take more water than if they take it off there.

Response: Whatever we do, we will not compound any drainage issues that exist. We will take care of the road drainage. That will take water out of that canal. Any drainage improvement that can be made reasonably will be made but when DOT does a roadway project they cannot solve external unrelated drainage problems. That goes back to the local entities to deal with that but we will not compound it any.

19) Will this be a design build project?

Response: Likely not. Is that a fair statement Vanita?

Vanita: Right now we have not determined the procurement method but we are proceeding as design bid build. Design build usually we have that as an option if we want to advance the project and have it built sooner than normal.

I know you were talking about intersections before but I did not get that part about Selvitz Road and Midway Road. Are you going to, are you gong to have a traffic circle there? That is what they do in Martin County. Are we going to have a traffic circle there?

Response: We have not evaluated that at this time.

21) Reporter: When you mentioned the turnpike interchanges what did you mean by no fatal flaws?

Response: It means there is nothing that, at this point, says you absolutely cannot do it. It appears that it might work if there is money to do it. There is not physical or environmental reason why you cannot do it.

22) Reporter: For this project is there any ballpark figure for cost?

Response: We have not done that yet.

Ms. Saini thanked everyone for attending and reminded everyone that their comments are welcome on comment forms, via email, and on the website. Beth Zsoka, Public Involvement for the project also informed the public they could sign up for updates if they provided their email addresses or mailing addresses.

Vanita Saini closed the meeting thanking everyone for their attendance.



Meeting Minutes

3000 Dovera Drive, Suite 200, Oviedo, FL 32765 | P: 407-971-8850 | F: 407-971-8955 | www.inwoodinc.com

DATE: August 25, 2015

TO: Vanita Saini, PE

FROM: Kevin lannarone, PE

RE: Midway Road PD&E (FPID: 231440-3) - Public Officials Meeting

CC: All Attendees (via email), File

The Midway Road Project Kick-Off Meeting presentation was given to attending public officials (before the official kick-off meeting scheduled at 6:00pm that night) by Alex Hull, P.E. This presentation introduced the project; provided the project limits (Glades Cutoff Road to Selvitz Road); gave an overview of the PD&E process; and displayed the two alternative typical sections that will be evaluated with this project. Following the presentation, an informal meeting was held allowing the officials in attendance to provide input and thoughts related to the project. During this meeting preliminary scroll graphics with anticipated right-of-way impacts were shown. The bulleted items below summarize the key points of discussion.

Public Transit

- Bus bays are preferred in order to allow buses to stop without impeding the flow of traffic.
 - o Recent examples of County-preferred bus bays are present on 25th Street.
- Bus bays should be within ¼ mile of signalized intersections (when possible) to minimize uncontrolled pedestrian crossings.

Access Management

- The side street access management plan shown is appropriate.
- Accommodations for access to All Landscape Supply are necessary.
- A side line discussion with Deputy Kevin Dietrich of the St. Lucie Sheriff's Office occurred following the
 6:00pm public meeting. Access changes to the Sheriff's Office include:
 - Move the full opening to the eastern entrance.
 - Provide mountable curb (or an official use only median opening) in front of the western entrance to accommodate larger emergency response vehicles.
 - Need to maintain existing access to Florida's Turnpike on the north east side of the Turnpike Bridge.

Right of Way

- There is an Interlocal Agreement in place at the corner of Midway Road and Selvitz Road to facilitate the construction of the eastern Midway Road widening.
 - There is a landscape buffer that needs to be maintained / restored after construction, which is specified in this agreement.
- The City will require impacts to the existing landscape buffer west of Selvitz Road to be restored in a similar fashion.

Construction

Road closures and detours should be minimized / avoided during construction.

Landscaping

- The County questioned the potential for landscaping through the project corridor.
 - This issue will be discussed in detail at a later date.



STAFF SIGN IN

ELECTED AND APPOINTED OFFICIALS/AGENGIES KICK-OFF MEETING Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida

Financial Project Identification Number: 231440-3-22-01

ETDM Number: 14177

Havert L. Fenn Center, 2000 Virginia Avenue, Fort Pierce, Florida 34982

Tuesday, August 18, 2015

This document is subject to public record laws and may be released to the media or public upon request. If you do not want your personal information to be made public, do not provide this information.

Name	ent is subject to public record laws and may be released to the	City/State/Zip	Phone #	Email Address	Organization
DAVID DANGEL	3000 DOVERA DRIVE, STEZO	OVIEDO, FL32765	407-971-8850	ddangel @ invoodinc.com	INWOOD
Sevin Fangarore	3000 Dovera Drive Ste 200		407-971-8870	Kiannaral Chwarding : 100	Inverse!
Beth Zsoka			772-834-1298	Beth. 250 Ka @ GGA USA. com	QCA
ressica tramion	8 3853 NippidaleBIVa	Tampa, FL	813-399-74	Jessia. Francis@qu	trusa.com
harrene Lairscey	Λ.		8131-3991-714	Shantene. Laursceyaa	Chusa.com
AlexHull	3000 Dovera Dr. Suit 200		407 971885		
Yasir Mercado	6625 Miamilaices Dr.	Miami Lakes, Fc	(305)986-73	052700	
Brady Walker	600 N Pine Island Road	Ft. Landerdale, FL	954-535-5100	brady-walker@kimley-horn.com	kimley-Horn
John Fron (1	2300 Virgina Aug	Ft. Piace	> 72 -462 30	frats @Stlvue coo	g sle
Janith Saini	3900 Commercial	for Fort Lauberdul	0 954-7724g	67 Vanite-Saina Ost-	Swiffus PD
Ken Jackson	1900 Weliva Wax Suite 200	West Palm Beach 183	561-840-08	Ken jackson & kinley-home	n Kinky Hons



STAFF SIGN IN

ELECTED AND APPOINTED OFFICIALS/AGENGIES KICK-OFF MEETING

Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida

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SIGN IN



ELECTED AND APPOINTED OFFICIALS/AGENGIES KICK-OFF MEETING

Midway Road/County Road (CR) 712 from Glades Cut Off Road to Selvitz Road in St. Lucie County, Florida

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Name	Address	City/State/Zip	Phone #	Email Address	Organization
FRANK KNOTT	121 SW PSLIBLUD	PSL	772 344 42	TO FRONTE CITY OFFSL, CO	n CITYOFPSL
MURRIAH DEKLE	437 7 H STREET	F.P.	772-462-1	777 DEKLEMBSTU	UCSECO, ORG
Peter Buckwald				buckwald@stlucieco.org	St. Lucie TPO
Hugo Carta	3701 Gon Club Rd	Weil Palm Beach	863-462-526 ext 3621	hearter stundgor	STWUD
MARIANNE Abore	1565 Orange Aue	FP	777-345-8228	marbore @ coas/100M	COASC
June Dunn	1505 orange Ave	FP	772 345-8229	Idunna coasticon	COASL
MARK SATERIES	2300 Mirgina the FP	5+ line Co.	772-462	Satterleen esthucco. cr.	SL County



3000 Dovera Drive, Suite 200, Oviedo, FL 32765 | P: 407-971-8850 | F: 407-971-8955 | www.inwoodinc.com

DATE: October 13, 2015

TO: Vanita Saini, PE

FROM: Kevin lannarone, PE

RE: Midway Road PD&E (FPID: 231440-3) - Post Office Coordination

CC: All Attendees (via email), Joel Ouellette (Post Master), File

A coordination meeting with the US Post Office (5000 W Midway Road) was held on October 7, 2015, at 11:00am regarding the Midway Road (CR 712) PD&E Study. This meeting was requested by Joel Ouellette (Fort Pierce Postmaster) as a follow up to phone conversations regarding the project. The attendees included representatives from Inwood, St. Lucie County, and the US Post Office. The purpose of the meeting was to present the project to the Postmaster and discuss the access / median opening requirements necessary to maintain post office operations.

The meeting began with introductions, an overview of the project, and a review of the typical section alternatives. The meeting agenda, handouts, sign-in sheet, and roll plots provided at the meeting are attached to this document for reference. It was explained that the median opening locations shown on the roll plots are preliminary and are subject to change. The bulleted items below summarize the key points of discussion.

Typical Section Alternatives

- Alternative 1 (Canal Avoidance Typical)
 - o This alternative requires approximately 40 feet of right-of-way across the post office frontage.
 - This alternative will impact the existing retention pond on the post office property.
 - It was explained that the impacts to the post office property will be "cured" through the right-of-way acquisition process if this alternative is selected.
- Alternative 2 (Box Culvert)
 - No right-of way-impacts are anticipated (at this time) with this alternative.

Access Management / Median Opening Requirements

- Post Office Requests
 - o Full median opening at Post Office Road
 - Signal at Post Office Road
 - Maintain one-way entrance at eastern side of post office property
- Full ingress and egress is currently available off of Post Office Road.
- Kevin lannarone (Inwood) explained that there is criteria for median opening spacing and coordination between both the Post Office needs and the St. Lucie County Sheriff's Office (located next door) requirements will need to be balanced to create a safe and effective access management plan.
- The full median opening at Post Office Road is 730 feet from the intersection of Jenkins Road. Full median openings at both locations are below the 1,320 feet required to be within standards.
- Craig Hauschild (St. Lucie County) stated that the County would like to maintain median opening spacing
 per the design standards to minimize conflict points along the project corridor.
- John Frank (St. Lucie County) suggested post office access be provided through Jenkins Road which connects to Post Office Road north of the project corridor.
 - Louis Klegin (Port St. Lucie Post-master) stated changes to the standard delivery route would need post office approval from a federal level.



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- o This route change would add approximately 0.7 miles to the entrance (based on Google Earth measurements)
- o Selena Griffett (St. Lucie County) suggested extending the post office entrance driveway to Jenkins Road to shorten the route and provide more direct access.

Traffic Analysis

- The traffic analysis for the corridor is scheduled to begin in January 2016 when the 2040 traffic model becomes available.
- An Interchange Feasibility Study will be conducted to determine if a new interchange with Florida's Turnpike is warranted on Midway Road.
- The results of the traffic analysis and Interchange Feasibility Study may impact the proposed median opening locations.

Other Discussion items

- Large delivery vehicles consist of 53-foot semi-trucks.
 - o The post office receives eight semi-truck deliveries per day.
 - Trucks enter Post Office Road from both eastbound and westbound directions.
- Fifty-three mail delivery vehicles leave the post office between 8:30am and 10:00am and return between 2:30pm and 4:00pm.
- Approximately 48 employees arrive and leave at 7:30am and 4:00pm, respectively.
- The Post Office Treasure Coast Maintenance facility is located on Post Office Road and requires access for large vehicles.
- It is anticipated that a signal at Jenkins Road will be warranted (pending the traffic analysis).
- Project Schedule / Phases
 - PD&E Phase Completed summer 2017
 - o Design Phase Funded 2017
 - o Right-of-Way Acquisition Anticipated funding FY 2021-2025
 - Construction Anticipated funding FY 2021-2025

Please note, discussions with the St. Lucie County Sheriff's Office (after this meeting) revealed changes to the median openings shown at the meeting are required to maintain emergency response capabilities. Additional analysis will be necessary to determine what impacts this will have to the draft median openings.

Action Items

Inwood will investigate the potential to provide post office access off of Jenkins Road.



Midway Road/CR 712 PD&E Study Coordination Meeting

October 7, 2015

from Glades Cut Off Road to Selvitz Road

Financial ID No.: 231440-3-22-01

Name Organization		E-mail	
us ps	290 NE PENCONE BLA	lovis . w Klegin C usps , Go	
SLC ENGENERAL	2300 VERGENES AVE	HAUSCHILDE & STLUCTECO. ORG.	
•	**************************************	GRIFFETTS @STLUCIECO.ORG	
ι_{ϵ} . ι_{ϵ}	,,	Franks @ StLucieco.org,	
Truncol	3000 Opens Once Sude 300	KIGNAGIONE @ Inwooding.com	
	SCC ENGENEERAS	US PS 290 NG PERCONCE BLA SEC ENGENEERAS 11 11 11 11 11	

Coordination Meeting October 7, 2015

SUBJECT: Midway Road PD&E

FPID: 23144032201

MEETING DATE: Wednesday, October 7, 2015

MEETING TIME: 11:00 AM to 12:00 AM

VENUE: US Post Office (5000 West Midway Road)

- 1) Inroductions
- 2) Project Overview
 - a) PD&E Study to widen Midway Road
 - (1) Anticipated constructin funding FY 2021-2025
 - b) Typical Section Alternatives
 - (1) Alternative 1 (Canal Avoidance)
 - (2) Alternative 2 (Box Culvert)
- 3) Post Office Operations
 - a) Post Office Road (Full Median Opening)
 - (1) Full Ingress and Egress required
 - (2) Delivery truck access (53' semi-truck)
 - (3) Full Post Office access is available off of Post Office Road
 - (4) Post Office Treasure Coast Maintenance
 - b) Eastern Post Office access is a one-way entrance only
 - c) Shift Change / Delivery times?
- 4) Open discussion
- 5) Project website provides current project information and status
 - a) www.MidwayRd.com

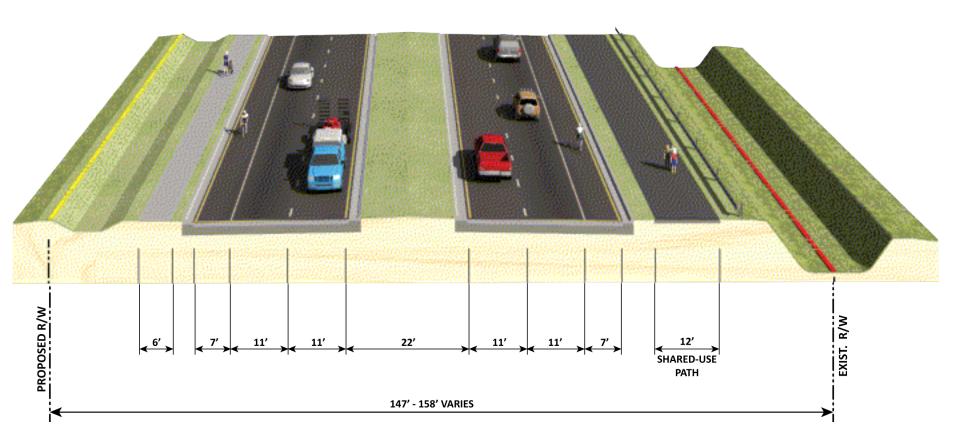
Action Items:

Action Item	Due Date	Person Responsible	Notes
1.			
2.			
3.			

1



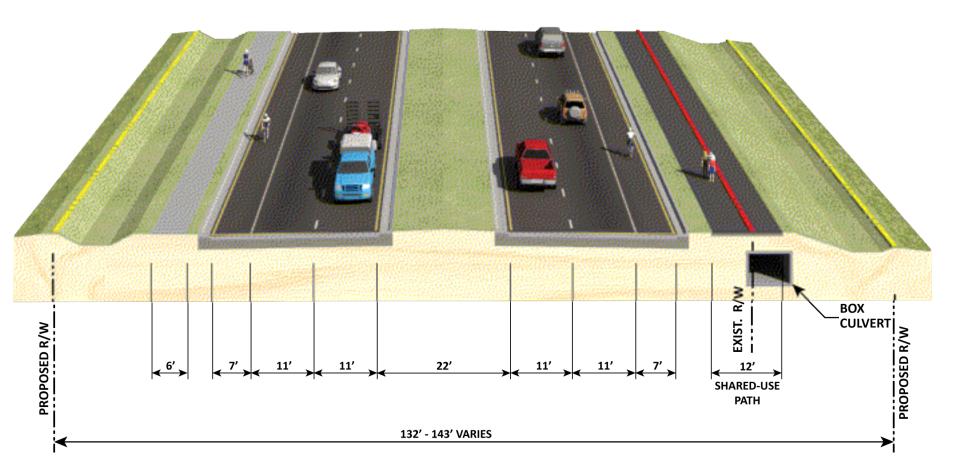
Alternate 1 – Canal Avoidance







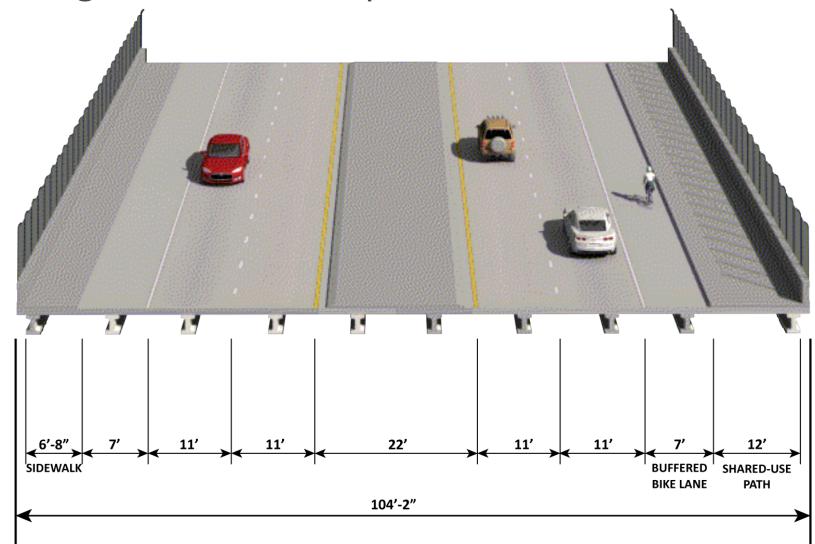
Alternate 2 – Box Culvert







Bridge Over the Turnpike





3000 Dovera Drive, Suite 200, Oviedo, FL 32765 | P: 407-971-8850 | F: 407-971-8955 | www.inwoodinc.com

DATE: October 13, 2015

TO: Vanita Saini, PE

FROM: Kevin lannarone, PE

RE: Midway Road PD&E (FPID: 231440-3) - St. Lucie County Sheriff's Office Coordination

CC: All Attendees (via email), File

A coordination meeting with the St. Lucie Sheriff's Office (4700 W Midway Road) was held on October 7, 2015, at 1:30pm regarding the Midway Road (CR 712) PD&E Study. This meeting was requested by Deputy Kevin Dietrich following discussions at the public kick-off meeting and subsequent email correspondence. The attendees included representatives from Inwood, St. Lucie County, and the Sheriff's Office. The purpose of the meeting was to present the project to additional staff at the Sheriff's Office and discuss the access / median opening requirements necessary to maintain operations and emergency response capabilities.

The meeting began with introductions, an overview of the project, and a review of the typical section alternatives. The meeting agenda, handouts, sign-in sheet, and roll plots provided at the meeting are attached to this document for reference. It was explained that the median opening locations shown on the roll plots are preliminary and are subject to change. The bulleted items below summarize the key points of discussion.

Typical Section Alternatives

- Alternative 1 (Canal Avoidance Typical)
 - This alternative will require approximately 60 feet of right-of-way across the Sheriff's Office frontage.
- Alternative 2 (Box Culvert)
 - This alternative will require approximately 17 feet of right-of-way across the Sheriff's Office frontage.
- Both alternatives will impact overflow parking in the grassed area adjacent to the paved parking lot
 - It was explained that the impacts to the overflow parking will by "cured" during the right-of-way acquisition phase of the project based on the selected alternative.

Access Management / Median Opening Requirements

- Sheriff's Office Requests
 - A full median opening at both entrances is preferred.
 - A full median opening is required at the western entrance to maintain emergency response capabilities. Right in – right out access at the eastern entrance is acceptable.
 - Mountable curb or a similar accommodation for emergency crossing of the median at the eastern access is required to maintain emergency response capabilities.
 - John Frank (St. Lucie County) stated a similar installation was utilized at Walton Road in front of the County Annex and should be reviewed for incorporation on Midway Road.
 - o The Sheriff's Office would like to have an emergency signal at the western access.
 - John Frank stated this request would need to be routed through St. Lucie County Engineering Division.
- Kevin lannarone (Inwood) explained that there is criteria for median-opening spacing and coordination between both the needs of the Sheriff's Office, Post Office, and New Horizons medical center will need to be balanced to create a safe and effective access management plan.
- The eastern access is the public entrance to the Sheriff's Office.



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• Emergency access to Florida's Turnpike via the dirt path and locked gate on the northeast quadrant of the Turnpike overpass must be maintained for emergency response capabilities.

Traffic Analysis

- The traffic analysis for the corridor is scheduled to begin in January 2016 when the 2040 traffic model becomes available.
- An Interchange Feasibility Study will be conducted to determine if a new interchange with Florida's Turnpike is warranted on Midway Road.
- The results of the traffic analysis and Interchange Feasibility Study may impact the proposed median opening locations.

Other Discussion Items

- The western access point will need to accommodate large emergency response vehicles as well as highspeed exits.
- Seventy-five to 100 patrol vehicles enter and leave the Sheriff's Office at 7:00am and 5:00pm, respectively. Additional admin staff arrives at 8:00am.
- It is anticipated that a signal at Jenkins Road will be warranted (pending the traffic analysis).
- Project Schedule / Phases
 - o PD&E Phase Completed summer 2017
 - o Design Phase Funded 2017
 - o Right-of-Way Acquisition Anticipated funding FY 2021-2025
 - o Construction Anticipated funding FY 2021-2025

Please note, Craig Hauschild (hauschildc@st.lucieco.org, 772-462-1712) will be replacing John Frank as the County representative for this project.

Action Items

• Inwood will revise the median openings shown to provide a full median opening at the western access and a mountable curb / emergency median crossing at the eastern access to the Sheriff's Office.



Midway Road/CR 712 PD&E Study Coordination Meeting

October 7, 2015

from Glades Cut Off Road to Selvitz Road

Financial ID No.: 231440-3-22-01

Name	Organization	Address	E-mail
Ken Waters	Sheriffs Office	4700 W Midway Rd.	Waters KCSTLuicSherriff,
KevinDietran		12	Districtake Stluciesuepiero
MARK SCHIMPF	SHERIFFS OFFICE	77	SCHIMPFM@STLUCIESHERIFF.COM
Ibn Frank	SLC	2306 Virginia Avc.	Franks @ St. Lucieco.org,
Dia Rhoses	Shoriffs Of	4700 w midury Rd	Phales bestline sterifficon
Keyn Igangrone	Inwood	3000 Doven One Suite 200	Kiannarone @inwooding.com

Coordination Meeting October 7, 2015

SUBJECT: Midway Road PD&E

FPID: 23144032201

MEETING DATE: Wednesday, October 7, 2015

MEETING TIME: 1:30 PM to 2:30 PM

VENUE: St. Lucie Sheriff's Office (4700 West Midway Road)

- 1) Inroductions
- 2) Project Overview
 - a) PD&E Study to widen Midway Road
 - (1) Antcipated construction funding FY 2021-2025
 - b) Typical Section Alternatives
 - (1) Alternative 1 (Canal Avoidance)
 - (2) Alternative 2 (Box Culvert)
- 3) Sheriff's Office Operations
 - a) Eastern entrance is primary access (Full Median Opening)
 - (1) General Public Access
 - (2) Emergency Response
 - b) Western entrance
 - (1) Median needs to accommodate crossings of special response vehicles
 - c) Shift change times?
- 4) Open discussion
- 5) Project website provides current project information and status
 - a) www.MidwayRd.com

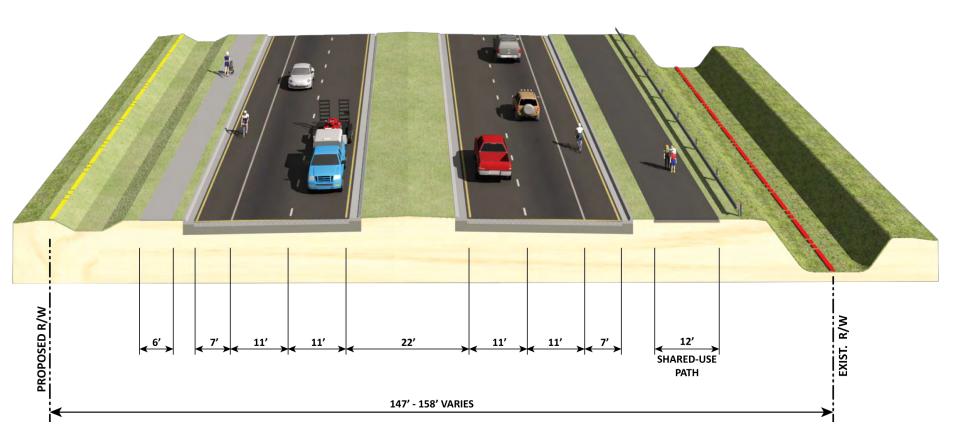
Action Items:

Action Item	Due Date	Person Responsible	Notes
1.			
2.			
3.			
4.			

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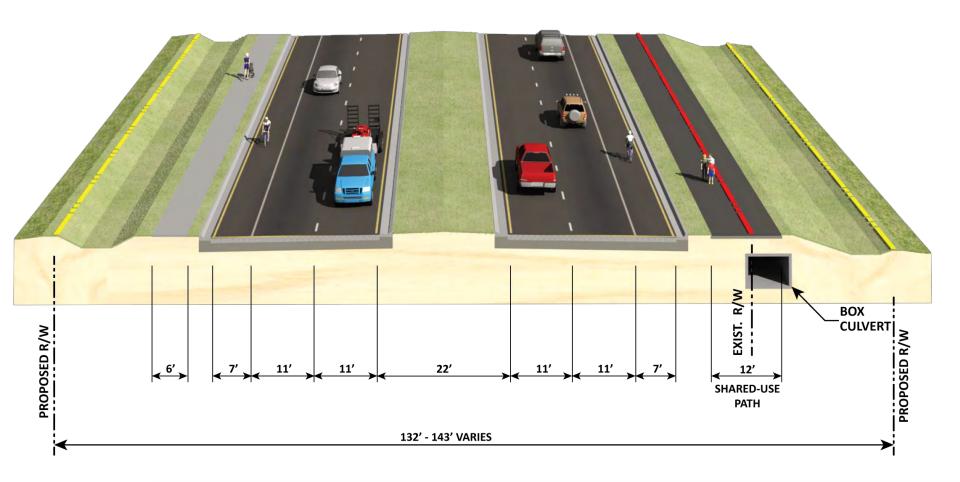
Alternate 1 – Canal Avoidance





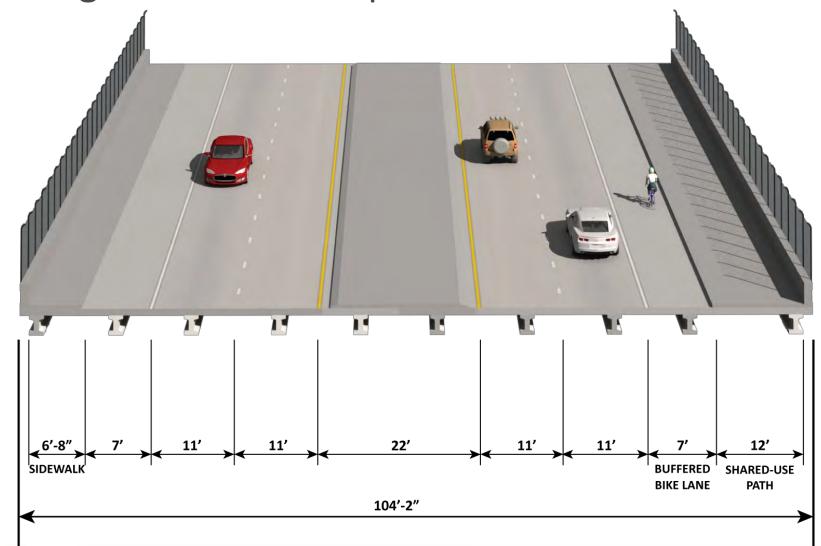


Alternate 2 – Box Culvert





Bridge Over the Turnpike



FDOT MIDWAY ROAD (CR 712) FROM GLADES CUT OFF ROAD TO SELVITZ ROAD Alternative No. 1

FDOT MIDWAY ROAD (CR 712) FROM GLADES CUT OFF ROAD TO SELVITZ ROAD Alternative No. 2



3000 Dovera Drive, Suite 200, Oviedo, FL 32765 I P: 407-971-8850 I F: 407-971-8955 I www.inwoodinc.com

DATE: January 28, 2016

TO: Vanita Saini, PE

FROM: Kevin lannarone, PE

RE: Midway Road PD&E (FPID: 231440-3) – Coordination Meeting with City of Port St. Lucie

CC: All Attendees (via email), File

A coordination meeting was held on January 22nd, 2016, at the City of Port St. Lucie offices in regard to the Midway Road (CR 712) PD&E Study. The purpose of the meeting was to inform the City of the progress with the project and to discuss the potential impacts to the City-owned right-of-way associated with Canal 103. The items below summarize the key points of discussion. The meeting sign-in sheet, agenda, and exhibits are attached to this document for reference.

Project Overview: The PD&E Study will analyze two alternatives to widen Midway Road. The typical section will consist of a 4-lane urban roadway with 11-foot travel lanes, 7-foot buffered bike lanes, a 22-foot median, a 6-foot sidewalk on the north side, and a 12-foot shared-use path on the south side. An interchange feasibility study will be included with the PD&E Study which will analyze the potential for a new Midway Road / Florida's Turnpike interchange.

- Alternative 1 (Canal Avoidance)
 - Canal 103 and the existing vegetation will remain largely untouched.
 - o City of Port St. Lucie right-of-way impacts are only anticipated at project termini.
- Alternative 2 (Box Culvert)
 - o Canal 103 will be enclosed in a box culvert.
 - o City of Port St. Lucie right-of-way will be impacted through the entirety of the project.
 - o Seventeen feet of City-owned Canal 103 right-of-way will not be impacted.
 - This typical section is consistent with the Midway Road widening east of Selvitz Road (under construction).

Construction Costs: The design team is investigating alternatives to reduce costs and minimize impacts to the properties on the north side of Midway Road.

- Alternative 1
 - o LRE cost \$21,402,881
 - Right-of-way cost estimate \$10,500,000
- Alternative 2
 - o LRE cost \$27,932,634
 - o Right-of-way cost estimate \$6,800,000

Note: From this point forward, the discussions focused on Alternative 2.



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Landscape Buffer: Can the 17-foot buffer be reduced?

- Glades Cut-off Road to East Torino Pkwy
 - o City-owned Tract H-15 (Parcel ID 3420-735-0088-000-6) separates the southern Canal 103 right-of-way from residential properties.
 - Minimal vegetation
 - Approximately 45 feet wide
 - The City is okay with eliminating the 17-foot buffer and utilizing all of Canal 103 right-ofway to minimize impacts to the northern property and accommodate utilities (discussed below).
 - A 10-foot landscape buffer can be planted in Tract H-15 to screen the residential properties.
- East Torino Pkwy to Selvitz Road
 - o City-owned Tracts H-17 and G-4 (Parcel IDs 3420-735-00241-000-0 & 3420-741-0007-000-4) separate the southern Canal 103 right-of-way from the residential properties.
 - Tract H-17 (west of Florida's Turnpike)
 - Approximately 45 feet wide
 - Partially vegetated, majority of vegetation is exotics
 - Tract G-4 (east of Florida's Turnpike)
 - Approximately 25 feet wide
 - Heavily vegetated, but consists of significant exotics
 - The City would like to maintain a 10-foot buffer within the existing Canal 103 right-ofway.
 - Maintain native vegetation and remove exotics
 - Add additional plantings to help screen the residences.
- Selvitz Road to 25th Street (under construction)
 - o The buffer varies in width from 40 feet to a minimum of 5 feet.
- The landscape buffer along with the additional / enhanced plantings should be similar to the Midway Road landscape buffer from Selvitz Road to 25th Street to provide corridor consistency.

Right-of-Way: It was explained that the reductions in the buffer may not eliminate impacts to the northern parcels. In addition, there is a cost associated with the requested landscaping. In an effort to minimize project costs, the design team asked if the City of Port St. Lucie would be willing to donate all or a portion of the Canal 103 right-of-way. Additionally, the City was asked if the landscape buffers should remain City property and be planted under a Temporary Construction Easement. Frank Knott will investigate and inform the team of the City's position.

Utilities:

- The City owns a 12-inch water main which will need to be relocated if Alternative 2 is selected.
 - A 6-foot separation from the box culvert is required.
 - A 10-foot buffer to large trees / new tree plantings is required.
 - City indicated that there could be some flexibility for shrub / smaller plantings.
- The City owns a 4-inch force main from Glades Cut-off Road to Torino Parkway which will need to be relocated if Alternative 2 is selected.
 - o 10 feet of separation to the water main is required.
 - o A 10-foot buffer to large trees / new tree plantings is required.
 - City indicated that there could be some flexibility for shrub / smaller plantings.



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Other:

- The City is in support of a new Interchange with the Florida Turnpike. This will relieve congestion at the Port St. Lucie Blvd interchange to the south, and SR 70 interchange to the north.
- The City prefers alternative 2 (box culvert) as this maintains corridor look / consistency established with the Midway Road widening from Selvitz Road to 25th Street (under construction)

Basin B Ponds:

- If an interchange with Florida's Turnpike is approved, "in-field" pond sites will be investigated.
- Pond B-2 is sited on City-owned Tract A-1 (Parcel ID 3301-800-0010-000-2).
 - o The City has no plans to develop this parcel.
 - o Tract A-1 provides a buffer for the residences from the Turnpike.
 - The City requested a 10-foot landscape buffer long Florida's Turnpike to screen the residential properties. Further landscape enhancements may be required along the pond berms if this pond site is selected.
- The cleared parcels south of Tract A-1 are reserved for future sports fields (e.g., baseball, soccer, etc.).
 - The City is not interested in pursuing a joint-use pond at this time.

Action Items:

- Inwood
 - Update the Alternative 2 typical section to reflect the landscape buffer and City utility requirements.
 - Request updated right-of-way cost estimates for Alternative 2.
 - Estimate a revised cost for Alternative 2 based on implementation of the items discussed above.
- City of Port St. Lucie
 - o Investigate the potential for a donation of the City-owned Canal 103 right-of-way.
 - Investigate the City's preference for the landscape buffers (i.e., donation, fee purchase, or Temporary Construction Easement).
- St. Lucie County
 - o Provide the schedule of values for the landscape plantings east of Selvitz Road.

Midway Road PD&E Study

From Glades Cut Off Road to Selvitz Road FPID: 231440-3-22-01

City of Port St. Lucie Coordination Meeting January 22, 2016

Sign-In Sheet

Name	Representing	E-Mail
CRAZE HAUSCHZED	SLC ENGINEERING	HAUSCHILDC @ STLUCIECO. ORG
Michael Harvey	SLC Engineering	harveym@stlucieco.org
Vanita Saini	F907	Vanita. Sainic Rot. Hato 81.0
Lynn Kiefer	Kimbey-Horn	Lynn. Kiefer @ Kimley-horn.
Keyin Iangarone	Tawvech	Kiannarone @ inwooding cocon
FEANK KNOTT	CITY OF PSL	FRUOTTE CITYOFFS L. COM
Peter Buchwald	St. Lucit TPO	buchwalape stlucieco.org
Patricia Rochling	City of BL	patoracity of osl. com
Diana Sprigos	CAGOS PSZ WITH	dericas a city of sl.com
v		

Coordination Meeting January 22, 2016

SUBJECT: Midway Road PD&E

FPID: 23144032201

MEETING DATE: Friday January 22, 2016

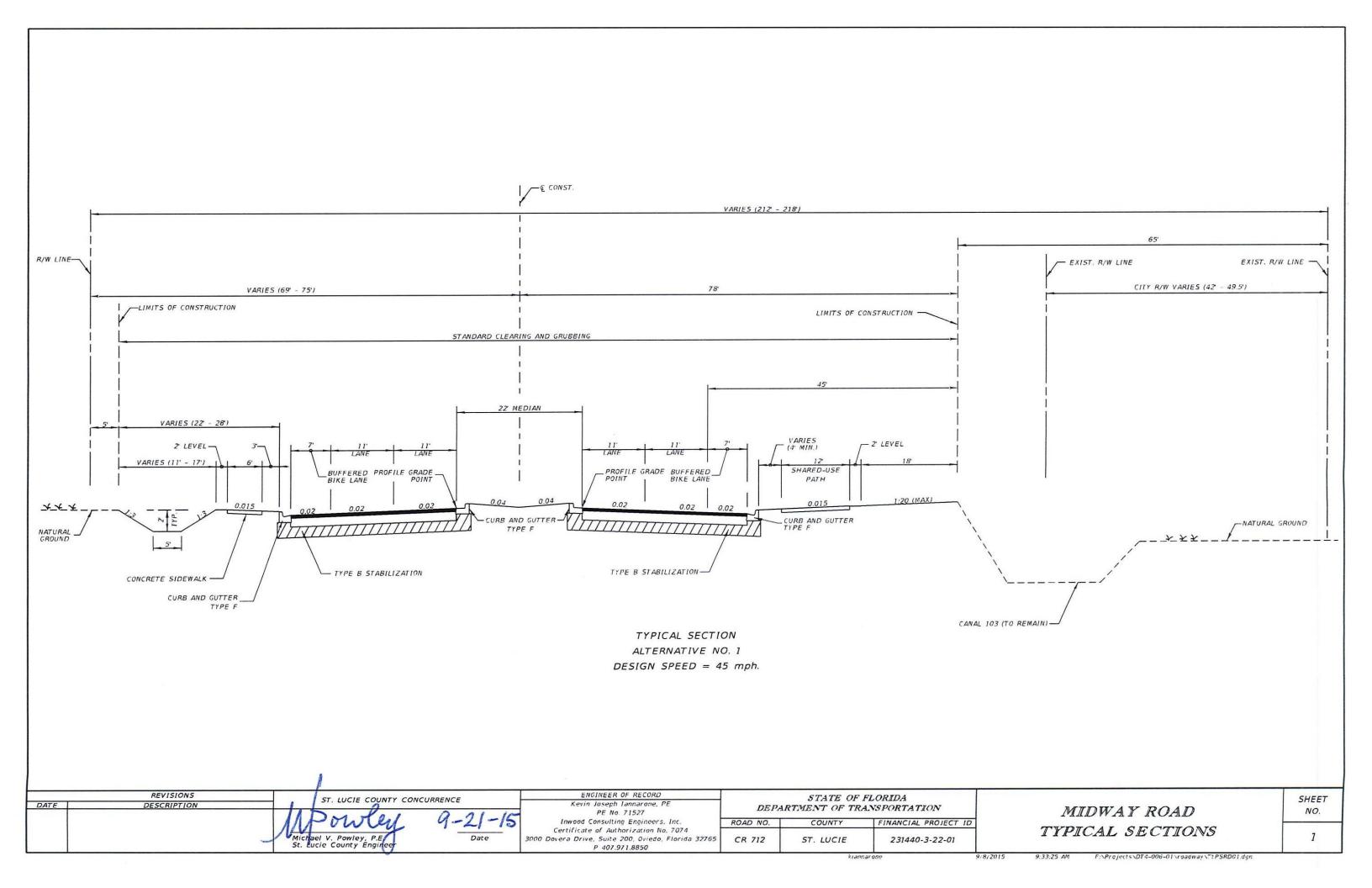
MEETING TIME: 9:00 AM to 10:00 AM

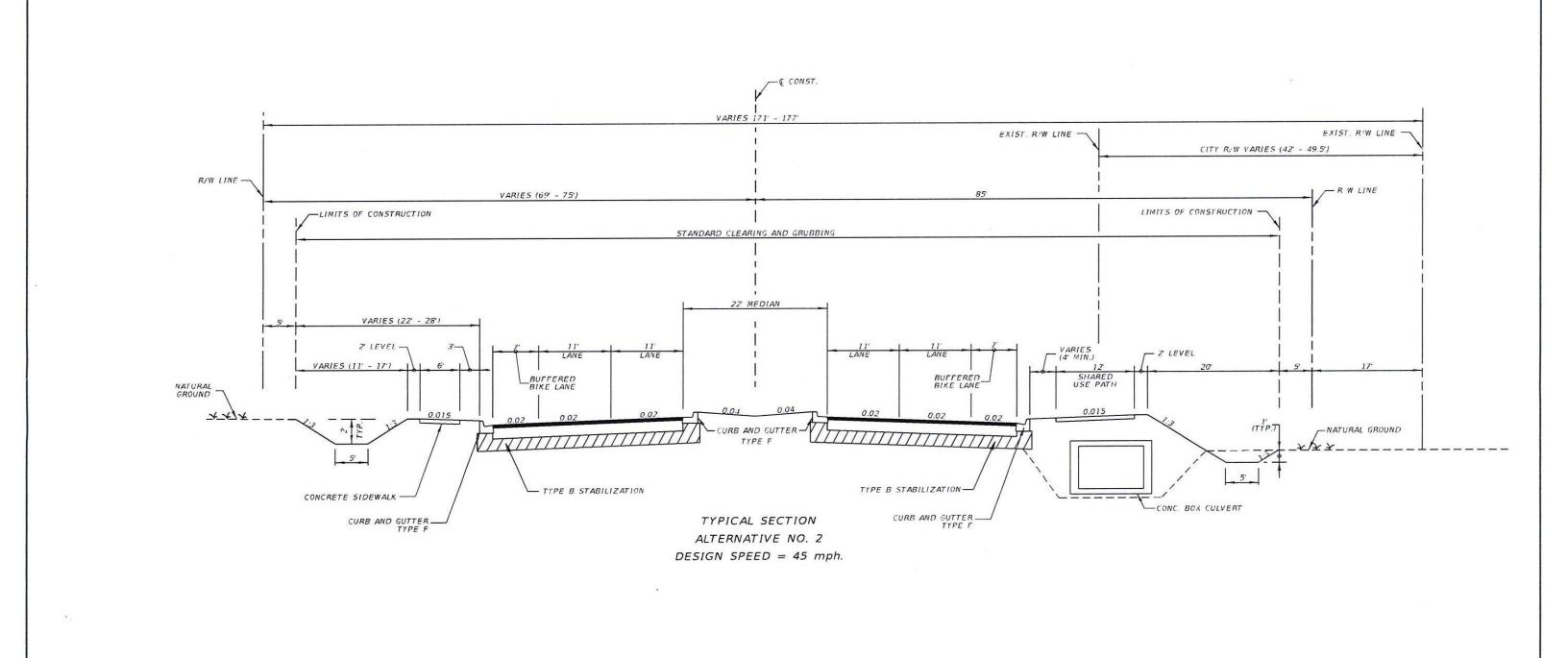
VENUE: 121 SW Port St. Lucie Blvd, Port St. Lucie Fl 34984

1) Inroductions

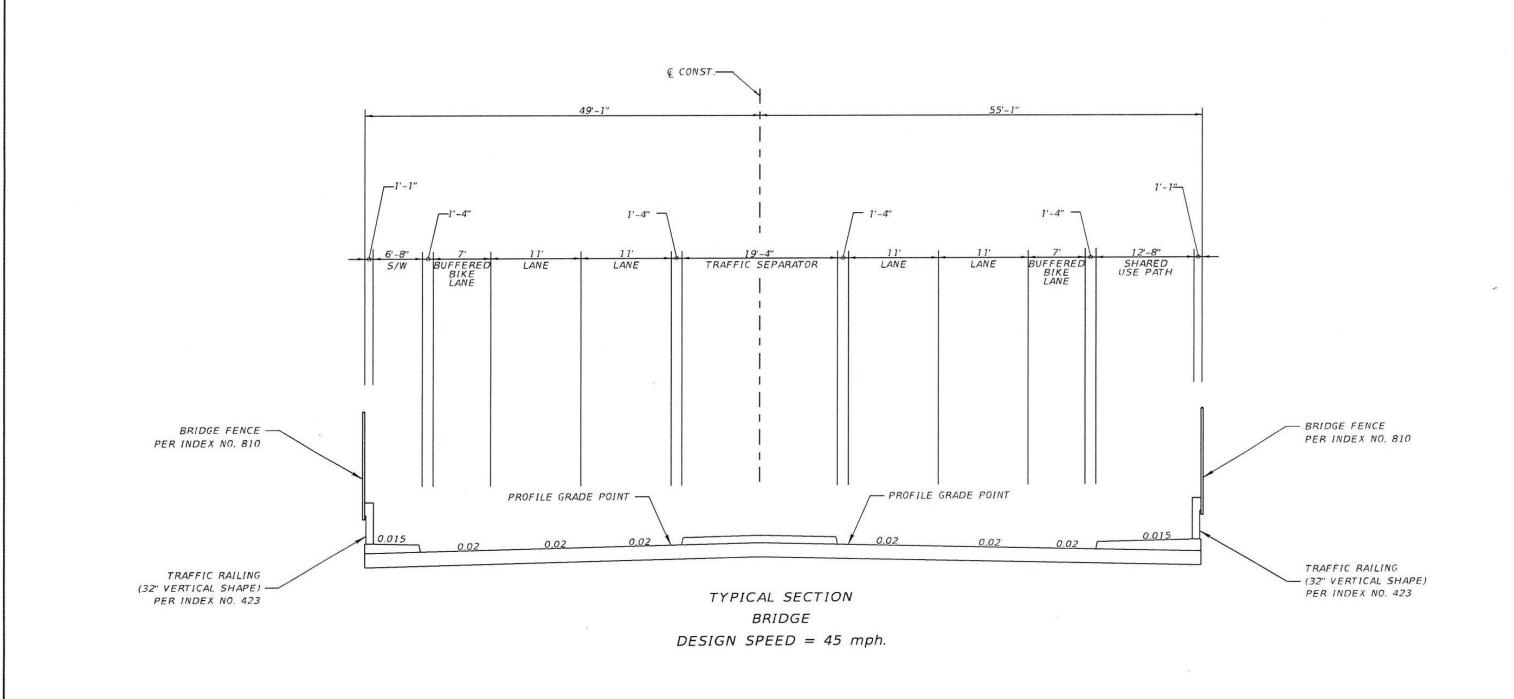
- 2) Project Overview
 - a) PD&E Study to widen Midway Road
 - (1) Anticipated design funding 2016 (FY 17)
 - (2) Anticipated construction funding FY 2021-2025
 - b) Turnpike Interchange Feasibility study
 - c) Midway Road Typical Section Alternatives
 - (1) Alternative 1 (Canal Avoidance)
 - (2) Alternative 2 (Box Culvert)
- 3) Canal 103
 - a) Ownership
 - b) Landscape Buffer requirements
 - c) Additional City owned properties
- 4) Basin B Pond Site
 - a) 800 foot long
 - b) Two alernaive pond sites
 - c) SFWMD Criteria requires dry pretreatment and wet detention
 - d) Pond B-2 Parcel is owned by the City of Port St. Lucie
 - i) What is the present use of this parcel?
 - ii) Are there any future plans for this parcel?
 - iii) What concerns (if any) are ther to proposing a stormwater pond on this parcel?
- 5) Open discussion

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ENGINEER OF RECORD
Kevin Joseph Lannarone, PE REVISIONS STATE OF FLORIDA ST. LUCIE COUNTY CONCURRENCE SHEET DATE DESCRIPTION DEPARTMENT OF TRANSPORTATION MIDWAY ROAD NO. PE No. 71527 Inwood Consulting Engineers, Inc. ROAD NO. COUNTY FINANCIAL PROJECT ID TYPICAL SECTIONS Certificate of Authorization No. 7074 Michael V. Powley, P.E. St. Luce County Engineer 2 3000 Dovera Drive, Suite 200, Oviedo, Florida 32765 CR 712 ST. LUCIE 231440-3-22-01 P 407.971.8850 F:\Projects\DT4-006-01\roadway\TYPSRD01.dgn 9/8/2015

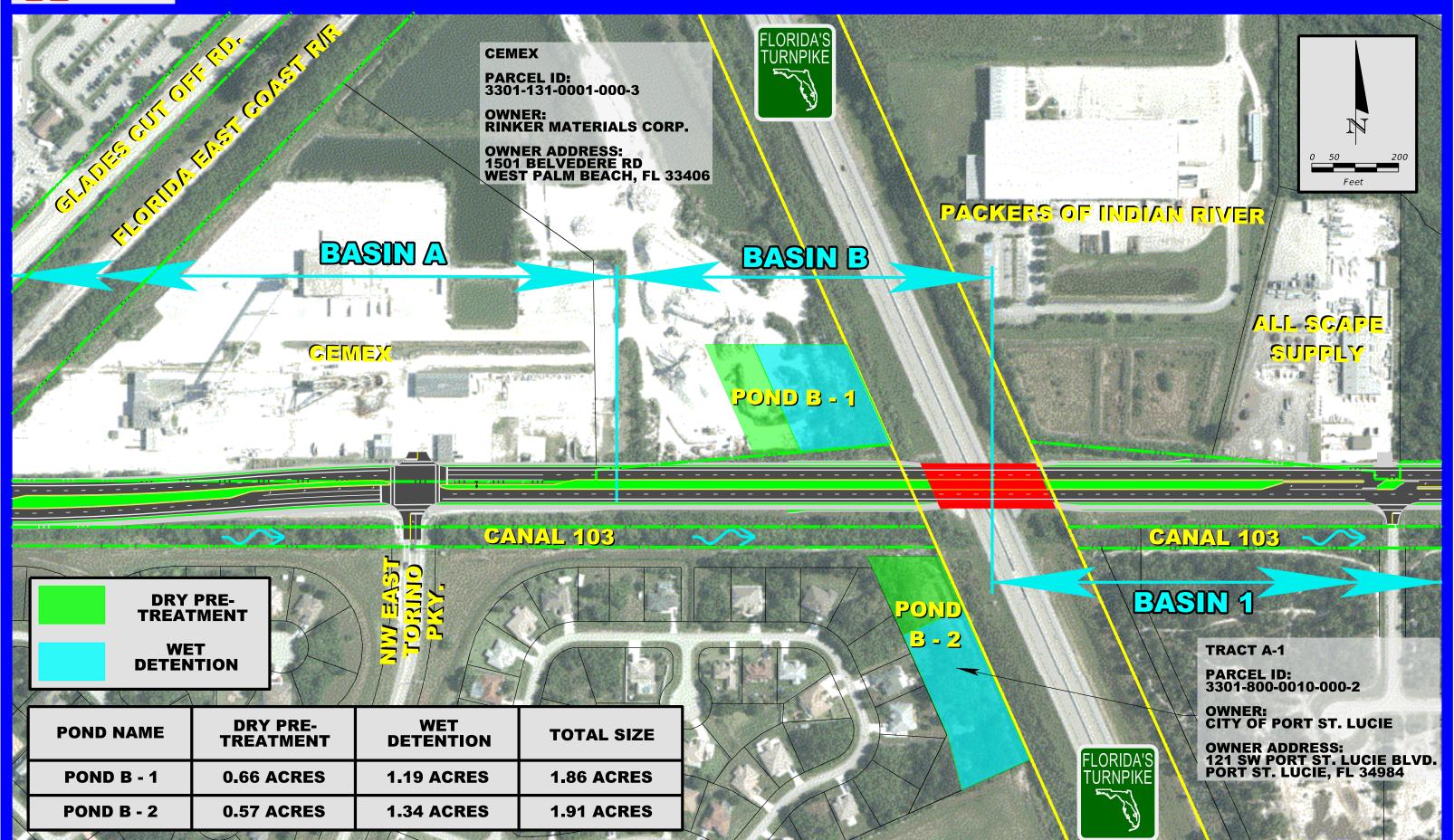


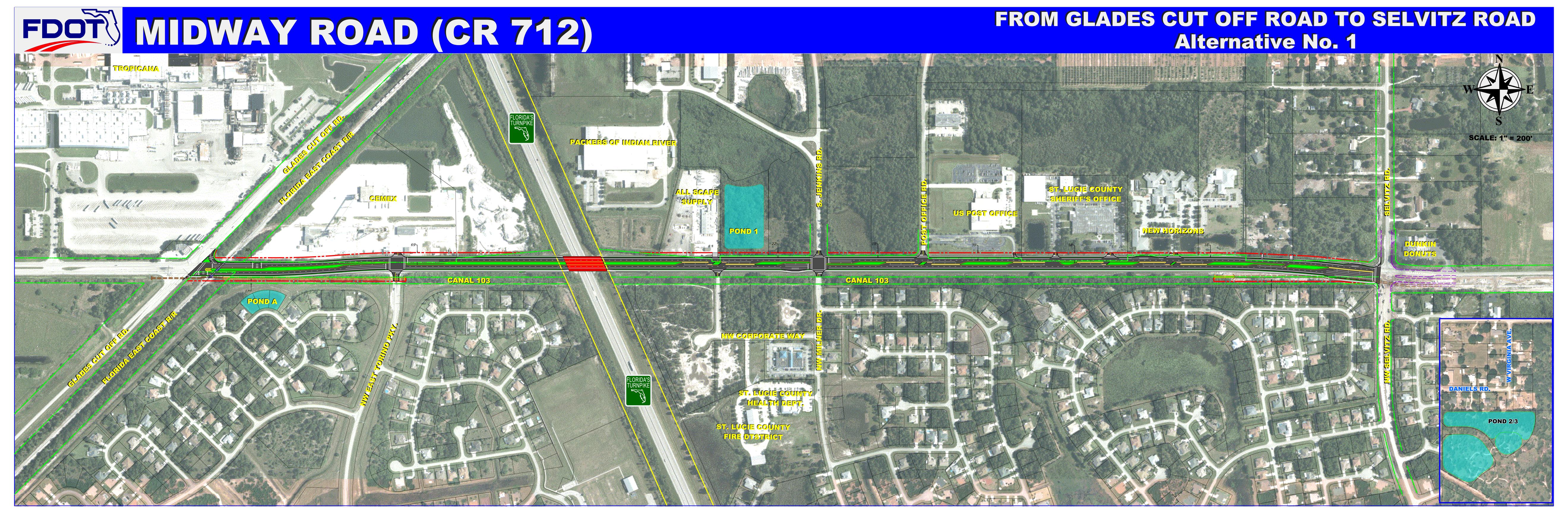
REVISIONS ST. LUCIE COUNTY CONCURRENCE STATE OF FLORIDA SHEET Kimley-Horn and Associates, Inc. DESCRIPTION DATE DEPARTMENT OF TRANSPORTATION Certificate Of Authorization No. 696 Kenneth W. Jackson, P.E. P.E. License No. 50602 1920 Wekiva Way, Suite 200 West Palm Beach, Florida 33411 MIDWAY ROAD TYPICAL SECTIONS NO. ROAD NO. COUNTY FINANCIAL PROJECT ID 3 CR 712 ST. LUCIE 231440-3-22-01 F:\Projects\DT4-006-01\roadway\TYPSRD01.dgn

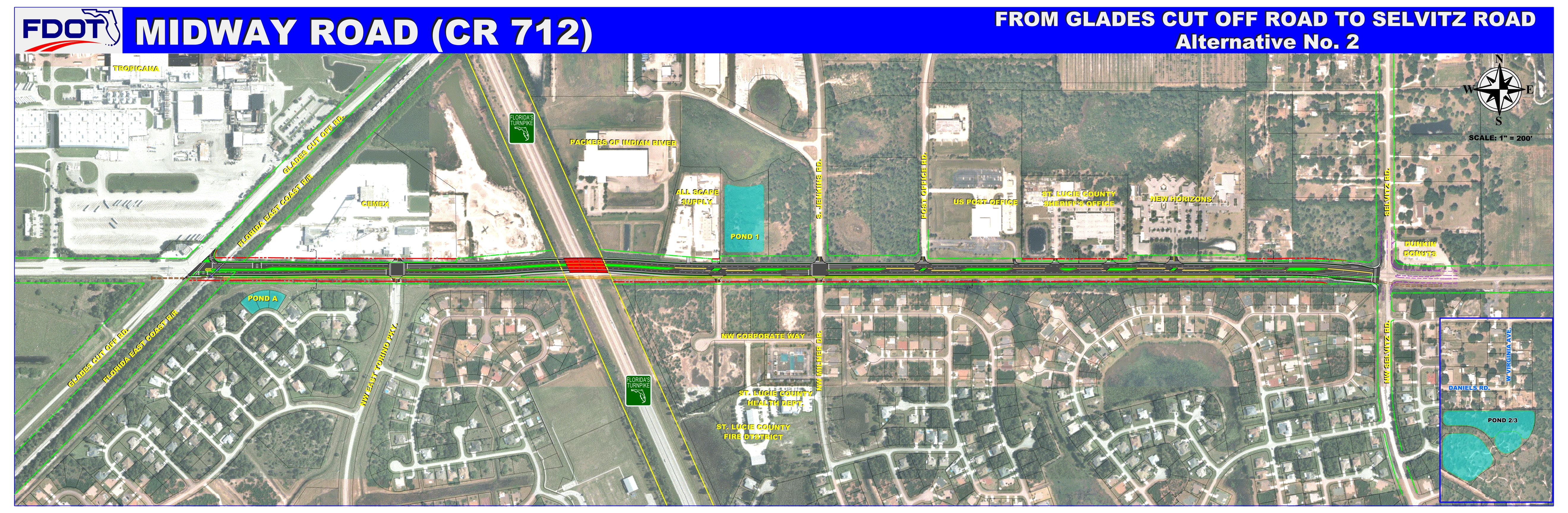


MIDWAY ROAD (CR 712)

BASIN B - POND EXHIBIT







Kevin Iannarone

From: Craig Hauschild hauschildc@stlucieco.org

Sent: Tuesday, June 28, 2016 2:37 PM

To: Kevin Iannarone

Cc: Alex Hull; Michael Powley

Subject: FW: 14010 Midway Rd, Glades Cut-Off Rd to Selvitz Rd - FPID: 231440-3, Midway Road

Access Management

Good afternoon Kevin,

Please see the response from the Fire District. Let me know if you have any questions.

Thanks, Craig

Craig A. Hauschild, P.E. Assistant County Engineer



St. Lucie County Engineering Division 2300 Virginia Ave., Rm. 229 Fort Pierce, FL 34982

Direct: (772) 462-1712 • Main: (772) 462-1707 • Fax: (772) 462-2362 Email: hauschildc@stlucieco.org • Website: www.stlucieco.org

From: DFoxx@slcfd.org [mailto:DFoxx@slcfd.org]

Sent: Tuesday, June 28, 2016 2:24 PM

To: Craig Hauschild hauschild hauschildc@stlucieco.org

Subject: RE: 14010 Midway Rd, Glades Cut-Off Rd to Selvitz Rd - FPID: 231440-3, Midway Road Access Management

Craig we are fine with the plan. The District would like signaling at Midway and Milner to accommodate future fire station plans. I'm sure signage for emergency use only is also included in the plan. Please call me if you have more questions

Derek Foxx; Division Chief St. Lucie County Fire District Office (772) 621-3322

Sent from IBM Verse

Craig Hauschild --- RE: 14010 Midway Rd, Glades Cut-Off Rd to Selvitz Rd - FPID: 231440-3, Midway Road Access Management ---

From: "Craig Hauschild" <hauschildc@stlucieco.org>

To: "Captain Derek M. Foxx (<u>dfoxx@slcfd.org</u>)" < <u>dfoxx@slcfd.org</u>>

Cc: "Michael Powley" <powleym@stlucieco.org>, "Michael Harvey" <harveym@stlucieco.org>

Date: Tue, Jun 28, 2016 9:03 AM

Subject: RE: 14010 Midway Rd, Glades Cut-Off Rd to Selvitz Rd - FPID: 231440-3, Midway Road Access Management

Good morning Chief Foxx,

Congratulations (9 months late). My contact information appears dated.

I'm am following up on the email below. Please do not hesitate to contact me if you have any questions.

Thanks,

Craig

Craig A. Hauschild, P.E. Assistant County Engineer



St. Lucie County Engineering Division 2300 Virginia Ave., Rm. 229 Fort Pierce, FL 34982

Direct: (772) 462-1712 • Main: (772) 462-1707 • Fax: (772) 462-2362 Email: hauschildc@stlucieco.org • Website: www.stlucieco.org

From: Craig Hauschild

Sent: Thursday, June 23, 2016 11:15 AM

To: 'Captain Derek M. Foxx (dfoxx@slcfd.org)' <dfoxx@slcfd.org>

Cc: Michael Powley cc. Michael Powley powleym@stlucieco.org>; Michael Harvey harveym@stlucieco.org>

Subject: 14010 Midway Rd, Glades Cut-Off Rd to Selvitz Rd - FPID: 231440-3, Midway Road Access Management

Good morning Captain Derek M. Foxx,

Attached, please find a graphic of the proposed access management plan for Midway Road, specifically for emergency access to the Turnpike. As discussed, a curb apron has been proposed at the existing access points off of Midway Road and within the medians proposed east and west of the turnpike bridge. This will accommodate emergency vehicles enabling them to make a right in and a left out when responding to and from a call. The curb apron proposed is that which has been utilized elsewhere for the central island of a roundabout. The height at the face of the curb is 1 inch. The transition to the median surface is another 2 inches with an overall height of 3 inches.

The photograph below represents an example of the traversable curb proposed. It is of the roundabout on Seaway Drive (A1A) in front of Chuck's Seafood Restaurant. I drove over the roundabout earlier this week in my Honda Civic without any problems.

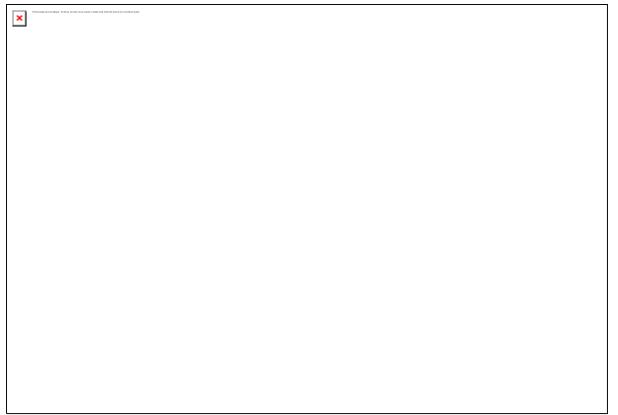


Figure 1 - Looking southeast at the roundabout on Seaway Drive from the north side of the roadway. Harbour Isle Drive is located behind the vehicle in the photograph.

Please do not hesitate to contact me if you have any questions. With your consent we will request that this type of curb be install at the access points and within the median as part of the access management plan.

Thank you, Craig

Craig A. Hauschild, P.E. Assistant County Engineer



St. Lucie County Engineering Division 2300 Virginia Ave., Rm. 229 Fort Pierce, FL 34982

Direct: (772) 462-1712 • Main: (772) 462-1707 • Fax: (772) 462-2362 Email: hauschildc@stlucieco.org • Website: www.stlucieco.org

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Kevin Iannarone

From: Craig Hauschild hauschildc@stlucieco.org

Sent: Tuesday, June 21, 2016 11:37 AM

To: Kevin Iannarone

Cc: Alex Hull

Subject: FW: FPID: 231440-3, Midway Road PD&E - Access Management Approval in front of

Sheriff's Office

Attachments: Sheriff's Office Medain Detail_5-16-16.pdf

As requested.

From: Garry Wilson [mailto:GWilson@stluciesheriff.com]

Sent: Friday, June 17, 2016 1:06 PM

To: Craig Hauschild <hauschildc@stlucieco.org>

Subject: RE: FPID: 231440-3, Midway Road PD&E - Access Management Approval in front of Sheriff's Office

Craig, that will work for us. thanks

From: Craig Hauschild [mailto:hauschildc@stlucieco.org]

Sent: Friday, June 17, 2016 11:44 AM

To: Garry Wilson < <u>GWilson@stluciesheriff.com</u>> **Cc:** Michael Powley < <u>powleym@stlucieco.org</u>>

Subject: FPID: 231440-3, Midway Road PD&E - Access Management Approval in front of Sheriff's Office

Good morning Chief Deputy Wilson,

Attached, please find a graphic of the proposed access management plan for Midway Road at the Sheriff's Office. The western most access is proposed as a full median open. As discussed, a drop cub has been proposed within the median of the eastern most entrance in order for emergency vehicles to make a left out. The drop cub proposed is that which has been utilized elsewhere for the central island of a roundabout. The height at the face of the curb is 1 inch. The transition to the median surface is another 2 inches with an overall height of 3 inches.

The photograph below represents an example of the traversable curb proposed. It is of the roundabout on Seaway Drive (A1A) in front of Chuck's Seafood Restaurant. I drove over the roundabout last night in my Honda Civic without any problems.



Figure 1 - Looking southeast at the roundabout on Seaway Drive from the north side of the roadway. Harbour Isle Drive is located behind the vehicle in the photograph.

Please do not hesitate to contact me if you have any questions. With your consent we will request the drop curb within the median be incorporated into the access management plan.

Thank you, Craig

Craig A. Hauschild, P.E. Assistant County Engineer



St. Lucie County Engineering Division 2300 Virginia Ave., Rm. 229 Fort Pierce, FL 34982

Direct: (772) 462-1712 • Main: (772) 462-1707 • Fax: (772) 462-2362 Email: hauschildc@stlucieco.org • Website: www.stlucieco.org

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Please Note: Florida has very broad public records laws. Most written communications to or from County officials regarding County business are public records available to the public and media upon request. It is the policy of St. Lucie County that all County records shall be open for personal inspection, examination and / or copying. Your e-mail communications will be subject to public disclosure unless an exemption applies to the communication. If you received this email in error, please notify the sender by reply e-mail and delete all materials from all computers.



3000 Dovera Drive, Suite 200, Oviedo, FL 32765 I P: 407-971-8850 I F: 407-971-8955 I www.inwoodinc.com

DATE: April 5, 2016

TO: July Jimenez, PE

FROM: Kevin lannarone, PE

RE: Midway Road PD&E (FPID: 231440-3) – New Horizons Coordination

CC: All Attendees (via email), File

A coordination meeting with New Horizons (4500 W. Midway Road) was held on April 4, 2016, at 1:00pm regarding the Midway Road (CR 712) PD&E Study. This meeting was requested by Linda Wakefield (New Horizons Facilities Manager) as a follow-up to email and phone conversations regarding the project. The attendees included representatives from FDOT (via phone), Inwood, St. Lucie County, and New Horizons. The purpose of the meeting was to present the project to New Horizons staff and discuss the access / median opening requirements necessary to maintain New Horizons' facility operations.

The meeting began with introductions, an overview of the project, and a review of the typical sections and alternative roll plots. The meeting agenda, handouts, sign-in sheet, and roll plots provided at the meeting are attached to this document for reference. The bulleted items below summarize the key points of discussion.

Typical Section Alternatives

- Alternative 1 (Canal Avoidance Typical)
 - This alternative requires additional right-of-way varying in width from 16 feet to 27 feet across the New Horizons frontage.
- Alternative 2 (Box Culvert)
 - o No right-of way impacts are anticipated (at this time) with this alternative.

New Horizons Operations

- Ambulances and accompanying fire trucks pick up patients from the facility and transport them to Lawnwood Medical Center located to the east of the project.
 - Frequency varies
 - o This is an emergency response transport
- Community transit enters and exits the facility daily
- Delivery vehicles
 - UPS deliveries
 - Semi –truck deliveries (e.g., food, medical supplies, etc.)
- Average of 500 clients weekly
- Employees
 - o 100 150 employees come and go daily
 - o 3 shift changes



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Access Management / Median Opening Requirements

- Kevin lannarone (Inwood) explained that there are criteria for median opening spacing based on minimizing conflict points on the roadway and maintaining safety. This goal is to create a balance between safety on the roadway and maintaining the operation of the existing facilities on the corridor.
- Currently a dual directional median opening is proposed in front of the New Horizons facility.
 - New Horizons staff expressed concern about the ability of emergency vehicles to head east when leaving the facility.

Other Discussion Items

- An Interchange Feasibility Study will be conducted to determine if a new interchange with Florida's Turnpike is warranted on Midway Road.
- New Horizons staff explained that many clients walk to the facility and maintaining / improving pedestrian access is important to their operations.
 - o It was explained that a sidewalk will be added on the north side of Midway Road, and a shared-use path will be added to the south side.
 - A new signal is anticipated at Jenkins Road which will provide an additional pedestrian crossing of Midway Road.
- New Horizons staff stated they preferred Alternative 2 (Box Culvert).
- Project Schedule / Phases
 - o PD&E Phase Completed summer 2017
 - o Design Phase Funded 2017
 - Right-of-Way Acquisition Anticipated funding FY 2021-2025
 - Construction Anticipated funding FY 2021-2025

Action Items

 Inwood will investigate alternatives to minimize impacts to ambulances exiting New Horizons and traveling east.

Note: The above reflects the writer's understanding of the contents of the meeting. If any misinterpretations of inaccuracies are included, please contact Kevin Januarone (407-971-8850) as soon as possible for resolution and revisions if necessary.



Midway Road/CR 712 PD&E Study Coordination Meeting

April 4, 2016

from Glades Cut Off Road to Selvitz Road Financial ID No.: 231440-3-22-01

Name	Organization	Address	E-mail
LINDA WAKEFIEL	D NEW HORIZINS	4500 W. MIDWAY RD	LWAKEFIELD A HTCINC.ORG
CRAZE HAUSENZED	ST. LUCIE COUNTY ENGINEERS	46 2300 VIRGERA AVE.	HAVSCHILDC@STLUCTECO.ORG
Michael Haney	St. Lucie County Eng.	2300 Virginia Ave.	harvey m@ strucieeo. org
JOHN ROMAND	New Horizons	4500 W. MIDWKY Rd.	TROMANO @ NHTINC. ORG
	n New Horizons	4500 W Misling Rd	agosselin@ nhtcinc.og
JoAnne Knight	New #rizons	45to w. midwa Rox V	jKNIGHT@ nhtcinc.org
July Jimenez	FOOT (Via Phone)	3400 W. Commercial Glad, Ft. landerdale	July. Jimenez @ dot. state. fl. us
Kevin Jannarone	Inuxel	3000 Doners Dive Suite See oviedoft	Kignnarone @inuxedine. com
			3

Coordination Meeting April 4, 2016

SUBJECT: Midway Road PD&E

FPID: 23144032201

MEETING DATE: Monday, April 4th 2016

MEETING TIME: 1:00 PM to 2:00 PM

VENUE: New Horizons (4500 West Midway Road)

- 1) Inroductions
- 2) Project Overview
 - a) PD&E Study to widen Midway Road
 - (1) Project Schedule
 - b) Typical Section Alternatives
 - (1) Alternative 1 (Canal Avoidance)
 - (2) Alternative 2 (Box Culvert)
 - c) Alignments
- 3) New Horizons Operations
 - a) Traffic flow within the facility
 - b) Emergency response vehicle needs
 - c) Delivery vehicles
 - d) Median openings / access management
- 4) Open discussion
- 5) Project website provides current project information and status
 - a) www.MidwayRd.com

Action Items:

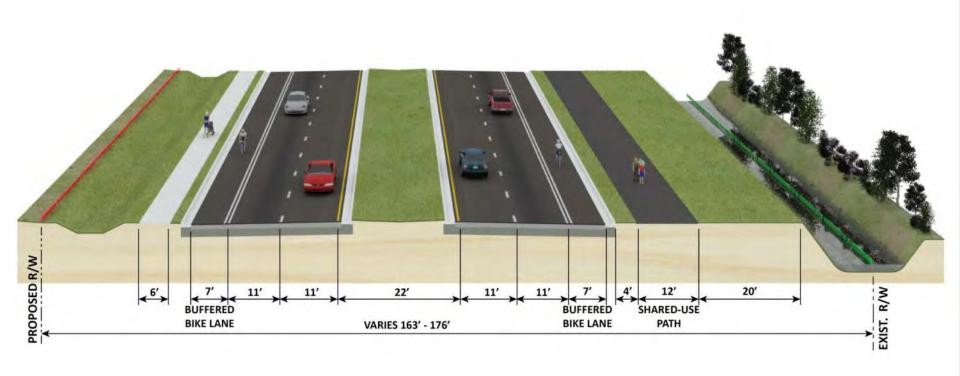
Action Item	Due Date	Person Responsible	Notes
1.			
2.			
3.			
4.			

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Alternatives Analysis



Alternate 1 – Canal Avoidance

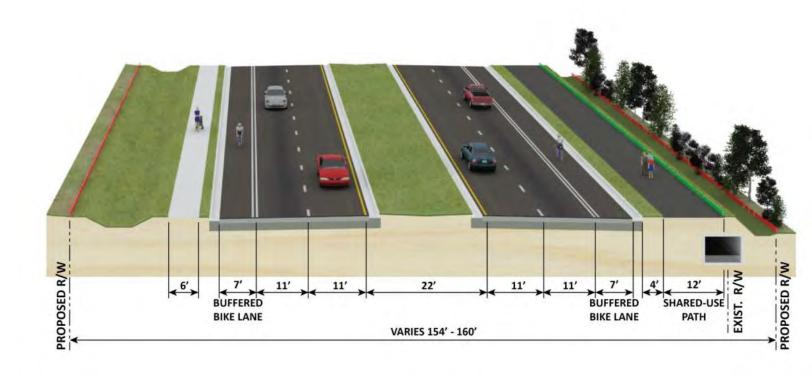




Alternatives Analysis



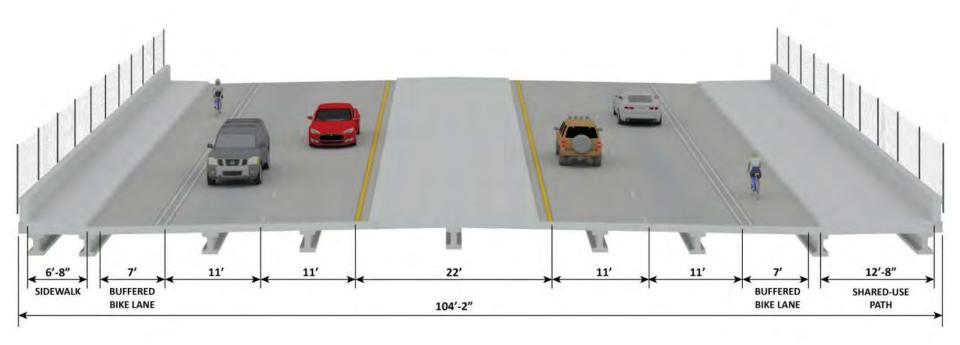
Alternate 2 – Box Culvert



Alternatives Analysis



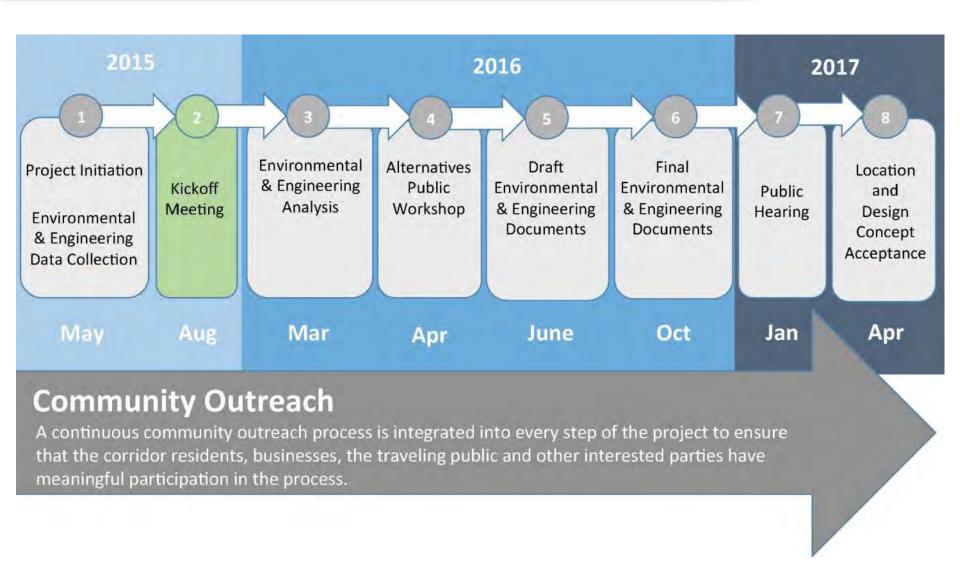
Bridge Over Turnpike





Project Schedule







Project Implementation



Long Range Planning

PD&E Study Phase

Current Project Phase

Design Phase

Funded in 2017

Right-of-way Acquisition Phase

Anticipated Funding in FY 2021 – 2025 Timeframe

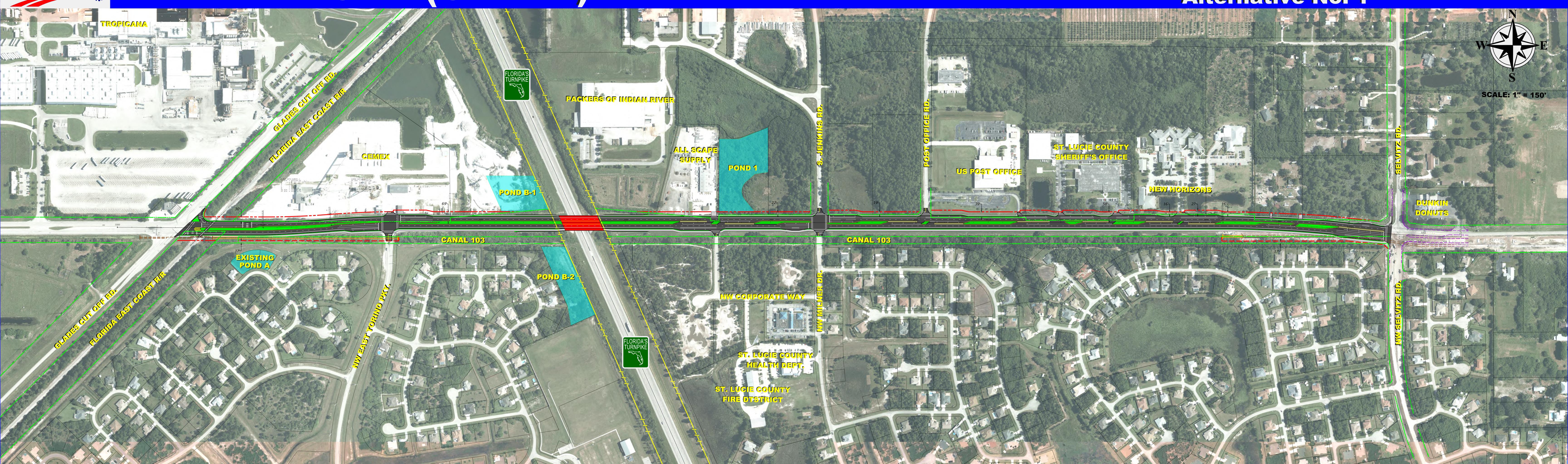
Construction Phase

Anticipated Funding in FY 2021 – 2025 Timeframe



FDOT MIDWAY ROAD (CR 712)

FROM GLADES CUT OFF ROAD TO SELVITZ ROAD Alternative No. 1



FDOT MIDWAY ROAD (CR 712) FROM GLADES CUT OFF ROAD TO SELVITZ ROAD Alternative No. 2 (Southern Shift)

Kevin Iannarone

From: Murriah Dekle <DekleM@stlucieco.org>
Sent: Thursday, January 07, 2016 10:32 AM

To: Kevin Iannarone

Craig Hauschild; Alex Hull; Saini, Vanita

Subject: RE: FPID: 231440-3, Midway Road PD&E, Transit

Hi Kevin,

I apologize for the delayed response. The three locations mentioned in your previous email, and depicted within the attachment are still appropriate. Based on the future land use designations and existing uses, I do not have additional bus stop locations to request for this particular segment. Thank you for including us in the process.

Happy New Year!

Murriah Dekle, MPA Community Transportation Coordinator

St. Lucie County, Board of County Commissioners Community Services Department 437 North 7th Street, Fort Pierce, FL 34950 O: 772-462-3065 | C: 812-7899 | deklem@stlucieco.org



From: Kevin lannarone [mailto:kiannarone@inwoodinc.com]

Sent: Thursday, January 07, 2016 8:40 AM **To:** Murriah Dekle <DekleM@stlucieco.org>

Cc: Craig Hauschild hauschild hauschild hauschildc@stlucieco.org; Alex Hull hauschildc@stlucieco.org; Alex Hull hauschildc@stlucieco.org; Alex Hull hauschildc@stlucieco.org</a

<Vanita.Saini@dot.state.fl.us>

Subject: RE: FPID: 231440-3, Midway Road PD&E, Transit

Good morning Murriah,

I am following up on the email below. Have you had an opportunity to review the proposed transit stops on Midway Road?

Please advise if any modifications are necessary.

Thank you.

Kevin lannarone, PE

Project Manager

INWOOD CONSULTING ENGINEERS

3000 Dovera Dr., Suite 200, Oviedo, FL 32765

P: 407-971-8850 C: 407-399-9641

From: Kevin lannarone

Sent: Thursday, December 17, 2015 3:15 PM

To: 'deklem@stlucieco.org' <deklem@stlucieco.org>

Cc: Craig Hauschild hauschildc@stlucieco.org; Alex Hull ahull@inwoodinc.com; 'Saini, Vanita'

<Vanita.Saini@dot.state.fl.us>

Subject: FPID: 231440-3, Midway Road PD&E, Transit

Good Afternoon Murriah,

I wanted to touch base with you regarding the anticipated transit stop locations on Midway Road from Glades Cut-Off to Selvitz Road. Based on previous coordination with Corine Williams, we are anticipating three bus bays / stops along the corridor. The first is near the Jenkins Road Intersection (EB), the second is between the Sherriff's Office and New Horizons (WB) and the third is at the Selvitz Road intersection (WB). Our understanding of the desired bus bay locations are shown in the attached exhibit. Currently, we have designed the bus bays to accommodate one bus at a time. We have not determined the final locations of signals and right turn lanes which may have a slight impact on the final locations of the bus bays.

Will you please review the attached graphic and advise if these stops locations are still appropriate. Are there any additional stops that should be added to the corridor?

Thank you.

Kevin lannarone, PE

Project Manager

INWOOD CONSULTING ENGINEERS

3000 Dovera Dr., Suite 200, Oviedo, FL 32765

P: 407-971-8850 C: 407-399-9641

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Meeting Minutes

3000 Dovera Drive, Suite 200, Oviedo, FL 32765 | P: 407-971-8850 | F: 407-971-8955 | www.inwoodinc.com

DATE: August 16, 2016

TO: July Jimenez, PE

FROM: Alex Hull, PE

RE: Midway Road PD&E (FPID: 231440-3) – US Postal Service Coordination Meeting

CC: All Attendees (via email)

A meeting was held on August 10, 2016, at the US Post Office on Midway Road in St. Lucie County, Florida, in regard to the Midway Road (CR 712) PD&E Study. The purpose of the meeting was to discuss the access management plan proposed at Jenkins Road and Post Office Road.

The meeting began with introductions and a discussion of the alternatives being considered. The proposed access management plan provides for a dual directional median opening at Post Office Road and for a full median opening at Jenkins Road. The County representatives stated that the County intends to request that a signal be included at Jenkins Road.

The Postal Service representatives explained that many large trucks currently turn eastbound onto Midway Road from Post Office Road and that the directional median opening would prevent that movement. They expressed that the additional travel time to go northbound on Post Office Road and then southbound on Jenkins Road would be expensive because of the extra travel time. They also expressed concerns about the condition of Post Office Road and Jenkins Road and whether the roads cold handle the large Post Office Trucks.

The FDOT representatives explained that the recommended alternative for implementation is Alternative 2 – Box Culvert. This alternative encloses Canal 103 located on the south side of Midway Road in a concrete box culvert. The result is that right-of-way impacts on the north side of the road are reduced. Specifically, no right-of-way would be acquired from US Postal Service property. It was also discussed that a full median opening at Post Office Road does not meet FDOT Access Management spacing criteria since the distance from Jenkins Road is less than 1,320 feet. It was explained that the access management plan is based on enhancing safety since it reduces conflict points. It was discussed that large trucks trying to make a left turn onto Midway Road at an unsignalized intersection could result in blocking the west bound lanes while the truck was waiting in the median to make the left turn.

Craig Hauschild, with St. Lucie County, stated that the roadways are part of the industrial park and were designed to accommodate truck traffic. He stated that the industrial park is responsible for maintenance and said that he would supply the plat of the development to the Post Office representatives. He also emphasized that the County is providing the signal at Jenkins Road to improve safety.



Meeting Minutes

3000 Dovera Drive, Suite 200, Oviedo, FL 32765 I P: 407-971-8850 I F: 407-971-8955 I www.inwoodinc.com

The US Postal Service representatives discussed other alternatives for providing direct access onto eastbound Midway Road. After further discussion, and after being informed that no right-of-way was being acquired from Postal Service property, agreed that the proposed access management plan was a safe plan and that they understood the safety benefits of the plan. They agreed to further evaluate their options over the next two weeks and get back with FDOT and the County if other options were identified.

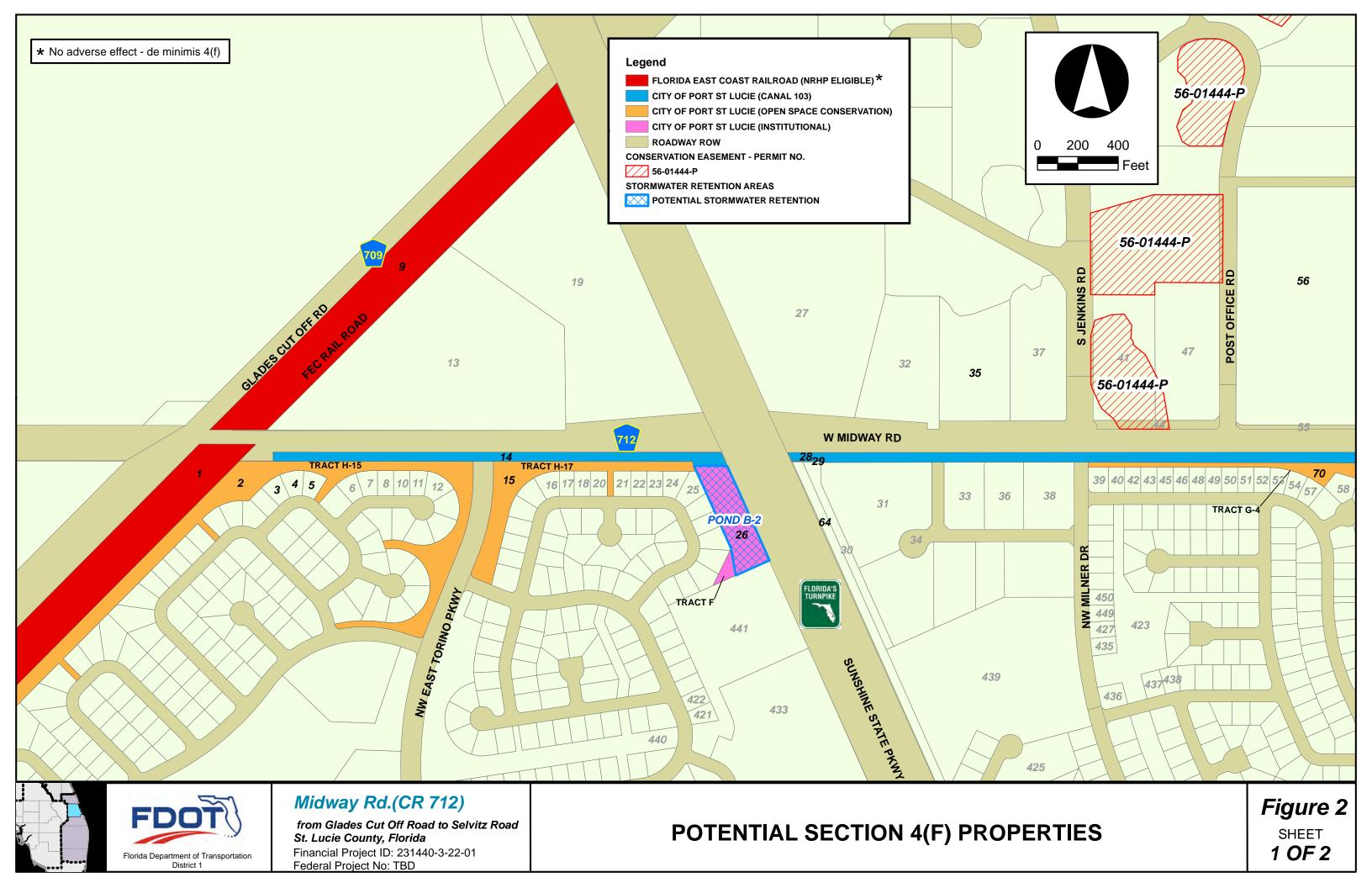
FDOT Midway Road/CR 712 PD&E Study US Postal Service from Glades Cut Off Road to Selvitz Road

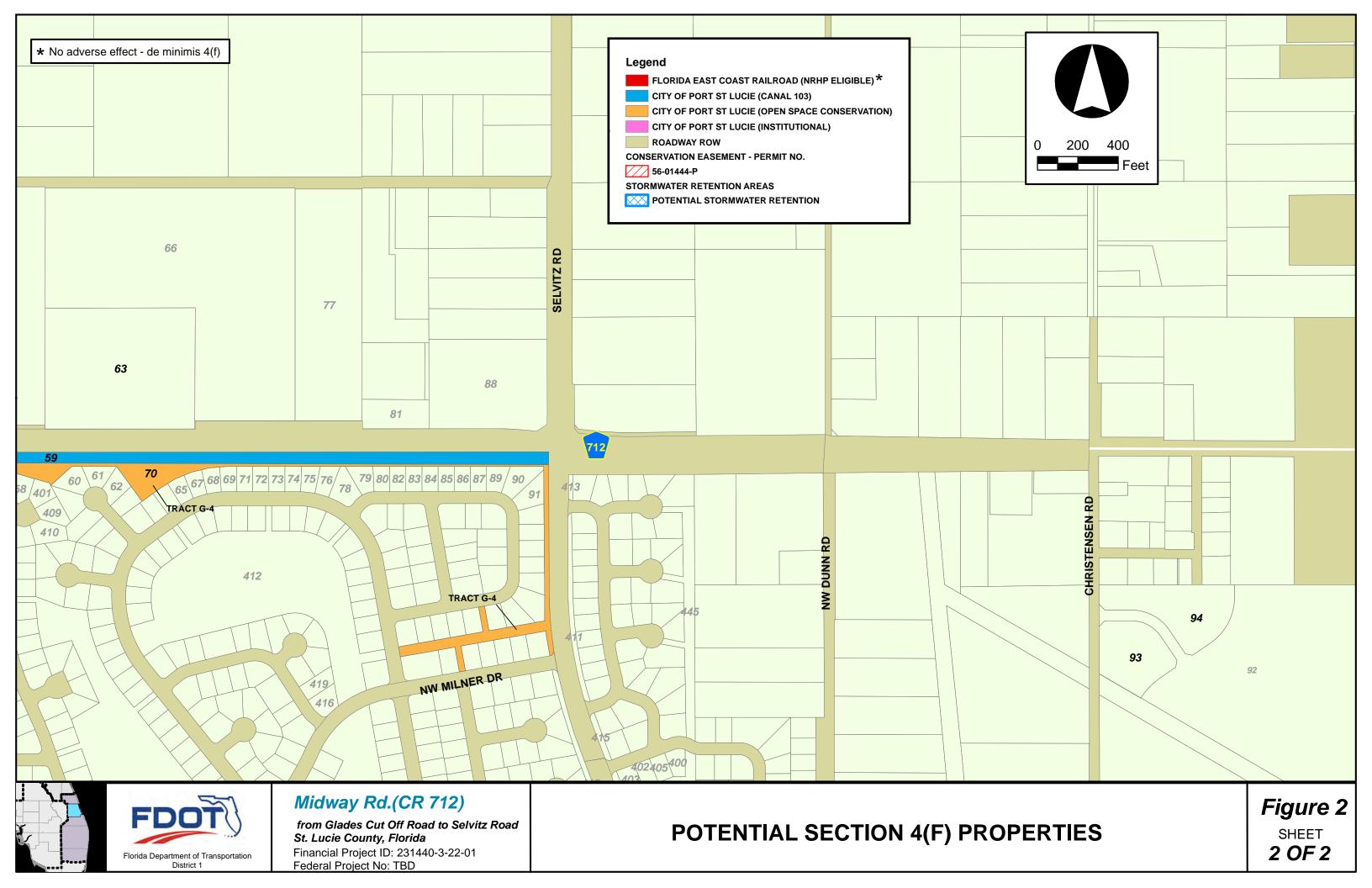
Financial ID No.: 231440-3-22-01

atul (S)modeling.com TUN Is moneza dot, state. Pus Jose, R. ARREdondo Queps, Gar JOBL: M. DUCLICHTE @ USPS. 600 Lagueline. d. loug @ USIS, gov HAUSCHZLOCE STLUCTECO, ORG harvey m@ stlucieco. or 3 ANgel, L. Gual QUSPS. Gen Robert, weiser @ USPS. gov Louis, J. Esposito Queps, GOU E-mail COUNTY ENGPAEERENG Organization Engineering 1 MINDOC 100A FAST SUSM SASM SY SM ST. LUCEE 308n USPS SLC JOSE (JOE) ARLEDMO HERVERINE LONG JOEL M. Overforte, PM Pobalt Wiger, Man LO MENER or the Phone: Louis J Esposin CRASES HOUSEHIED Angel Gust Name Michael Harvey

APPENDIX D PUBLIC HEARING TRANSCRIPT [TO BE INCLUDED FOLLOWING PUBLIC HEARING]

APPENDIX E SECTION 4(f) DETERMINATION OF APPLICABILITY Map and FHWA CORRESPONDANCE (To be included upon receipt)





APPENDIX F SHPO CONCURRENCE LETTERS



RICK SCOTT GOVERNOR 3400 West Commercial Blvd. Fort Lauderdale, FL 33309 JIM BOXOLD SECRETARY

June 28, 2016

Dr. Timothy Parsons, Director and State Historic Preservation Officer Division of Historical Resources 500 South Bronough Street Tallahassee, Florida 32301

Subject: Request for Review

Cultural Resources Assessment Survey (CRAS)

Midway Road/County Road 712 Project Development & Environment Study

Financial Management #: 231440-3-22-01

St. Lucie County, Florida

Attention: Ginny Jones

Dear Ms. Jones;

A Cultural Resource Assessment Survey (CRAS) was conducted for the Midway Road/CR 712 from Glades Cut Off Road (CR 709) to Selvitz Road (CR 611) in St. Lucie County for the Florida Department of Transportation (FDOT), District 4. FDOT proposes to widen Midway Road/CR 712 from the existing two lane configuration to four lanes within the project limits to satisfy future traffic demand and capacity needs. The improvements also include proposed bike lanes, sidewalks, a shared-use path, and drainage improvements.

The area of potential effect (APE) for archaeological resources includes the proposed project improvements and the proposed right of way (ROW). The historic resources APE includes the existing and proposed ROW and an additional 200 feet from the edge of the proposed ROW.

No previously or newly identified archaeological sites were identified within the archaeological APE. Five previously recorded historic resources (8SL1657, 8SL1806, 8SL1809, 8SL3014, and 8SL3149) and one newly recorded historic bridge (8SL3282) were identified within the historic resources APE. One previously recorded historic structure (8SL1806) and portions of two previously recorded historic resources Midway Road (8SL1657) and Canal 103 (8SL1809) were previously determined National Register-ineligible in 20006. Newly recorded portions of Midway Road (8SL1657), Canal 103 (8SL1809), CR 709/Glades Cut Off Road (8SL3149) and newly recorded FDOT Bridge No. 940050 (8SL3282) are considered National Register-ineligible.

The FEC Railroad – Lake Harbor Branch (8SL3014) is considered National Register – eligible within the APE under National Register Criterion A in the areas of Community Planning and Development and

Cultural Resources Assessment Survey Midway Road/CR 712 PD&E Study FM 231440.3

Transportation. Proposed improvements to Midway Road in the vicinity of the Railroad include a 5 foot wide buffered bike lane and a 12 foot shared-use path on the south side of Midway Road. A 15 foot wide buffered bike lane and dedicated right turn lane and a 6 foot sidewalk are proposed on the north side of Midway Road. The widening will require the relocation of the existing rail pre-emption equipment (non-historic traffic control devices). Midway Road may actually be reconstructed across the rail tracks, but the alignment / profile /elevation will not change, it is only a width change. Please note, Midway Road is already a divided 4-laned roadway as it crosses the rail tracks. The attachment to this letter shows the proposed improvements on the current aerial photograph.

Although Midway Road will be widened in proximity to the Railroad, the linear resource's essential physical features will remain intact as part of the proposed improvements. The railroad ties and tracks will not be replaced as part of these improvements. In addition, the corridor and route will be maintained. The Railroad's significance in the areas of Community Planning and Development and Transportation will still be conveyed following the construction of the improvements. These improvements will have no adverse effects on the National Register-eligible FEC Railroad – Lake Harbor Branch.

This CRAS report is provided for you review and coordination with the SHPO. Provided your office concurs with the findings, please transmit one unbound copy of the CRAS report, the FMSF forms, the Survey Log, and the CD with electronic copies of the required files to the SHPO for review and concurrence. The bound copy of the report is for your files. If you have any questions, please contact me at 954-777-4325, or Lynn Kelley at 954-777-4334.

Enclosed you will find the following,

one unbound copy of the CRAS report one unbound copy of the FMSF forms one unbound copy of the Survey Log one CD with electronic copies of the required files

Sincerely,

Ann Broadwell

Environmental Administrator

FDOT - District 4

Enclosures

Ce: Vanita Saini- District Four

Project File

Cultural Resources Assessment Survey Midway Road/CR 712 PD&E Study FM 231440.3

& State Historic Preservation Officer

Comments:		

APPENDIX G WATER QUALITY IMPACT EVALUATION

WQIE CHECKLIST

Project Name: Midway Road (County Road 712)					
County: St. Lucie					
FIN (Financial Number): 231440-3-22-01					
Federal Aid Project No: N/A					
Brief project description: This PD&E Study evaluated alternatives for the widening of Midway Road (County Road 712) from Glades Cut Off Road to Selvitz Road (1.6 miles).					
PART 1: DETERMINATION OF	WQIE SCOPE				
Does project discharge to surface or ground water? ☐ Yes ☐ No					
Does project alter the drainage s	ystem?	⊠ Yes □ No			
Is the project located within a per	rmitted MS4?	☐ Yes ⊠ No			
If the answer to the questions abore Part 2 and 3, and then complete to	•	• •			
PART 2: PROJECT BASIN AND	RECEIVING WATE	ER CHARACTERISTICS			
Surface Water Receiving water(s) names: St. Lucie River.	ucie Aquatic Preserv	e through the North Fork of the St.			
Water Management District: South Florida Water Management District					
Coordination meeting date: December 10, 2015 Attach meeting minutes to the checklist.					
Water Control District Name (list all that apply): N/A					
Is the project located within a springshed or recharge area? \square Yes \boxtimes No					
Ground Water Sole Source Aquifer (SSA): ☐ Yes ☒ No Name: If yes, complete Part 4, D.					
Aquifer?	☐ Yes ⊠ No	Name:			
Spring vents?	Spring vents? ☐ Yes ☒ No Name:				
Well head protection area?	Well head protection area? ☐ Yes ☒ No Name:				
Groundwater recharge?					

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as impaired in accordance with Chapter 62-303, F.A.C.

Date of notification: <u>December 15, 2016</u>

PART 3: WATER QUALITY CRITERIA

See Table 1 for all WBIDs and all parameters for whimpaired, or has a TMDL.	nich a WBID has been verified
Note if BMAP or RAP has been identified in Table 1	, Table 2 must be completed.
EST recommendations confirmed with agencies?	⊠ Yes □ No
BMAP Stakeholders contacted?	☐ Yes ⊠ No
TMDL program contacted?	☐ Yes ⊠ No
RAP Stakeholders contacted?	☐ Yes ⊠ No
Were regional water quality projects identified in the	Environmental Look Around?
	⊠ Yes □ No
If yes, describe: There is an opportunity for a joint us Lucie within a proposed sports fields complex south Turnpike; however, this is not an option that the City	of Midway Road along the Florida's
Were any direct effects associated with the project of identified?	construction and/or operation
	⊠ Yes □ No

If yes, describe: The project will increase impervious surfaces. The project discharges ultimately to the North Fork of the St. Lucie River and Outstanding Florida Water (OFW) and Aquatic Preserve (AP) (south of the Midway Road bridge over the NFSLR). But the project will be designed with 50% additional treatment and 1/2" of dry retention pretreatment per the Outstanding Florida Water Criteria. Temporary construction impacts including erosion and sedimentation could occur but will be address by implementing best management practices defined in the FDOT's Specifications for Road and Bridge Construction. There are no direct impacts to the AP.

Discuss any other relevant information related to water quality.

PART 4: WQIE DOCUMENTATION

	A. No involvement with water quality				
	B. No water quality regulatory requirements apply.				
\boxtimes	C. Water quality regulatory requirements apply to this project (Provide Evaluator's				
inform	nation below). Water quality and quantity	issues will be mitiga	ited through		
compl	liance with the design requirements of au	thorized regulatory a	agencies.		
	D. EPA Ground/Drinking Water Branch review required. $\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$				
	Concurrence received?		☐ Yes ⊠ No		
	ator Name (print): Lynn B. Kiefer Senior Environmental Scientist				
Signa	ture: Symbiefer	Date: 10/05/2016			

Table 1: Water Quality Criteria

Receiving Waterbody Name (list all that apply)	FDEP Group Number / Name	WBID(s) Numbers	Classification (I,II,III,IV,V)	Special Designations*	NNC limits**	Verified Impaired (Y/N)	TMDL (Y/N)	Parameter(s) of Concern	BMAP, RA Plan or SSAC
North Fork St. Lucie River (via C-103 canal)	2 / St. Lucie- Loxahatchee	3194	III	OFW, Aquatic Preserve	Estuary	Y		Mercury, copper, fecal coliform, dissolved oxygen, nutrients w/chlorophyll-a	BMAP – St. Lucie River and Estuary Basin (20)
Ten Mile Creek	2/St. Lucie- Loxahatchee	3194A	III	NA	NA	Y	Υ	Mercury, copper, fecal coliform, dissolved oxygen, nutrients w/chlorophyll-a (TMDL for Fecal Coliform)	

^{*}ONRW, OFW, Aquatic Preserve, Wild and Scenic River, Special Water, SWIM Area, Local Comp Plan, MS4 Area, Other **Lakes, Spring Vents, Streams, Estuaries

Table 2: Agencies/Stakeholders Contacted

Receiving Water		Date	Follow-up	
Name (list all	Contact Name and Title	Contacted	Required	Comments
that apply)			(Y/N)	
North Fork of the	St. Lucie County			
St. Lucie River				
	SFWMD			
	City of Port St Lucie			

APPENDIX H USFWS CONCURRENCE LETTER



Florida Department of

RICK SCOTT GOVERNOR

3400 West Comm Fort Lauderdale

LIS. Fish and Wildlife Service 9 20th Street vero Beach, Florida 32960 772-562-3909 Fax 772-562-4288

OVE F2000-FWS Log No. 4

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the South Florida Ecological Service Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

July 7, 20

For Roxanna Hinzman, Field Supervisor

Roxanna Hinzman Field Supervisor South Florida Ecological Services Office US Fish and Wildlife Service 1339 20th Street Vero Beach, FL 32960

Attn: John Wrublik

ESA Section 7 Consultation/Concurrence Request Letter

Project Name: Midway Road (CR 712) PD&E Study, From Glades Cut Off Road to

Selvitz Road

Financial Management No.: 231440-3-22-01

ETDM No. 14177

County: St. Lucie County

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment Study (PD&E) for the referenced project. The project corridor extends approximately 1.6 miles along Midway Road (CR 712) (Roadway ID 94530000), from Glades Cut Off Road (Mile Post 5 813) (CR 709) to Selvitz Road (Mile Post 7 405) (CR 615). The project ties into the existing 4-lane section to the west of Glades Cut Off Road and to future 4-lane segments from Selvitz Road to just east of US Highway 1. The PD&E Study is evaluating alternatives for widening this section of Midway Road from two to four lanes within the project limits in order to satisfy future traffic demand and capacity needs.

The project corridor is located within the Core Foraging Areas of three active wood stork nesting colonies (Sewall's Point MC2-Bird Island, Cypress Creek Bluefield Road, North Fork St. Lucie River) and the USFWS designated Consultation Areas for the Audubon's crested caracara (caracara) (Polyborus plancus audubonii), red-cockaded woodpecker (RCW) (Picoides borealis), Florida scrub-jay (scrub-jay) (Aphelocoma coerulescens), Everglade snail kite (Rostrhamus sociabilis plumbeus), and Florida grasshopper sparrow (Ammodramus savannarum floridanus) The project study area is not located within the USFWS Critical Habitat for any species. A caracara nest is located west of the project corridor. FDOT completed a survey of this nest in January 2015 as part of proposed improvements to the Midway Road and Gaitlin Boulevard interchanges with I-95. (Reference USFWS Log No. 2015-CDA-0395)

An Endangered Species Biological Assessment has been prepared for the project and includes an updated survey conducted from January to April 2016. There is no habitat along the corridor for the Florida scrub-jay, Everglade snail kite, red-cockaded woodpecker or tiny polygala. Habitat ESBA Transmittal Letter Midway Road PD&E Study FM 231440.3

does exist for the Audubon's crested caracara, wood stork, American alligator, and Eastern indigo snake.

Seven federally listed species were evaluated to determine if the proposed project will adversely affect these species. Based on review of available data, in conjunction with field reconnaissance and surveys, the following effects determinations have been made:

Common Name	Effect Determination			
Audubon's crested caracara	May affect, not likely to adversely affect			
Wood stork	May affect, not likely to adversely affect			
Red-cockaded woodpecker	No effect			
Everglade snail kite	No effect			
Florida scrub jay	No effect			
American alligator	No effect			
Eastern indigo snake	May affect, not likely to adversely affect			
Tiny polygala	No effect			

FDOT commits to the following measures to minimize and mitigate potential impacts to listed species:

- Prior to construction an updated caracara nest survey will be performed. Additional coordination will be conducted, if necessary with USFWS. Construction staging will be prohibited within the primary buffer of the caracara nest.
- An updated gopher tortoise survey will be conducted prior to construction. Gopher tortoises will be avoided or if they cannot be avoided, a permit will be obtained for relocation.
- The Standard Protection Measures for the Eastern Indigo Snake will be implemented during construction.

The purpose of this letter is to request written concurrence on the affects to listed species. Enclosed is the ESBA for your review. Please call me at 954-777-4325 if you have any questions.

2/1

Ann Broadwel

Environmental Administrator

FDOT - District 4

CC:

Alex Hull, P.E. Inwood Consulting Engineers, Inc July Jimenez, P.E., FDOT District 4, Project Manager Lynn Kelley, FDOT District 4, Senior Environmental Specialist Lynn Kiefer, Kimley-Horn and Associates, Inc.

APPENDIX I EASTERN INDIGO SNAKE STANDARD PROTECTION MEASURES

STANDARD PROTECTION MEASURES FOR THE EASTERN INDIGO SNAKE U.S. Fish and Wildlife Service August 12, 2013

The eastern indigo snake protection/education plan (Plan) below has been developed by the U.S. Fish and Wildlife Service (USFWS) in Florida for use by applicants and their construction personnel. At least **30 days prior** to any clearing/land alteration activities, the applicant shall notify the appropriate USFWS Field Office via e-mail that the Plan will be implemented as described below (North Florida Field Office: jaxregs@fws.gov; South Florida Field Office: jaxregs@fws.gov; South Florida Field Office: jaxregs@fws.gov; South Florida Field Office: jaxregs@fws.gov). As long as the signatory of the e-mail certifies compliance with the below Plan (including use of the attached poster and brochure), no further written confirmation or "approval" from the USFWS is needed and the applicant may move forward with the project.

If the applicant decides to use an eastern indigo snake protection/education plan other than the approved Plan below, written confirmation or "approval" from the USFWS that the plan is adequate must be obtained. At least 30 days prior to any clearing/land alteration activities, the applicant shall submit their unique plan for review and approval. The USFWS will respond via email, typically within 30 days of receiving the plan, either concurring that the plan is adequate or requesting additional information. A concurrence e-mail from the appropriate USFWS Field Office will fulfill approval requirements.

The Plan materials should consist of: 1) a combination of posters and pamphlets (see **Poster Information** section below); and 2) verbal educational instructions to construction personnel by supervisory or management personnel before any clearing/land alteration activities are initiated (see **Pre-Construction Activities** and **During Construction Activities** sections below).

POSTER INFORMATION

Posters with the following information shall be placed at strategic locations on the construction site and along any proposed access roads (a final poster for Plan compliance, to be printed on 11" x 17" or larger paper and laminated, is attached):

DESCRIPTION: The eastern indigo snake is one of the largest non-venomous snakes in North America, with individuals often reaching up to 8 feet in length. They derive their name from the glossy, blue-black color of their scales above and uniformly slate blue below. Frequently, they have orange to coral reddish coloration in the throat area, yet some specimens have been reported to only have cream coloration on the throat. These snakes are not typically aggressive and will attempt to crawl away when disturbed. Though indigo snakes rarely bite, they should NOT be handled.

SIMILAR SNAKES: The black racer is the only other solid black snake resembling the eastern indigo snake. However, black racers have a white or cream chin, thinner bodies, and WILL BITE if handled.

LIFE HISTORY: The eastern indigo snake occurs in a wide variety of terrestrial habitat types throughout Florida. Although they have a preference for uplands, they also utilize some wetlands

and agricultural areas. Eastern indigo snakes will often seek shelter inside gopher tortoise burrows and other below- and above-ground refugia, such as other animal burrows, stumps, roots, and debris piles. Females may lay from 4 - 12 white eggs as early as April through June, with young hatching in late July through October.

PROTECTION UNDER FEDERAL AND STATE LAW: The eastern indigo snake is classified as a Threatened species by both the USFWS and the Florida Fish and Wildlife Conservation Commission. "Taking" of eastern indigo snakes is prohibited by the Endangered Species Act without a permit. "Take" is defined by the USFWS as an attempt to kill, harm, harass, pursue, hunt, shoot, wound, trap, capture, collect, or engage in any such conduct. Penalties include a maximum fine of \$25,000 for civil violations and up to \$50,000 and/or imprisonment for criminal offenses, if convicted.

Only individuals currently authorized through an issued Incidental Take Statement in association with a USFWS Biological Opinion, or by a Section 10(a)(1)(A) permit issued by the USFWS, to handle an eastern indigo snake are allowed to do so.

IF YOU SEE A LIVE EASTERN INDIGO SNAKE ON THE SITE:

- Cease clearing activities and allow the live eastern indigo snake sufficient time to move away from the site without interference;
- Personnel must NOT attempt to touch or handle snake due to protected status.
- Take photographs of the snake, if possible, for identification and documentation purposes.
- Immediately notify supervisor or the applicant's designated agent, **and** the appropriate USFWS office, with the location information and condition of the snake.
- If the snake is located in a vicinity where continuation of the clearing or construction activities will cause harm to the snake, the activities must halt until such time that a representative of the USFWS returns the call (within one day) with further guidance as to when activities may resume.

IF YOU SEE A DEAD EASTERN INDIGO SNAKE ON THE SITE:

- Cease clearing activities and immediately notify supervisor or the applicant's designated agent, **and** the appropriate USFWS office, with the location information and condition of the snake.
- Take photographs of the snake, if possible, for identification and documentation purposes.
- Thoroughly soak the dead snake in water and then freeze the specimen. The appropriate wildlife agency will retrieve the dead snake.

Telephone numbers of USFWS Florida Field Offices to be contacted if a live or dead eastern indigo snake is encountered:

North Florida Field Office – (904) 731-3336 Panama City Field Office – (850) 769-0552 South Florida Field Office – (772) 562-3909

PRE-CONSTRUCTION ACTIVITIES

- 1. The applicant or designated agent will post educational posters in the construction office and throughout the construction site, including any access roads. The posters must be clearly visible to all construction staff. A sample poster is attached.
- 2. Prior to the onset of construction activities, the applicant/designated agent will conduct a meeting with all construction staff (annually for multi-year projects) to discuss identification of the snake, its protected status, what to do if a snake is observed within the project area, and applicable penalties that may be imposed if state and/or federal regulations are violated. An educational brochure including color photographs of the snake will be given to each staff member in attendance and additional copies will be provided to the construction superintendent to make available in the onsite construction office (a final brochure for Plan compliance, to be printed double-sided on 8.5" x 11" paper and then properly folded, is attached). Photos of eastern indigo snakes may be accessed on USFWS and/or FWC websites.
- 3. Construction staff will be informed that in the event that an eastern indigo snake (live or dead) is observed on the project site during construction activities, all such activities are to cease until the established procedures are implemented according to the Plan, which includes notification of the appropriate USFWS Field Office. The contact information for the USFWS is provided on the referenced posters and brochures.

DURING CONSTRUCTION ACTIVITIES

- 1. During initial site clearing activities, an onsite observer may be utilized to determine whether habitat conditions suggest a reasonable probability of an eastern indigo snake sighting (example: discovery of snake sheds, tracks, lots of refugia and cavities present in the area of clearing activities, and presence of gopher tortoises and burrows).
- 2. If an eastern indigo snake is discovered during gopher tortoise relocation activities (i.e. burrow excavation), the USFWS shall be contacted within one business day to obtain further guidance which may result in further project consultation.
- 3. Periodically during construction activities, the applicant's designated agent should visit the project area to observe the condition of the posters and Plan materials, and replace them as needed. Construction personnel should be reminded of the instructions (above) as to what is expected if any eastern indigo snakes are seen.

POST CONSTRUCTION ACTIVITIES

Whether or not eastern indigo snakes are observed during construction activities, a monitoring report should be submitted to the appropriate USFWS Field Office within 60 days of project completion. The report can be sent electronically to the appropriate USFWS e-mail address listed on page one of this Plan.



ATTENTION:

THREATENED EASTERN INDIGO SNAKES MAY BE PRESENT ON THIS SITE!!!

IF YOU SEE A LIVE EASTERN INDIGO SNAKE ON THE SITE:

- Cease clearing activities and allow the eastern indigo snake sufficient time to move away from the site without interference.
- Personnel must NOT attempt to touch or handle snake due to protected status.
- Take photographs of the snake, if possible, for identification and documentation purposes.
- Immediately notify supervisor or the applicant's designated agent, **and** the appropriate U.S. Fish and Wildlife Service (USFWS) office, with the location information and condition of the snake.
- If the snake is located in a vicinity where continuation of the clearing or construction activities will cause harm to the snake, the activities must halt until such time that a representative of the USFWS returns the call (within one day) with further guidance as to when activities may resume.

IF YOU SEE A DEAD EASTERN INDIGO SNAKE ON THE SITE:

- Cease clearing activities and immediately notify supervisor or the applicant's designated agent, **and** the appropriate USFWS office, with the location information and condition of the snake.
- Take photographs of the snake, if possible, for identification and documentation purposes.
- Thoroughly soak the dead snake in water and then freeze the specimen. The appropriate wildlife agency will retrieve the dead snake.

USFWS Florida Field Offices to be contacted if a live or dead eastern indigo snake is encountered:

North Florida Field Office – (904) 731-3336 Panama City Field Office – (850) 769-0552 South Florida Field Office – (772) 562-3909

Killing, harming, or harassing indigo snakes is strictly prohibited and punishable under State and Federal Law.

DESCRIPTION:

The eastern indigo snake is one of the largest non-venomous snakes in North America, with individuals often reaching up to 8 feet in length. They derive their name from the glossy, blue-black color of their scales above and uniformly slate blue below. Frequently, they have orange to coral reddish coloration in the throat area, yet some specimens have been reported to only have cream coloration on the throat. These snakes are not typically aggressive and will attempt to crawl away when disturbed. Though indigo snakes rarely bite, they should NOT be handled.

SIMILAR SNAKES:

The black racer is the only other solid black snake resembling the eastern indigo snake. However, black racers have a white or cream chin, thinner bodies, and WILL BITE if handled.

LIFE HISTORY:

The eastern indigo snake occurs in a wide variety of terrestrial habitat types throughout Florida. Although they have a preference for uplands, they also utilize some wetlands and agricultural areas. Eastern indigo snakes will often seek shelter inside gopher tortoise burrows and other below- and aboveground refugia, such as other animal burrows, stumps, roots, and debris piles. Females may lay from 4 - 12 white eggs as early as April through June, with young hatching in late July through October.

PROTECTION:

The eastern indigo snake is classified as a Threatened species by both the USFWS and the Florida Fish and Wildlife Conservation Commission. "Taking" of eastern indigo snakes is prohibited by the Endangered Species Act without a permit. "Take" is defined by the USFWS as an attempt to kill, harm, harass, pursue, hunt, shoot, wound, trap, capture, collect, or engage in any such conduct. Penalties include a maximum fine of \$25,000 for civil violations and up to \$50,000 and/or imprisonment for criminal offenses, if convicted.

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August 12, 2013

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August 12, 2013

ATTENTION:

THREATENED EASTERN INDIGO SNAKES MAY BE PRESENT ON THIS SITE!!!



Please read the following information provided by the U.S. Fish and Wildlife Service to become familiar with standard protection measures for the eastern indigo snake.