

STATE ENVIRONMENTAL IMPACT REPORT

Florida Department of Transportation

PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 152 - 193)

District: Florida's Turnpike Enterprise

County:

ETDM Number: 14425

Financial Management Number: 423374-2-22-01

Project Manager: Greg Moore

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The SEIR reflects consideration of the PD&E Study and the public hearing.

Carol Scott

District Secretary or Designee

Date: January 26, 2026



Electronically signed within SWEPT
on January 26, 2026 4:40:07 PM EST
(electronic signature on file)

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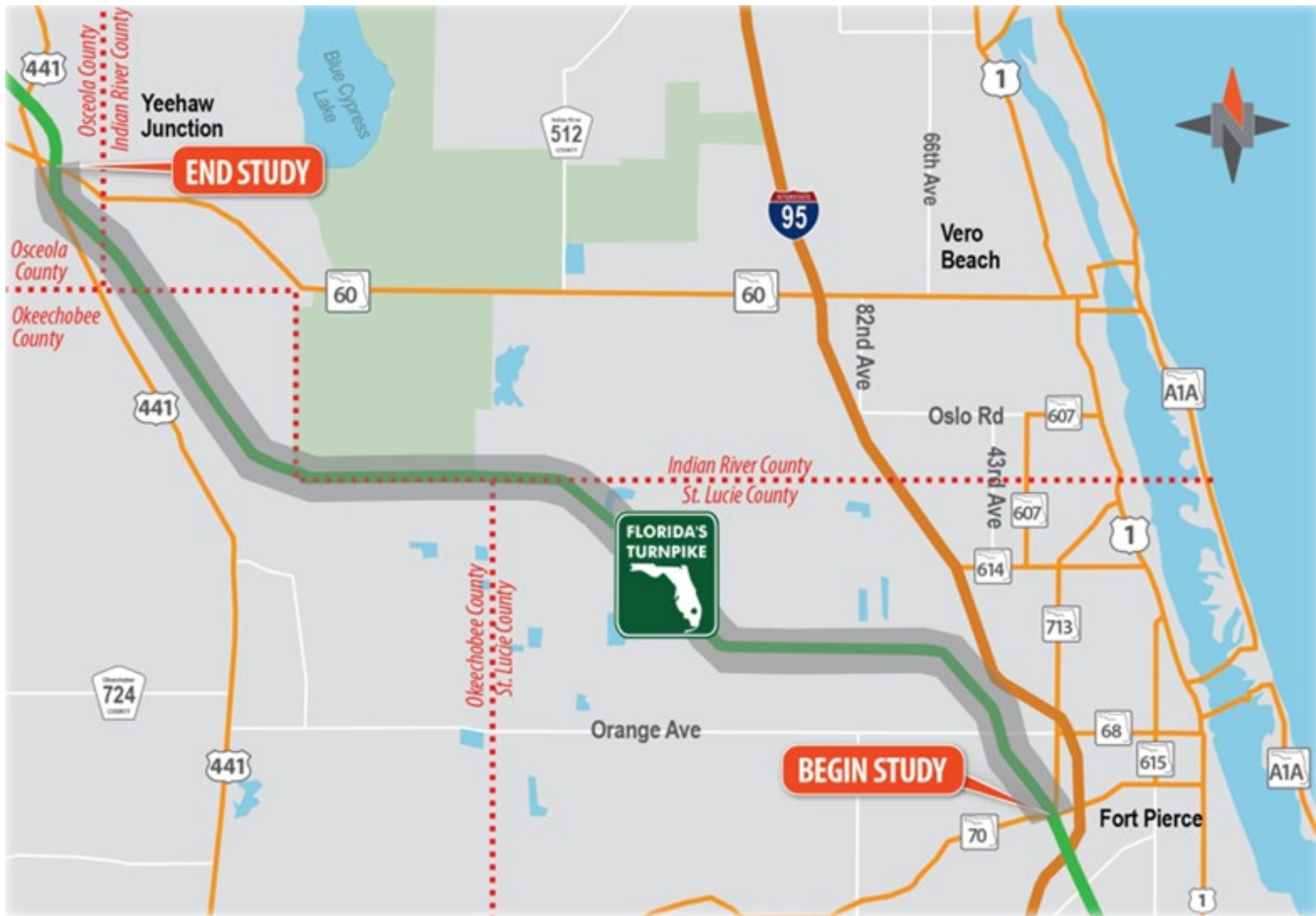


Figure 1: Project Location Map
 FPID: 423374-2-22-01

1. Project Information

1.1 Project Description

Florida's Turnpike Enterprise (FTE) is conducting a Project Development and Environment (PD&E) study to evaluate capacity improvements to the existing Florida's Turnpike (State Road (SR) 91) (herein referred to as Turnpike) corridor in St. Lucie, Indian River, Okeechobee and Osceola Counties. The project limits extend from north of SR 70 (Fort Pierce/Okeechobee Road) at Milepost (MP) 152 to SR 60 (Yeehaw Junction) at MP 193, a distance of approximately 41 miles.

The Turnpike (SR 91) mainline extends approximately 265 miles from its southern terminus at an interchange with I-95 in Miami Gardens, FL to an interchange with I-75 in Wildwood, FL. The limits of this project extend approximately 41 miles from north of SR 70 (Fort Pierce/Okeechobee Road) at MP 152 in St. Lucie County to just north of SR 60 (Yeehaw Junction) (MP 193) in Osceola County. Within the limits of the project, the Turnpike is a four-lane limited access toll facility with 12-foot lanes, a 40-foot grassed median, 12-foot shoulders and roadside swales (Figure 2). There is one interchange, the SR 91 interchange with SR 60 (MP 193) in Osceola County, and one service plaza, the Fort Drum Service Plaza is located at MP 184, in the project study area. The project is proposing to widen the Turnpike mainline from 4 to 6 lanes as well as provide improvements to the SR 60 interchange.

The Turnpike crosses over several creeks and canals. The water crossings include C-25 Canal, L-20 Canal, Outfall Slough, Fort Drum Creek, Jim Creek, and many unnamed drainage canals. Included within the project limits are six overpass locations: Picos Road, Orange Ave, Minute Maid Road, Radebough Road, and two locations at the SR 60 interchange. There are 29 existing bridges within the project limits; 8 in St. Lucie County, 8 in Indian River County, 6 in Okeechobee County, and 7 in Osceola County.

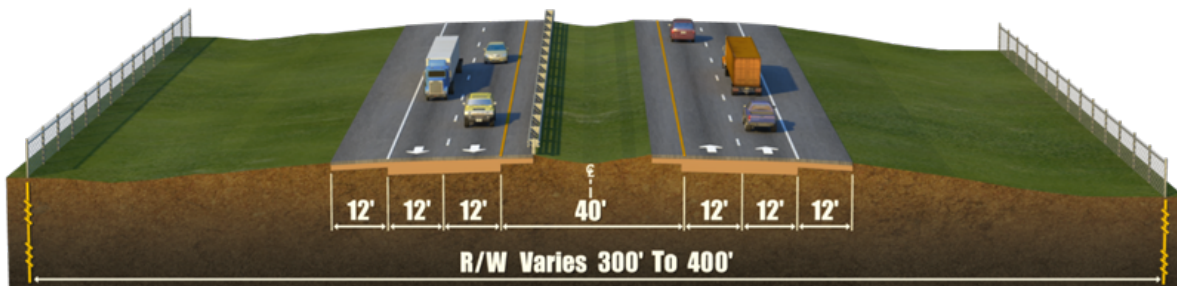


Figure 2: Existing Typical Section

Turnpike Mainline Improvements

The Preferred Alternative is Typical Section Alternative 3 which consists of widening the Turnpike mainline from four to six lanes to the outside, widening the inside shoulder to 12 feet and maintaining the existing 40-foot median with a guardrail. A Gantry Typical Section Analysis report and Concept of Operations report are saved in the project file. The Preferred Alternative is shown in Figure 3.



Figure 3: Preferred Typical Section Alternative (Looking North)

Access Improvements

The Preferred Alternative will also implement improvements at the SR 60 interchange, emergency access, and truck parking opportunities. Below is a description of improvements.

SR 60 Interchange:

- Partial Cloverleaf interchange (shown in Figure 4) - This option will provide new ramps at the NE quadrant of the interchange. This interchange separates the northbound (NB) and southbound (SB) traffic via two different intersections. Southbound on/off traffic will continue to utilize the existing intersection at SR 60. Northbound on/off traffic will be provided via a new intersection to the east along SR 60. Dual right turn lanes will be provided at the off-ramps. The partial cloverleaf alternative does require approximately 13.46 acres of right-of-way (ROW) acquisition west of Palm Avenue.

Additional SR 60 improvements include widening SR 60 between US 441 and the Turnpike and dual eastbound (EB) left turn lanes at the intersections for both interchange ramps. This will result in widening the SR 60 EB bridge to accommodate the turn lanes. A dedicated westbound (WB) right turn lane to NB US 441 will also be provided. In addition, access modifications are proposed for the abutting properties on the north side of SR 60 just west of the ramp intersection, as shown in Figure 5. There are currently no restrictions for these properties. The following changes are proposed: no lefts out of the eastern Pilot driveway to continue EB (will continue to be allowed out of the western driveway), only right-in and right-out movements at the eastern BP driveway (left-in and left-out will continue to be allowed at the western driveway), only right-in and right-out movements for the property east of the BP gas station. In addition, the change from ROW to Limited Access (LA) ROW will restrict access directly to SR 60 for the corner property just next to the Turnpike ramp (owned by Pilot).



Figure 4: Improvements at the SR 60 Interchange



Figure 5: SR 60 Access Modifications

- Osowou Road Emergency Access - Improvements to the existing Osowou emergency access (located between MP 184 and 185) includes replacement of the existing culvert and construction of a new 40-foot long bridge with 16'6" vertical clearance over Osowou Road and construction of a new northbound slip ramp (see Figure 6). This will require

raising the existing Turnpike Profile approximately 5'6" for a distance of approximately 3,500 feet.

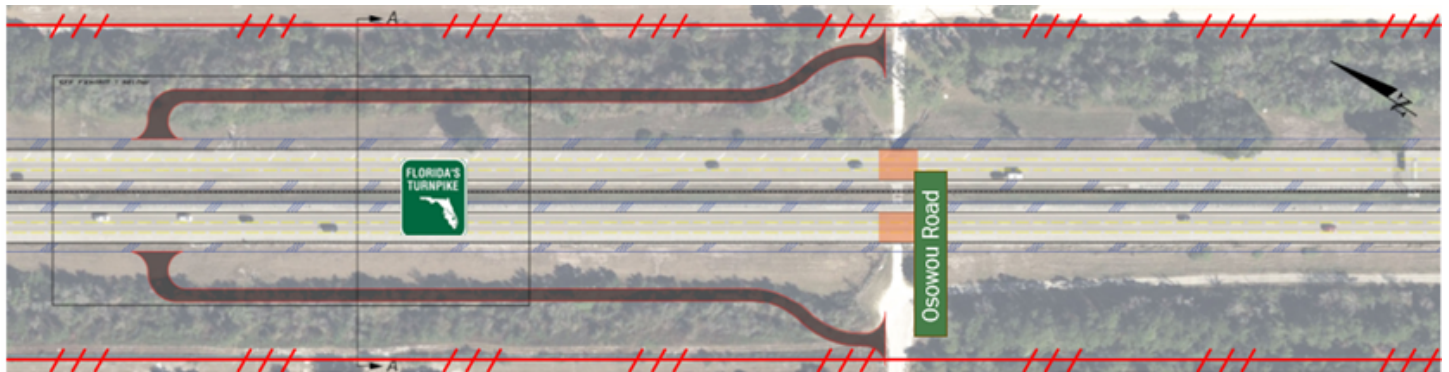


Figure 6: Osowou Road Emergency Access Modifications

- **Truck Parking** - This study included consideration of truck parking opportunities adjacent to the SR 60 interchange. A 7.1 acre vacant parcel located immediately west of the SR 60 ramps was evaluated to consider the viability of a truck parking lot. Due to the previously mentioned SR 60 interchange and SR 60 access improvements, access for this site would be required through adjacent parcels in order for this location to be a feasible truck parking opportunity. Preliminary coordination and analysis determined this truck parking facility to be feasible and is recommended for future consideration once funding becomes available. Continued coordination is recommended with all property owners.

Drainage

The project extent contains 54 sub-basins and stormwater management facilities (SMF). These are primarily roadside treatment swales and are the most feasible SMF alternative for most of the project. Further details are discussed in Section 5.3.

1.2 Purpose and Need

The purpose of this project is to increase capacity, meet existing and future travel demands, and address roadway deficiencies for the segment of the Turnpike (SR 91) from north of SR 70 at approximately MP 152 to north of SR 60 at approximately MP 193. This project will include improvements at the SR 60 interchange. Improvements to the SR 70 interchange are being addressed by a separate project (FPID: 446580-1). The project will also evaluate potential new and/or modified interchange locations.

Capacity

Travel demand on the Turnpike has increased significantly. According to the 2025 Project Traffic Analysis Report (PTAR), the forecasted traffic data shows that Average Annual Daily Traffic (AADT) is anticipated to increase from 36,700 vehicles per day (vpd) in year 2022 to 67,200 vpd, an 83 % increase, by year 2050. A freeway mainline capacity evaluation determined that the Turnpike will require three lanes in each direction by year 2036 in order to maintain LOS C, the LOS target during peak travel outside of urbanized areas. By the year 2050, most of the mainline segments along SR 91 are expected to operate at an unacceptable LOS D or worse. Increase in demand has the potential to result in increased rear end and off-road crashes associated with congestion. A Future ITS Needs Memorandum is saved in the project file.

Transportation Demand

The Turnpike serves regional, but also local trips, particularly for commuters traveling to/from residential and employment centers and has therefore become a critical component of local transportation networks. Population in the study area is expected to increase from 464,298 (2019) to 634,600 by the design year (2050), a 1% annual growth. Similarly, employment in the study area is anticipated to increase from 213,645 (2019) to 332,386 by the design year (2050), a 1.44% annual growth. As demand for local access increases, traffic volumes at the SR 70 and SR 60 interchanges will result in future congestion. At just over 40 miles with only two existing access points, there is a need to evaluate new and/or modified access points to provide for emergency evacuation, incident management and population and employment growth. Additionally, the Turnpike is part of the Strategic Intermodal System (SIS) and is a designated evacuation route by the Florida Division of Emergency Management, which provides access for the largest metropolitan areas in South Florida such as West Palm Beach, Fort Lauderdale, Miami and Homestead. The Turnpike is critical in facilitating traffic movement during emergency response and evacuation periods.

Roadway Deficiencies

The project will address existing roadway deficiencies, such as horizontal and vertical geometrics, for both the Florida Turnpike mainline and the SR 60 interchanges; clear zone requirements; inside and outside shoulder widths; and structural deficiencies. Most of the bridges and bridge culverts within the limits of the project are functionally obsolete and reaching their end of their useful life. The project will also consider inadequate soil types which would cause a reduction in base clearance.

Safety

A total of 1,469 crashes were reported along the mainline within the project's area of influence in the five-year period from 2017 through 2021. The predominant crash types along the Turnpike Mainline / SR 91 were off-road (38.9%), rear-end (21.5%), sideswipe (12.5%) and single vehicle crashes (11.4%). Most of the crashes resulted in property damage only (75.5%), injury crashes accounted for 23.3%, while fatality was approximately 1.3% (20 crashes) of the total crashes along the Turnpike Mainline. Six crashes were reported along the Fort Drum Service Plaza ramps and 10 crashes reported in the Fort Drum Service Plaza parking lot.

Of the 357 crashes that occurred within the SR 60 area of influence, 37% (132) occurred along the mainline, 20% (70) along SR 60, 32% (116) at the intersections, and 11% (39) along the ramps. Of those reported crashes, 110 (31%) resulted in injury and two (1%) resulted in fatalities. The analysis shows that within the area of influence of the SR 60 interchange, actual crash rates are overall higher than the critical crash rates. When looking at the total number of crashes, safety ratios are above 1 for the mainline, ramps and along SR 60.

1.3 Planning Consistency

Florida's Turnpike Enterprise anticipates funding future phases in a future iteration of the 5-year work program in accordance with future needs and program planning. It is anticipated that the project will be funded by tolls revenue (state dollars) and in partnership with local entities as applicable utilizing non-federal sources.

The widening of the Turnpike Mainline (SR 91) is listed as an unfunded need in the 2050 Long Range Transportation Plan (LRTP) for MetroPlan Orlando and Indian River Metropolitan Planning Organization (MPO), adopted December 2025. Additionally, the project is listed in the draft 2050 Long Range Transportation Plans for the following MPOs: St Lucie Transportation Planning Organization and Heartland Regional Transportation Planning Organization. These draft LRTPs will be adopted in the first quarter of 2026. This project was screened in the Efficient Transportation Decision Making

(ETDM) system as ETDM #14425.

2. Environmental Analysis Summary

Issues/Resources	Substantial Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Cultural Resources				
1. Florida Historical Resources Act, Chapter 267, Florida Statutes (F.S.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 6(f) of the Land and Water Conservation Fund Act of 1965	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Natural Resources				
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Aquatic Preserves and Outstanding Florida Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

* **Impact Determination:** Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Social and Economic

3.1 Social

A Sociocultural Effects Evaluation (SCE) was conducted for this project and the resulting report is included in the project file as a Technical Material. A copy of the Sociocultural Data Report from the Florida Department of Transportation (FDOT) Environmental Screening Tool is also included as a Technical Material. The SCE utilized a Community Characteristics Inventory to summarize the existing socio-cultural conditions the SCE Study Area. The Community Characteristics Inventory incorporates social, economic, land use change, mobility, and aesthetic conditions in the SCE Study Area. The term "SCE Study Area" is defined as a one-quarter mile buffer of the Preferred Alternative. In examining census data, county level data was used as comparison populations for Census Block Groups within that county. An analysis of race, age, and income was conducted for the SCE Study Area.

There are four Census Block Groups within the SCE Study Area that have a higher percentage of persons aged 65 and over compared to their respective counties (Table 1). There are five Census Block Groups within the SCE Study Area that have poverty levels higher than their respective county average (Table 2). Some minority populations in the SCE Study Area are at higher percentages than their respective Counties. There are four Census Block Groups with a higher percentage of Black or African American individuals than their respective county average, one Census Block Group with a higher percentage of Asian than the county average, and five Census Block Groups with a higher percentage of 'Two or more Races' than their respective county average (Table 3). The Census Block Groups that intersect the SCE Study Area include a total of 518 persons (2.57 percent of the population) above the age of 5 that meet the definition of Limited English Proficiency (LEP). Spanish is the most common single language group within the LEP population for the SCE Study Area. 2 out of the 12 total Census Block Groups that intersect the SCE Study Area have LEP populations exceeding 5 percent (Table 4). No Census Block Groups that intersect the SCE Study Area have more than 1,000 LEP persons.

Table 1: Population 65 and Older in SCE Study Area

Block Group	65 and older
Indian River County (33.90%)	
120610509082	21.68%
Okeechobee County (19.40%)	
120939101011	7.35%
120939101021	26.23%
Osceola County (13.30%)	
120970438021	22.77%
120970438022	13.11%
120970438023	11.40%
St. Lucie County (24.30%)	
121113808001	22.23%
121113808002	12.99%
121113814021	10.06%
121113822012	27.93%
121113822021	25.14%

121113822022	17.31%
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Table 2: Poverty Levels in SCE Study Area by Census Block Group

Block Group	Percent Population Below Poverty Level
Indian River County (11.43%)	
120610509082	18.21%
Okeechobee County (19.21%)	
120939101011	31.94%
120939101021	22.45%
Osceola County (13.43%)	
120970438021	10.12%
120970438022	40.45%
120970438023	18.74%
St. Lucie County (12.48%)	
121113808001	11.11%
121113808002	2.6%
121113814021	12.09%
121113822012	5.35%
121113822021	11.33%
121113822022	9.8%

Table 3: Race and Ethnicity as Percent of Population by Census Block Group

Block Group	White Alone	Black or African American Alone	American Indian or Eskimo Alone	Asian Alone	Native Hawaiian and other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Total
Indian River County								
120610509082	71.58%	0.29%	0.00%	5.96%	0.00%	7.91%	14.26%	N/A
County Total	127,687 (79.32%)	13,146 (8.17%)	745 (0.46%)	2,475 (1.54%)	55 (0.03%)	4,442 (2.76%)	12,436 (7.72%)	160,986
Okeechobee County								
120939101011	58.34%	27.47%	0.18%	0.69%	0.21%	2.48%	10.64%	N/A
120939101021	97.86%	1.56%	0.00%	0.24%	0.00%	0.00%	0.34%	N/A
County Total	30,033 (75.33%)	3,241 (8.13%)	58 (0.15%)	384 (0.96%)	13 (0.03%)	3,197 (8.02%)	2,944 (7.38%)	39,870
Osceola County								
120970438021	85.42%	0.00%	0.00%	0.00%	0.00%	0.00%	14.58%	N/A
120970438022	46.07%	0.00%	0.00%	0.00%	0.00%	0.00%	53.93%	N/A
120970438023	77.93%	0.92%	0.00%	1.19%	0.00%	1.19%	18.77%	N/A
County Total	195,489 (49.65%)	42,932 (10.90%)	1,497 (0.38%)	10,794 (2.74%)	242 (0.06%)	77,308 (19.63%)	65,483 (16.63%)	393,745
St. Lucie County								

121113808001	54.26%	27.53%	0.00%	0.00%	0.00%	1.40%	16.82%	N/A
121113808002	61.82%	1.30%	0.00%	0.00%	0.00%	10.91%	25.97%	N/A
121113814021	66.26%	19.42%	0.00%	0.00%	0.00%	3.73%	10.59%	N/A
121113822012	92.71%	0.16%	0.62%	0.00%	0.00%	1.01%	5.51%	N/A
121113822021	53.96%	32.18%	1.07%	0.42%	0.00%	0.00%	12.36%	N/A
121113822022	96.54%	0.00%	0.00%	0.00%	0.00%	0.00%	3.46%	N/A
County Total	211,265 (63.12%)	68,373 (20.43%)	1,143 (0.34%)	6,691 (2.00%)	176 (0.05%)	14,295 (4.27%)	32,739 (9.78%)	334,682
Study Area								
N/A	69.28%	15.88%	0.19%	0.28%	0.04%	1.68%	12.67%	N/A

Table 4: Limited English Proficiency in SCE Study Area by Census Block Group

Block Group	Speaks English Less Than Very Well (% Block Group)
Indian River County	
120610509082	0.87%
Okeechobee County	
120939101011	2.95%
120939101021	1.02%
Osceola County	
120970438021	0.00%
120970438022	15.12%
120970438023	3.06%
St. Lucie County	
121113808001	3.91%
121113808002	6.75%
121113814021	2.84%
121113822012	0.00%
121113822021	0.00%
121113822022	0.00%

The project does not involve any relocations, so there are no known special cases such as handicapped or disabled displacements that warrant special assistance. The project will not result in long-term impacts to access and is not expected to contribute to social isolation of any elderly, low-income, minority, or disabled populations. For the above reasons, no disproportional impacts to these populations are anticipated.

The Preferred Alternative will enhance the social environment by expanding the existing Florida's Turnpike from four to six lanes and by improving the existing interchange at SR 60, which will address future demand and enhance safety and mobility. There will be no long-term impacts to roadway access or reductions in capacity. Short-term impacts from construction are anticipated from noise and vibration. There will be no relocations under the Preferred Alternative. No significant social impact issues associated with this project were identified.

3.2 Economic

A review of potential impacts to commerce and the tax base was conducted. There will be no relocations or displacements under the Preferred Alternative, so no significant impacts to businesses or the tax base are anticipated. Long-term traffic patterns under the Preferred Alternative will be improved compared to the existing condition by increasing capacity and improving mobility, incident management, and emergency evacuation efforts. Minor, short-term impacts may occur during construction, which will temporarily impact access to commercial parcels/properties. The interchange improvements at the SR 60/Turnpike intersection will permanently affect access to businesses located along SR 60. However, the project will improve connectivity to businesses, mobility and safety, and no significant negative economic impacts are anticipated.

3.3 Land Use Changes

The Preferred Alternative will result in the conversion of land to transportation use in one location in order to accommodate the interchange improvement. Approximately 11.39 acres of new ROW will be acquired in the northeast quadrant of Florida's Turnpike/SR 60 interchange. No significant impacts are anticipated to any community focal points. There will be no conversion of agricultural land to transportation use. Land Use Maps are attached.

The project is anticipated to support future growth and travel demands. The project is compatible with the community's development goals and is consistent with the Okeechobee County Comprehensive Plan, City of Fort Pierce Comprehensive Plan, Indian River County 2030 Comprehensive Plan, Osceola County Comprehensive Plan 2040, and the St. Lucie County Comprehensive Plan. According to the future land maps of the City of Fort Pierce, Indian River County, Osceola County, and St. Lucie, the proposed project will support anticipated land uses.

The widening of the Turnpike Mainline (SR 91) is listed as an unfunded need in the 2050 LRTP for MetroPlan Orlando and Indian River MPO, adopted December 2025. Additionally, the project is listed in the draft 2050 Long Range Transportation Plans for the following MPOs: St Lucie Transportation Planning Organization and Heartland Regional Transportation Planning Organization. These draft LRTPs will be adopted in the first quarter of 2026.

3.4 Mobility

The proposed project is anticipated to enhance mobility by increasing capacity, reducing congestion, and addressing roadway and safety deficiencies. This will improve long-term traffic patterns and will not result in the loss of any connectivity. The proposed project will improve local and regional mobility/access but will not provide additional mobility choices. Though short-term impacts during construction may occur they will be brief and localized, and access will be maintained throughout the project. There are no public parking facilities within the project area, besides those in the Fort Drum Service Plaza, and no impacts to parking are anticipated.

3.5 Aesthetic Effects

Because the project involves the widening of existing limited access facilities, minimal impacts to aesthetics are anticipated. A Noise Study was conducted for the project and assessed the potential for noise impacts. Results from the Noise Study concluded that noise barriers are a feasible and/or reasonable method to abate traffic related noise impacts for one noise sensitive area. The Preferred Alternative will widen the existing Turnpike mainline and improve the

Turnpike/SR 60 interchange to increase capacity and address roadway deficiencies. Short term noise/vibration impacts are anticipated during construction activities but will be limited in time and highly localized by construction activities.

The Preferred Alternative follows an existing roadway corridor and will not introduce any unnatural or unusual elements into the surrounding viewshed. Accordingly, the project will have no significant impacts to the viewshed. The Preferred Alternative will not introduce any structures or improvements that are incompatible with local aesthetics or will appear unusual in the current setting. A Landscape Summary Tech Memo is saved in the project file.

3.6 Relocation Potential

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, the Florida Department of Transportation will carry out a Right of Way and Relocation Assistance Program in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons.

4. Cultural Resources

4.1 Florida Historical Resources Act, Chapter 267, Florida Statutes (F.S.).

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 02/05/2025. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

A copy of the CRAS is included in the project file as a Technical Material. The defined APE includes the existing and proposed ROW where improvements are proposed. The architectural history APE included the existing and proposed ROW and was extended to a distance of no more than 100 meters (328 feet) from the ROW line. In this document, the "APE" refers to the combined archaeological APE and architectural history APE.

The archaeological survey consisted of a pedestrian survey and systematic subsurface testing of the APE. In total, 700 shovel tests were excavated within the APE. All tests were negative for cultural materials. One archaeological site (8SL00035) has been previously recorded within the APE. The site was recommended as ineligible for listing in the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO) in 2022. Site 8SL00035 was not identified during surveys. Although the site has been previously recommended as ineligible for listing in the NRHP by SHPO, human remains were identified by the recording survey though the exact location is uncertain (Saltus 1970). Subsequent surveys of the site (FMSF Survey No. 24447, Fish et al. 2017; FMSF Survey No. 28386, Janus Research 2021) did not identify any cultural materials or human remains. Additionally, ineligible resources do not require consideration of effects per Section 267.061(2)(a), Florida Statutes, and the criteria of adverse effect are not applicable to ineligible resources per 36 Code of Federal Regulations (CFR) 800.5(a) and 36 CFR Part 800.16 (i and l).] In an abundance of caution, no staging or storing of materials is recommended within the limits of site 8SL00035 to avoid any potential intact deposits or further human remains. No artifacts were recovered, and no archaeological sites or occurrences were identified within the APE. No further archaeological survey in support of the proposed improvements is recommended.

The architectural history survey resulted in the identification and evaluation of 25 historic resources within the APE, including 13 previously recorded resources and 12 newly recorded resources. The previously recorded resource includes one NRHP-listed building (8OS00099), five canals (8SL03116, 8SL03117, 8SL03120, 8SL03121, and 8SL03122), three roadways (8OS03001, 8SL01649, and 8SL01658), two historic districts (8IR01836 and 8SL03289), and two railroads (8OB00288 and 8OB00276). The newly recorded resources include 12 historic buildings (8OS03483, 8OS03484, and 8SL03406-8SL03415). The historic resources were evaluated to determine their significance and potential for listing in the NRHP. Resource 8OS00099 within the APE was listed in the NRHP but is in a ruinous condition due to its partial destruction by a truck colliding with the building in 2019. This listing no longer maintains integrity of feeling, workmanship, and design and no longer conveys eligibility under the NRHP criteria. It will be removed from the NRHP. Since SHPO concurrence on February 5, 2025, 8OS00099 has been demolished and is no longer extant. Of the remaining 24 resources, 23 lack the architectural/engineering distinction and the significant historical associations necessary for listing in the NRHP and are recommended ineligible. One resource (8SL03409) is obscured from the right-of-way and could not be evaluated. a CRAS update will be conducted during Design at which time the APE will be updated based on any adjustments to the plans and this resource (and any others that have reached historic age or were not included in the

original CRAS APE) would be surveyed at that time.

It is anticipated that this project will result in No Adverse Effect to historic properties. No further cultural resources work is recommended.

4.2 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.3 Recreational Areas and Protected Lands

The project area contains a patchwork of conservation lands (see attached map in Section 5.6). These include lands that were acquired as part of the Florida Forever funding program, Natural Resource Conservation Service grassland easements, tribal lands, and multiple conservation easements. The Fort Drum Marsh Wildlife Management Area and Deluca Preserves are two of the largest conservation lands adjacent to the project. No ROW is proposed from any conservation lands and no direct impacts to conservation lands are anticipated. A wildlife crossing system is proposed as part of the project and will improve connectivity between conservation lands that are separated by the Turnpike mainline. More information on the proposed wildlife crossing system can be found in Section 5.6 of this report and the Wildlife Crossing Technical Memorandum, which is included in the project file as Technical Material.

5. Natural Resources

5.1 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

A Natural Resources Evaluation report that addresses potential impacts to wetlands and Other Surface Waters was created for this project and is included in the project file as a Technical Material. Wetland maps are also included as attachments. Wetland impacts from the Preferred Alternative are restricted to five creeks/branches that are bridged by the Turnpike mainline (Fort Drum Creek at MP 182, Jim Green Creek at MP 184.5, the Padgett Branch at MP 190, the Cow Log Branch at MP 191, and an unnamed tributary of the Cow Log Branch at MP 192). These creeks/branches are generally considered to be Other Surface Waters; however, small areas with rooted wetland vegetation along the margins of these creeks/branches are considered wetlands. These areas are predominantly freshwater emergent wetlands. Direct impacts to these wetlands from construction as well as from new bridge footings and slope/bank protection are anticipated to total less than one-half acre. The new bridges will be approximately 25-feet wider than the current bridges, which will increase the area of shading. Shading impacts to wetlands are anticipated to total less than one-half acre. Man-made Other Surface Waters also occur in the project area, including canals the project crosses (e.g. Belcher Canal) as well as ditches, swales, and borrow areas that parallel much of the Turnpike mainline. Direct impacts may occur to man-made Other Surface Waters in the Turnpike ROW but typically will not require mitigation.

Potential short-term indirect impacts from the Preferred Alternative could result from the use of heavy equipment, staging or stockpiling of equipment and materials, or other activities that contribute to sedimentation and erosion from soil disturbance. Best Management Practices typically associated with road construction projects will be implemented and maintained throughout all construction activities to minimize indirect impacts. Staging and stockpiling locations will be coordinated with the construction project manager and Turnpike environmental staff and located outside of wetlands. This project is consistent with local and regional land use planning and will not introduce any new access points to the Turnpike mainline; therefore, no secondary impacts are anticipated from the proposed project.

The project is consistent with local land use planning and necessary permits will be obtained for all wetland impacts. The area of wetland impacts is minimal and restricted to within the existing Turnpike ROW, adjacent to existing bridges. Downstream impacts from erosion and sedimentation will be avoided and minimized through the application of standard Best Management Practices. These include the installation and maintenance of silt fencing and other erosion control devices. For these reasons, the project will have no cumulative impacts on wetlands.

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344.

5.2 Aquatic Preserves and Outstanding FL Waters

The nearest Outstanding Florida Waters (OFW) to the project are mapped in the Indian River-Vero Beach to Ft. Pierce Aquatic Preserve and the North Fork St. Lucie River Aquatic Preserve. However, the OFW-designated areas are more than 7 to 10 miles downstream of the project. No significant impacts are anticipated to these OFWs and any facilities that discharge to an OFW will provide an additional 50 percent treatment.

5.3 Water Resources

A Pond Siting Report and Water Quality Impact Evaluation Checklist are included as Technical Materials. The project will alter the existing drainage system and will discharge to Ten-mile Creek, the C-25 Canal, Canal L-20, Fort Drum Creek, Jim Green Creek, the Padgett Branch, the Cow Log Branch, and the Belcher Canal. The project spans the jurisdictions of the South Florida Water Management District (SFWMD) and the Saint Johns River Water Management District (SJRWMD) as well as the North St. Lucie River Water Control District, and Fort Pierce Farms Water Control District. The project sits atop the Biscayne Sole Source Aquifer.

Existing roadway runoff from the 4-lane configuration is collected in roadside ditches (borrow ditch) adjacent to the north and southbound lanes. In the existing condition roadway runoff leaves the ROW unattenuated. The roadside ditches ultimately discharge offsite via cross drains into canals. The construction of the current roadway configuration predates the adaptation of the Environmental Protection Agency (EPA) stormwater rules. Therefore, no water quality treatment is provided in the existing conditions. All basins within the project limits are open basins.

The stormwater runoff will be routed to proposed stormwater treatment facilities for water quality treatment and attenuation. The project has a total of 54 drainage sub-basins. Two alternatives were identified and analyzed for each sub-basin. **Alternative-1** utilized linear treatment swale within the right-of-way and **Alternative-2** utilized offsite ponds. When both sides of the roadway are constrained with conservation land or other environmentally sensitive features, offsite ponds are not feasible and roadside linear treatment swales will be used (PSR-Figure 2-3). The existing borrow ditch can be converted into a treatment facility (wet detention or dry retention based on groundwater elevations) providing the borrow ditch is not collecting offsite runoff (closed -off-ditch) and is not connected to existing cross drains. In areas with conservation land on both sides of the roadway, hardship can be claimed, and both roadside linear treatment swale and existing borrow ditches are options for treatment and attenuation. Verification will be needed during the design phase to determine if adjacent farm ditches are separated from the Turnpike borrow ditch. This is to avoid proposed treatment facilities interconnecting with existing farm ditches. **Further evaluation will be done to use the existing borrow ditch as a stormwater management facility.** A survey, geotechnical investigation, coordination with the WMD, and field review will be necessary to determine if a borrow ditch can be used as a treatment facility. Compensatory treatment/attenuation is also a viable solution for these areas. Infield ponds are recommended for the SR 60 Interchange. It is FTE's preference to avoid pond locations within wetland, floodplain, listed species area, and contaminated sites.

Table 5 summarizes the recommended SMF alternatives per basin and anticipated ROW requirements for any offsite ponds recommended within the project. Roadside treatment swales are the most feasible SMF alternative for most of the project. Preferred pond sites were selected where the basins did not have sufficient area to provide roadside swale treatment.

Table 5: Preferred Stormwater Management Facility (SMF) Alternatives and Anticipated ROW Requirement								
Basin	Basin Area (ac)	Required Water Quality for Swale Treatment (ac-ft)	Provided Water Quality Swale Treatment (ac-ft)	Required Water Quality Offsite Pond (ac-ft)	Provided Water Quality Offsite Pond (ac-ft)	Required Offsite Pond (ac)	Preferred SMF	Req. ROW (ac)

1	8.01	0.57	0.46	0.76	0.76	1.58	Roadside Swale	N/A
2	28.97	2.13	1.72	2.85	2.85	3.78	Roadside Swale	N/A
3	29.12	2.18	1.76	2.91	2.91	3.84	Roadside Swale	N/A
4	30.98	2.26	1.82	3.01	3.01	4.51	Roadside Swale	N/A
5	26.92	1.97	1.59	2.62	2.62	4.08	Roadside Swale	N/A
6	25.20	1.79	1.44	2.39	2.39	3.34	Roadside Swale	N/A
7	75.74	4.76	3.84	6.34	6.34	6.92	Roadside Swale	N/A
8	32.91	1.99	1.92	2.65	2.65	4.83	SMF8-1	4.83
9	74.91	4.46	4.31	5.95	5.95	9.10	SMF9-1	9.10
10	24.40	1.17	1.17	1.55	1.55	3.28	Roadside Swale	N/A
11	49.29	2.39	2.39	3.19	3.19	4.70	Roadside Swale	N/A
12	38.25	1.85	1.85	2.47	2.47	3.89	Roadside Swale	N/A
13	22.24	1.08	1.08	1.44	1.44	2.66	Roadside Swale	N/A
14	86.18	4.18	4.18	5.58	5.58	7.22	Roadside Swale	N/A
15	49.25	2.39	2.39	3.18	3.18	4.69	Roadside Swale	N/A
16	69.69	3.45	3.45	4.60	4.60	6.20	Roadside Swale	N/A
17	63.34	4.00	4.00	5.34	5.34	Conservation Easement	Roadside Swale	N/A
18	36.83	2.22	2.22	2.97	2.97	6.07	Roadside Swale	N/A
19*	36.73	2.22	2.22	2.97	2.97	317.38	Roadside Swale	N/A
20*	35.25	2.13	2.13	2.85	2.85	305.10	Roadside Swale	N/A
21*	48.05	2.86	2.86	3.81	3.81	404.65	Roadside Swale	N/A
22	56.69	2.51	2.51	3.35	3.35	6.67	Roadside Swale	N/A
23	46.36	2.40	2.40	3.20	3.20	5.58	Roadside Swale	N/A
24	16.90	0.85	0.85	1.13	1.13	2.99	Roadside Swale	N/A
25	45.57	2.18	2.18	2.90	2.90	5.97	Roadside Swale	N/A

26	40.64	1.75	1.75	2.33	2.33	1.48	Roadside Swale	N/A
27	49.11	2.25	2.25	3.00	3.00	1.72	Roadside Swale	N/A
28	43.35	2.31	2.31	3.08	3.08	5.42	Roadside Swale	N/A
29	16.25	0.90	0.90	1.20	1.20	2.74	Roadside Swale	N/A
30	33.18	1.76	1.76	2.35	2.35	4.11	Roadside Swale	N/A
31	31.46	1.53	1.53	2.04	2.04	3.72 ac	Roadside Swale	N/A
32	54.03	2.60	2.60	3.47	3.47	Conservation Land	Roadside Swale	N/A
33	19.47	0.95	0.95	1.26	1.26	Conservation Land	Roadside Swale	N/A
34	58.95	2.82	2.82	3.75	3.75	Conservation Land	Roadside Swale	N/A
35	21.99	1.11	1.11	1.48	1.48	Conservation Land	Roadside Swale	N/A
36	13.87	0.67	0.67	0.90	0.90	2.26	Roadside Swale	N/A
37	14.45	0.70	0.70	0.93	0.93	Conservation Land	Roadside Swale	N/A
38	23.48	1.28	1.28	1.71	1.71	Conservation Land	Roadside Swale	N/A
39	25.05	1.51	1.51	2.01	2.01	Conservation Land	Roadside Swale	N/A
40	36.71	1.78	1.78	2.38	2.38	Conservation Land	Roadside Swale	N/A
41	27.35	1.32	1.32	1.76	1.76	Conservation Land	Roadside Swale	N/A
42	14.86	0.72	0.72	0.96	0.96	Conservation Land	Roadside Swale	N/A
43	54.93	2.58	2.58	3.44	3.44	5.89	Roadside Swale	N/A
44	12.29	0.58	0.58	0.77	0.77	2.05	Roadside Swale	N/A
45	22.73	1.10	1.10	1.46	1.46	1.73	Roadside Swale	N/A
46	36.07	1.75	1.75	2.33	2.33	2.32	Roadside Swale	N/A
47	27.61	1.33	1.33	1.78	1.78	1.95	Roadside Swale	N/A
48	23.88	1.16	1.16	1.54	1.54	3.26	Roadside Swale	N/A
49	43.93	2.13	2.13	2.83	2.83	5.08	Roadside Swale	N/A

50	29.54	1.44	1.44	1.92	1.92	Conservation Land	Roadside Swale	N/A
51	32.40	1.55	1.55	2.07	2.07	Conservation Land	Roadside Swale	N/A
52	81.03	3.75	3.14	5.00	5.00	4.24	SMF 52-1 & SMF 52-2	Infield Ponds
53*	21.55	1.02	1.02	1.36	1.36	150.24	Roadside Swale	N/A
54*	30.82	1.45	1.45	1.93	1.93	210.00	Roadside Swale	N/A

*These pond areas indicate that the depth to the groundwater elevation is almost 0 ft, and water is at the ground surface. This situation is not suitable for constructing a pond, which will require significantly large pond areas, which are not feasible.

During the design phase it is recommended that some, or all, of the following be evaluated to potentially reduce the size of the proposed ponds once additional survey, geotechnical evaluations, and roadway design are available:

1. SMF sized to treat only net new impervious areas.
2. Use the existing borrow ditch as a stormwater management facility. A survey, geotechnical investigation, coordination with the water management districts, and field reviews will be necessary to determine if a borrow ditch is suitable to be converted into a treatment facility.
3. It is Turnpike's preference to avoid impacting, wetlands, floodplain, contaminated sites, and listed species when selecting the pond sites.
4. Use compensatory treatment - three major drainage basins are presented in the project corridor: Upper St. Johns in the north, Indian River Lagoon, C25- in the middle, and St Lucie-Loxahatchee in the south. Compensatory treatment is conditional and will be provided within the same receiving basin. For example, dry swale to treat the existing pavement to compensate for the new pavement in the areas where dry swale is not feasible.
5. Use alternative methods of treatment and attenuation found during the Environmental Look Around (ELA) process. Grove Land Reservoir and stormwater area is an ELA opportunity identified by SJRWMD & SFWMD (see Appendix G)
6. From the beginning of the project to station 2000+00, the Turnpike runs parallel to and borders Florida Gas and Transmission (FGT) until the gas line veers off eastward along Rock Road. Stormwater management designs that are acceptable with FGT, will be considered during design.
7. FPL transmission lines that run along the project corridor. Pond sites located within the FPL easements will be coordinated during design.

The project does not discharge directly into an Outstanding Florida Waters (OFW). FDOT Office of Environmental Management has stated, and FTE agrees that FDOT does not provide OFW additional treatment unless direct discharge to the OFW occurs. The first seven basins of this project discharge into tributaries that eventually discharges into the Indian River-Vero Beach to Ft. Pierce Aquatic Preserve and the North Fork St. Lucie River Aquatic Preserve, which are listed as OFW. However, the OFW-designated areas are more than 7 to 10 miles downstream of the project; therefore, it is not a direct discharge.

During the Pre-Application Meeting with SFWMD on August 15, 2024, SFWMD confirmed that nutrient loading calculations are required for discharge to impaired water bodies (basins) that are impaired for nutrients, specifically total nitrogen (TN) and total phosphorus (TP). Waterbody identification number (WBID) 3163 Belcher Canal and 3163B SFWMD C-25 East Segment are impaired for TN. According to SFWMD, the project is subject to impaired water rules as

long as the discharge point is within the basin, which has adopted TMDL and BMAP criteria. This rule applies even if the discharge point is far from the receiving water body.

During the Pre-Application Meeting with SJRWMD on October 3, 2024, it was confirmed the project must meet the SJRWMD Upper St. Johns Basin Rule. Appendix E of SFWMD Vol. II is not applicable to this project as it is not adopted by reference in Rule 62-330, F.A.C.

Meeting minutes for the SFWMD and SJRWMD Pre-Application Meetings are included in the project file as Technical Materials.

Potential short-term indirect impacts from the Preferred Alternative could result from the use of heavy equipment, staging or stockpiling of equipment and materials, or other activities that contribute to sedimentation and erosion from soil disturbance. BMPs typically associated with road construction projects will be implemented and maintained throughout all construction activities to minimize indirect impacts. Staging and stockpiling locations will be coordinated with the construction project manager and Florida's Turnpike Enterprise environmental staff located outside of wetlands. MPs such as erosion control devices, silt fence, inlet protections, floating turbidity barriers, slope drains, and pre-sedimentation basins will be provided by the construction team.

5.4 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.5 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

A Location Hydraulics Report is included in the project file as a Technical Material. The Project traverses several Special Flood Hazard Areas boundary areas identified as Zone "A", all within SJRWMD jurisdiction. Floodplain maps are attached.

Floodplain impacts are expected to be minimal and are predominantly longitudinal in nature with some of the cross-drain extensions resulting in transverse encroachment to the floodplain. The longitudinal impacts cannot be avoided since the floodplains associated with existing canals, water bodies and depressional areas extend parallel to the Turnpike in both directions of travel. This resulted in no practical avoidance alternatives in these areas. The longitudinal impacts are associated with the construction of stormwater ponds where construction outside the flood prone boundary is not feasible. As an option, impact and compensation may be assessed based on the "de minimis" principle when compensation is too trivial or minor to merit compensation consideration in areas of single ownership and/ or in large floodplains.

Most floodplain maps, in general, were developed as part of the National Flood Insurance Program and based on U.S. Geological Survey quadrangle maps with 5- or 10-foot contour intervals. Zone A areas could therefore be at a much lower or higher risk of flooding and may justify amending the maps with a Letter of Map Amendment through FEMA in the design Phase of the project. To approximate potential impacts and associated compensation in the PD&E phase, laser imaging, detection, and ranging (LIDAR) data was used to create 1.0 ft contours to approximate the Base Flood Elevation (BFE). This is in accordance with the procedures outlined in the FEMA "Guide to Approximate Zone A areas," using the contour interpolation method. LIDAR based data implies an estimated BFE elevation of 26.0 ft in the area.

This BFE elevation appeared to be consistent with zone "A". The average Seasonal High Water was estimated to be 2-3 ft. below the BFE in the area. Stormwater ponds SMF23-1, SMF-24-1, SMF 25-1 and SMF27-1 are located in Flood prone zone "A". Total estimated impacts resulting from construction of the maintenance berms are +/- 22.7 ac-ft. Compensation for the impacts can be partially provided in the referenced ponds and in two regional floodplain compensation areas FPC1A and FPC1B of +/- 6 ac each. The proposed regional floodplain compensation ponds are next to existing floodplains. Since the entire floodplain is contiguous, FPC1A and FPC1B can compensate for the ponds that are located in a floodplain. The Floodplain Compensation (FPC) areas are tentatively sized for the total impacts. An assessment of floodplain impacts is attached.

Floodplain compensation will be provided in FPC (Floodplain Compensation) areas that are hydraulically connected and adjacent to the floodplain. The average effective depth of these areas, measured from the BFE to the local SHW is estimated at 2ft (sloping terrain). Assuming 2 sites, the required size of the areas, excluding creation within the stormwater ponds is therefore estimated at $(+/-22.7\text{ac-ft}/2\text{ft depth}/2 \text{ sites} = +/-6\text{ac})$ acres sites each.

The floodplain areas within the project limits are mainly wetlands, rural residential, cropland and pastureland, mixed forests, and marshes. The floodplain encroachment resulting from the proposed improvements is classified as minimal. The impact on human life, transportation facilities, and natural floodplain values are not significant and will require minimal effort to resolve encroachment. To not significantly affect any flood elevations or limits, the FDOT's drainage design standards and water management districts procedures will be utilized throughout the project's lifespan. A preliminary hydraulic analysis was conducted on the cross-drains and it was determined that any extensions or replacement of the cross drains with hydraulically equivalent structures showed no impact of these changes on headwaters. The proposed structures will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

5.6 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A Natural Resources Evaluation report that addresses potential impacts to protected species and habitats was created for this project and is included in the project file as a Technical Material. Maps of sensitive environmental features and conservation lands are attached, and a Wildlife Crossing Memorandum is included in the project file as a Technical Material. Federal and state listed species with potential to occur in the project corridor are presented in Table 7. These species were identified through coordination with the US Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FWC). No effect determinations that were reached required additional consultation with USFWS or FWC. No designated Critical Habitat occurs in or adjacent to the project area, so no destruction or adverse modification of Critical Habitat is anticipated.

Table 7: Listed Species and Effect Determinations

Common Name	Scientific Name	Federal Status	State Status	Occurrence Potential in Project Area	Effect Determination
American alligator	<i>Alligator mississippiensis</i>	FTSA	-	High	No Effect
Audubon's crested caracara	<i>Polyborus plancus</i>	FT	-	High	MANLAA
Eastern indigo snake	<i>Drymarchon corais couperi</i>	FT	-	Low	MANLAA
Everglade snail kite	<i>Rostrhamus sociabilis plumbeus</i>	FE	-	Medium	MANLAA
Florida bonneted bat	<i>Eumops floridanus</i>	FE	-	High	No Effect*
Florida burrowing owl	<i>Athene cunicularia</i>	-	ST	Low	NAEA
Florida sandhill crane	<i>Grus canadensis</i>	-	ST	High	NAEA
Florida scrub-jay	<i>Aphelocoma coerulescens</i>	FT	-	Low	MANLAA
Florida grasshopper sparrow	<i>Ammodramus savannarum</i>	FE	-	Low	MANLAA
Florida panther	<i>Puma concolor coryi</i>	FE	-	High	MANLAA
Florida pine snake	<i>Pituophis melanoleucus mugitus</i>	-	ST	Medium	NAEA
Gopher tortoise	<i>Gopherus polyphemus</i>	-	ST	High	NAEA
Little blue heron	<i>Egretta caerulea</i>	-	ST	High	NAEA
Monarch butterfly	<i>Danaus plexippus</i>	FC	-	High	-
Red-cockaded woodpecker	<i>Picooides borealis</i>	FT	-	Low	MANLAA
Roseate spoonbill	<i>Platalea ajaja</i>	-	ST	Low	NAEA
Southeastern American kestrel	<i>Falco sparverius paulus</i>	-	ST	Unlikely	NAEA
Tricolored heron	<i>Egretta tricolor</i>	-	ST	High	NAEA
Tricolored bat	<i>Perimyotis subflavus</i>	PE	-	High	-
Wood stork	<i>Mycteria americana</i>	FT	-	High	No Effect

FE= Federally endangered; FT= Federally Threatened; FC= Federal Candidate for listing; FTSA= Federally Threatened Due to Similarity in Appearance; PE= Proposed for Federal Listing as Endangered; SE= State Endangered; ST= State Threatened; MANLAA= May Affect Not Likely to Adversely Affect; NAEA= No Adverse Effect Anticipated; *= Pending Surveys

Under the Preferred Alternative, the only direct impacts outside of existing Turnpike ROW occur near Yeehaw Junction, immediately east of the Turnpike mainline. These impacts total 11.39 acres composed of areas mapped by SJRWMD as Upland Shrub and Brushland under the Florida Land Use, Cover and Forms Classification System (FLUCFCS) (3200) (11.33 acres) and Mixed Shrub/Scrub Wetland (FLUCFCS 6460) (0.009 acre). The area mapped as Mixed Shrub/Scrub Wetland (FLUCFCS 6460) is erroneous and is actually more similar to Upland Shrub and Brushland (FLUCFCS 3200).

Direct impacts from the Truck Parking Alternative total 6.6 acres and would occur on land mapped by SJRWMD as Commercial and Services (FLUCFCS 1400).

The Turnpike mainline bridge over the Belcher/C-25 Canal and Angle Road contains a large bat colony (see attached map of sensitive environmental features in the southern portion of the project corridor) and under the Preferred Alternative this

bridge will be replaced. This location is outside the USFWS Consultation Area for Florida bonneted bat, but additional coordination is anticipated with FWC regarding potential impacts to bat species. Typically, replacing a bridge that is occupied by bats involves installing a system that allows bats to escape but not re-enter cavities in the structure. Bat houses are often erected nearby to ensure bats have alternate roosts. Another bat colony is located approximately 5,000 feet to the east, under the I-95 bridge over Angle Road, and may also offer an alternative roost.

The project bridges five natural drainages, including Fort Drum Creek (MP 182), Jim Green Creek (MP 184.5), the Padgett Branch (MP 190), the Cow Log Branch (MP 191), and an unnamed tributary of the Cow Log Branch (MP 192) (see attached map of sensitive environmental features in the northern portion of the project corridor). No additional ROW is proposed at these locations but wildlife habitats occur in drainages within the existing ROW. Direct impacts to wildlife habitats will occur from an expanded area of shading (each bridge will be approximately 25 feet wider). The construction of new bridge footings and slope/bank protection may directly displace wildlife habitats within the existing ROW. Construction of new bridges may temporarily disturb wildlife, but these impacts are short term and highly localized and wildlife are anticipated to relocate to available nearby habitats.

The project overlaps the Florida Wildlife Corridor and is adjacent to multiple conservation lands, including Florida Forever Lands. Multiple occurrences of Florida black bears and Florida panthers are documented in the project area, including multiple vehicle-strikes along the mainline. The project is not within any Florida panther focal areas. A wildlife crossing system was developed as part of this project and is described in the Wildlife Crossing Technical Memorandum that is an Appendix to the attached Natural Resources Evaluation Report. A technical assistance meeting was held with USFWS and FWC on January 7, 2025, to present and obtain feedback on the proposed wildlife crossing system. A second meeting was held with the Panther Recovery Implementation Team (PRIT) on January 27, 2025, to also present and obtain feedback on the proposed wildlife crossing system. That Memorandum proposes a system of wildlife fencing along the entire project corridor (41 miles) as well as wildlife friendly design at bridges and at culverts that would be replaced.

Potential short-term indirect impacts from the Preferred Alternative could result from the use of heavy equipment (and avoidance of construction areas by wildlife), the staging or stockpiling of equipment and materials, and sedimentation resulting from increased erosion associated with soil disturbance. The FDOT Standard Specifications for Road and Bridge Construction will be implemented and include Best Management Practices (such as installation of silt fencing and erosion control devices) that will avoid and minimize indirect impacts. Staging and stockpiling locations will also be coordinated with the construction project manager and Turnpike environmental staff and will be located outside of wetlands and sensitive environmental areas.

Potential long-term indirect impacts could result from increased roadkill and prevention of wildlife movements to available habitats. The proposed wildlife crossing system is intended to avoid and minimize these potential impacts. Because there is currently no fencing or wildlife crossings, the introduction of both would represent an improvement for wildlife over the existing condition. A wildlife crossing system also has safety benefits and protects motorists from wildlife collisions.

This project is consistent with local and regional land use planning and includes no new access on or off the Turnpike mainline; therefore, no secondary impacts will occur from the proposed project. Although the project will increase capacity, the system of fencing and wildlife-friendly design described in the Wildlife Crossing Technical Memorandum will help avoid cumulative impacts from isolation of wildlife populations and genetic inbreeding.

5.7 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

6. Physical Resources

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

A Noise Study was conducted as part of this project and the resulting report is included in the project file as a Technical Material. Within the project limits noise levels were predicted at 218 noise receptor locations, representing 673 residences and seven non-residential sites. Of these sites, noise levels at 67 residences are predicted to approach or exceed the Noise Abatement Criteria in the design year (2050) for the Build condition. Noise levels are not predicted to approach or exceed the Noise Abatement Criteria at any of the non-residential receptors.

Noise barriers were evaluated for the impacted noise sensitive sites. The results of the noise barrier evaluation conclude that noise barriers are a feasible and/or reasonable method to abate traffic related noise impacts for one noise sensitive area and will provide at least a 5 dB(A) benefit to 46 impacted residences.

FTE is committed to the construction of feasible and reasonable noise abatement measures. One potentially feasible and reasonable noise barrier system has been identified for this project (see Table 8 for more detail on the noise barrier) contingent upon the following conditions:

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
- 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 FTE ; and
- Safety and engineering aspects have been reviewed and any conflicts or issues resolved.

Table 8: Noise Barrier Evaluation Summary

Noise Sensitive Area	Number of Impacted Residences	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.) ¹	Preliminary Noise Barrier Location	Preliminary Noise Barrier Cost ²	Residences Benefited by Noise Barrier ³		Cost Per Benefited Residence
								Impacted	Total	
Morningside Palm Breezes and SFRs ³ (CNE NB03)	46	2126+80	2142+80	22	1600	ROW ⁴	\$1,408,000	46	46	\$30,609

1 Full height is for length indicated. The length for any required taper in height at a shoulder noise barrier termination would be in addition to the length indicated.

2 Unit cost of \$40/ft² for all non-shoulder noise barriers.

3 Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed 67 dBA but are incidentally benefited.

4 ROW - Right of Way noise barrier on Florida's Turnpike.

A land use review will be performed during the design phase to identify all noise sensitive sites that may have received a building permit subsequent to the noise study but prior to the project's Date of Public Knowledge. The date that the State

Environmental Impact Report is approved by Turnpike will be the Date of Public Knowledge. If the review identifies noise sensitive sites that have been permitted prior to the Date of Public Knowledge, then those sensitive sites will be evaluated during the design phase for traffic noise impacts and abatement considerations.

Based on the existing land use within the limits of this project, construction of the proposed roadway improvements will not have any noise or vibration impact. If noise-sensitive land uses develop adjacent to the roadway prior to construction, additional impacts could result. It is anticipated that the application of the *FDOT Standard Specifications for Road and Bridge Construction* will minimize or eliminate most of the potential construction noise and vibration impacts. However, if unanticipated noise or vibration issues arise during the construction process, the Project Manager, in concert with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

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

6.3 Contamination

A Contamination Screening Evaluation Report (CSER) was prepared to identify sites of potential contamination risk to the project and to provide information on site histories as well as risk ratings and guidance for additional investigations. A copy of the CSER is included in the project file as a Technical Material.

A total of 30 sites of potential contamination risk were identified. Those include 0 High Risk, 12 Medium Risk, and 18 Low Risk sites. Of these sites, five Low Risk sites, two Medium Risk sites, and zero High Risk site are currently located within the ROW. These seven additional sites include the Buckhead/Beef Diesel Spill (Site #6, Low Risk), EDB Delineated Areas (Site #7, Medium Risk), Florida's Turnpike Spill #2006-2I-6915Z (Site #11, Low Risk), Fort Drum Service Plaza (Site #13, Medium Risk), Forward Air Diesel Discharge (Site #14, Low Risk), Yeehaw Junction Toll (Site #15, Low Risk), and US Food Service Spill (Site #17, Low Risk). A map of sites of potential contamination is attached. Please note that Sites 27, 28, 29, and 30 are not depicted on these figures as they represent historical agriculture land use areas, which are present throughout the project corridor. Level II Contamination Assessment investigations are recommended where new ROW will be acquired or where proposed dewatering or subsurface work will occur at or adjacent to any sites rated High or Medium Risk (e.g., pole foundations, drainage features, soil excavation, etc.).

Through coordination with the FTE Environmental Management Office (EMO), asbestos surveys have been completed for all of the bridges within the project corridor except for the bridges at Radebaugh Road and Osowou Road. Results from the surveys indicate Asbestos Containing Materials (ACM) presence at bridge 940059. Testing for ACM and Metal Based Coatings of the Radebough Road and Osowou Road bridges is recommended, as appropriate.

6.4 Utilities and Railroads

A Utility Assessment Package is included in the project file as a Technical Material along with a table of utility relocations and associated costs. The following utilities occur in the project area:

AT&T Distribution owns the following facilities within the project's study limits:

- (12) 4" PVC ducts crossing Turnpike at SR-70
- 48-count buried fiber optic cable crossing Turnpike at Picos Road 144-count and 60-count buried fiber optic cable crossing at Orange Avenue
- 600 copper crossing at Orange Avenue
- 24-count buried fiber optic cable and 100 copper crossing at W. Angle Road Buried fiber optic cable crossing Turnpike at SR-60 30-count buried fiber optic cable along US-441 near SR-60

AT&T Transmission / AT&T Corp. (PEA, Inc.) owns the following facilities within the project' study limits:

- High-capacity buried fiber optic cable within a 10-ft
- AT&T Corp. easement and associated manhole access structures located generally along the median/inside shoulder of the Turnpike

Centurylink owns the following facilities within the project's study limits:

- 96-count buried fiber optic cable along US-441 crossing SR-60
- 216-count buried fiber optic cable along US-441 crossing SR-60

Crown Castle Fiber owns the following facilities within the project's study limits:

- Buried fiber optic cable crossing Turnpike at W Angle Road and along the FPL Transmission corridor crossing Turnpike north of W. Angle Road
- Buried fiber optic cable crossing at SR-60

Florida Gas Transmission owns the following facilities within the project's study limits:

- 24-inch and 30-inch steel pipelines containing natural gas running parallel to one another along the east R/W of Turnpike from south of SR-70 and the Turnpike R/W at a point approx. 3,500-ft north of SR-70
- 18-inch steel pipeline containing natural gas crossing SR-70 at SR-713/Kings Hwy.

Florida Power & Light owns the following distribution facilities within the project's study limits:

- 13kV 3-phase Overhead Electric (OE) crossing Turnpike approx. 2,600-ft north of SR-70
- 13kV 3-phase Buried Electric (BE) contained in (1) 6" PVC crossing at Picos Road
- 13kV BE crossing at Orange Avenue
- 23kV 3-phase OE crossing Turnpike approx. 5.3 miles east of Minute Maid Road
- 13kV 3-phase OE crossing at Minute Maid Road
- 13kV single phase OE running along the Turnpike south R/W from a point 10.8 miles east of the Fort Drum service plaza to a point 9.2 miles east of the Fort Drum service plaza
- 23kV 3-phase BE within (1) 6" HDPE conduit with associated splice boxes running along the west R/W of Turnpike and into the Fort Drum service plaza

Florida Power & Light owns the following transmission facilities within the project's study limits:

- Multiple 230kV OE lines within an FP&L transmission corridor crossing Turnpike north of W. Angle Road

- Multiple 500kV OE lines running parallel to the Turnpike within an FPL transmission corridor located outside of the Turnpike R/W south of the Fort Drum service plaza with a crossing of the Turnpike approx. 11 miles south and east of the Fort Drum service plaza

Florida Southeast Connection, LLC owns the following facilities within the project's study limits:

- 36-inch natural gas pipeline along US-441 crossing SR-60
- 20-inch natural gas pipeline crossing Turnpike approx. 3.1 miles north of the Fort Drum service plaza

Fort Pierce Utility Authority owns the following facilities within the project's study limits:

- 12-inch PVC potable water main (WM) along S. Rock Road and east along the north side of SR-70
- 6-inch DIP sewer force main (FM) along S. Rock Road and east along the north side of SR-70
- 8-inch PVC sewer FM crossing SR-70 at a point 160-ft east of S Rock Road and west along the south R/W of SR-70

Peace River Electric Cooperative owns the following facilities within the project's study limits:

- 14.4kV OE distribution line along US-441 crossing SR-60 and Turnpike

St. Lucie County Utilities owns the following facilities within the project's study limits:

- 12-inch WM along the north side of SR-70
- 8-inch FM along the south side of SR-70

6.5 Construction

Construction of the Preferred Alternative will directly impact approximately 11.39 acres of composed of areas mapped by SJRWMD as Upland Shrub and Brushland habitat. Direct impacts from the Truck Parking Alternative total approximately 6.6 acres and would occur on land mapped by SJRWMD as Commercial and Services. Direct impacts to wildlife habitats will occur from an expanded area of shading (each bridge will be approximately 25 feet wider). The construction of new bridge footings and slope/bank protection may directly displace wildlife habitats within the existing ROW. Construction of new bridges may temporarily disturb wildlife, but these impacts are short term and highly localized and wildlife are anticipated to relocate to available nearby habitats.

There will be no significant impacts to the viewshed from the construction of the Preferred Alternative. The Preferred Alternative will not introduce any structures or improvements that are incompatible with local aesthetics or will appear unusual in the current setting.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. During the construction phase of the proposed project, short-term noise and vibration may be generated by stationary and/or mobile construction equipment. Access is anticipated to be maintained throughout the construction phase of the project. The FDOT Standard Best Management Practices for Road and Bridge Construction will be followed to help avoid and minimize impacts from construction. A Geotechnical Service Report is included in the project file as a Technical Material.

6.6 Bicycles and Pedestrians

Existing bicycle and pedestrian usage along the portion of SR 60 in the study area is limited to the roadway shoulder; there are no designated bicycle lanes. Observed bicycle and pedestrian usage in the corridor is minimal due to the rural nature of the corridor and nearby industrial, transportation logistics-based land uses involving heavy trucks.

SR 60 is on the State Highway System and FDM 223.1 proposes provision of bicycle facilities on all SHS roadways unless they cannot be accommodated, in which case a Design Variation is required. Right of way along SR 60 is constrained by environmentally sensitive lands to the south and business parcels to the north. As a result, the proposed improvements along SR 60 supporting the interchange reconfiguration include the addition of curb and gutter to replace the existing flush shoulders. Incorporating bicycle and pedestrian features would require additional right of way, and have not been incorporated into the concept due to the lack of supporting uses. Coordination with FDOT District 5 on their ongoing PD&E Study (452474-1) for SR 60 from Prairie Lake Road to Florida's Turnpike will continue throughout their study and subsequent FTE phases.

6.7 Navigation

Through the ETDM process the US Army Corps of Engineers noted that the project does not cross navigable waterways, so there will be no involvement.

7. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit
USACE Section 408 Permit

Status

To be acquired
To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)
DEP National Pollutant Discharge Elimination System Permit
WMD Right of Way Permit

Status

To be acquired
To be acquired
To be acquired

8. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report.

9. Commitments Summary

To minimize the impacts of this project to the social, cultural, natural and physical environment, Florida Department of Transportation (FDOT) has identified the following commitments:

1. *The Florida SHPO has agreed with the recommendation of SEARCH that no staging or storing of equipment and materials shall occur within the Florida State Turnpike Midden archaeological site (8SL00035) during widening of Florida's Turnpike from SR 70 to SR 60. FTE has committed to avoid staging and storing of equipment and materials within the limits of the site, which extends from 27 29'06.7" N, 80 30'59.59" W westward to 27 29'06.17" N, 80 31'05.87" W.*

If there is any subsurface disturbance planned within this area, the FTE Cultural Resources Coordinator must be contacted two weeks prior to performing work in this area to arrange for archaeological monitoring.

2. *The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction.*
3. *FTE will require contractors to remove garbage daily from the construction site or use bear proof containers for securing of food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear (*Ursus americanus floridanus*). Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922).*
4. *Prior to demolition of bridges 940057 and 940073 (over Angle Road and Belcher Canal), bat exclusion must be completed to comply with Florida Administrative Code rule 68A-4.001 General Prohibitions; and rule 68A-9.010 Taking Nuisance Wildlife. Per the regulations, exclusion is not permitted during bat maternity season April 15 through August 15. Exclusion devices must be left up for a minimum of four nights and the low temperature must be forecasted to remain above 50 degrees Fahrenheit during that time period.*
5. *FTE will continue to evaluate the inclusion of wildlife crossings and/or habitat connectivity enhancements during design phase.*
6. *A survey will be conducted for Audubon's crested caracara and Everglade snail kite, per USFWS protocol during the design phase.*
7. *A survey will be conducted for the Florida bonneted bat within the limits of construction activities that are within the Florida bonneted bat Consultation Area. If any signs of the Florida bonneted bat are observed (e.g., tree cavities, new potential man-made roosting habitat), the FTE is committed to coordinating with USFWS regarding the most updated relocation protocols for the Florida bonneted bat.*
8. *If the Monarch butterfly (*Danaus plexippus*) is listed by USFWS as Threatened or Endangered and the project may affect the species, FTE commits to re-initiating coordination with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.*
9. *If the Tricolored bat is listed by USFWS as Threatened or Endangered and the project may affect the species, FTE commits to re-initiating coordination with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.*

10. *FTE is committed to the construction of feasible and reasonable noise abatement measures. One potentially feasible and reasonable noise barrier system has been identified for this project contingent upon the following conditions:*

- *Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;*
- *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 FTE ; and*
- *Safety and engineering aspects have been reviewed and any conflicts or issues resolved.*

10. Approved for Public Availability

Environmental or Project Development Manager

Date:

11. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

A Public Involvement Plan has been developed and is being carried out as an integral part of the project and provides an overview of the outreach approach for the PD&E Study. A copy of the Public Involvement Plan is included in the project file as a Technical Material. The Public Involvement Plan was signed in May 2024. The purpose of the PIP was to guide the public outreach process in establishing and maintaining communication with the public throughout the study and incorporating public input during the alternative evaluation.

Public involvement activities began when the project started in early 2022 and continued throughout the study process. All input received served as valuable information that was taken into consideration for the refinement of the alternatives and the development of the recommended alternative. Representatives from FTE were available at each meeting to discuss the project and answer questions.

A key aspect of the PIP for this project included meetings with interested parties other than the Federal and State environmental, permit and review agencies. These include representatives of public agencies and project stakeholders. Coordination meetings were held with St. Lucie County (10-28-2022), Northern Connector Project (11-17-2022), Osceola County (12-02-2022), Okeechobee County (12-14-2022), FDOT District 5 (03-15-2023), North St Lucie River Water Control District (3-22-2023), St. Lucie County/Northern Connector Interchange (5-5-2023), Okeechobee County (3-4-2024), St Lucie County and TPO (4-4-2024), Pilot Gas Station (7-9-2024), Pilot Gas Corporate Office (7-30-2024 and 10-22-2024), South Florida Water Management District (8-15-2024).

Public Kick-Off Newsletter

An Informational Kick-Off Newsletter was sent in August 2022 in lieu of a Kick-Off Meeting. The kickoff newsletter was printed in English. The newsletter was mailed to 450 property owners, businesses, and current residents within 300 feet of the study corridor, 54 elected officials, 252 agency officials, and 10 Native American Tribes members.

Date of Public Hearing: 05/01/2024

Summary of Public Hearing

Hybrid Alternatives Public Information Meeting

A virtual/online Alternatives Public Information Meeting (APIM) was held on May 1, 2024 at 5:30 p.m. online via GoToWebinar. Two in person APIM were held, the first on Tuesday, May 7, 2024 at the Indian River State College Treasure Coast Public Safety Training Complex in Fort Pierce, and the second on May 9, 2024 at the Intergenerational Recreation Center in Vero Beach. These meetings provided an opportunity for property owners, residents, businesses, elected officials, stakeholders and other interested parties to view project alternatives and ask questions of the study team and provide comments.

Public meeting notices were sent via mail to elected officials, agencies, stakeholders, and property owners. Letters were sent to the following entities: 264 elected and appointed officials, federal, state, and regional agency representatives, 30 ETAT members, 10 Native American Tribes, and 1 interested person. Letters were mailed to 1,563 property owners and tenants adjacent to the study area. The public was asked to go to the project website to register and choose an option for attendance. Newspaper ads were published in English in the Osceola News Gazette, on Thursday, April 11, 2024, and the Treasure Coast Palm, on Sunday, April 14, 2024. An advertisement was also published in The Florida Administrative

Register (FAR) on April 17, 2024. FTE distributed a press release to local media on April 24, 2024, and notices were posted on the project website at www.TurnpikeSR70toSR60.com and the FDOT Central Office public notices website.

Nine (9) people signed in for the in-person meeting including Town of Indian River Shores Councilman Bob Auwaerter. There were 30 FTE and FDOT staff members, FHP, project consultants, and subconsultants at the public meeting. Thirty (30) people attended the virtual public meeting. A newsletter and comment form were given to each attendee as they signed in to the in-person meeting. Online attendees were able to download a copy of the presentation and comment form. All materials and the presentation were loaded onto the study website at www.TurnpikeSR70toSR60.com. Individuals could provide their input by submitting a completed comment form at the in-person meeting or by mailing or emailing it at a later date. At the in-person venue, several project display boards were available for review in an open house format with a presentation playing on a loop.

Twenty-five comments were received either online, via email, or at the APIM meetings. Overall, comments focused on:

- Concerns about potential wildlife impacts due to the widening
- Access along SR 60
- Multiple concerns over an increase in traffic noise for residential areas west of the Turnpike near SR 70
- Interests in a future additional interchange
- A request that FTE seriously consider robust wildlife crossings for the project and the project to the north
- Three people opposed the widening due to concerns about impacts to tribal lands, habitat, natural lands, endangered species, and noise

Comments received were responded to pertaining to the concern. Written responses were sent after the public hearing and can be found in the Public Hearing Summary saved in the project file. Most of the attendees understood that the improvements are needed with the exception of three people for the concerns listed above.

12. Technical Materials

The following technical materials have been prepared to support this environmental document.

Gantry Typical Section Analysis
Future ITS Needs Memorandum
Concept of Operations Report
Project Traffic Analysis Report
Sociocultural Data Report
SocioCultural Effects Evaluation
Landscape Summary Tech Memo
Cultural Resources Assessment Survey
Location Hydraulics Report
Bridge Analysis Report
Natural Resources Evaluation Report
Wildlife Crossing Memorandum
Pond Siting Report
Water Quality Impact Evaluation Checklist
SFWMD/SJRWMD Pre-App Meeting Minutes
Contamination Screening Evaluation Report
Utility Assessment Package
Table of Utilities and Relocation Costs
Geotechnical Service Report
Noise Study Report
Preliminary Engineering Report
Bridge Analysis Report
Public Involvement Plan
Public Hearing Summary

Attachments

Social and Economic

Land Use Maps

Cultural Resources

Completed Form

Natural Resources

Sensitive Environmental Features- Northern Project Area

Sensitive Environmental Features- Southern Project Area

Conservation Lands Map

USFWS NWI Maps

Wildlife Occurrences Map

Flood Zone Maps

Floodplain Assessment Table

Physical Resources

Contaminated Sites Table

Noise Wall Map

Contamination Risk Maps

Public Involvement

Public Hearing Transcription 2-20-25

GoTo-Generated Transcript for 423374-2 Virtual Public Hearing Feb 18 2025

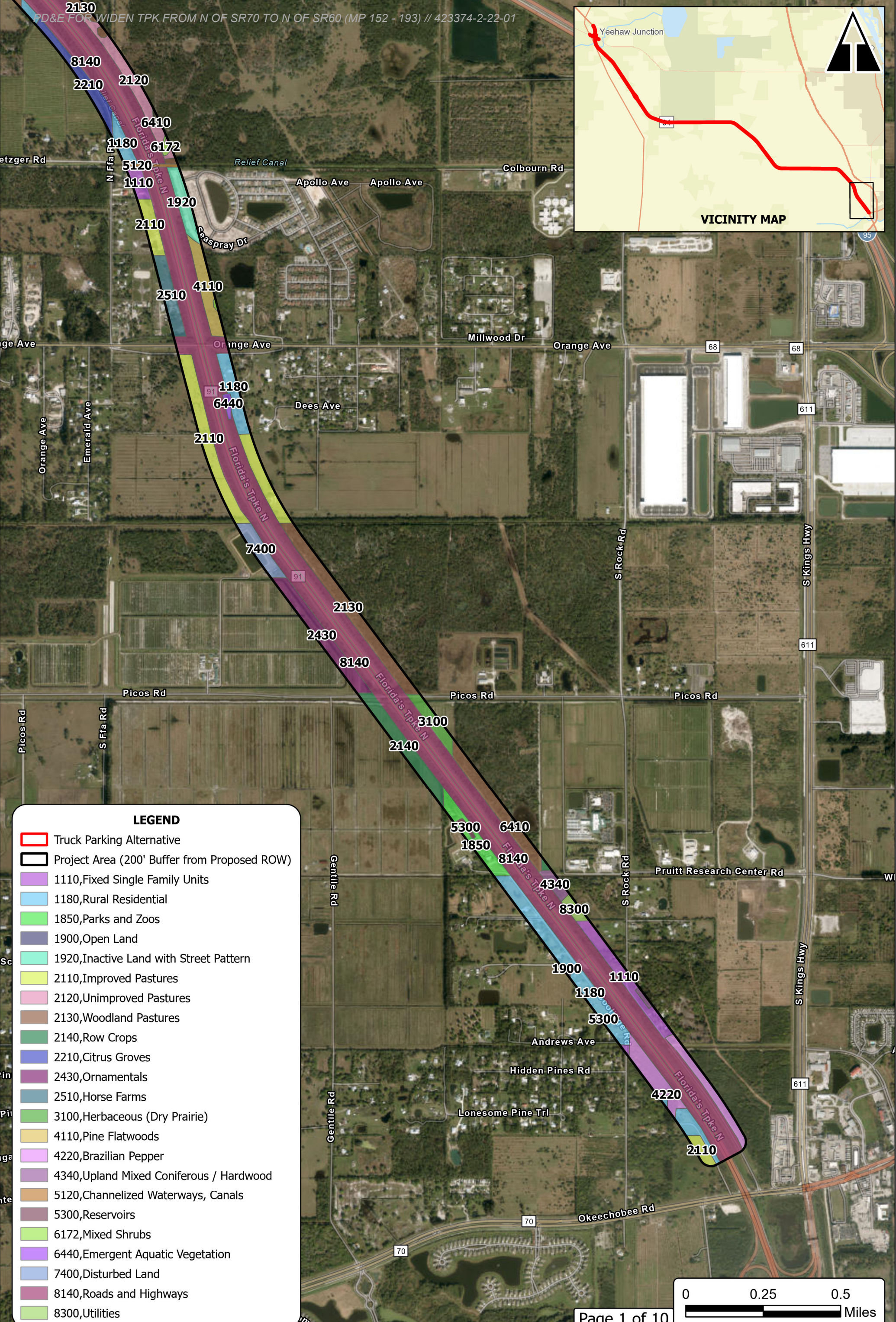
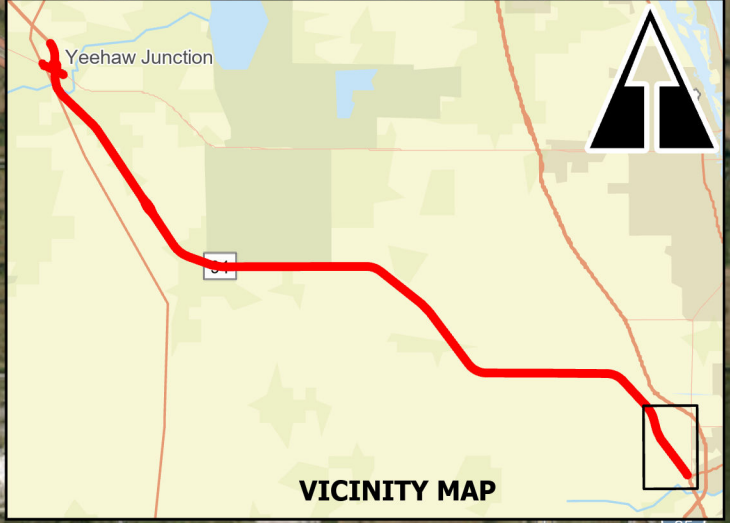
Public Hearing Certification

Public Hearing Certification

Social and Economic Appendix

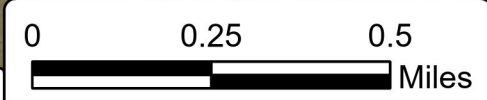
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Land Use Maps

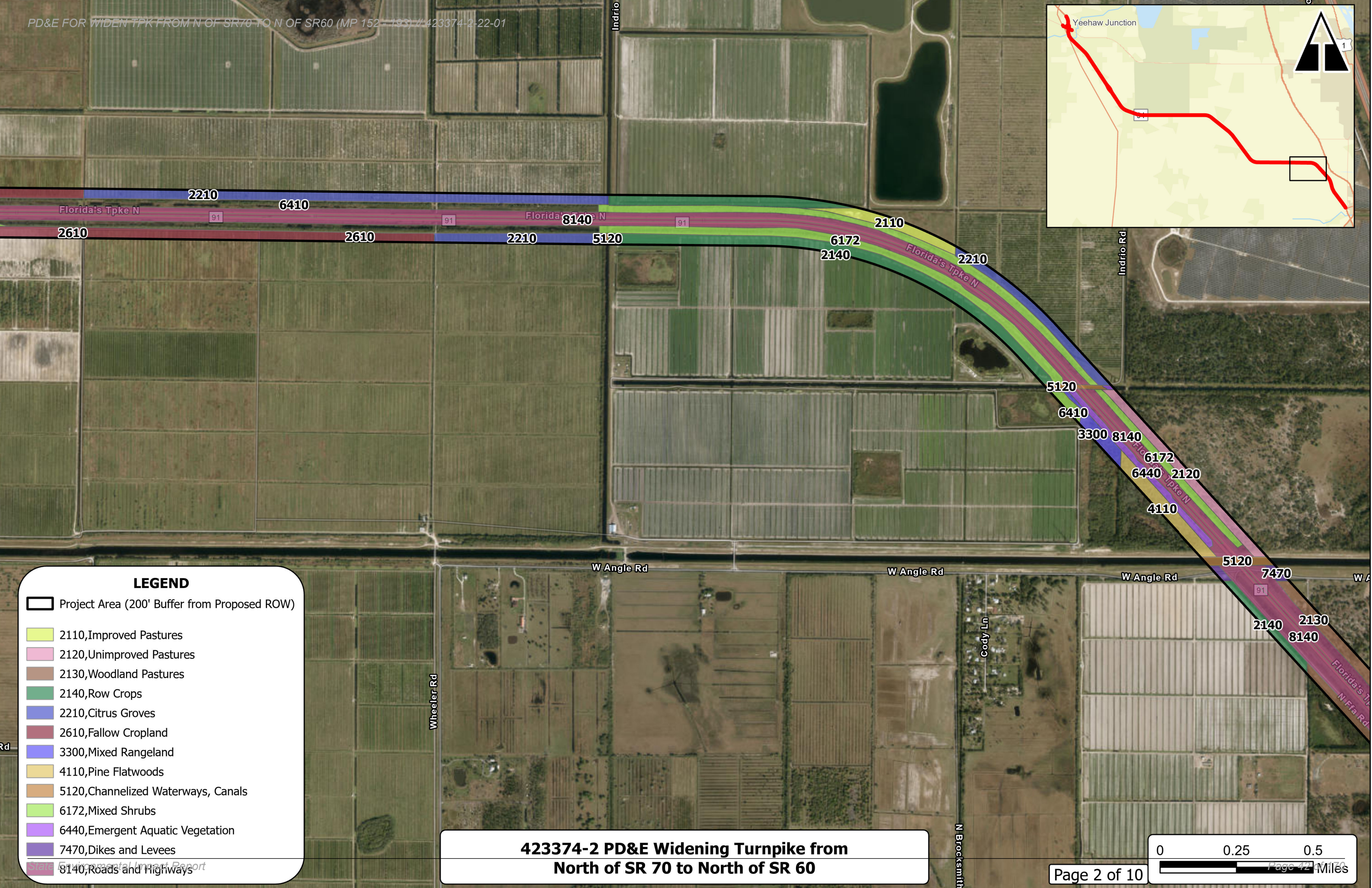
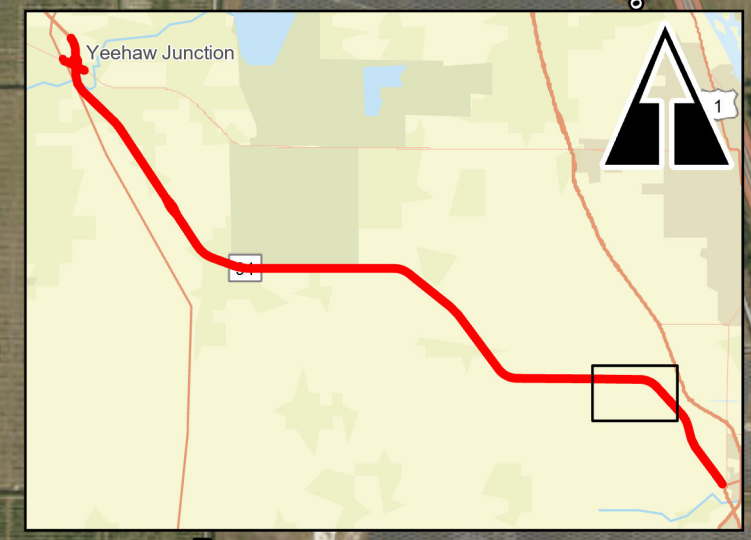


LEGEND















- Truck Parking Alternative
- Project Area (200' Buffer from Proposed ROW)
- 1110, Fixed Single Family Units
- 1180, Rural Residential
- 1850, Parks and Zoos
- 1900, Open Land
- 1920, Inactive Land with Street Pattern
- 2110, Improved Pastures
- 2120, Unimproved Pastures
- 2130, Woodland Pastures
- 2140, Row Crops
- 2210, Citrus Groves
- 2430, Ornamentals
- 2510, Horse Farms
- 3100, Herbaceous (Dry Prairie)
- 4110, Pine Flatwoods
- 4220, Brazilian Pepper
- 4340, Upland Mixed Coniferous / Hardwood
- 5120, Channelized Waterways, Canals
- 5300, Reservoirs
- 6172, Mixed Shrubs
- 6440, Emergent Aquatic Vegetation
- 7400, Disturbed Land
- 8140, Roads and Highways
- 8300, Utilities



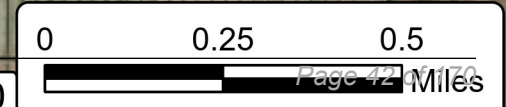
423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60

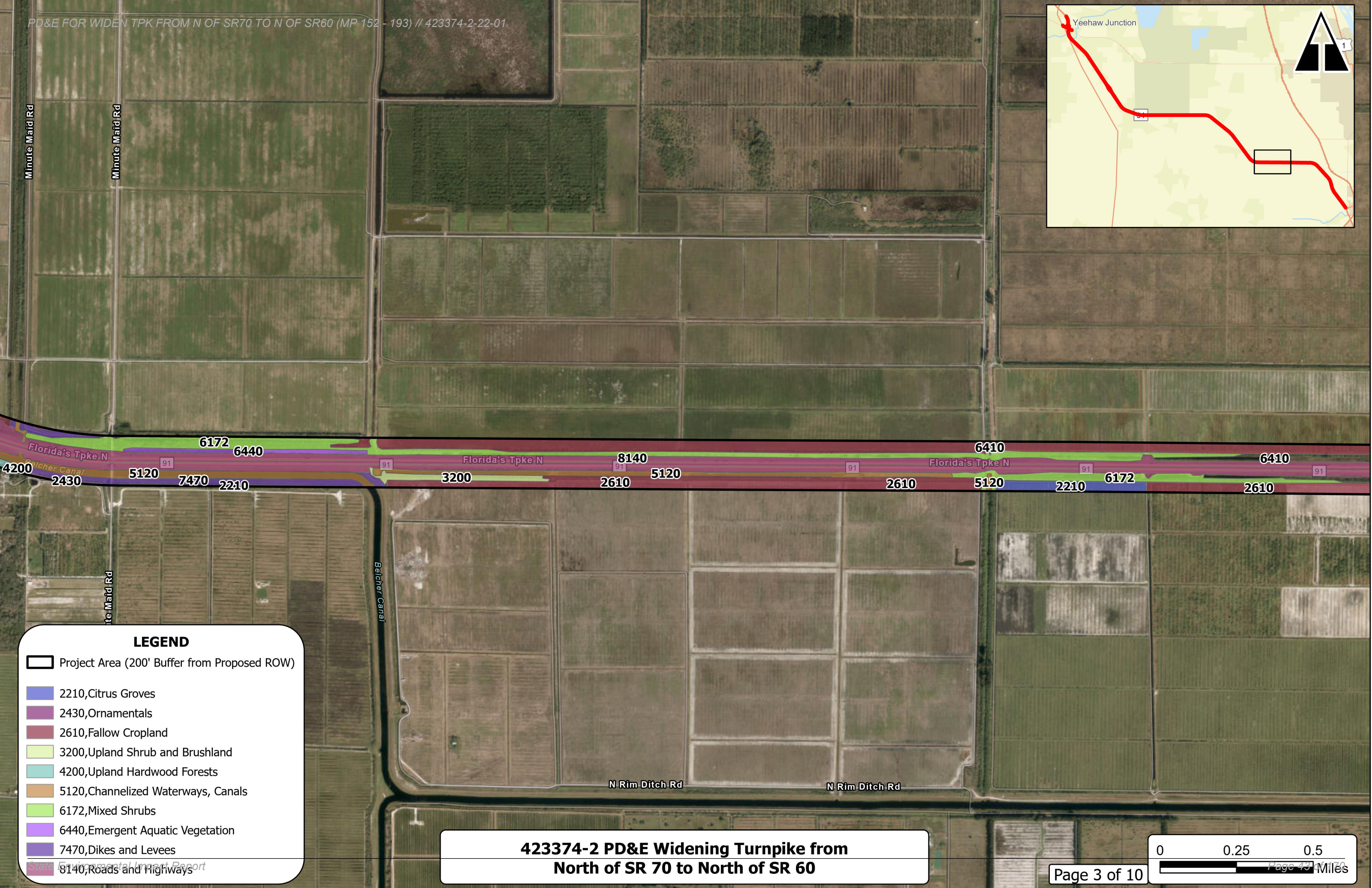
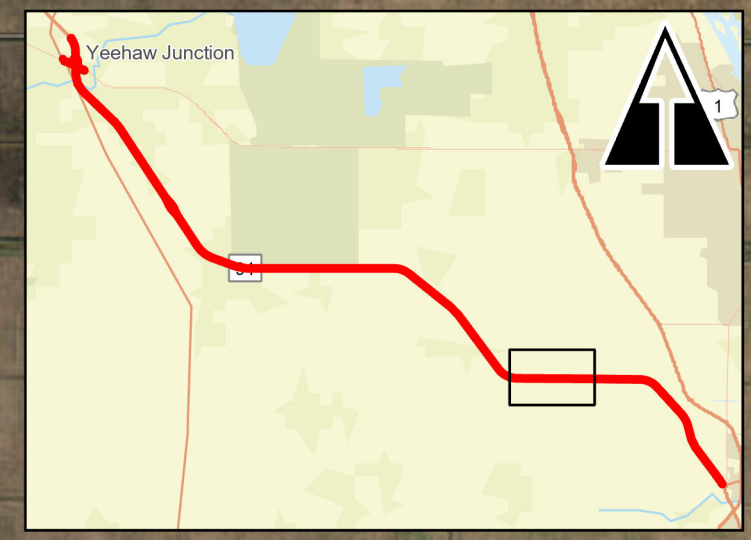


LEGEND

-  Project Area (200' Buffer from Proposed ROW)
-  2110, Improved Pastures
-  2120, Unimproved Pastures
-  2130, Woodland Pastures
-  2140, Row Crops
-  2210, Citrus Groves
-  2610, Fallow Cropland
-  3300, Mixed Rangeland
-  4110, Pine Flatwoods
-  5120, Channelized Waterways, Canals
-  6172, Mixed Shrubs
-  6440, Emergent Aquatic Vegetation
-  7470, Dikes and Levees
-  8140, Roads and Highways

423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60

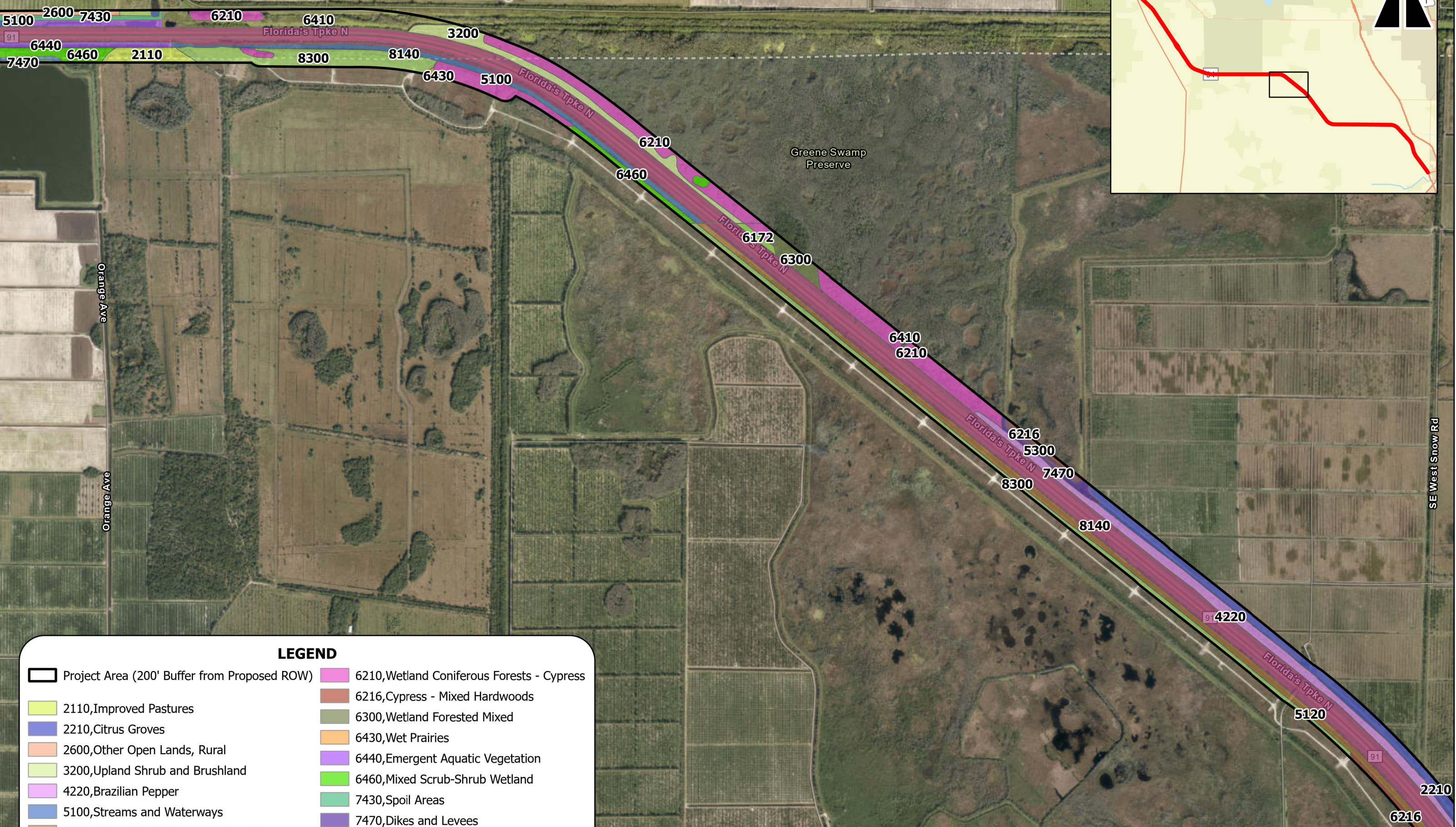




LEGEND

- Project Area (200' Buffer from Proposed ROW)
- 2210, Citrus Groves
- 2430, Ornamentals
- 2610, Fallow Cropland
- 3200, Upland Shrub and Brushland
- 4200, Upland Hardwood Forests
- 5120, Channelized Waterways, Canals
- 6172, Mixed Shrubs
- 6440, Emergent Aquatic Vegetation
- 7470, Dikes and Levees
- 8140, Roads and Highways

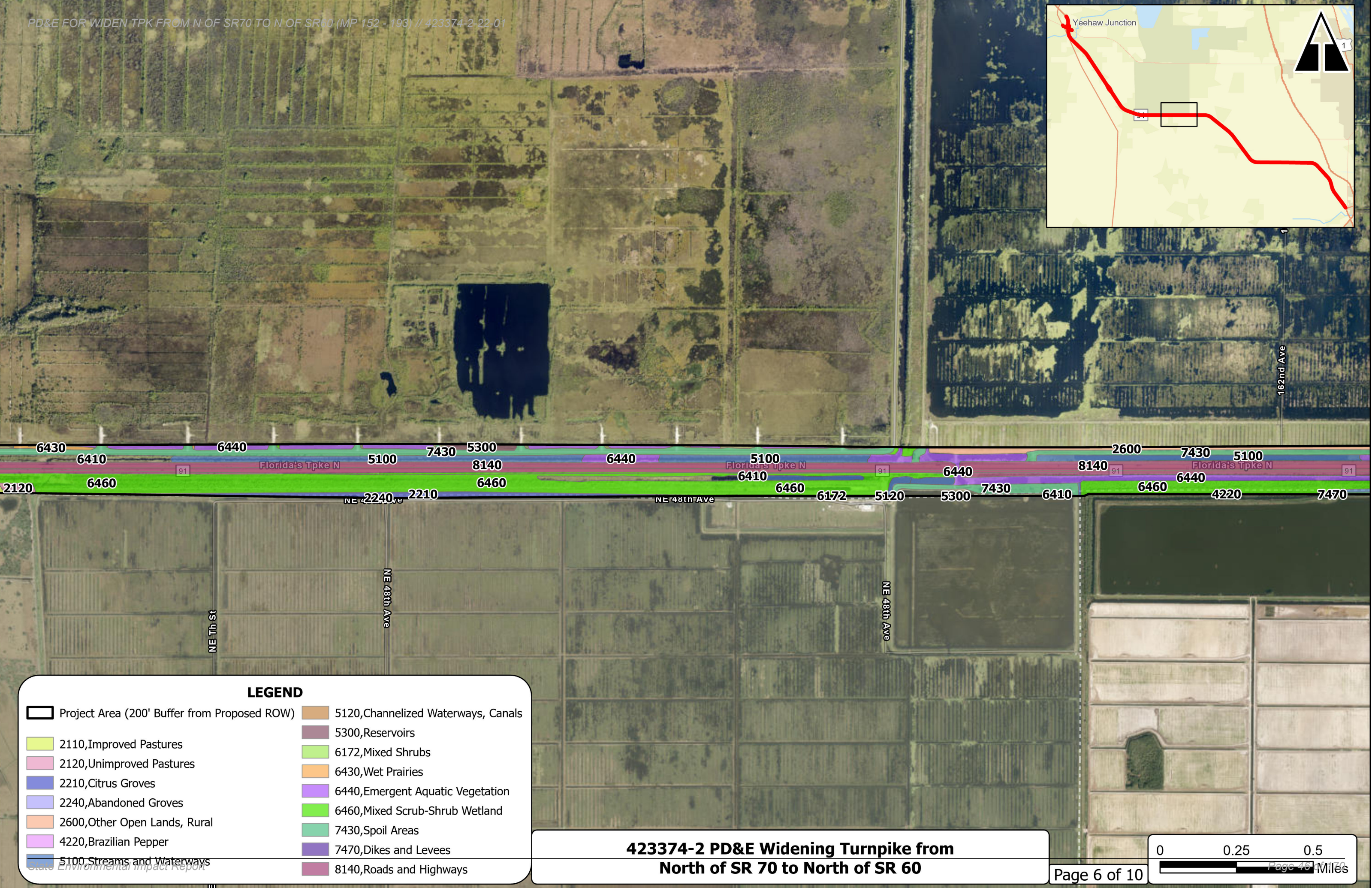
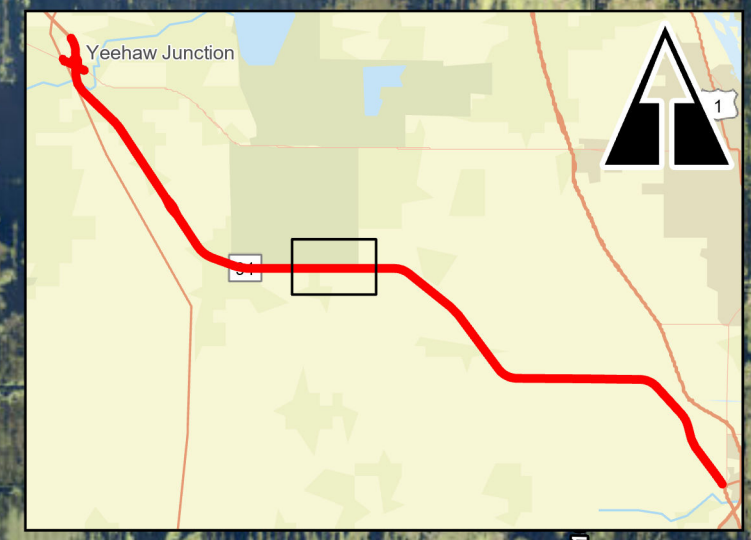
423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60



LEGEND

- | | |
|--|--|
| Project Area (200' Buffer from Proposed ROW) | 6210, Wetland Coniferous Forests - Cypress |
| 2110, Improved Pastures | 6216, Cypress - Mixed Hardwoods |
| 2210, Citrus Groves | 6300, Wetland Forested Mixed |
| 2600, Other Open Lands, Rural | 6430, Wet Prairies |
| 3200, Upland Shrub and Brushland | 6440, Emergent Aquatic Vegetation |
| 4220, Brazilian Pepper | 6460, Mixed Scrub-Shrub Wetland |
| 5100, Streams and Waterways | 7430, Spoil Areas |
| 5120, Channelized Waterways, Canals | 7470, Dikes and Levees |
| 5300, Reservoirs | 8140, Roads and Highways |
| 6172, Mixed Shrubs | 8300, Utilities |

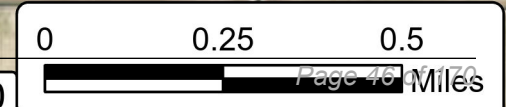
423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60

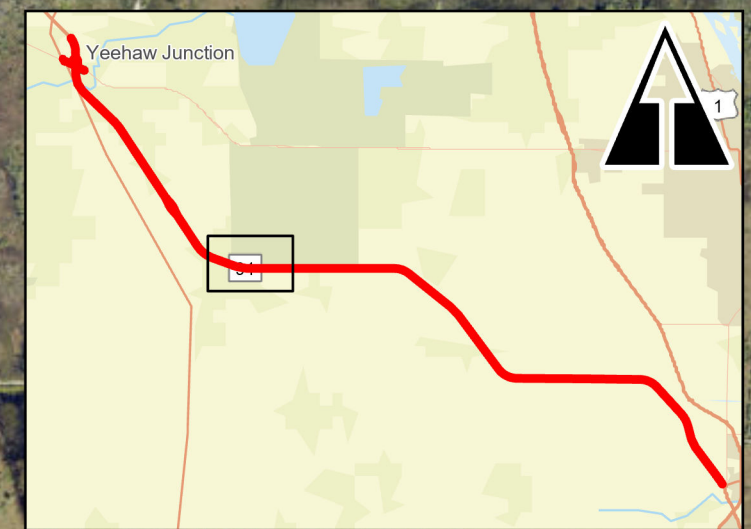


LEGEND

- Project Area (200' Buffer from Proposed ROW)
- 2110, Improved Pastures
- 2120, Unimproved Pastures
- 2210, Citrus Groves
- 2240, Abandoned Groves
- 2600, Other Open Lands, Rural
- 4220, Brazilian Pepper
- 5100, Streams and Waterways
- 5120, Channelized Waterways, Canals
- 5300, Reservoirs
- 6172, Mixed Shrubs
- 6430, Wet Prairies
- 6440, Emergent Aquatic Vegetation
- 6460, Mixed Scrub-Shrub Wetland
- 7430, Spoil Areas
- 7470, Dikes and Levees
- 8140, Roads and Highways

423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60























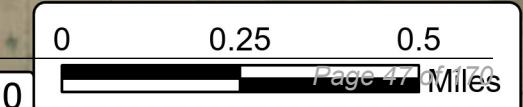
Sawgrass Bay

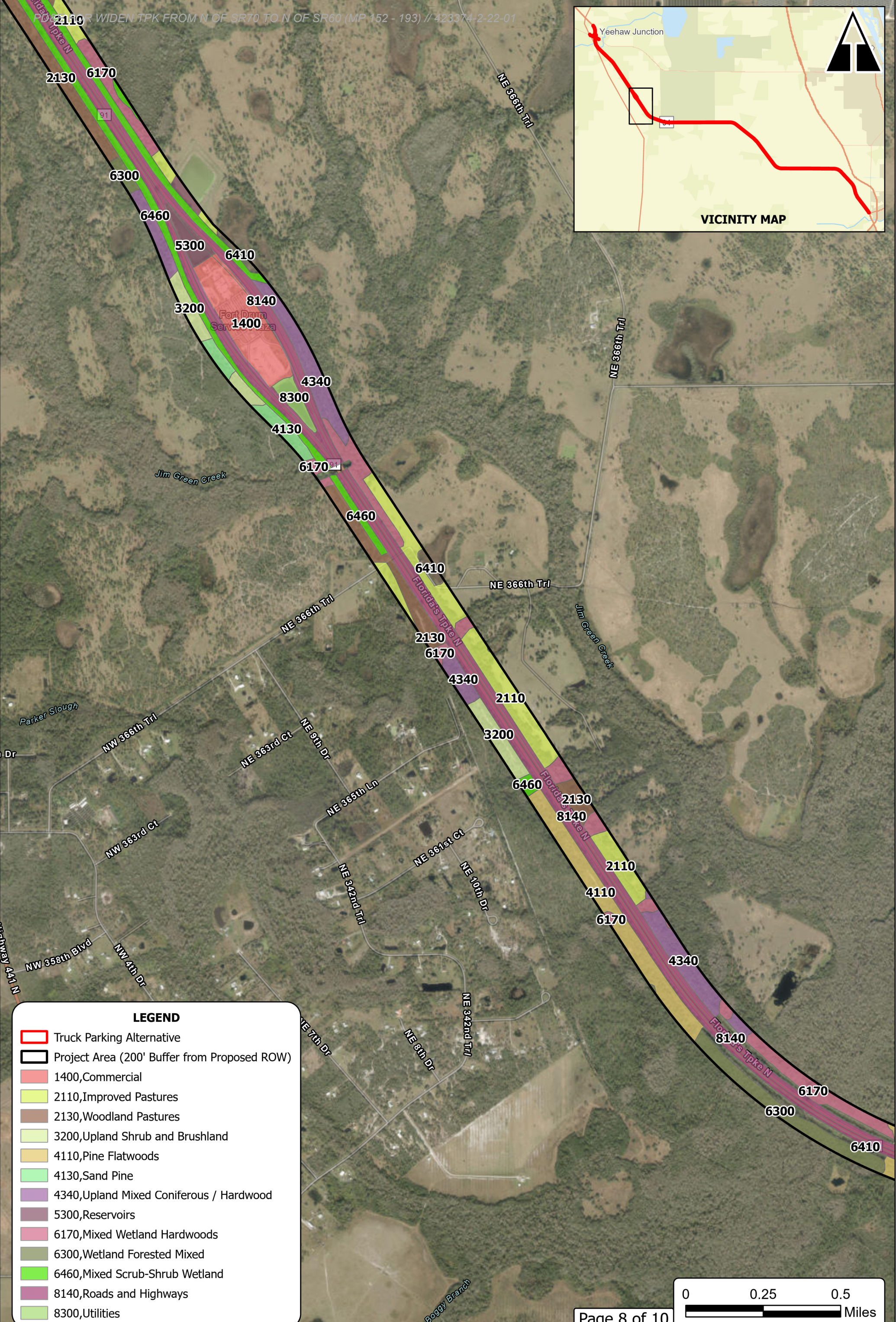
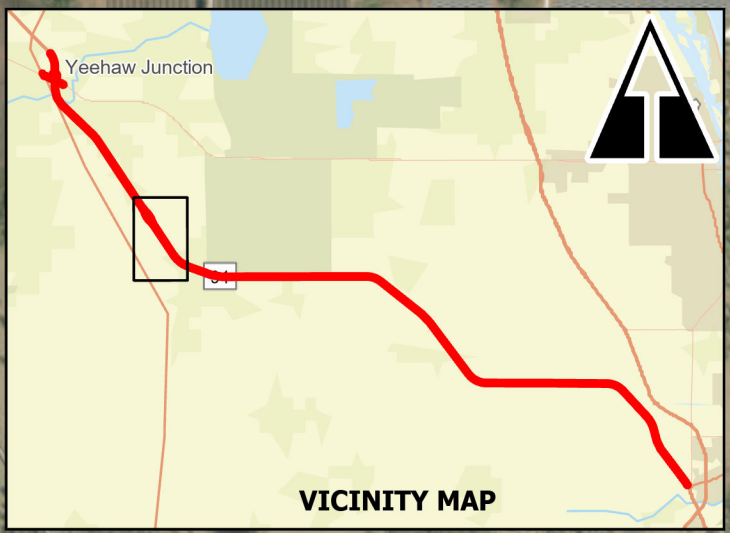
Quay Rd

LEGEND

-  Project Area (200' Buffer from Proposed ROW)
-  2110, Improved Pastures
-  2120, Unimproved Pastures
-  2610, Fallow Cropland
-  3100, Herbaceous (Dry Prairie)
-  3200, Upland Shrub and Brushland
-  3210, Palmetto Prairies
-  3300, Mixed Rangeland
-  4110, Pine Flatwoods
-  4340, Upland Mixed Coniferous / Hardwood
-  6170, Mixed Wetland Hardwoods
-  6181, Cabbage Palm Hammock
-  6300, Wetland Forested Mixed
-  6430, Wet Prairies
-  6460, Mixed Scrub-Shrub Wetland
-  7430, Spoil Areas
-  8140, Roads and Highways
-  8300, Utilities

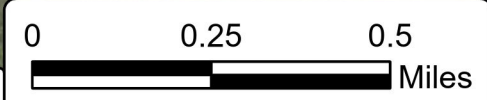
423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60



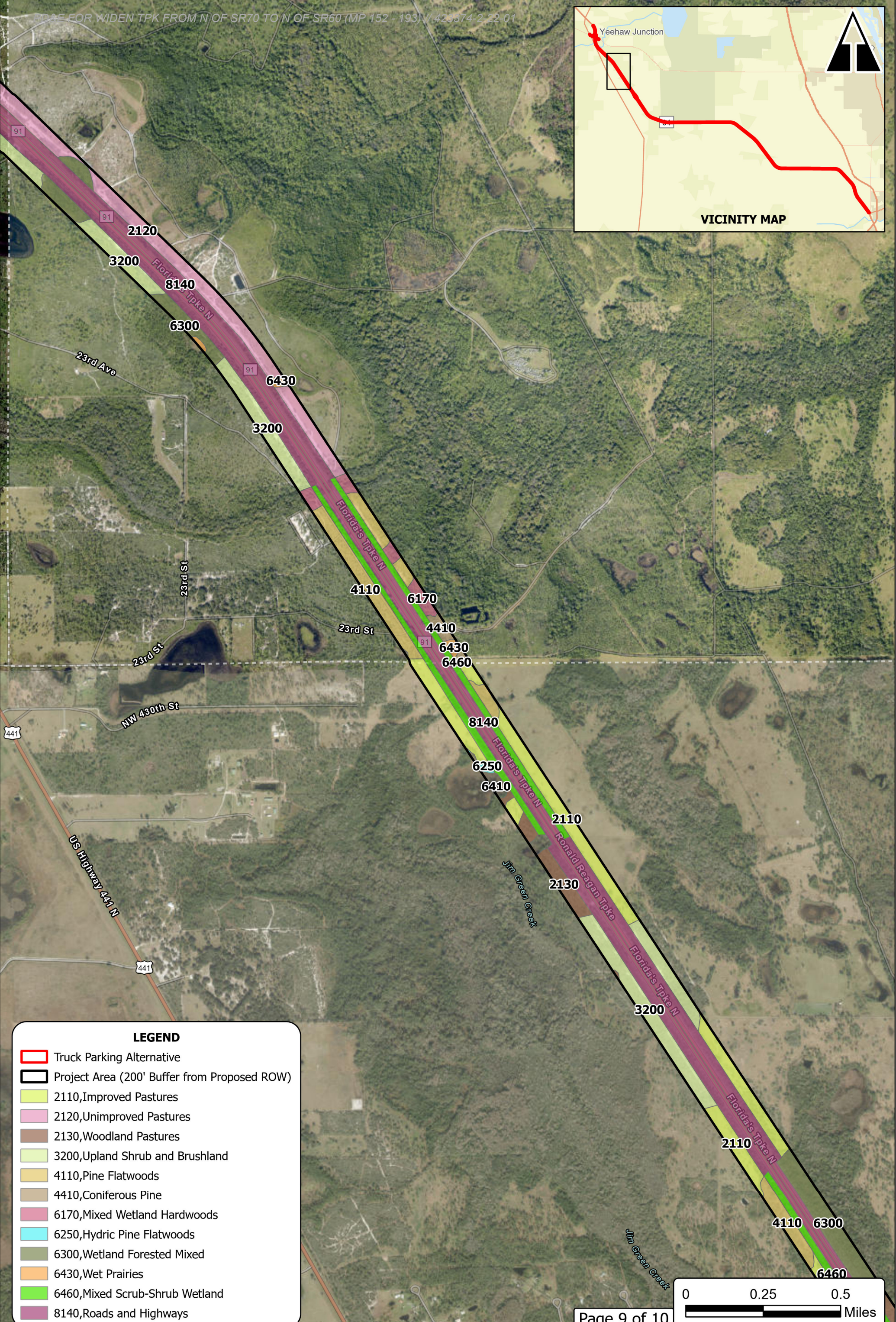
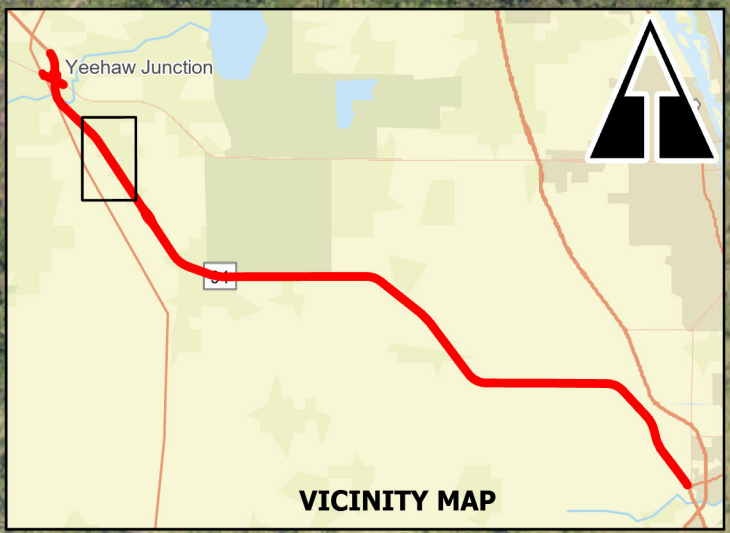


LEGEND

- Truck Parking Alternative
- Project Area (200' Buffer from Proposed ROW)
- 1400, Commercial
- 2110, Improved Pastures
- 2130, Woodland Pastures
- 3200, Upland Shrub and Brushland
- 4110, Pine Flatwoods
- 4130, Sand Pine
- 4340, Upland Mixed Coniferous / Hardwood
- 5300, Reservoirs
- 6170, Mixed Wetland Hardwoods
- 6300, Wetland Forested Mixed
- 6460, Mixed Scrub-Shrub Wetland
- 8140, Roads and Highways
- 8300, Utilities

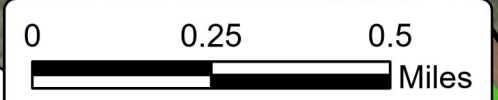


423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60

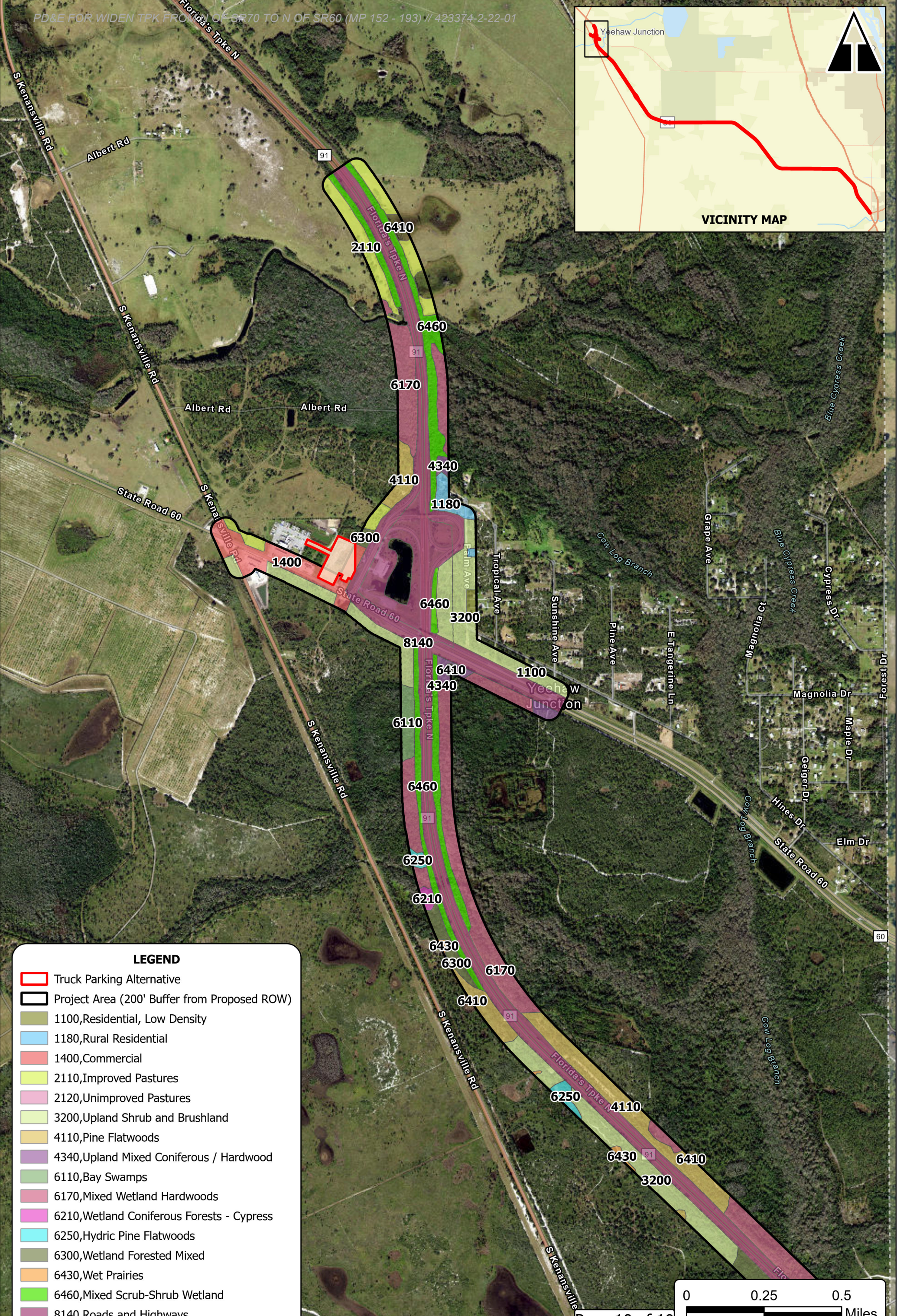
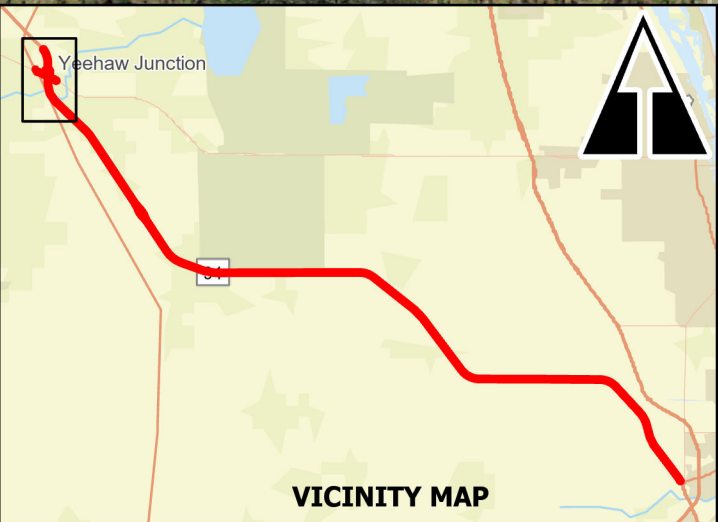


LEGEND

- Truck Parking Alternative
- Project Area (200' Buffer from Proposed ROW)
- 2110, Improved Pastures
- 2120, Unimproved Pastures
- 2130, Woodland Pastures
- 3200, Upland Shrub and Brushland
- 4110, Pine Flatwoods
- 4410, Coniferous Pine
- 6170, Mixed Wetland Hardwoods
- 6250, Hydric Pine Flatwoods
- 6300, Wetland Forested Mixed
- 6430, Wet Prairies
- 6460, Mixed Scrub-Shrub Wetland
- 8140, Roads and Highways

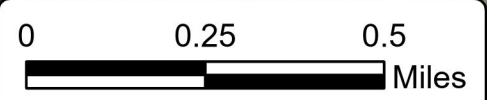


423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60



LEGEND

- Truck Parking Alternative
- Project Area (200' Buffer from Proposed ROW)
- 1100, Residential, Low Density
- 1180, Rural Residential
- 1400, Commercial
- 2110, Improved Pastures
- 2120, Unimproved Pastures
- 3200, Upland Shrub and Brushland
- 4110, Pine Flatwoods
- 4340, Upland Mixed Coniferous / Hardwood
- 6110, Bay Swamps
- 6170, Mixed Wetland Hardwoods
- 6210, Wetland Coniferous Forests - Cypress
- 6250, Hydric Pine Flatwoods
- 6300, Wetland Forested Mixed
- 6430, Wet Prairies
- 6460, Mixed Scrub-Shrub Wetland
- 8140, Roads and Highways



Cultural Resources Appendix

Contents:

Completed Form



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

December 30, 2024

Alissa S. Lotane
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

RE: Section 106 Stipulation VII Submission
PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 152 - 193)
Florida
FM # 423374-2-22-01
DHR CRAT Number: 2025-197

Dear Ms. Lotane,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey of Turnpike Widening from SR 70 to SR 60, Osceola, Indian River, Okeechobee, and St. Lucie Counties, Florida*. This report presents the findings of a CRAS conducted in support of proposed widening the Florida Turnpike from north of State Road (SR) 70 (Fort Pierce to north of SR 60 (Yeehaw Junction)). The project also includes the study of possible improvements and modifications to the existing SR 60 interchange, as well as future access locations. The proposed widening will occur within the existing right-of-way; no additional right-of-way is proposed. This project is state funded for construction in 2025.

The project archaeological Area of Potential Effects (APE) was defined as the existing right-of-way where improvements are proposed. The architectural history APE included the existing right-of-way and was extended to a distance of no more than 100 meters (328 feet) from the right-of-way line.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966, as amended, and Chapter 267, Florida Statutes (F.S.). The investigations were carried out in conformity with the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

The archaeological survey consisted of pedestrian survey and systematic subsurface testing of the APE. In total, 700 shovel tests were excavated within the APE. All tests were negative for artifacts. One archaeological site (8SL00035) has been previously recorded within the APE. The site was recommended as ineligible for listing in the NRHP by the State Historic Preservation Officer (SHPO) in 2022. Site 8SL00035 was not re-identified during survey. Although the site has been previously recommended as ineligible for listing in the NRHP by SHPO, human remains were identified by the recording survey though the exact location is uncertain (Saltus 1970). Subsequential surveys of the site (FMSF Survey No. 24447,

Fish et al. 2017; FMSF Survey No. 28386, Janus Research 2021) did not identify any cultural materials or human remains. Additionally, ineligible resources do not require consideration of effects per Section 267.061(2)(a), Florida Statutes, and the criteria of adverse effect are not applicable to ineligible resources per 36 CFR 800.5(a) and 36 CFR Part 800.16 (i and l).] In abundance of caution, SEARCH recommends no staging or storing of materials within the limits of site 8SL00035 to avoid any potential intact deposits or further human remains. No artifacts were recovered, and no archaeological sites or occurrences were identified within the APE. No further archaeological work is recommended.

The architectural survey resulted in the identification and evaluation of 25 historic resources within the APE, including 13 previously recorded resources and 12 newly recorded resources. The previously recorded resources include one NRHP-listed building (8OS00099), five canals (8SL03116, 8SL03117, 8SL03120, 8SL03121, and 8SL03122), three roadways (8OS03001, 8SL01649, and 8SL01658), two historic districts (8IR01836 and 8SL03289), and two railroads (8OB00288 and 8OB00276). The newly recorded resources include 12 historic buildings (8OS03483, 8OS03484, and 8SL03406-8SL03415). The historic resources were evaluated to determine their significance and potential for listing in the NRHP. Resource 8OS00099 within the APE was listed in the NRHP but is in a ruinous condition due to its partial destruction by a truck colliding with the building in 2019. This listing no longer maintains integrity of feeling, workmanship, and design and no longer conveys eligibility under the NRHP criteria. It should be removed from the NRHP. Of the remaining 24 resources, 23 lack the architectural/engineering distinction and the significant historical associations necessary for listing in the NRHP and are recommended ineligible. One resource (8SL03409) is obscured from the right-of-way and could not be evaluated. No further architectural history work is recommended.

Based on the results of this study, it is the opinion of Florida's Turnpike Enterprise that the proposed undertaking will have in No Adverse Effect to historic properties. No further work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need assistance, please contact Doug Zang via email at Douglas.Zang@dot.state.fl.us or by phone 407-264-3409. Thank you for your continued assistance on Florida's Turnpike Enterprise projects.

Based on the review summarized above, FDOT has determined that this project 423374-2-22-01 will result in **No Adverse Effect** on historic properties. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Annemarie Hammond on December 30, 2024

The Florida Division of Historical Resources finds the attached documentation contains sufficient information and concurs with the recommendations and findings provided in this letter for SHPO/FDHR Project File Number 2025-197.

SHPO/FDHR Comments



February 5, 2025

Signed

Date

Alissa S. Lotane, Director
State Historic Preservation Officer
Florida Division of Historical Resources

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- [42337422201-SEIR-FTE-423374-2_-_PDE_Widen_TPK_from_N_of_SR_70_to_N_of_SR_60_\(MP152-193\)-2024-1230.pdf](#)
(Cultural Resources Assessment Survey (CRAS))
423374-2 - PDE Widen TPK from N of SR 70 to N of SR 60 (MP152-193) Final
- [42337422201-SEIR-FTE-423374-2_FMSF_Forms-2024-1230.zip](#) (Florida Master Site File Forms)
OneDrive_1_12-30-2024

Natural Resources Appendix

Contents:

Sensitive Environmental Features- Northern Project Area

Sensitive Environmental Features- Southern Project Area

Conservation Lands Map

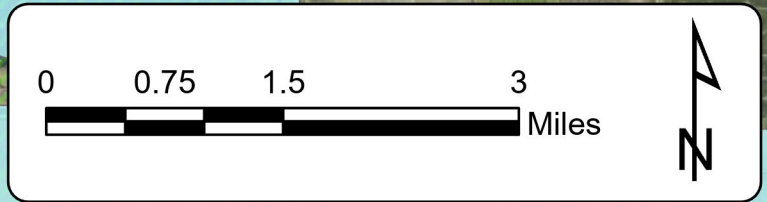
USFWS NWI Maps

Wildlife Occurrences Map

Flood Zone Maps

Floodplain Assessment Table

423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60



NORTHERN PROJECT TERMINUS

GOWLOG BRANCH

PADGETT BRANCH

JIM GREEN CREEK

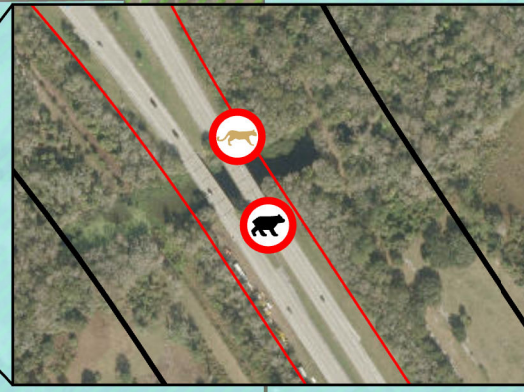
FORT DRUM SERVICE PLAZA

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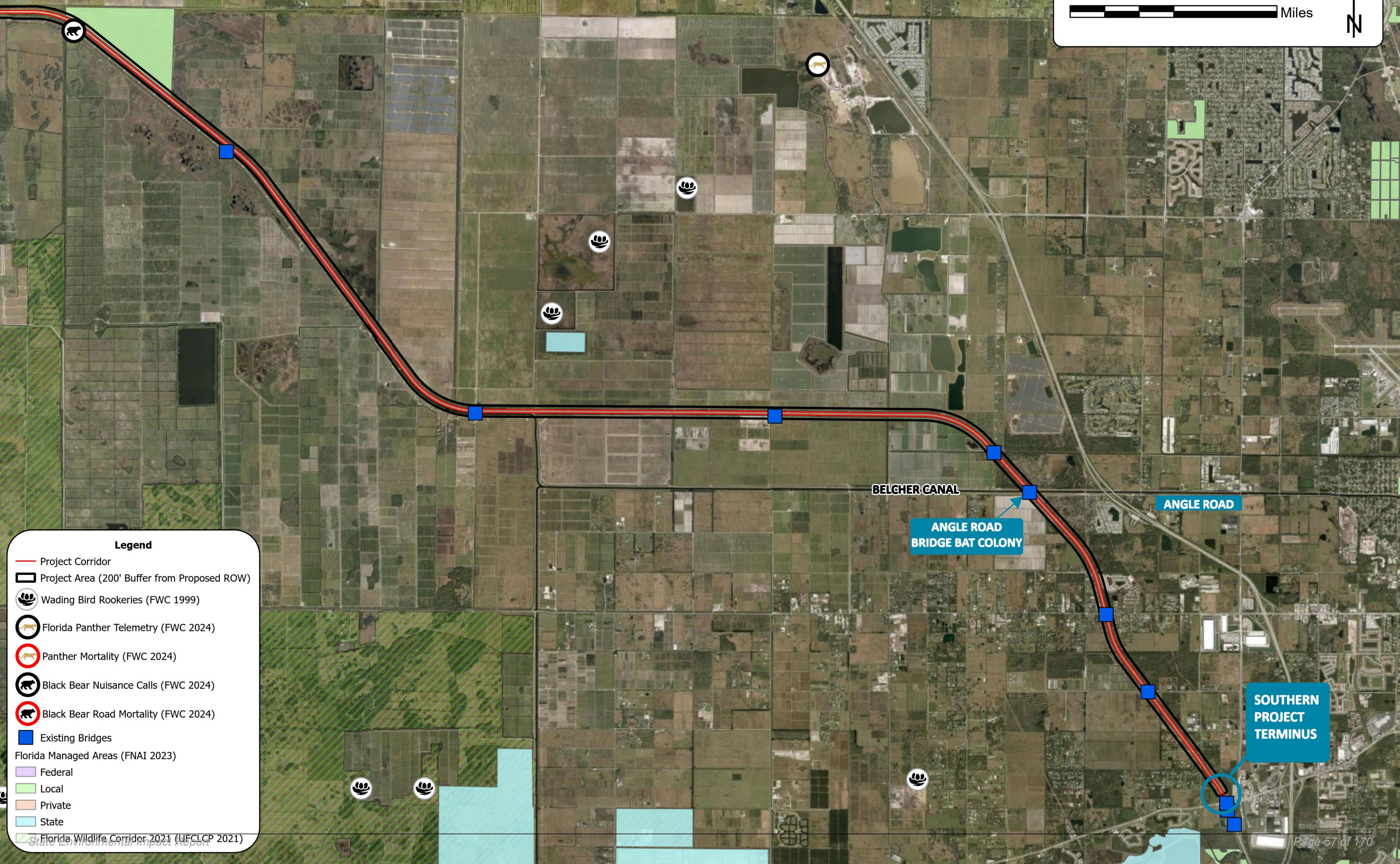
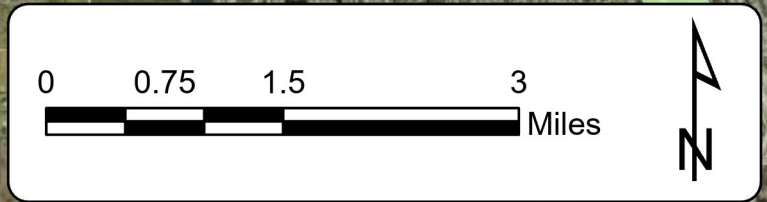
- Project Corridor
- Project Area (200' Buffer from Proposed ROW)
- Wading Bird Rookeries (FWC 1999)
- Florida Panther Telemetry (FWC 2024)
- Panther Mortality (FWC 2024)
- Black Bear Nuisance Calls (FWC 2024)
- Black Bear Road Mortality (FWC 2024)
- Existing Bridges

Florida Managed Areas (FNAI 2023)

- Federal
- Local
- Private
- State
- Florida Wildlife Corridor 2021 (UFCLCP 2021)



422374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60

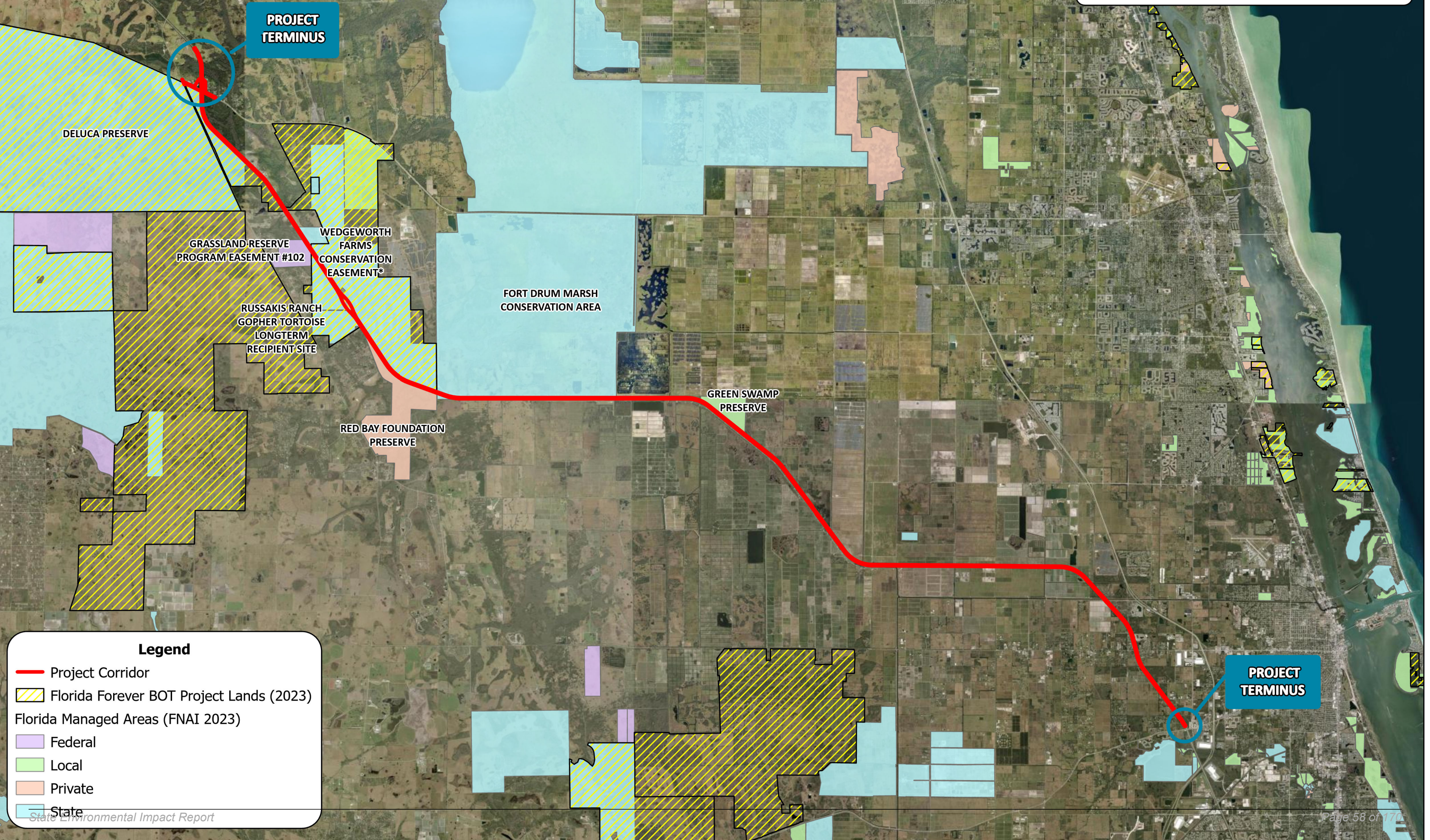
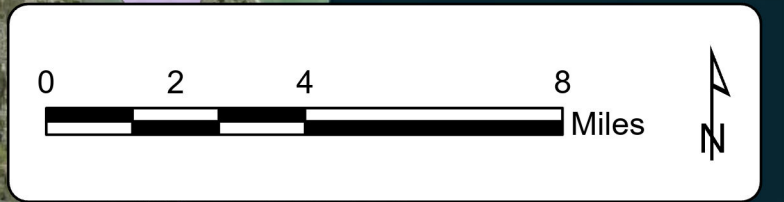


Legend

- Project Corridor
- ▭ Project Area (200' Buffer from Proposed ROW)
- 🐦 Wading Bird Rookeries (FWC 1999)
- 🐆 Florida Panther Telemetry (FWC 2024)
- 🐆 Panther Mortality (FWC 2024)
- 🐻 Black Bear Nuisance Calls (FWC 2024)
- 🐻 Black Bear Road Mortality (FWC 2024)
- Existing Bridges
- Florida Managed Areas (FNAI 2023)
 - Federal
 - Local
 - Private
 - State
- 🌿 Florida Wildlife Corridor 2021 (UFCLCP 2021)

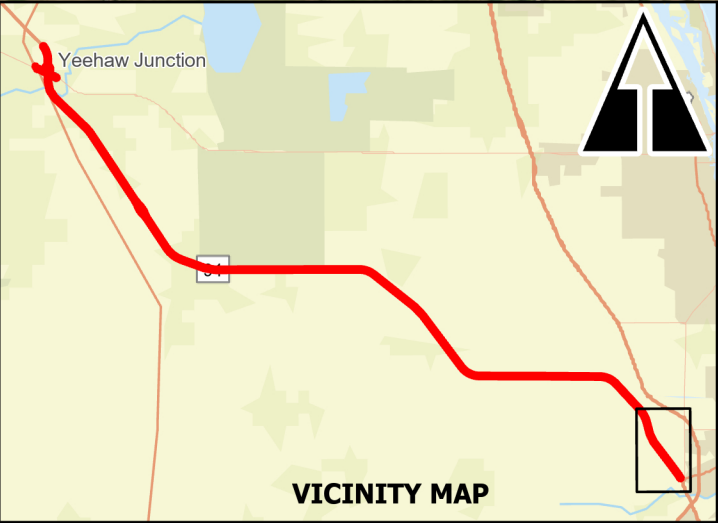
*The Wedgeworth Farms Conservation Easement is Florida Forever Acquired Land

423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60








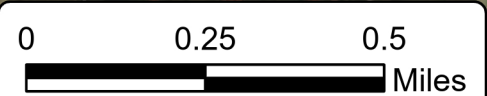
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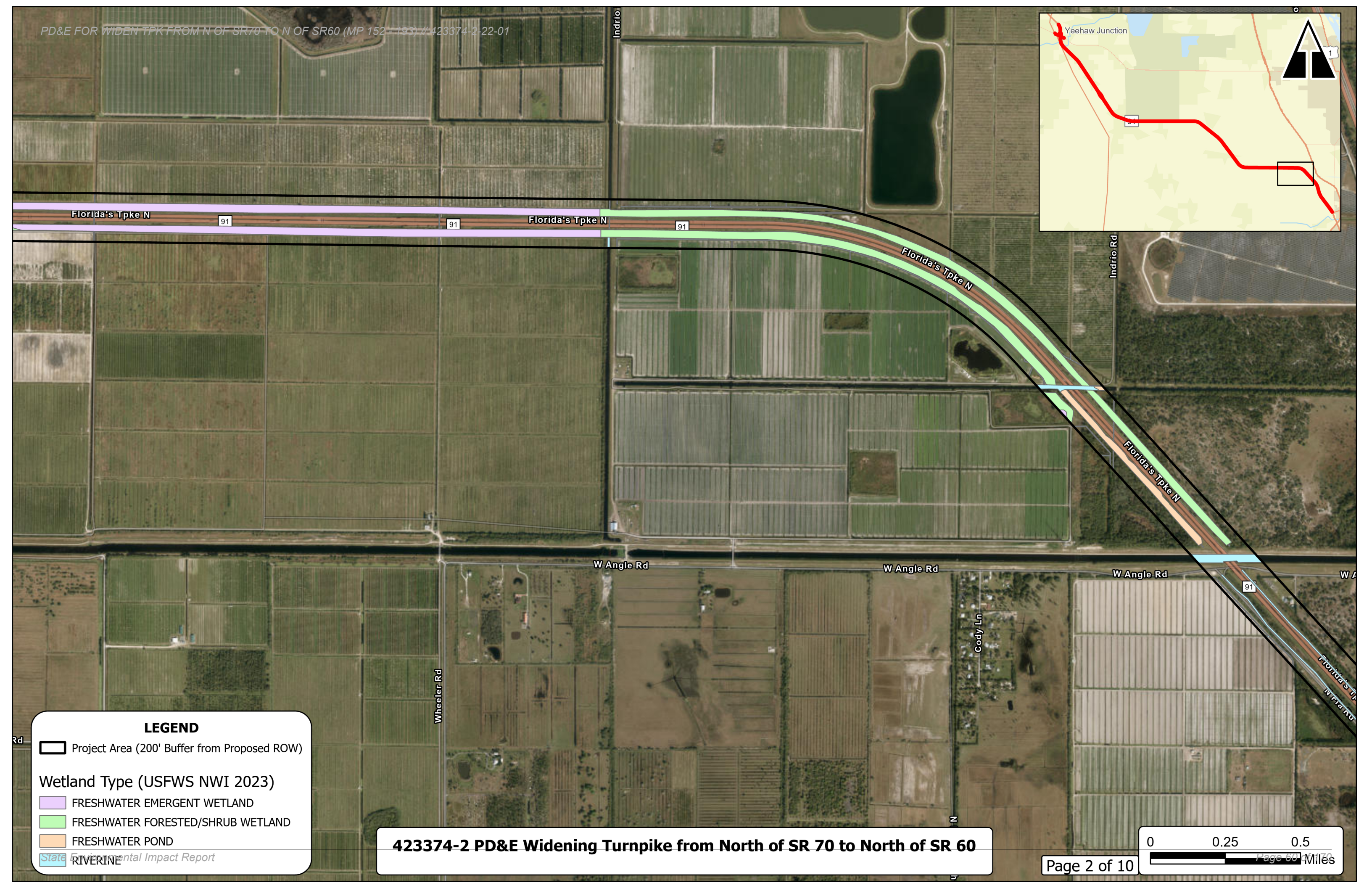
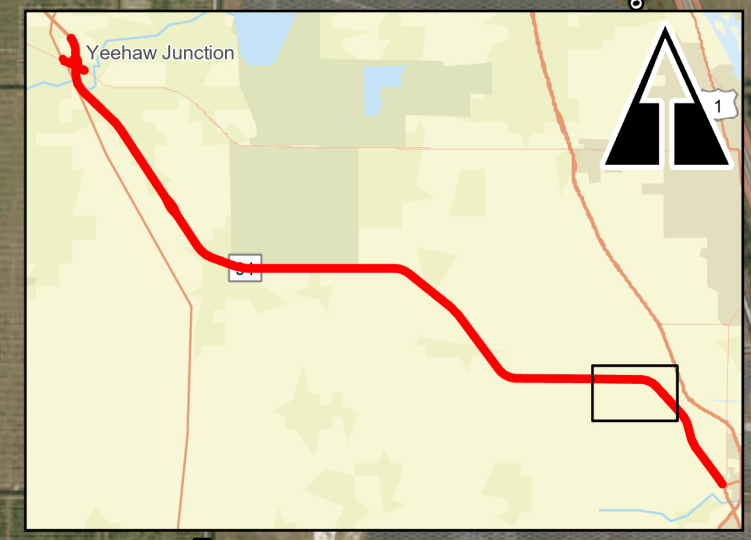
- Project Corridor
- Florida Forever BOT Project Lands (2023)
- Florida Managed Areas (FNAI 2023)
 - Federal
 - Local
 - Private
 - State








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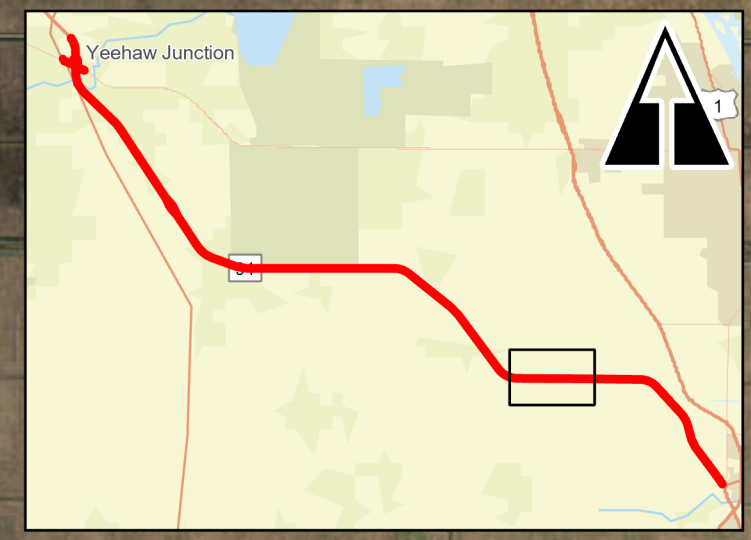
-  Project Area (200' Buffer from Proposed ROW)
- Wetland Type (USFWS NWI 2023)
-  FRESHWATER EMERGENT WETLAND
-  FRESHWATER FORESTED/SHRUB WETLAND
-  FRESHWATER POND
-  RIVERINE





LEGEND

-  Project Area (200' Buffer from Proposed ROW)
- Wetland Type (USFWS NWI 2023)**
-  FRESHWATER EMERGENT WETLAND
-  FRESHWATER FORESTED/SHRUB WETLAND
-  FRESHWATER POND
-  RIVERINE



Minute Maid Rd

Florida's Tpke N 91

Minute Maid Rd

Belcher Canal

N Rim Ditch Rd

N Rim Ditch Rd

LEGEND

Project Area (200' Buffer from Proposed ROW)

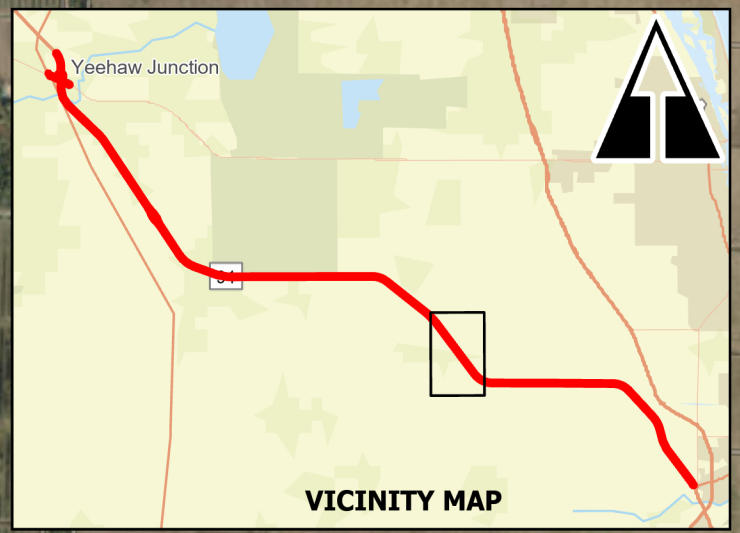
Wetland Type (USFWS NWI 2023)

FRESHWATER EMERGENT WETLAND

FRESHWATER FORESTED/SHRUB WETLAND

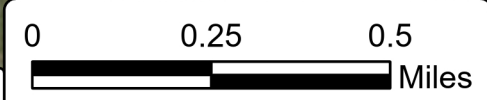
FRESHWATER POND

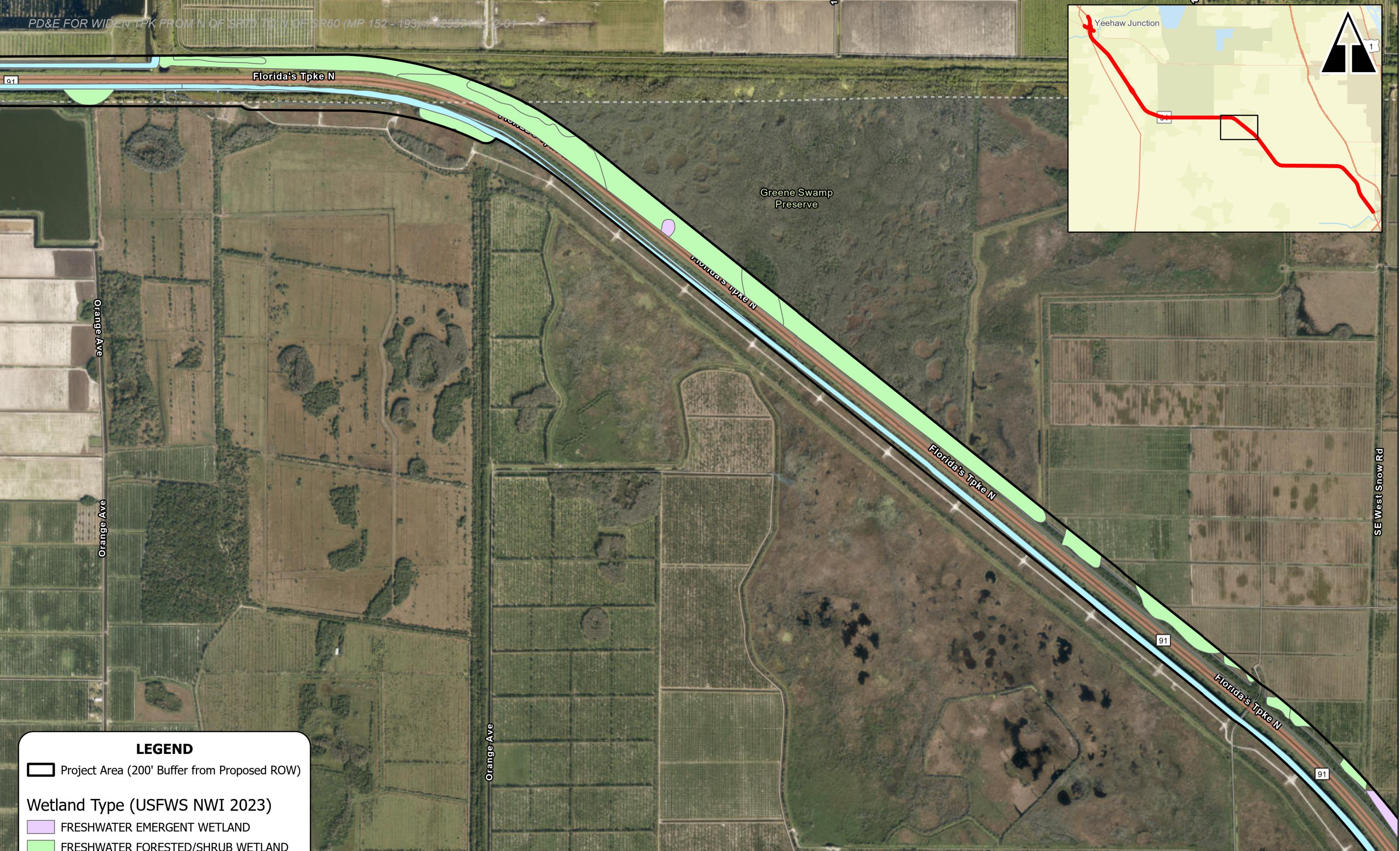
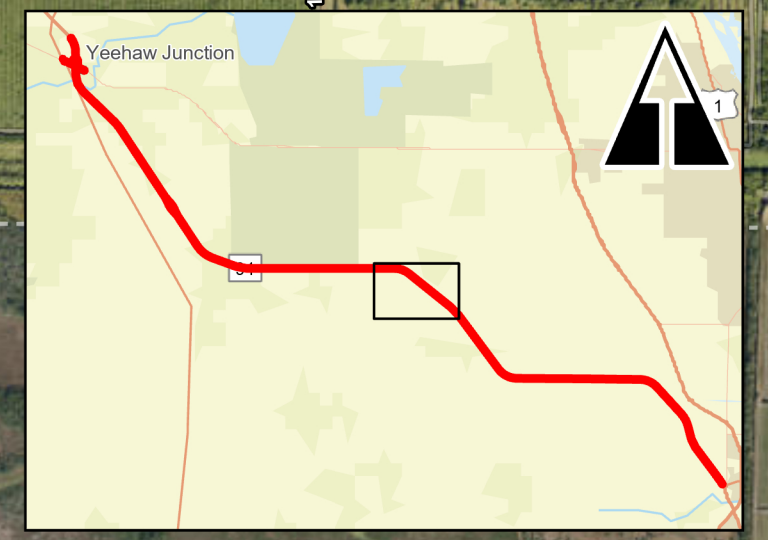
RIVERINE







LEGEND

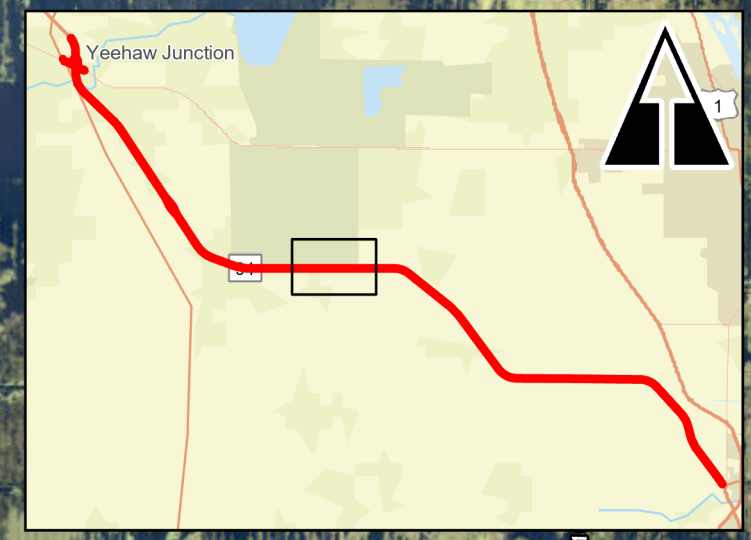
- Project Area (200' Buffer from Proposed ROW)
- Wetland Type (USFWS NWI 2023)
- FRESHWATER EMERGENT WETLAND
- FRESHWATER FORESTED/SHRUB WETLAND
- FRESHWATER POND
- RIVERINE





LEGEND

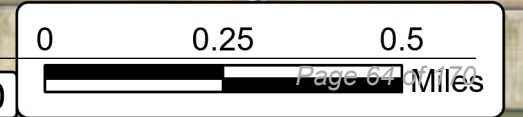
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-  FRESHWATER FORESTED/SHRUB WETLAND
-  RIVERINE

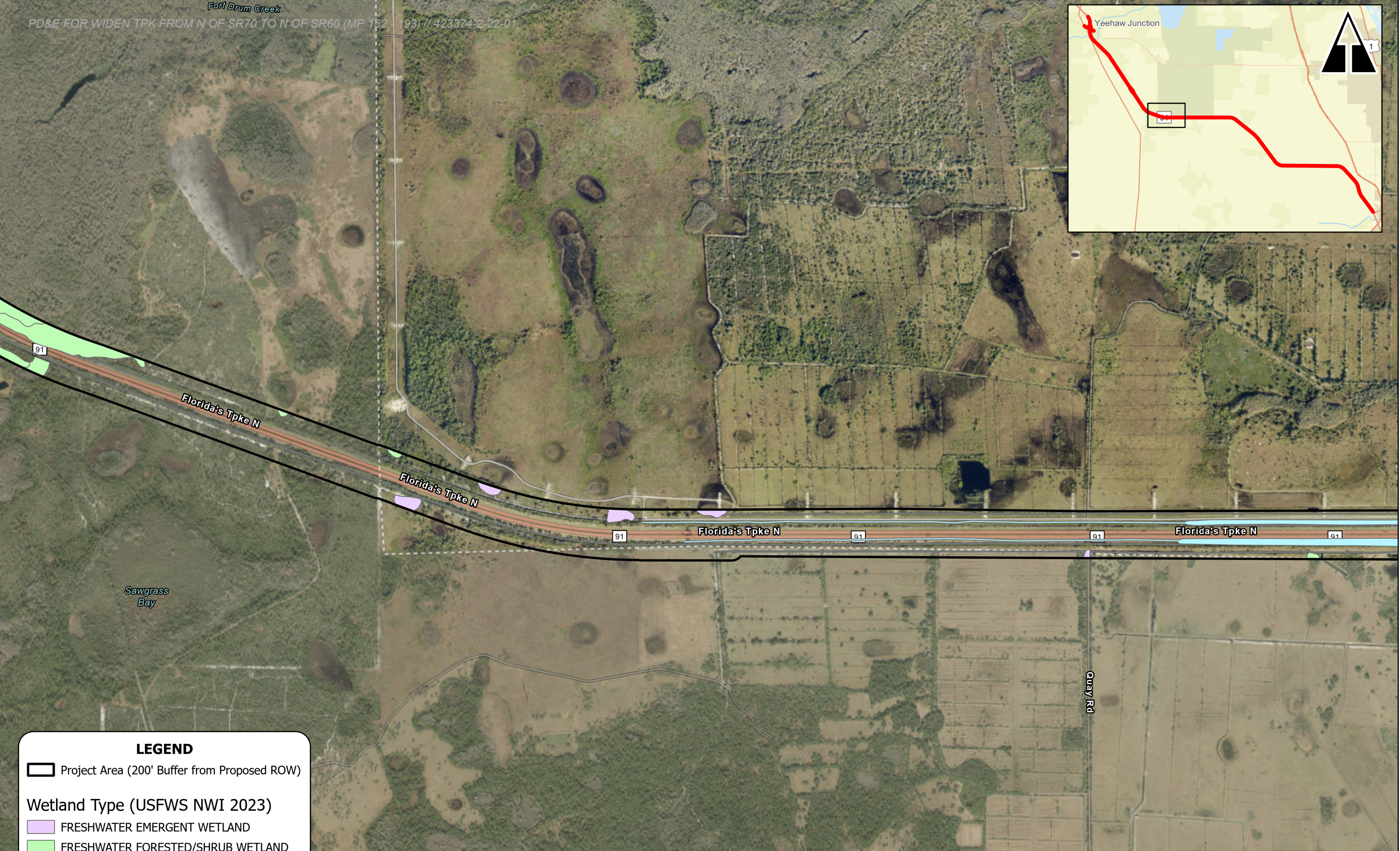
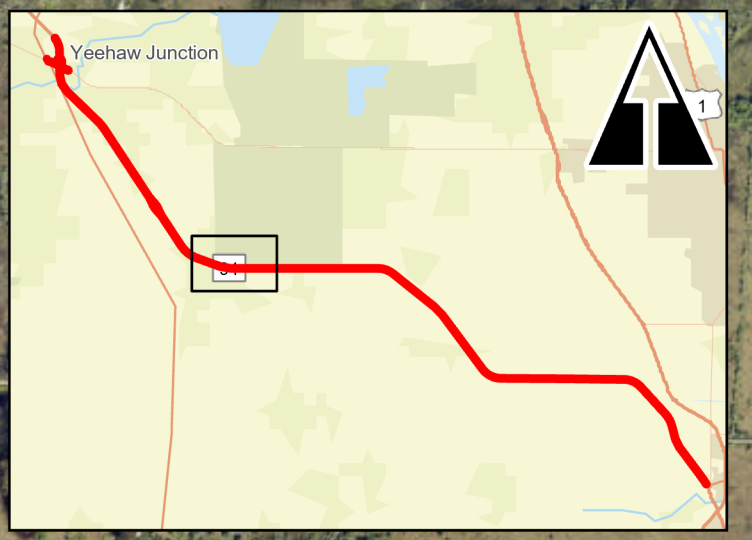


LEGEND

- Project Area (200' Buffer from Proposed ROW)
- Wetland Type (USFWS NWI 2023)
 - FRESHWATER EMERGENT WETLAND
 - RIVERINE

423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60

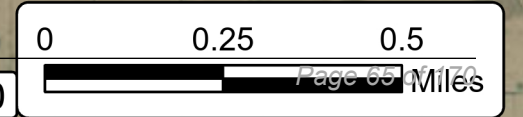


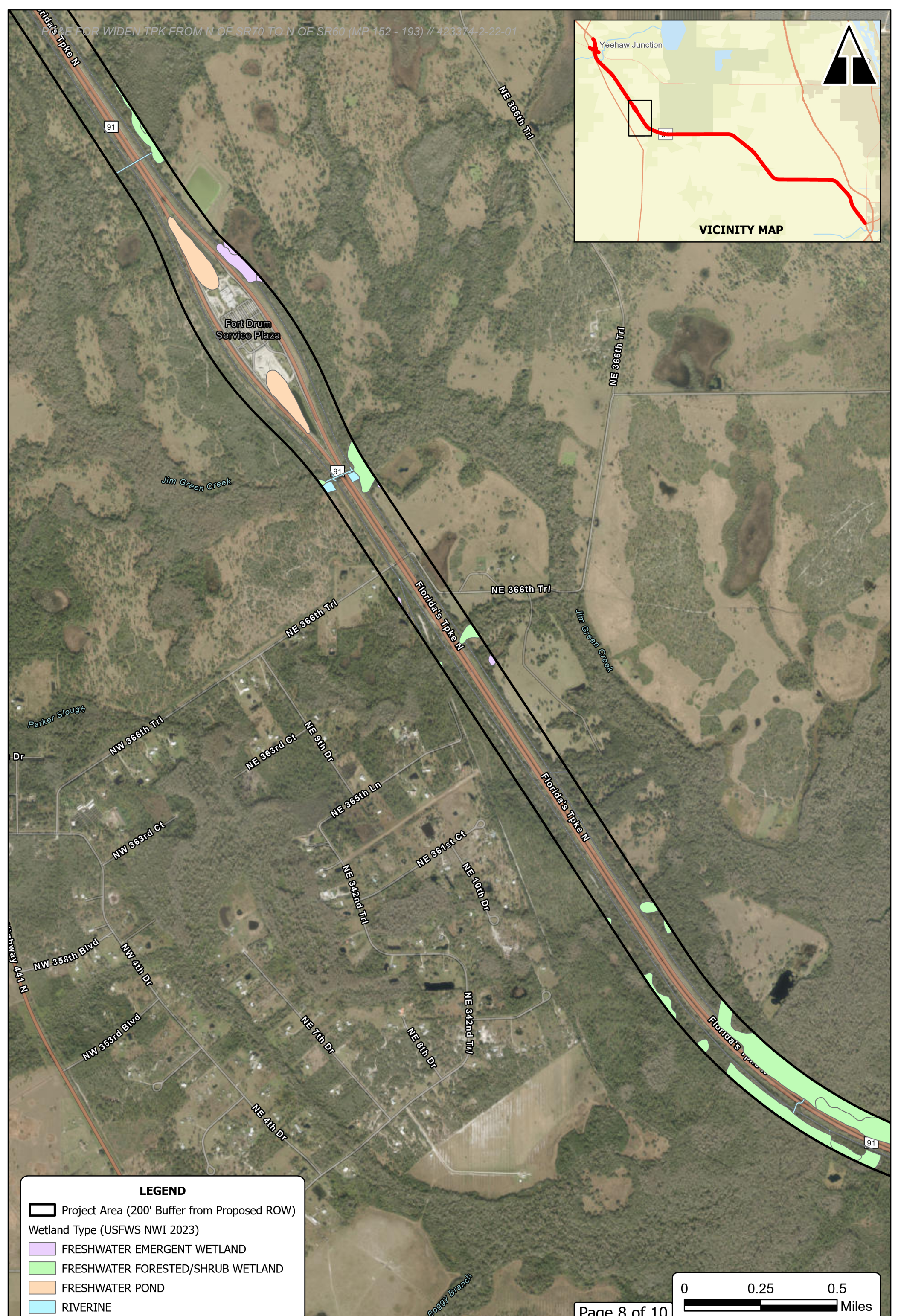
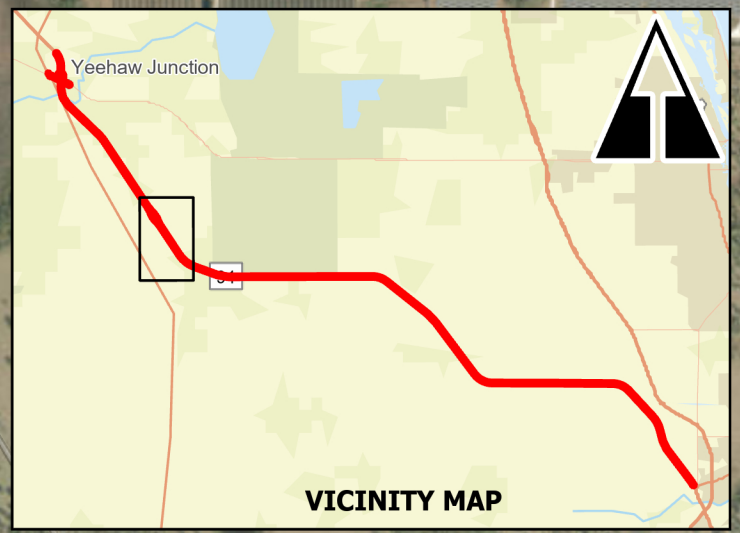


LEGEND

- Project Area (200' Buffer from Proposed ROW)
- Wetland Type (USFWS NWI 2023)**
 - FRESHWATER EMERGENT WETLAND
 - FRESHWATER FORESTED/SHRUB WETLAND
 - RIVERINE

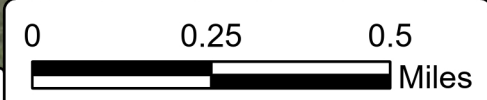
423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60

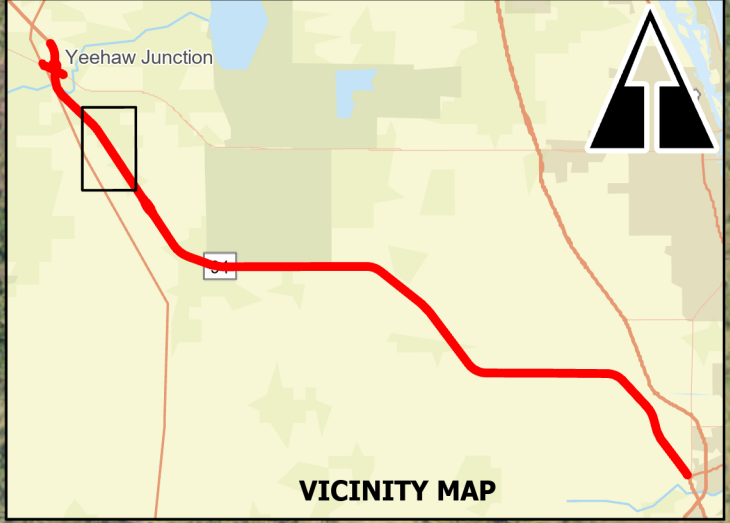




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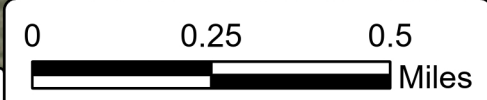
- Project Area (200' Buffer from Proposed ROW)
- Wetland Type (USFWS NWI 2023)
- FRESHWATER EMERGENT WETLAND
- FRESHWATER FORESTED/SHRUB WETLAND
- FRESHWATER POND
- RIVERINE

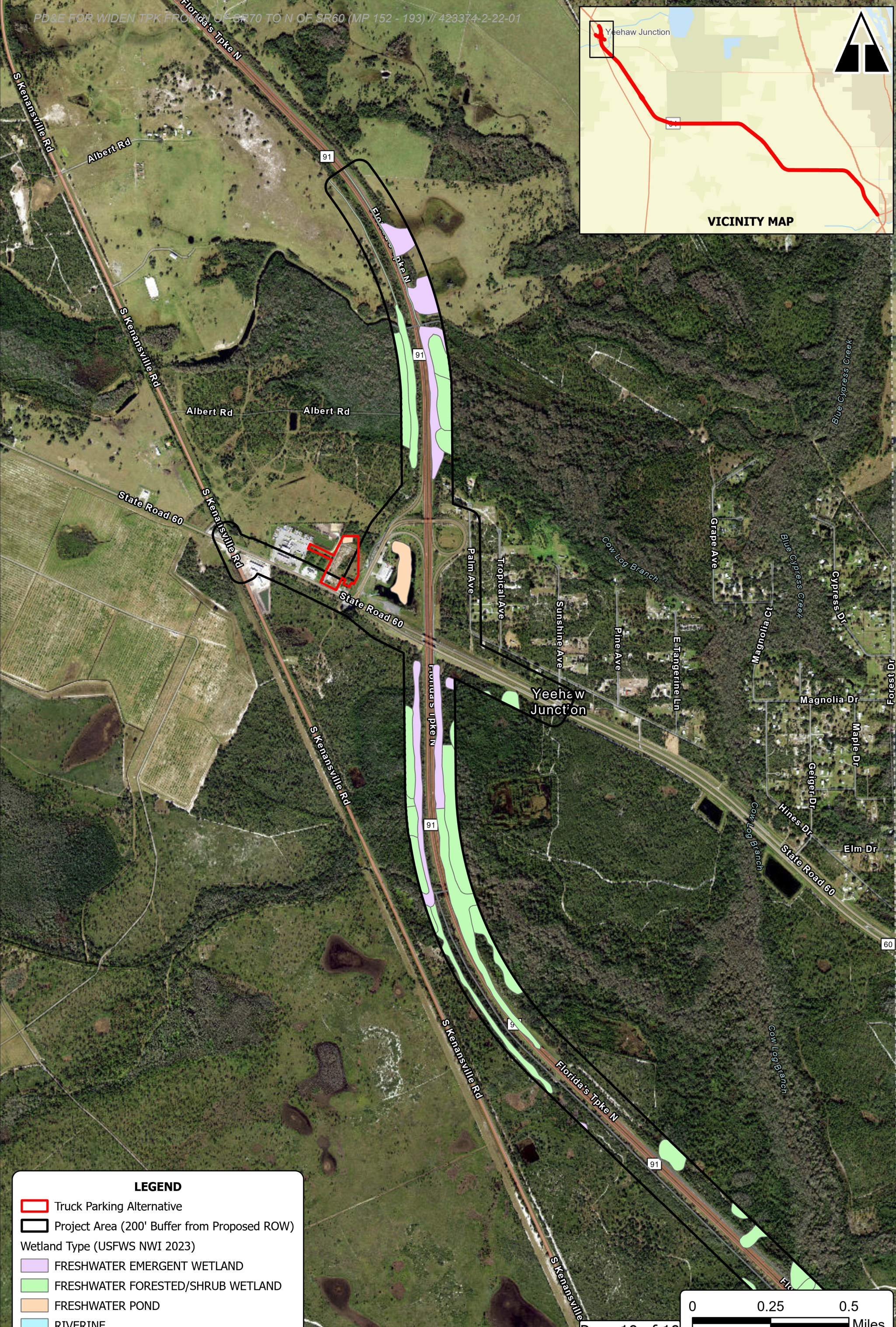
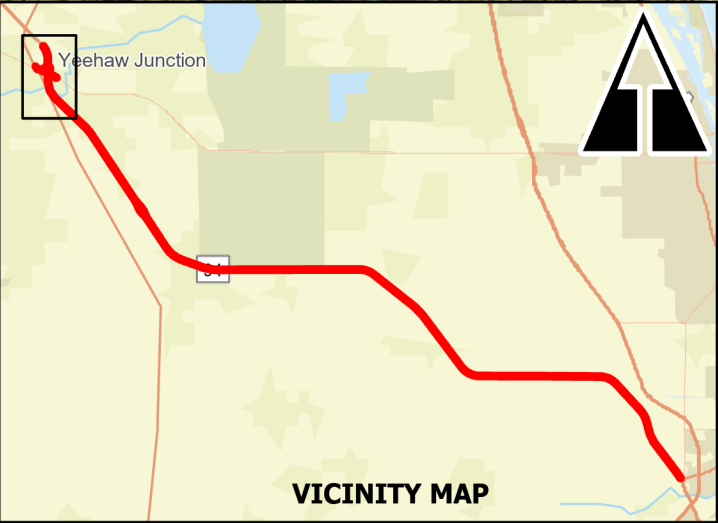




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- Project Area (200' Buffer from Proposed ROW)
- Wetland Type (USFWS NWI 2023)
- FRESHWATER EMERGENT WETLAND
- FRESHWATER FORESTED/SHRUB WETLAND
- FRESHWATER POND
- RIVERINE



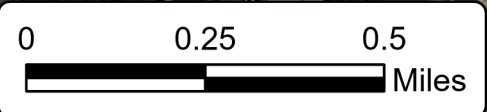


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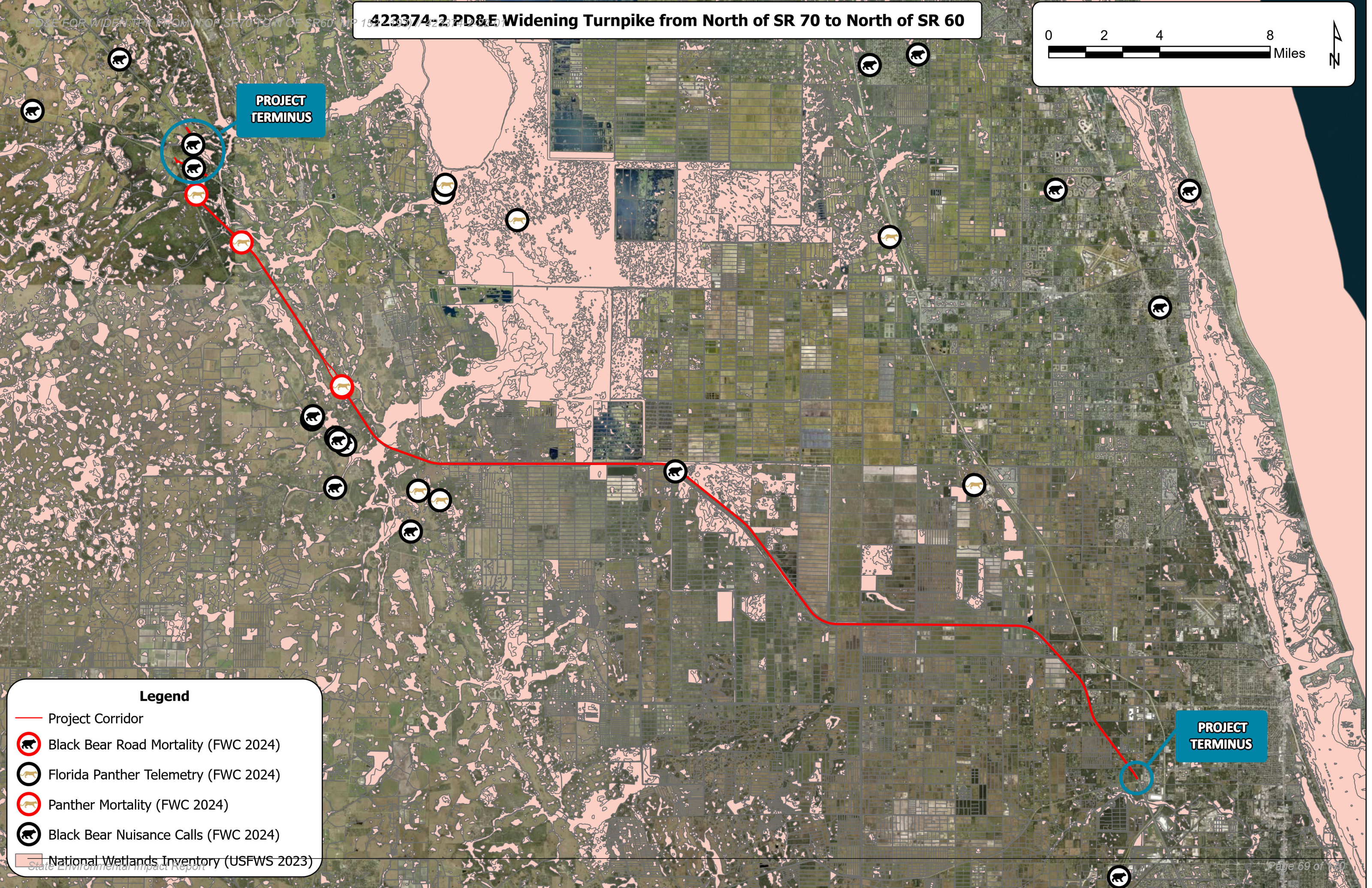
- Truck Parking Alternative
- Project Area (200' Buffer from Proposed ROW)

Wetland Type (USFWS NWI 2023)

- FRESHWATER EMERGENT WETLAND
- FRESHWATER FORESTED/SHRUB WETLAND
- FRESHWATER POND
- RIVERINE



423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60

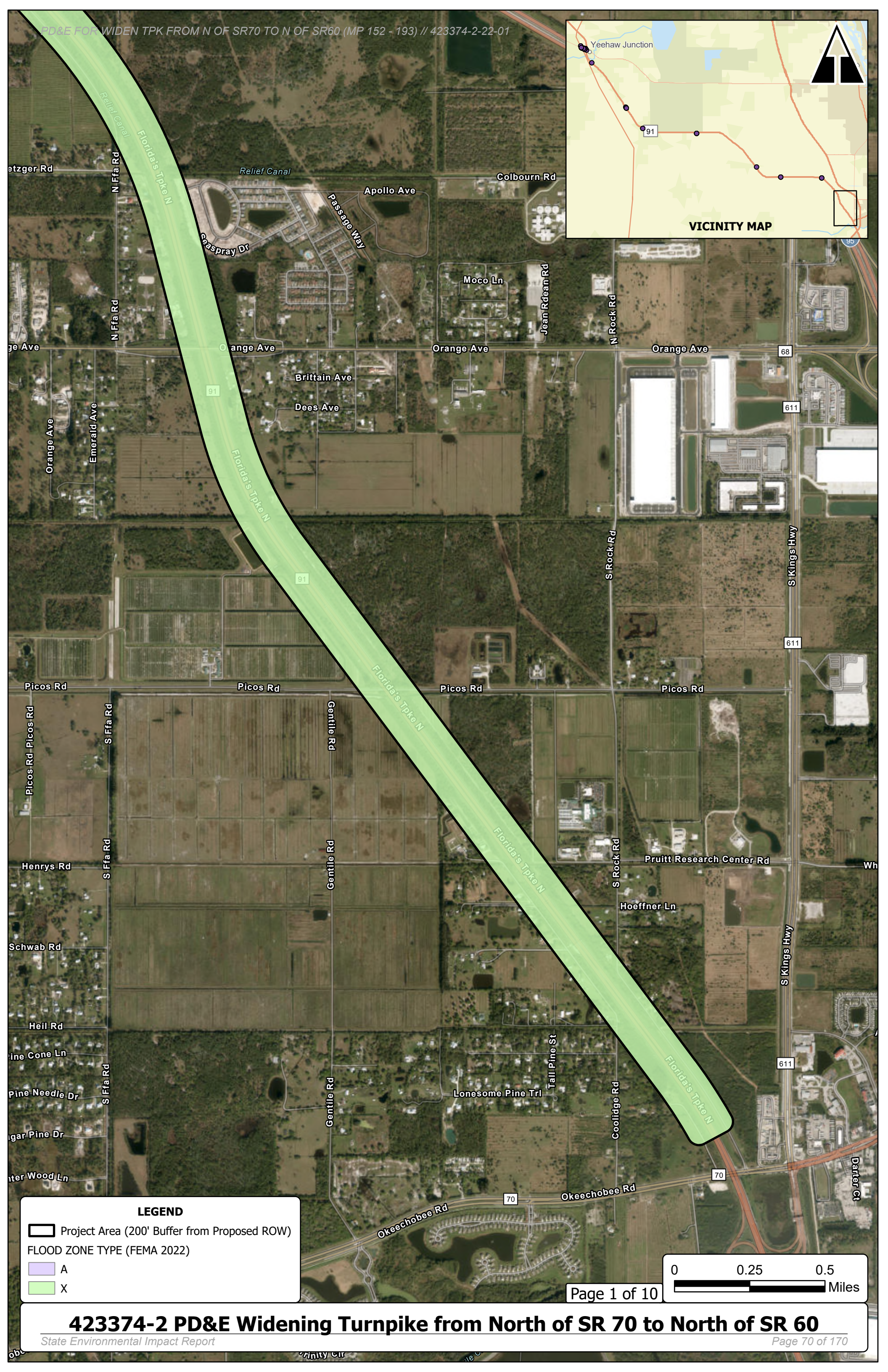
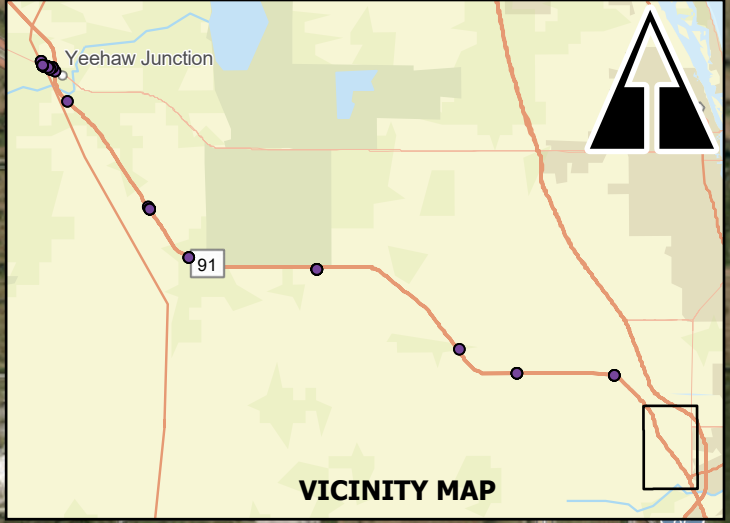


PROJECT TERMINUS

PROJECT TERMINUS

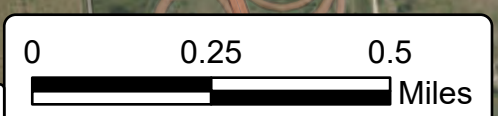
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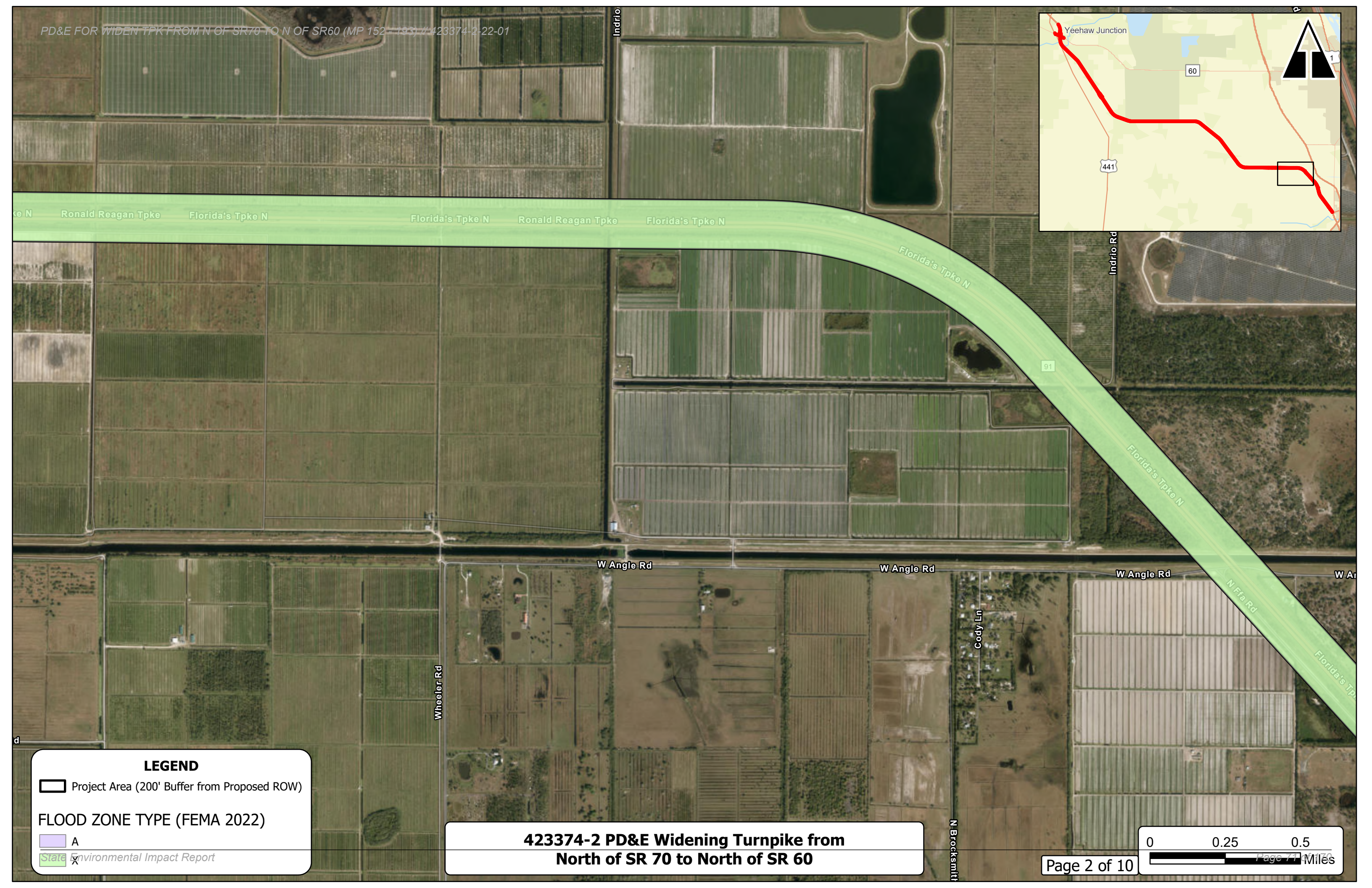
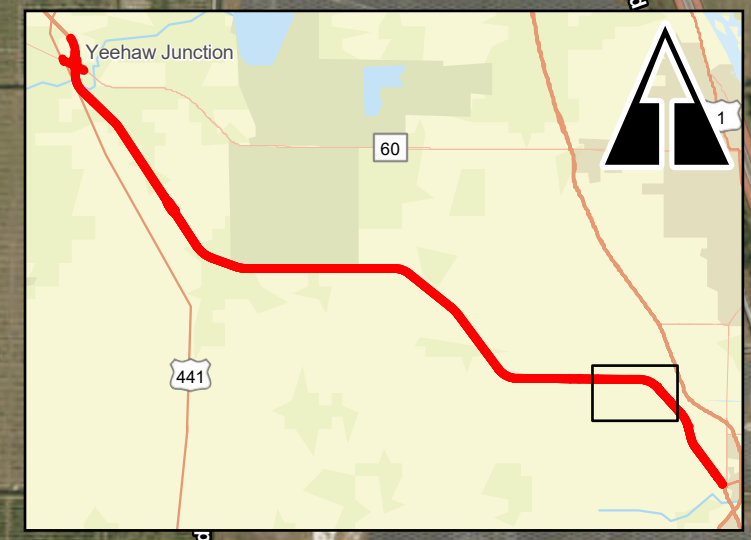
- Project Corridor
- Black Bear Road Mortality (FWC 2024)
- Florida Panther Telemetry (FWC 2024)
- Panther Mortality (FWC 2024)
- Black Bear Nuisance Calls (FWC 2024)
- National Wetlands Inventory (USFWS 2023)



LEGEND

- Project Area (200' Buffer from Proposed ROW)
- FLOOD ZONE TYPE (FEMA 2022)
 - A
 - X





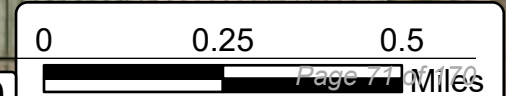
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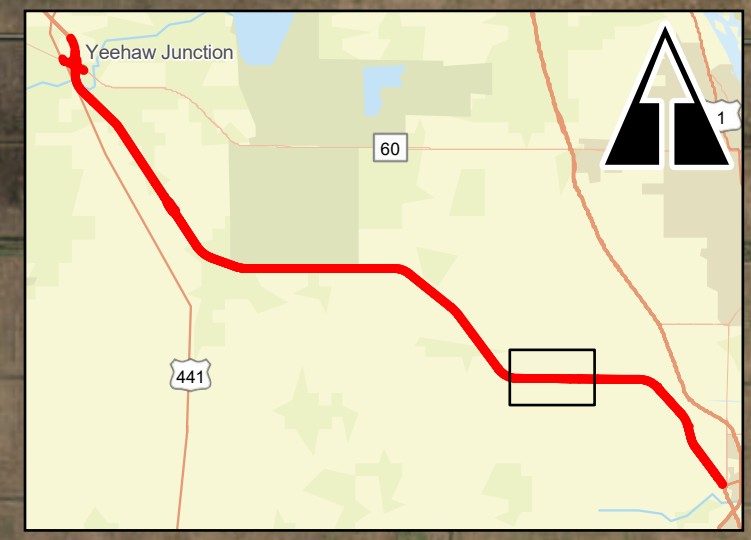
FLOOD ZONE TYPE (FEMA 2022)

 A
 State Environmental Impact Report

423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60



D&E FOR WIDENING TURNPIKE FROM N OF SR70 TO N OF SR60 (MP 152 - 193) // 423374-2-22-01



Minute Maid Rd

Minute Maid Rd

Florida's Tpke N

91

Florida's Tpke N

Ronald Reagan Tpke

Florida's Tpke N

Florida's Tpke N

Ronald Reagan Tpke

Florida's Tpke N

Florida's Tpke N

Belcher Canal

N Rim Ditch Rd

N Rim Ditch Rd

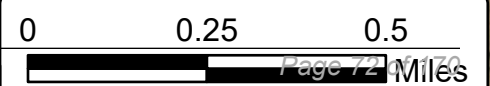
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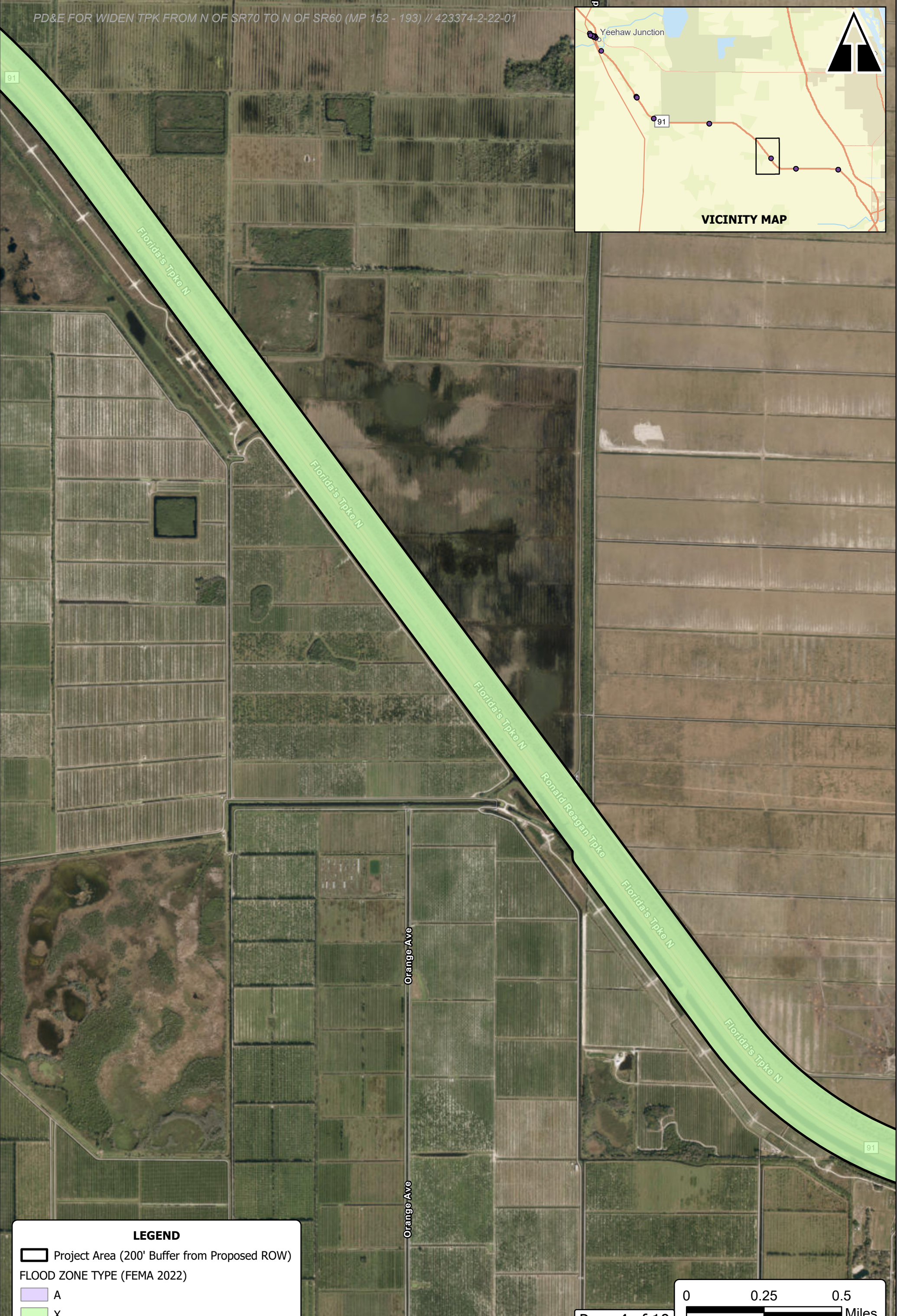
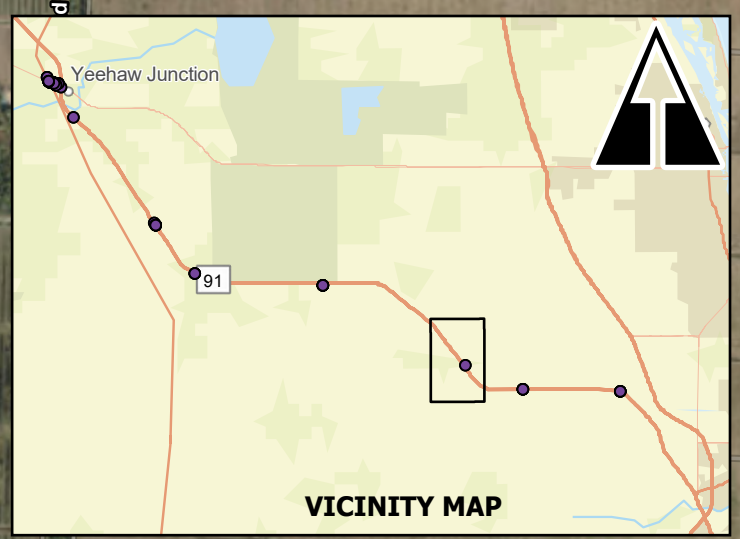
 Project Area (200' Buffer from Proposed ROW)

FLOOD ZONE TYPE (FEMA 2022)

-  A
-  State Environmental Impact Report

423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60



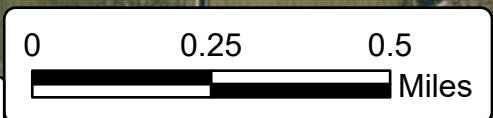


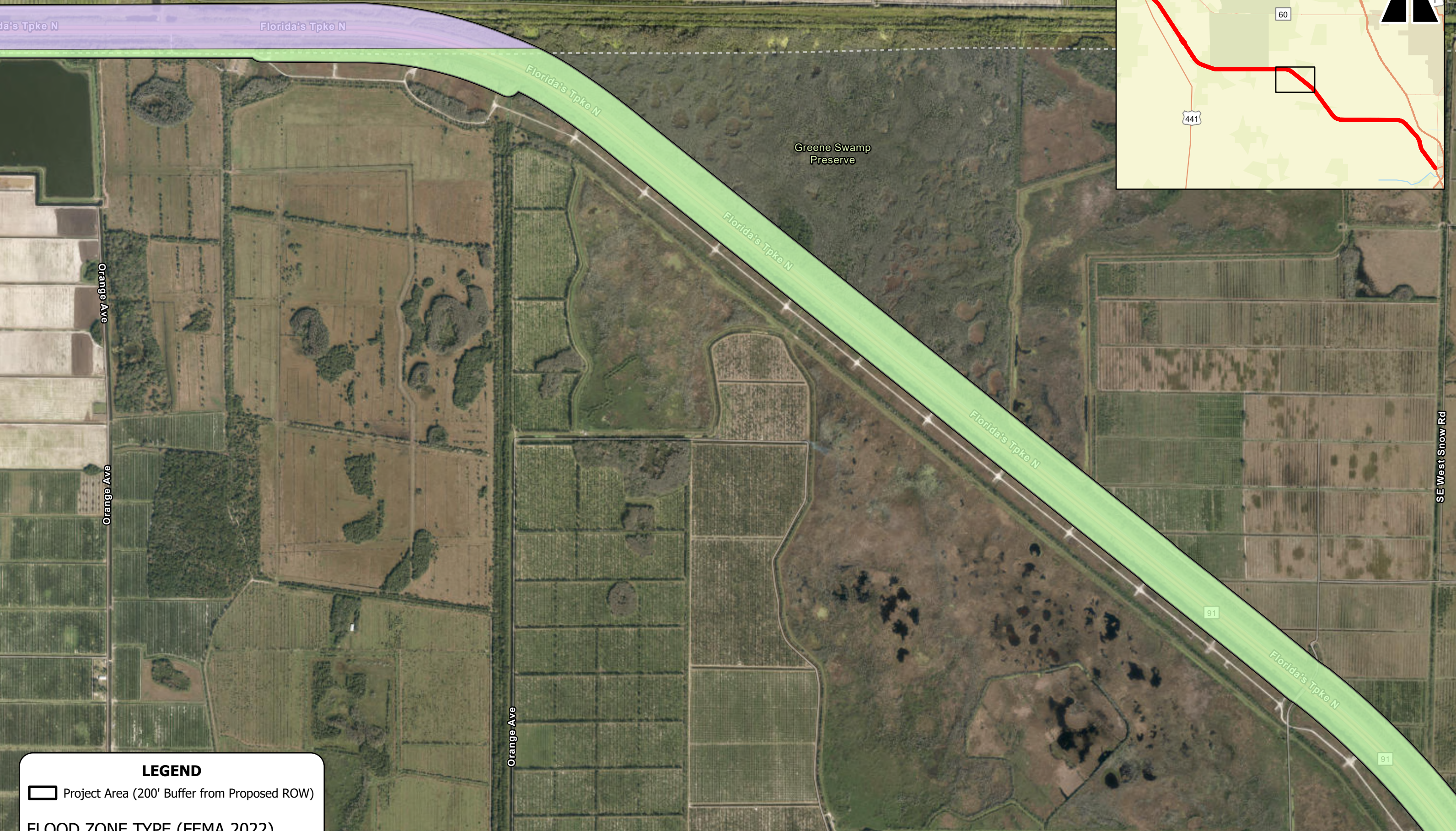
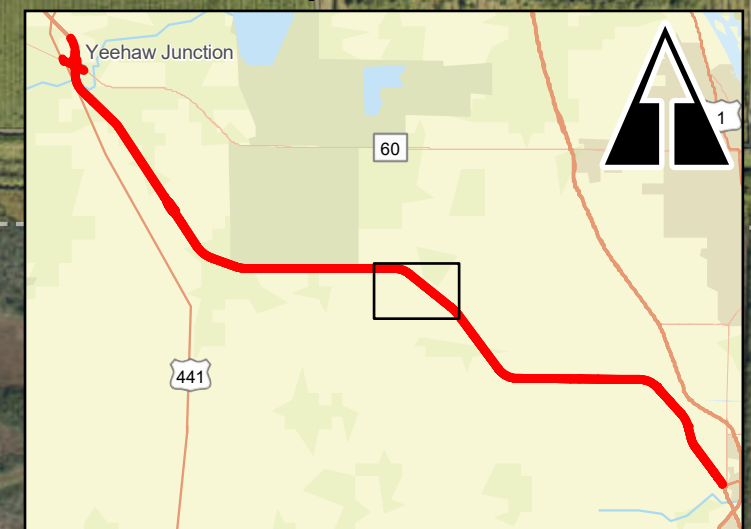
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Project Area (200' Buffer from Proposed ROW)

FLOOD ZONE TYPE (FEMA 2022)

- A
- X





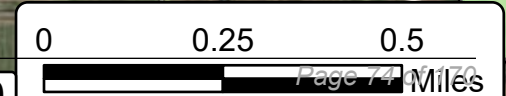
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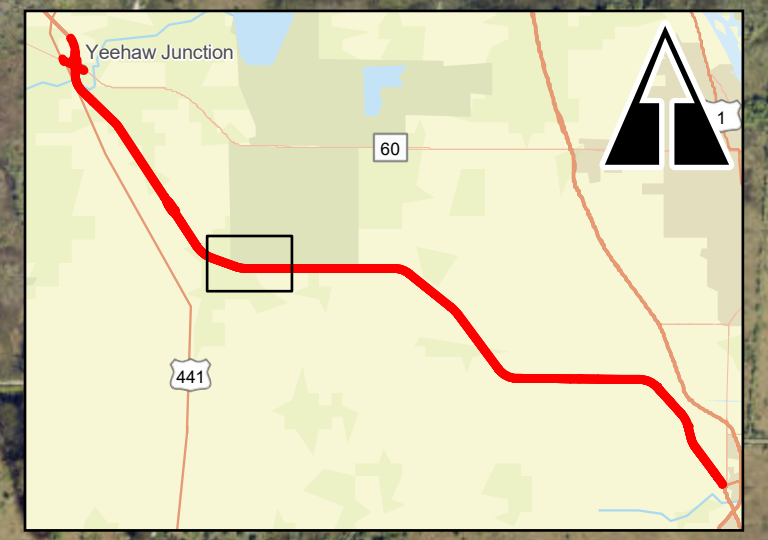
 Project Area (200' Buffer from Proposed ROW)

FLOOD ZONE TYPE (FEMA 2022)

-  A
-  State Environmental Impact Report

423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60





Sawgrass Bay

Quay Rd

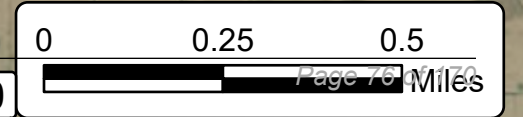
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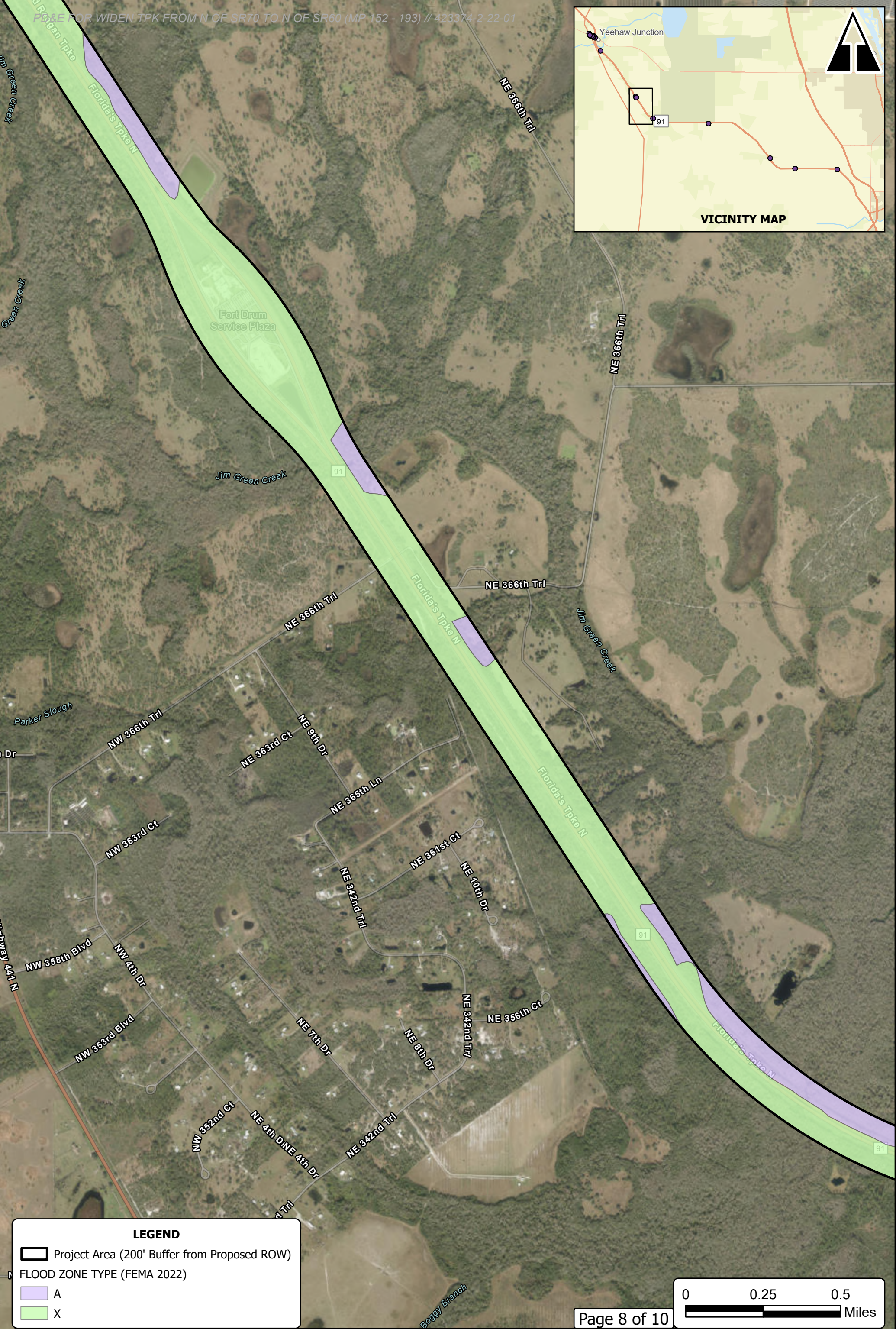
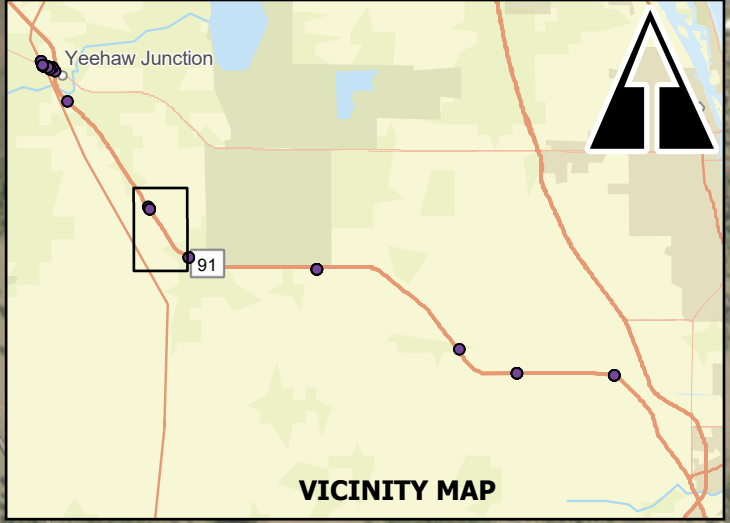
 Project Area (200' Buffer from Proposed ROW)

FLOOD ZONE TYPE (FEMA 2022)




-  A
-  State Environmental Impact Report

423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60

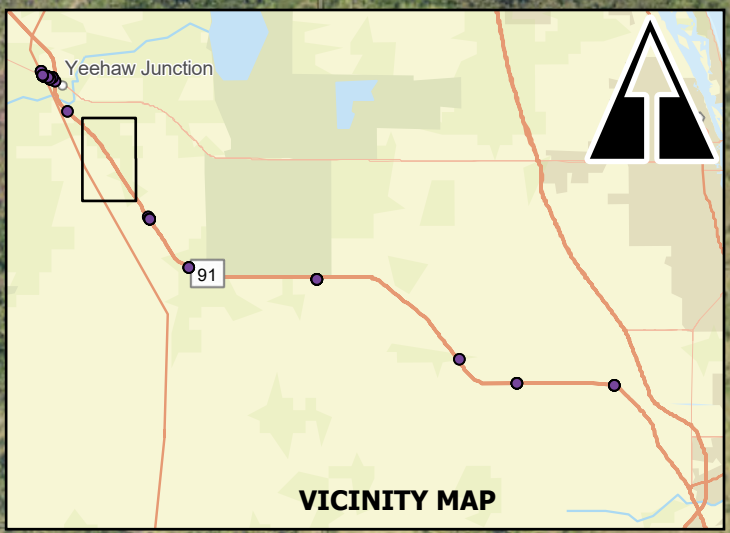




LEGEND

-  Project Area (200' Buffer from Proposed ROW)
- FLOOD ZONE TYPE (FEMA 2022)**
-  A
-  X



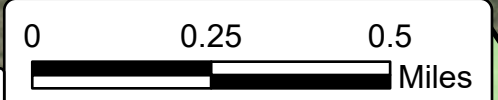


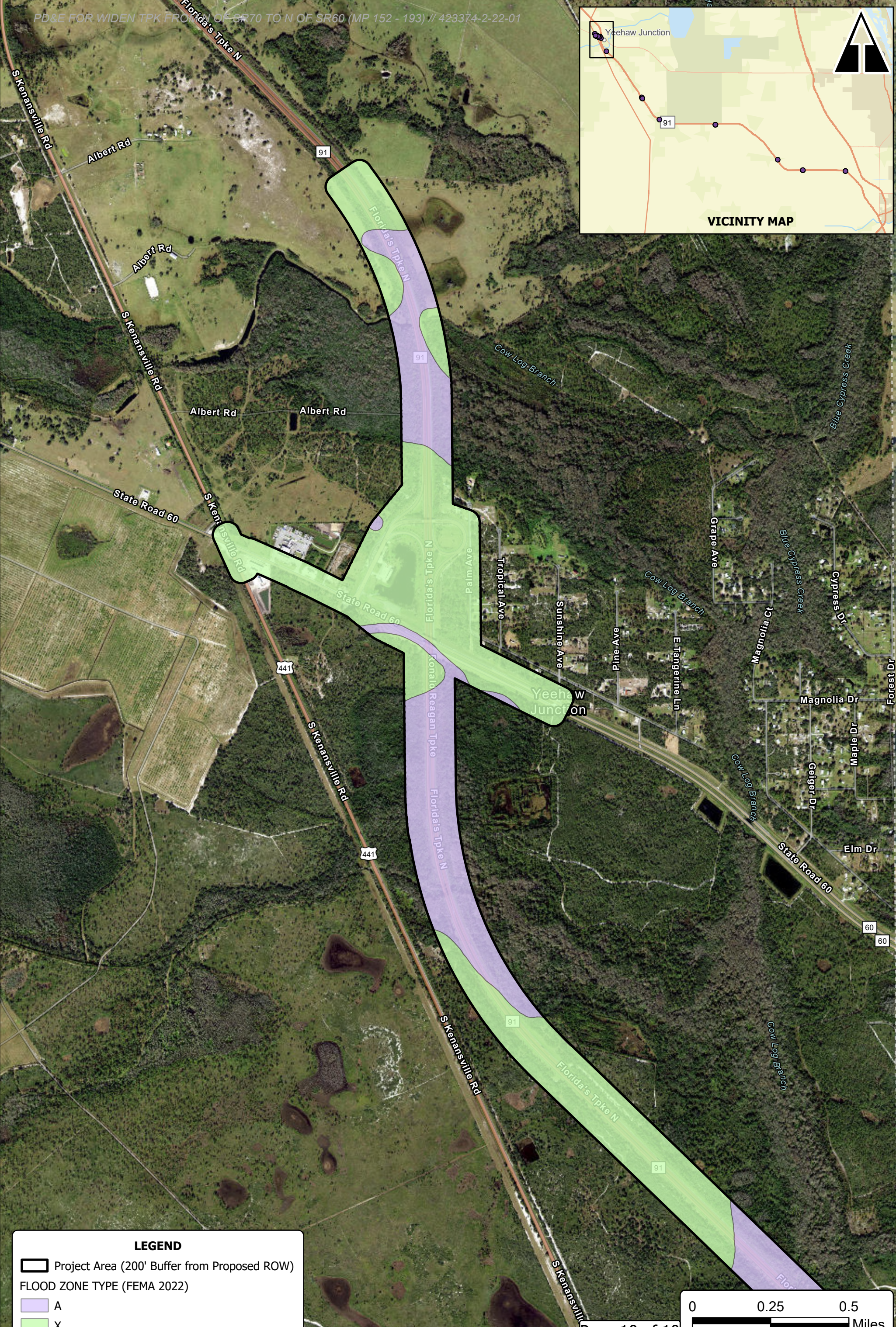
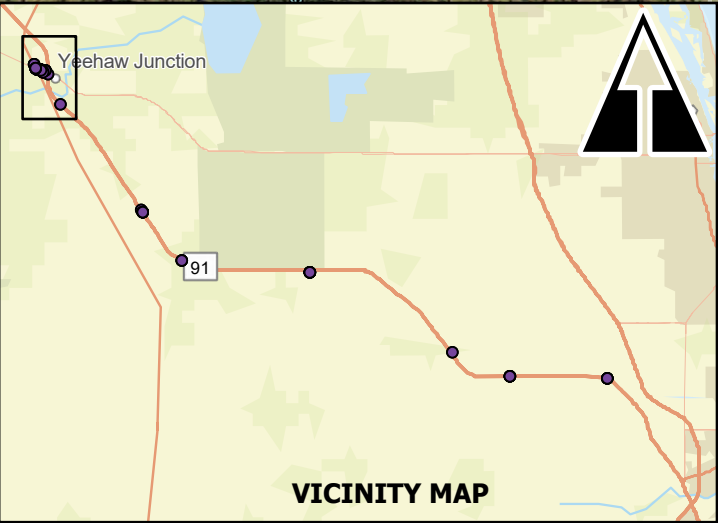
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Project Area (200' Buffer from Proposed ROW)

FLOOD ZONE TYPE (FEMA 2022)

- A
- X



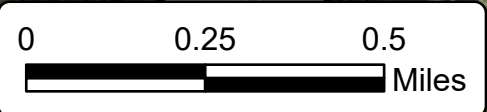


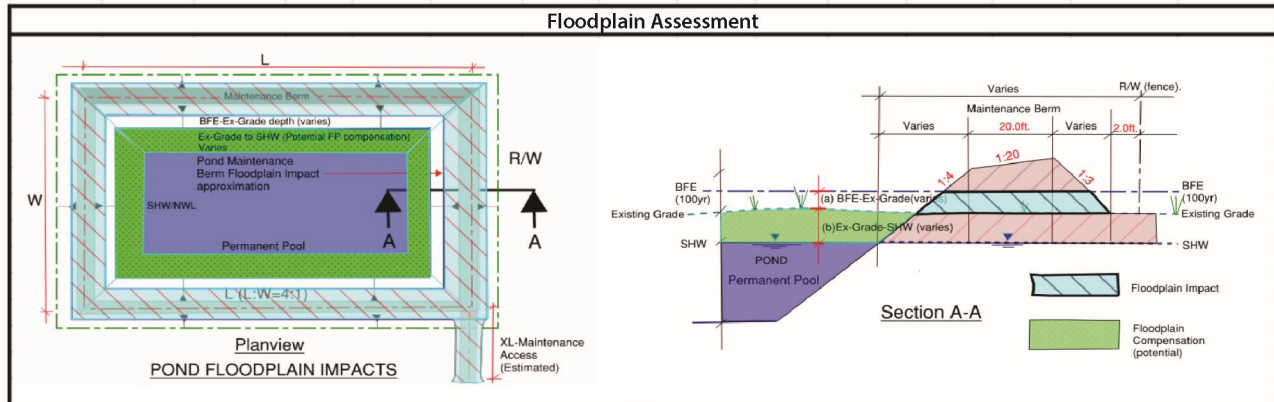
LEGEND

Project Area (200' Buffer from Proposed ROW)

FLOOD ZONE TYPE (FEMA 2022)

- A
- X





Floodplain Impact Assessment

Floodplain					Impact Estimation									
Basin	Pond	Floodplain	WMD	Rdwy CL Source Lidar (+/-)	Zone A Estimated BFE Source Lidar (+/-)	Estimated Ground EL Source Lidar (+/-)	Estimated Depth to SHW (Input)	Estimated SHW	Estimated Inside Height of Berm	Estimated Impact per SF	Pond Length L	Pond Width W	Estimated Maintenance Access Drive Length XL	Estimated Floodplain Impact
22	SMF22-1	N/A												
23	SMF23-1	Zone "A"	SJRWMD	30.00 ft	26.00 ft	23.00 ft	2.00 ft	21.00 ft	6.00 ft	121.50 sf	747.0 ft	186.7 ft	50.00 ft	5.3 ac-ft
24	SMF24-1	Zone "A"	SJRWMD	30.00 ft	26.00 ft	22.00 ft	1.00 ft	21.00 ft	6.00 ft	176.00 sf	487.0 ft	121.7 ft	50.00 ft	5.1 ac-ft
25	SMF25-1	Zone "A"	SJRWMD	30-31 ft.	26.00 ft	23.00 ft	2.00 ft	21.00 ft	6.00 ft	121.50 sf	1348.0 ft	337.0 ft	50.00 ft	9.5 ac-ft
26	SMF27-1	Zone "A"	SJRWMD	31.00 ft	26.00 ft	24.00 ft	3.00 ft	21.00 ft	6.00 ft	74.00 sf	317.1 ft	79.3 ft	50.00 ft	1.4 ac-ft
27	SMF28-1	Zone "A"	SJRWMD	31-32 ft.	26.00 ft	27.00 ft	5.00 ft	22.00 ft	6.00 ft					
28	SMF29-1	Zone "A"	SJRWMD	44-47 ft.	26.00 ft	28.00 ft	6.00 ft	22.00 ft	6.00 ft					
29	SMF30-1	Zone "A"	SJRWMD	35.00 ft	26.00 ft	29.00 ft	6.00 ft	23.00 ft	6.00 ft					
30	SMF31-1	Zone "A"	SJRWMD	38.00 ft	26.00 ft	31.00 ft	6.00 ft	25.00 ft	6.00 ft					
31	N/A	N/A												

Floodplain compensation Floodplain compensation will be provided in FPC (Floodplain Compensation) areas that are hydraulically connected and adjacent to the floodplain. The average effective depth of these areas, measured from the BFE to the local SHW is estimated at 2ft (sloping terrain). Assuming 2 sites, the required size of the areas, excluding creation within the stormwater ponds is therefore estimated at **(+/-22.7ac-ft/2ft depth/2 sites= +/-6ac)** acres sites each.

Physical Resources Appendix

Contents:

Contaminated Sites Table

Noise Wall Map

Contamination Risk Maps

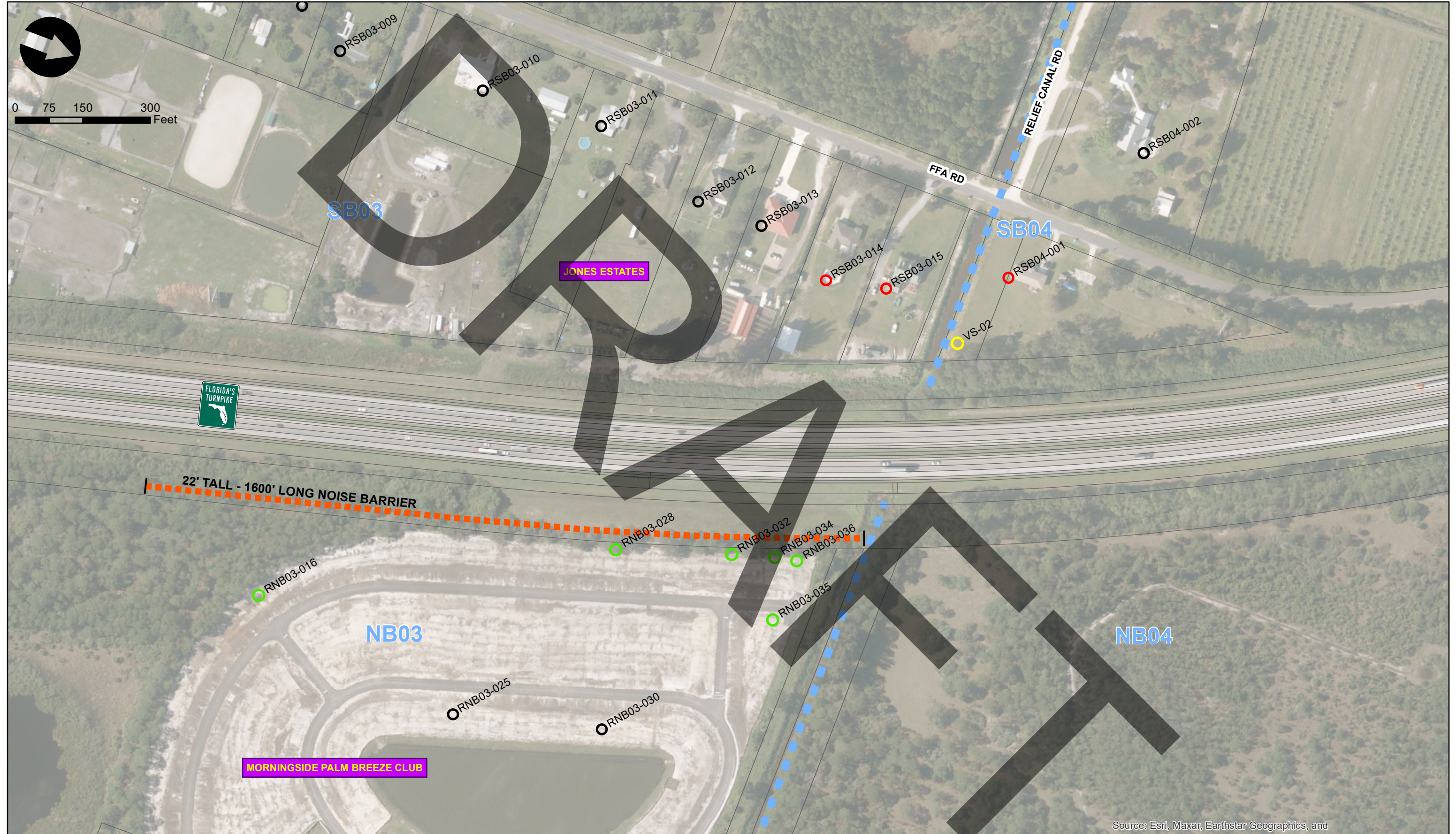
Contaminated Site Information

Site No.	Facility Name	Address	Facility ID (FDEP/RCRA)	Source/Databases	Site Description	Concerns	Approximate Distance from Project	Assigned Risk Rating for Preferred Alternative
1	AT&T	2290 S Rock Rd, Saint Lucie, FI 34945	8945061	PCTS, STCM	Fuel user/non-retail	Petroleum	Adjacent	Low
2	Univ of FI-irrec	2199 South Rock Road, Fort Pierce, FI 34945	8734447	PCTS, STCM	Agricultural, fuel user/non-retail	Hazardous waste, Petroleum	Approximately 250' east	Low
3	US Horticultural Research Laboratory	2001 S Rock Rd, Saint Lucie, FI 34945	FLR000113076	CHAZ	Agricultural	Hazardous Waste	Adjacent	Low
4	USDA Horticultural Farm Site A	10000 Picos Rd, Saint Lucie, FI 34945	9801192	STCM	Agricultural, fuel user/non-retail	Petroleum	Adjacent	Low
5	OLC 400	Old Angle Rd, Fort Pierce, FI 34947	8518614	PCTS, STCM	Former fuel retail	Petroleum	Approximately 500' east	Low
6	Buckhead Beef Diesel Spill 05-21-0026	Florida's Turnpike SB, MM159, Fort Pierce	ERIC_12034, 9807341	ERIC, Ground Water Contamination Areas, DEP Cleanup Site, STCM	Fuel discharge/spill site	Petroleum	Spill reported within ROW	Low
7	EDB Delineated Areas	Just north of Florida's Turnpike	Zone ID 56263577, 56263576	Ground Water Contamination Areas	Agricultural, fuel user/non-retail	EDB	Reported within ROW	Medium
8	Indian River Exchange Packers Inc.	Minute Maid Road, Fort Pierce, FI 34945	8945240	STCM	Agricultural, fuel user/non-retail	Petroleum	Adjacent	Low
9	Vero Producers Inc, Grove #1	Minute Maid Road, Fort Pierce, FI 34945	9816926	STCM	Agricultural, fuel user/non-retail	Petroleum	Adjacent	Medium
10	Evans Grove Land LLC-Grove Scott #6000	27200 NE 48 th Ave, Okeechobee, FI 34972	75791640, 8731942	DEP Cleanup Sites, PCTS, STCM	Agricultural, fuel user/non-retail	Petroleum	Adjacent	Medium
11	Florida's Turnpike 2006-21-6915Z	Florida's Turnpike MM 182, Yeehaw Junction, FI 34972	9808586	PCTS, STCM	Fuel discharge/spill site	Petroleum	Spill reported within ROW	Low

Site No.	Facility Name	Address	Facility ID (FDEP/RCRA)	Source/Databases	Site Description	Concerns	Approximate Distance from Project	Assigned Risk Rating for Preferred Alternative
12	Wedgworth Farms Inc-Ft Drum	Osoaw Rd & Florida's Turnpike, Fort Drum, FI 33472	8519927	STCM	Agricultural, fuel user/non-retail	Petroleum	Adjacent to the east	Low
13	FL Dept of Transportation-Turnpike MP 184/Fort Drum Service Plaza	184 Florida's Turnpike, Okeechobee, FI 33313	75816872, 8519985, 8519986	DEP CLEANUP SITES, PCTS, STCM	Fuel user/non-retail (service plaza), fuel discharge/spill site	Petroleum	Located within ROW	Medium
14	Forward Air Diesel Discharge FLA Turnpike MM 191.5	Florida's Turnpike MM 191.5, Yeehaw Junction, FI 34972	ERIC_11035	ERIC	Fuel discharge/spill site	Petroleum	Spill reported within ROW	Low
15	FI Dept Of Transportation Yeehaw Junction	MP 193 Florida's Turnpike, Yeehaw Junction, FI 34972	9500018, 8622660, 9401968	PCTS, STCM	Fuel user/non-retail	Petroleum	Located within ROW	Low
16	Texaco Station-Latt Maxcy Corp	SR 60 & Florida's Turnpike, Yeehaw Junction, FI 33472	8944509	PCTS, STCM	Retail fuel user	Petroleum	Adjacent to the south	Low
17	US Food Service 02-11-3049	SR 60 & Florida's Turnpike, Yeehaw Junction, FI 34972	9805607	STCM, PCTS	Fuel discharge/spill site	Petroleum	Spill reported within ROW	Low
18	Tony's Auto Parts & Car Care Inc	3097 E SR 60, Okeechobee, FI 34972	9045620	PCTS	Fuel discharge/spill site	Petroleum	Adjacent to the north	Low
19	Fina-Budget Bed & Breakfast	3095 HWY 60, Okeechobee, FI 34972	8513666	PCTS	Former fuel retail user, fuel discharge/spill site	Petroleum	Adjacent to the north	Low
20	Sunshine Food Mart #12	3055 E SR 60, Okeechobee, FI 34972	75813538, 8513747	DEP Cleanup Sites, PCTS, STCM	Active fuel retail user, fuel discharge/spill site	Petroleum	Adjacent to the north	Medium
21	Pilot Travel Center #096	3051 SR 60, Okeechobee, FI 34972	75813476, 8732826, ERIC_7132, ERIC_7136, 8512547	DEP Cleanup Sites, PCTS, ERIC	Active fuel retail user, fuel discharge/spill site	Petroleum	Adjacent to the north	Medium
22	RACETRAC #2609	3010 E State Rd 60 2970 State Rd 60 2970 State Rd 60, Okeechobee, FI 34972	9819118, 8513694	STCM, PCTS	Active fuel retail user, fuel discharge/spill site	Petroleum	Adjacent to the south	Low

Site No.	Facility Name	Address	Facility ID (FDEP/RCRA)	Source/Databases	Site Description	Concerns	Approximate Distance from Project	Assigned Risk Rating for Preferred Alternative
23	Amoco Station #238	US HWY 441 & SR 60, Yeehaw Junction	75813658, 9101481	DEP Cleanup Sites, PCTS	Retail fuel user, fuel discharge/spill site	Petroleum	Adjacent to the south	Medium
24	Latt Maxcy Property	5801 S Kenansville Rd, Okeechobee, FI 34972	8513768	PCTS, STCM	Fuel user/non-retail	Petroleum	Adjacent to the south	Low
25	Desert Inn	5570 S Kenansville Rd, Yeehaw Junction, FI 34972	9601211	DEP Cleanup Sites, PCTS, STCM	Former retail fuel user	Petroleum	Adjacent to the west	Medium
26	Yeehaw Junction Dump	2687 East SR 60, Yeehaw Junction, FI 34972	ERIC_15075	ERIC	Former solid waste facility	Solid Waste	Approximately 500' to the west	Low
27	Row Crops	Throughout project corridor	Land use maps/historic aerials	N/A	Historic agricultural land	Fertilizer /Pesticides/Herbicides	Adjacent throughout project corridor	Medium
28	Groves (Citrus and Abandoned)	Throughout project corridor	Land use maps/historic aerials	N/A	Historic agricultural land	Fertilizers/Pesticides/Herbicides	Adjacent throughout project corridor	Medium
29	Nurseries – Ornamentals	Throughout project corridor	Land use maps/historic aerials	N/A	Historic agricultural land	Fertilizers/Pesticides/Herbicides	Adjacent throughout project corridor	Medium
30	Fallow Cropland	Throughout project corridor	Land use maps/historic aerials	N/A	Historic agricultural land	Fertilizers/Pesticides/Herbicides	Adjacent throughout project corridor	Medium

STCM – Storage Tank and Petroleum Contamination/Cleanup Monitoring, PCTS – Petroleum Contamination Monitoring, CHAZ – Compliance and Enforcement Tracking for Hazardous Facilities, ERIC – Environmental Restoration Integrated Cleanup, Columns denoted with “-“ denotes that no data was available



Source: Esri, Maxar, Earthstar Geographics, and

- Impacted - Benefited
- Impacted - Not Benefited
- Not Impacted - Benefited
- Not Impacted - Not Benefited

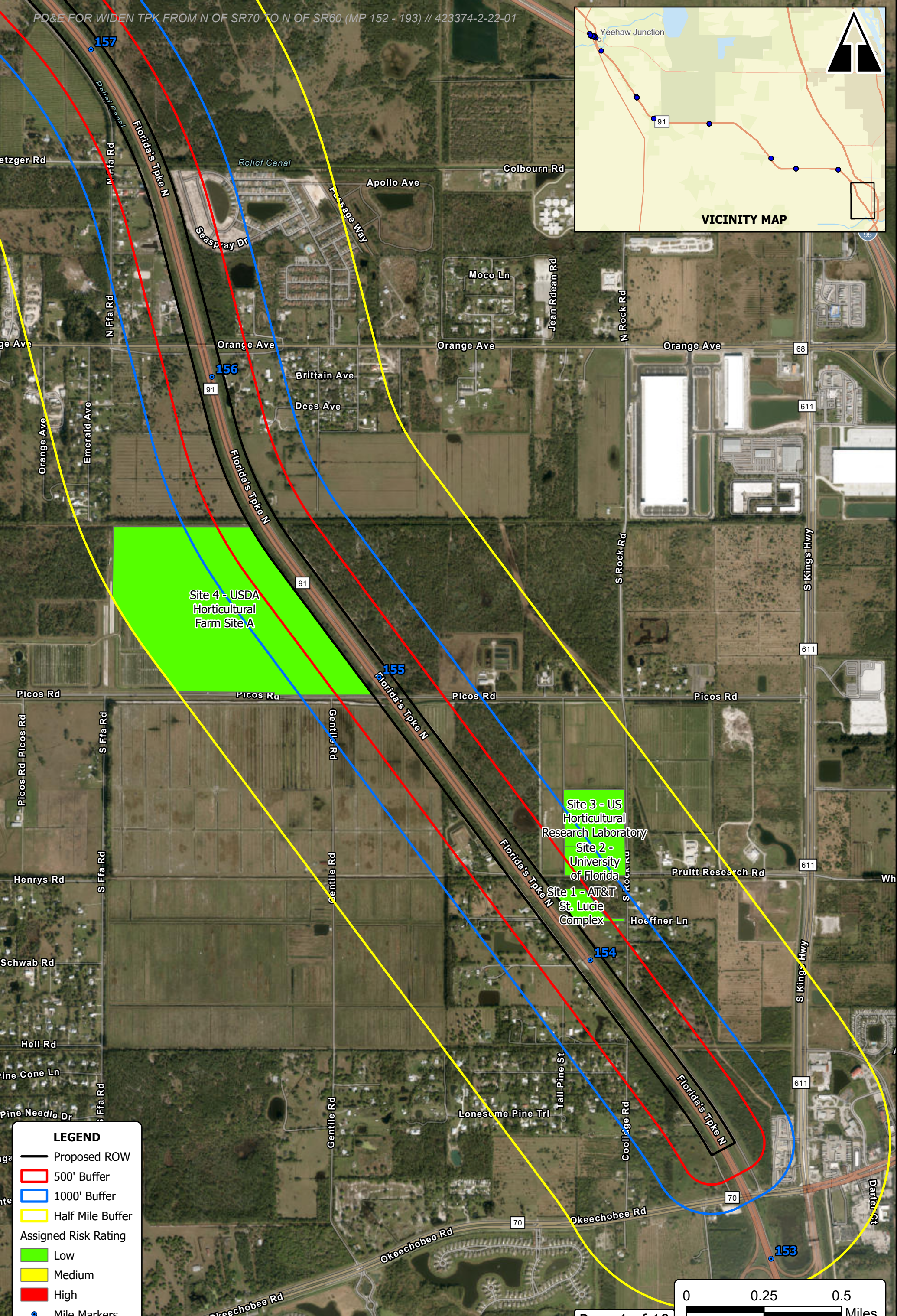
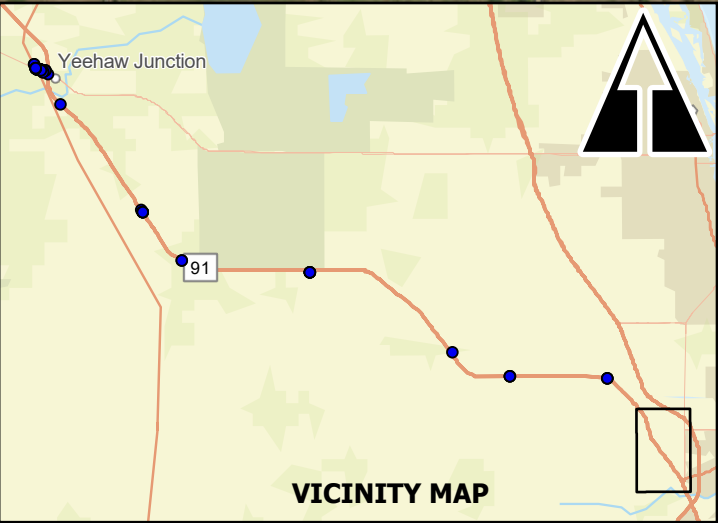
- ▬ Potential Noise Barrier
- ▬ Common Noise Environment
- Design Lines
- Validation Sites

NOISE SPECIALIST
 Jeff Jones, GISP
 Inwood Consulting Engineers, Inc.
 3000 Dovera Drive, Suite 200
 Oviedo, Florida 32765
 P 407.971.8850

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTIES	FINANCIAL PROJECT ID
91	OSCEOLA, OKEECHOBEE, INDIAN RIVER, ST LUCIE	423374-2

PROJECT AERIALS
 Florida's Turnpike PD&E Study from
 SR 70 to SR 60

Sheet No.
7

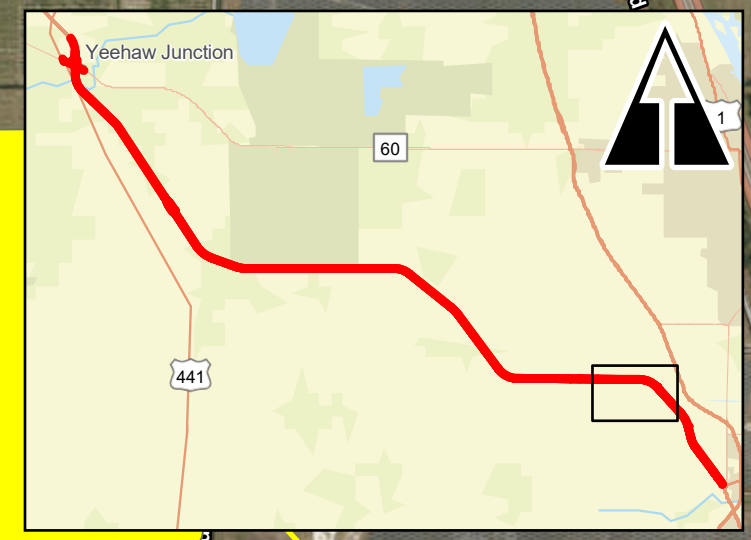


LEGEND

- Proposed ROW
- ▭ 500' Buffer
- ▭ 1000' Buffer
- ▭ Half Mile Buffer
- Assigned Risk Rating
- ▭ Low
- ▭ Medium
- ▭ High
- Mile Markers



423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60



Site 7 - EDB Delineated Areas

Site 7 - EDB Delineated Areas

Site 6 - Buckhead Beef Diesel Spill

Site 5 - OLC 400

Ronald Reagan Tpke Florida's Tpke N 161 Ronald Reagan Tpke Florida's Tpke N 160

W Angle Rd W Angle Rd W Angle Rd W Angle Rd

Wheeler Rd

Cody Ln

N Brocksmith

LEGEND

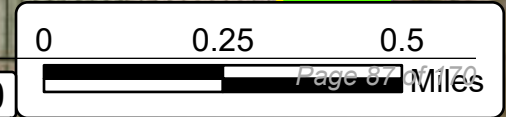
- Proposed ROW
- 500' Buffer
- 1000' Buffer
- Half Mile Buffer

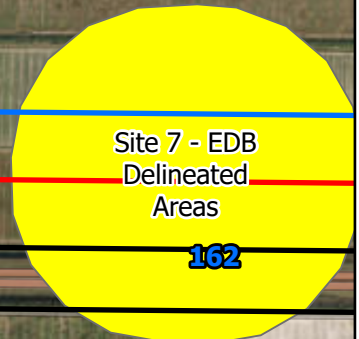
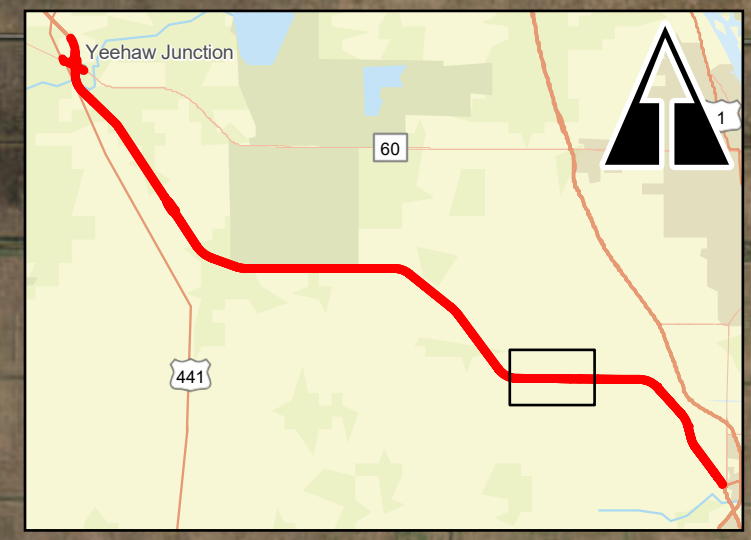
Assigned Risk Rating

- Low
- Medium
- High

Mile Markers

423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60





Minute Maid Rd, Minute Maid Rd, Florida's Tpke N 91, Ronald Reagan Tpke, Florida's Tpke N 164, Florida's Tpke N, Ronald Reagan Tpke 163, Florida's Tpke N

LEGEND

- Proposed ROW
- 500' Buffer
- 1000' Buffer
- Half Mile Buffer

Assigned Risk Rating

- Low
- Medium
- High

Mile Markers

165

164

163

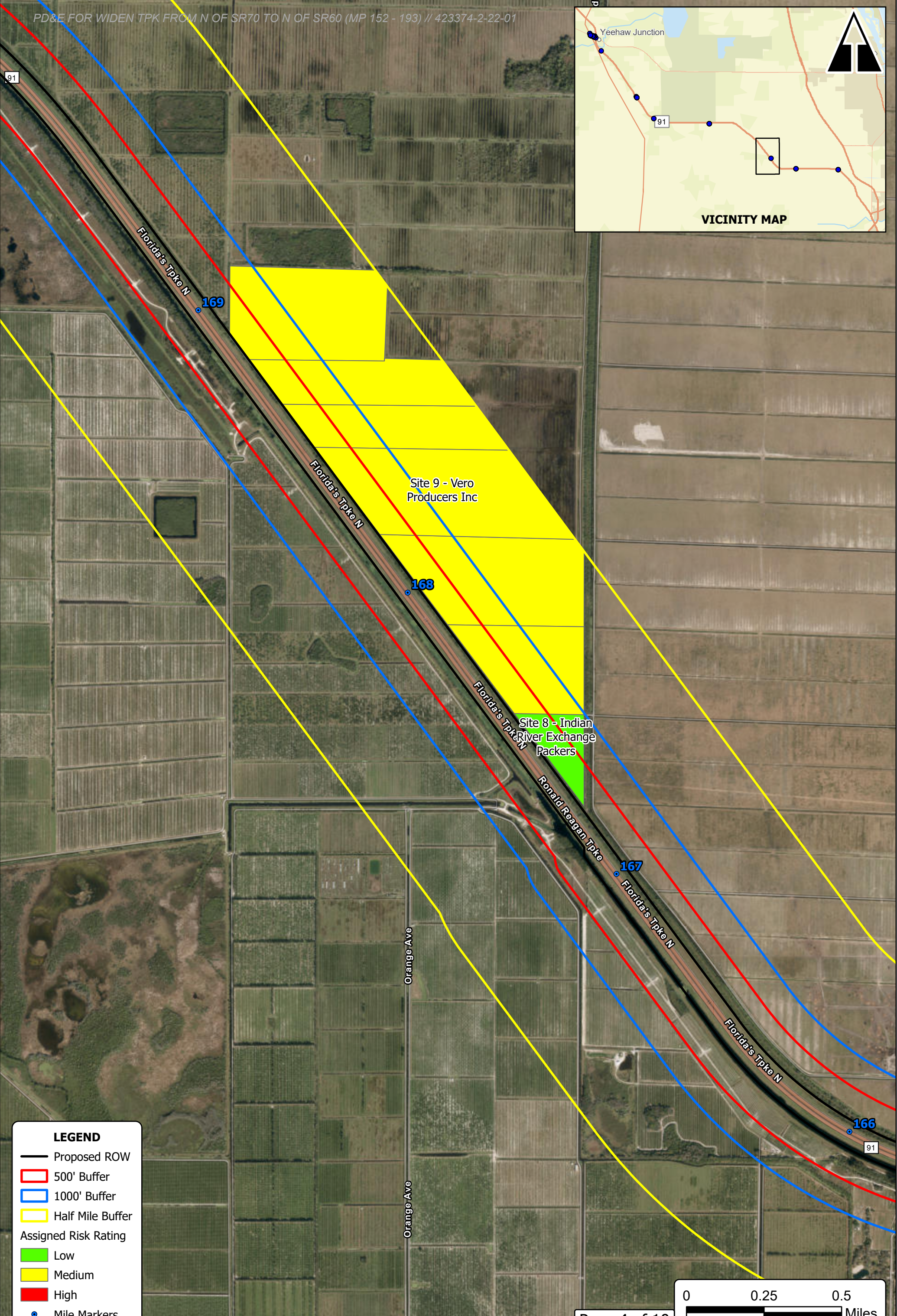
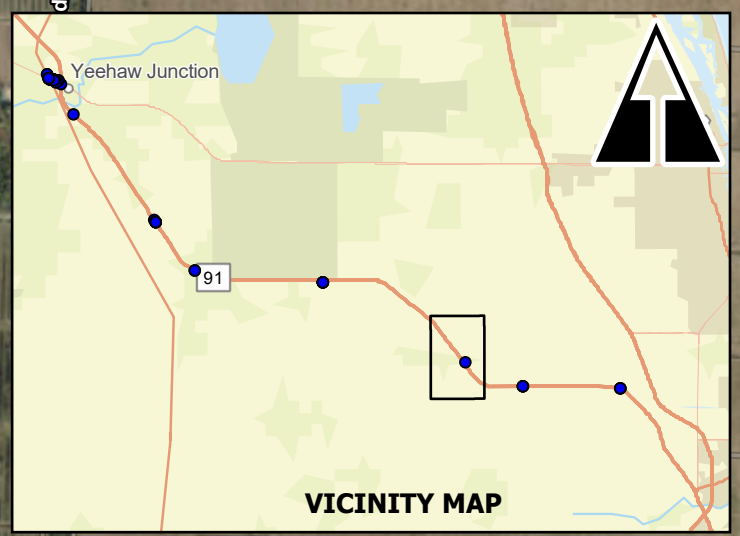
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Belcher Canal

N Rim Ditch Rd

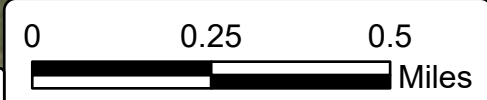
N Rim Ditch Rd

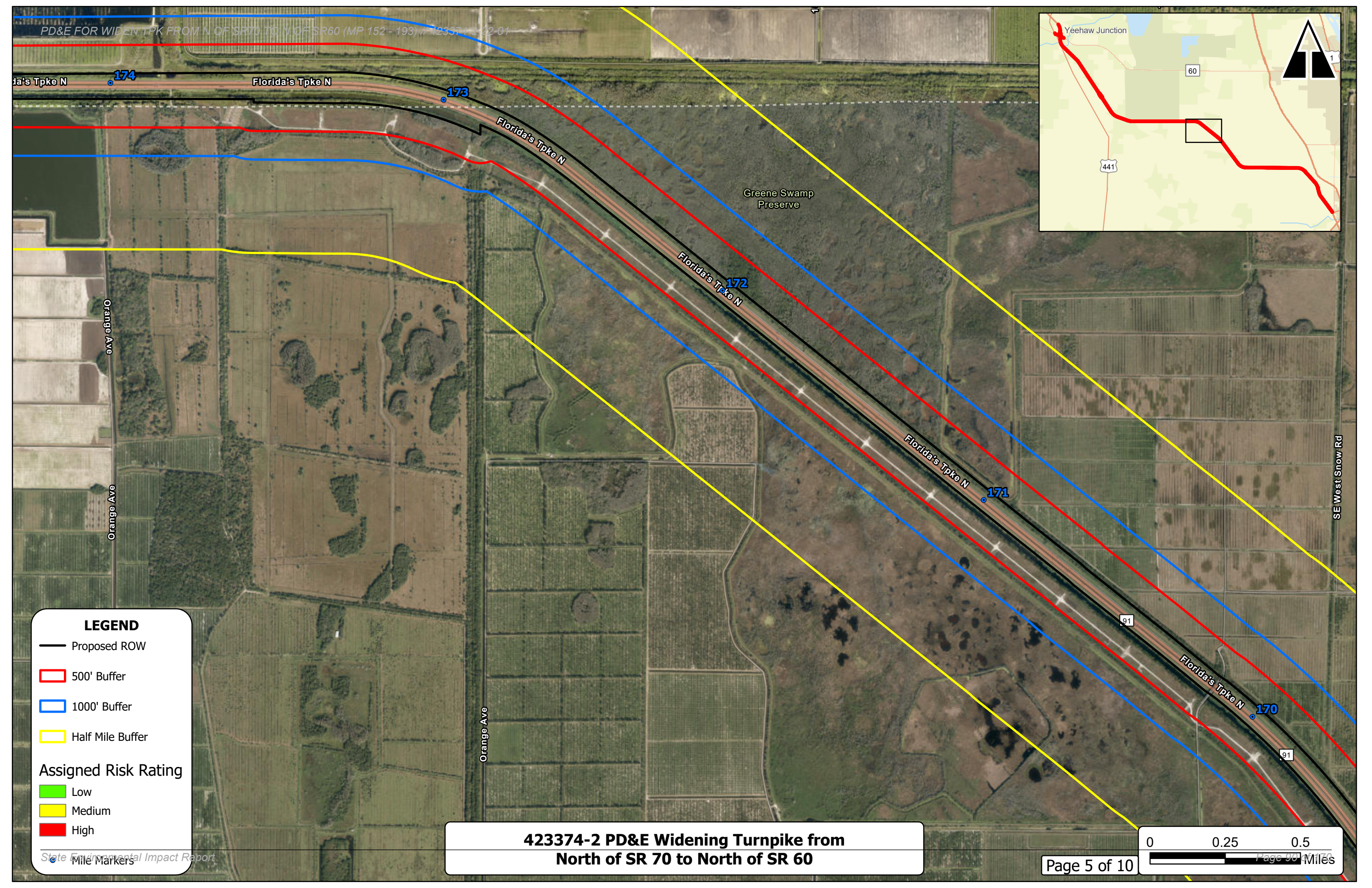
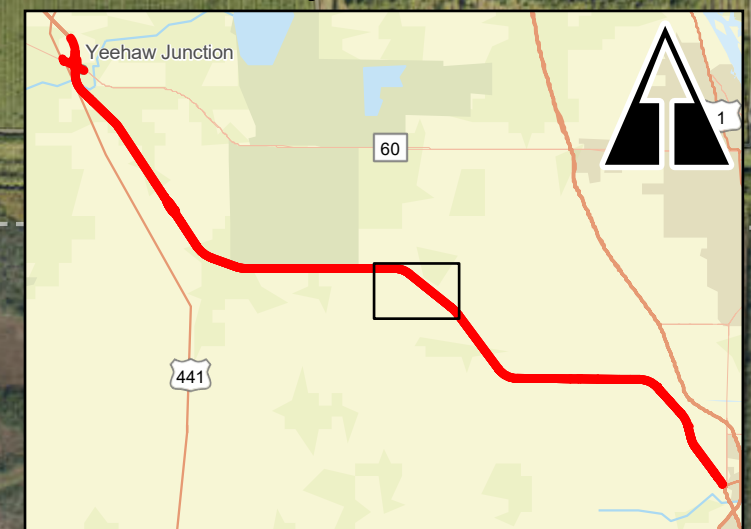
423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60



LEGEND

- Proposed ROW
- ▭ 500' Buffer
- ▭ 1000' Buffer
- ▭ Half Mile Buffer
- Assigned Risk Rating
- ▭ Low
- ▭ Medium
- ▭ High
- Mile Markers





LEGEND

- Proposed ROW
- 500' Buffer
- 1000' Buffer
- Half Mile Buffer

Assigned Risk Rating

- Low
- Medium
- High

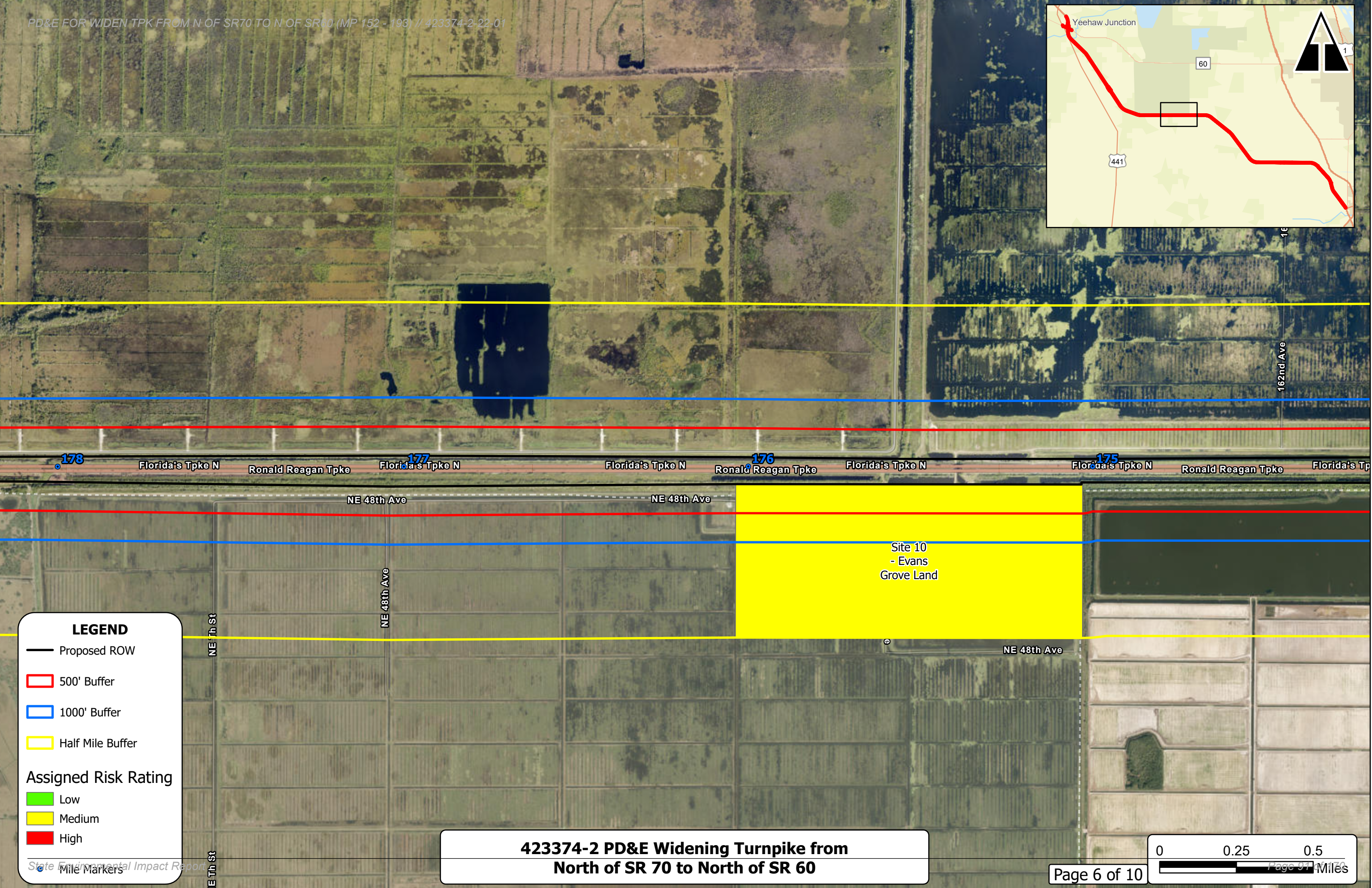
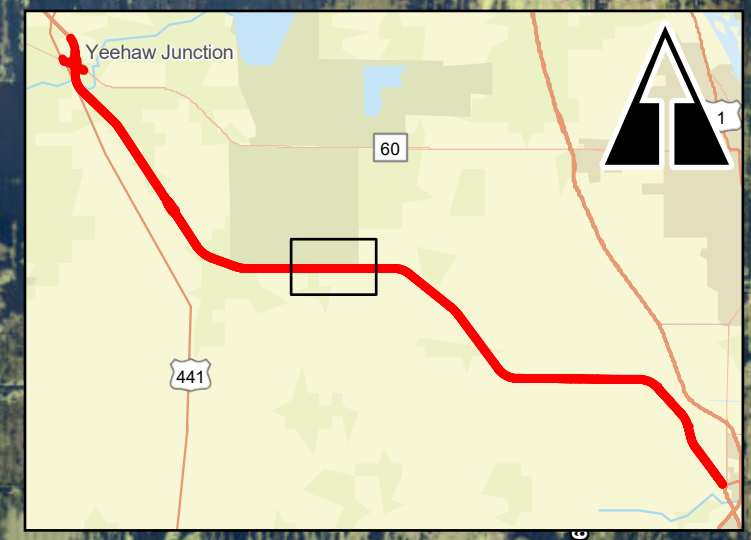
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423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60

Page 5 of 10

0 0.25 0.5 Miles

Page 90



LEGEND

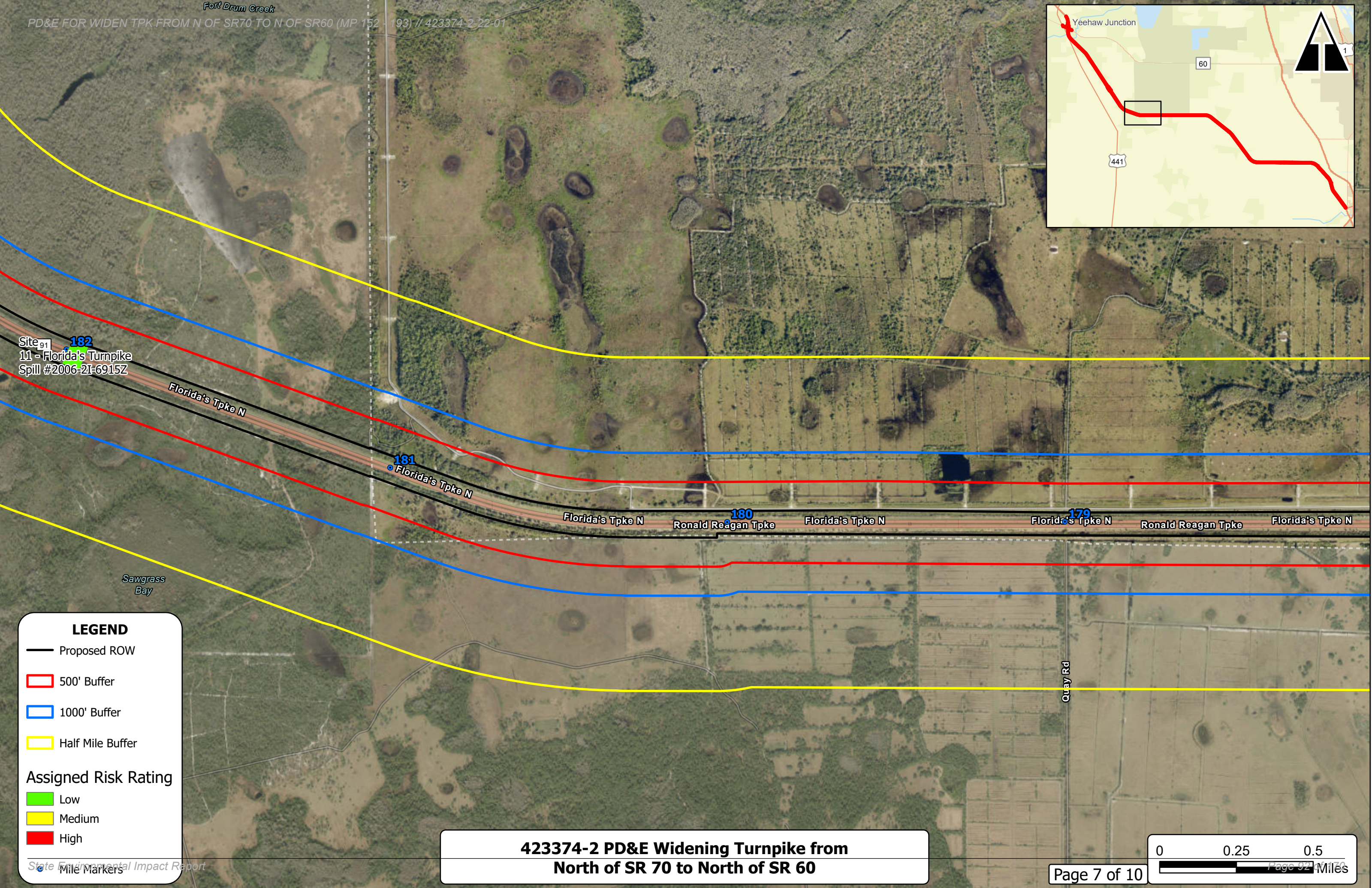
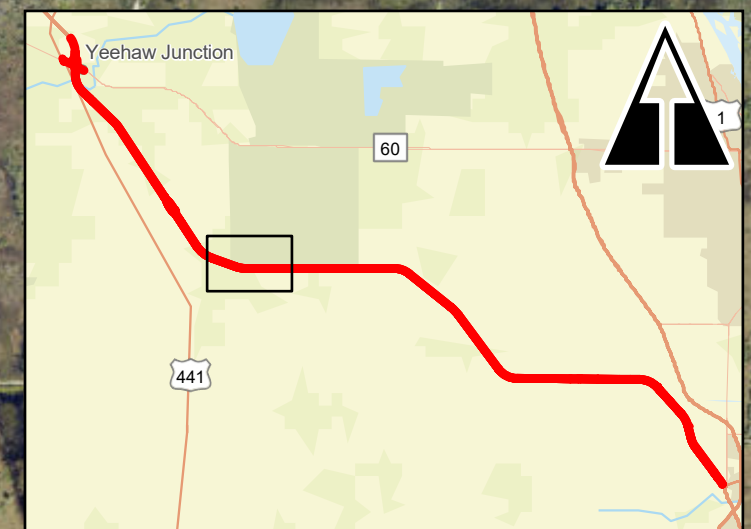
- Proposed ROW
- 500' Buffer
- 1000' Buffer
- Half Mile Buffer

Assigned Risk Rating

- Low
- Medium
- High

Mile Markers

423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60



Site 91
11 - Florida's Turnpike
Spill #2006-2I-6915Z

LEGEND

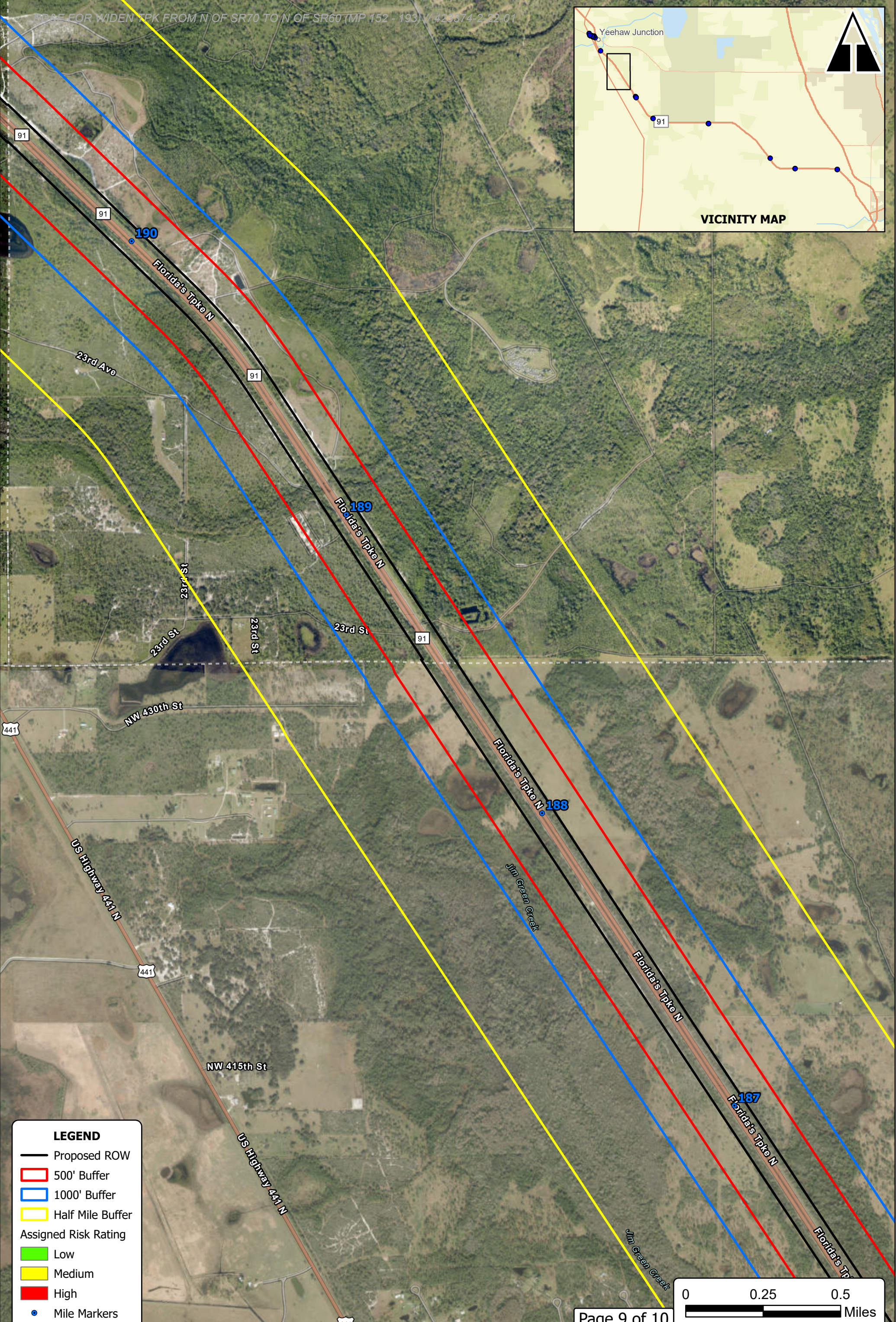
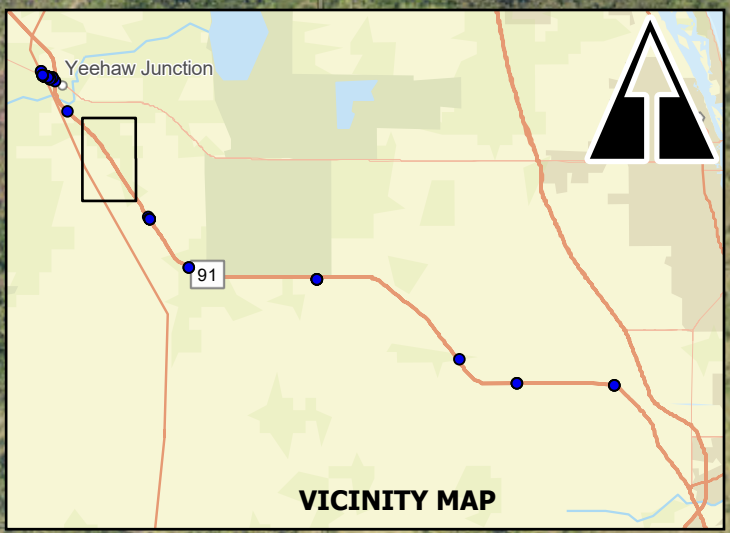
- Proposed ROW
- 500' Buffer
- 1000' Buffer
- Half Mile Buffer

Assigned Risk Rating

- Low
- Medium
- High

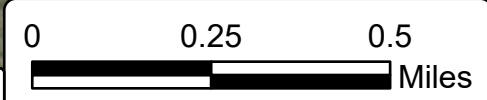
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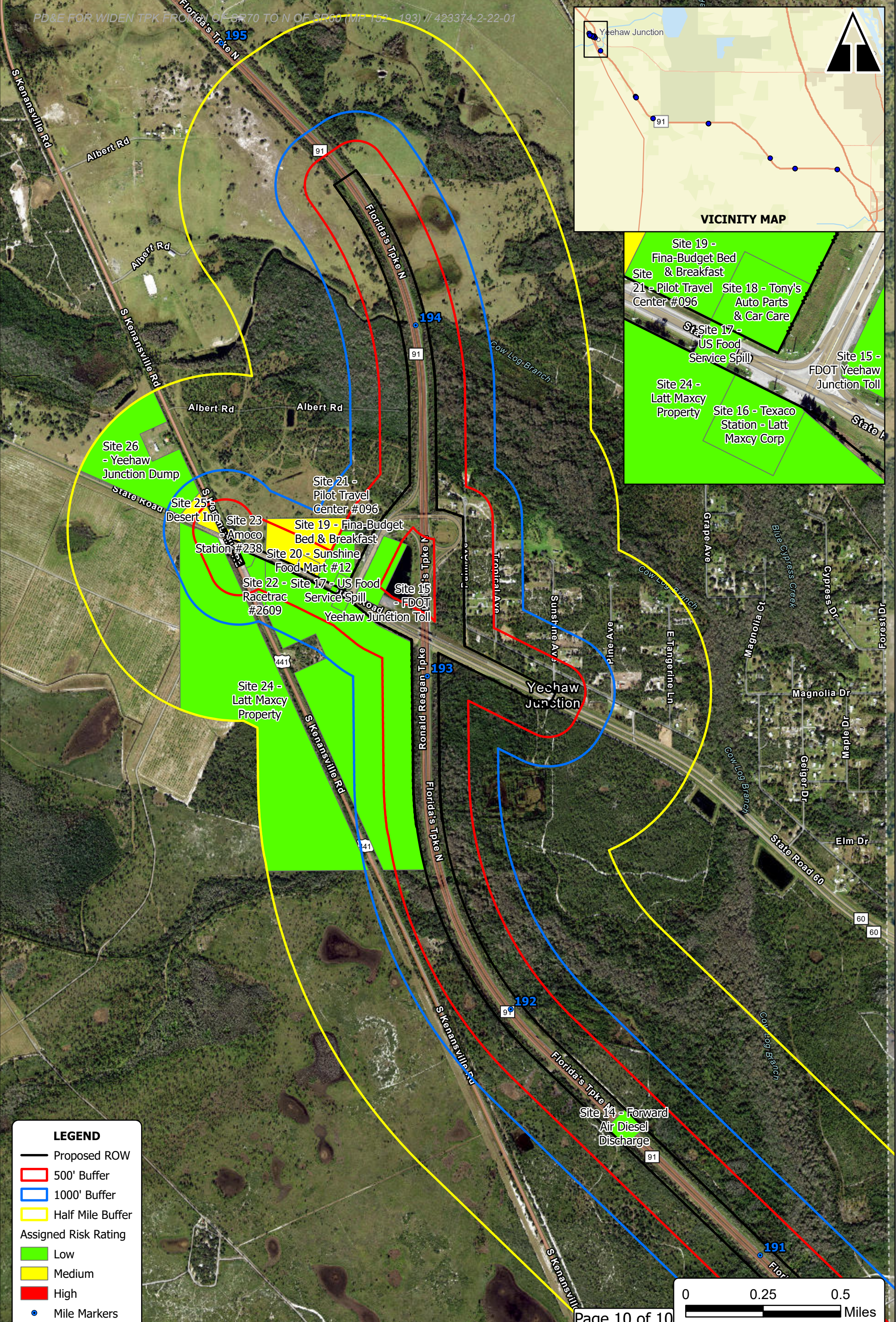
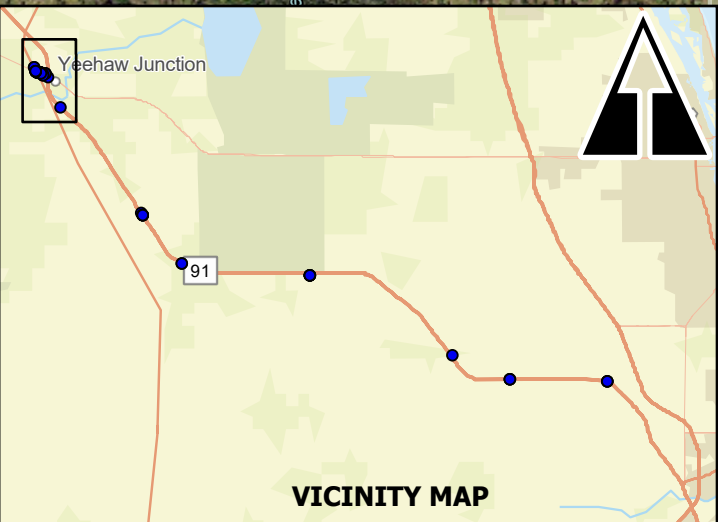
423374-2 PD&E Widening Turnpike from North of SR 70 to North of SR 60



LEGEND

- Proposed ROW
- ▭ 500' Buffer
- ▭ 1000' Buffer
- ▭ Half Mile Buffer
- Assigned Risk Rating
- ▭ Low
- ▭ Medium
- ▭ High
- Mile Markers





Public Involvement Appendix

Contents:

Public Hearing Transcription 2-20-25

GoTo-Generated Transcript for 423374-2 Virtual Public Hearing Feb 18 2025

Public Hearing Certification

Public Hearing Certification

407.423.9900
Fax 407.841.2779
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1 FDOT PUBLIC HEARING
2
3 DATE: FEBRUARY 20, 2025
4 REPORTER: SARA PEREZ
5 PLACE: INTERGENERATIONAL RECREATION CENTER
6 1590 9TH STREET SW
7 VERO BEACH, FLORIDA 32962

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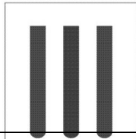
401 EAST JACKSON STREET,
SUITE 2370
TAMPA, FL 33602

315 EAST ROBINSON STREET,
SUITE 510
ORLANDO, FLORIDA 32801

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APPEARANCES

Also Present: Greg Moore P.E., Lewis T. Gopher Jr.,
Danny Billie, Amy Clay, Justin Akerley, Ralph McFarland,
Mary Brooks



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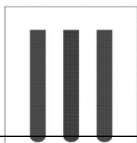
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PROCEEDINGS

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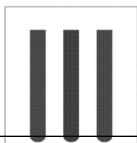
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PROCEEDINGS

MR. MOORE: Good evening. I think everybody is -- almost everybody is seated. We'll go ahead and begin. I think it -- I think the time is 6:00. The Florida Department of Transportation and Florida's Turnpike Enterprise would like to welcome you to the public hearing for Project Development and Environment Study, or PD&E Study, to widen Florida's Turnpike from north of SR 70 to north of SR 60 in St. Lucie, Indian River, Okeechobee, and Osceola Counties. This public hearing is for Financial Project Management number 423374-2. The proposed project involves widening Florida's Turnpike from north of SR 70 to north of SR 60 and includes evaluating the interchange at SR 60 in Yeehaw Junction. We would like to formally open the public hearing.

Today is Thursday, February 20, 2025, and the time is approximately 6:02 p.m. My name is Greg Moore. I'm the Turnpike project manager. Nicole Mauntler from our Consultant Project Team. She is the project manager for that group -- here as well with -- and we're supported by several members of the Florida Turnpike Enterprise and the Consultant Project Team, who will assist with the formal



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1 comment period. We are supported -- sorry. I got
2 off script there a little bit. This hearing is
3 being held to provide you with the opportunity to
4 give us your feedback on this project.

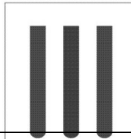
5 At this time, we would like to recognize
6 elected and appointed officials who are attending
7 this public hearing. And we do have one from the
8 Vero Beach City Council, Mr. John Carroll. John.
9 Thank you for attending tonight. I appreciate your
10 participation.

11 MR. CARROLL: Thank you.

12 MR. MOORE: Are there any other elected or
13 appointed officials that would like to be
14 recognized? Okay. Well welcome to all participants.
15 We're glad you're here tonight. We will begin our
16 project presentation, and then after that, we'll
17 open it up for the comment period closely followed.
18 So with that -

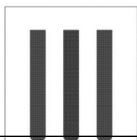
19 (Audio recording played.)

20 UNIDENTIFIED SPEAKER: The Florida Department
21 of Transportation or FDOT, Florida's Turnpike
22 Enterprise welcomes you to the public hearing for
23 Florida's Turnpike, SR 91, widening from north of SR
24 70 to north of SR 60 Project Development and
25 Environment, or PD&E, Study located in St. Lucie,



1 Indian River, Okeechobee, and Osceola Counties,
2 Florida. This public hearing is for financial
3 project identification number 423374-2. This
4 environmental study has been conducted by the
5 Enterprise in compliance with all applicable federal
6 environmental laws and pursuant to 23 United States
7 Codes, Section 327.

8 The purpose of this public hearing is to share
9 information with the public about the proposed
10 improvements, its conceptual design, and the
11 potential effects to the social, economic, cultural,
12 physical, and natural environment within the
13 corridor. The public hearing also serves as an
14 official forum providing an opportunity for members
15 of the public to express their opinions regarding
16 the project. This public hearing was advertised
17 consistent with applicable federal and state
18 requirements shown on this slide. Public notice for
19 this public hearing, including information on how to
20 access the meeting platform, are shown on this
21 slide. In addition, notification letters were mailed
22 to property owners and tenants in the project area,
23 a posting in the Florida Administrative Register,
24 and advertisement in local newspapers. The proposed
25 project is being developed in accordance with the



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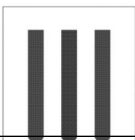
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1 Civil Rights Act of 1964. Under Title VI of the
2 Civil Rights Act, public participation is encouraged
3 and solicited without regard to race, color,
4 national origin, age, sex, religion, disability, or
5 family status. Persons wishing to express their
6 concerns about Title VI may do so by contacting
7 either Desarae Stills, the Florida Department of
8 Transportation, Florida Turnpike Enterprise Title VI
9 coordinator at (407) 264-3111 or Stefan Kulakowski,
10 the Florida Department of Transportation Tallahassee
11 State Title VI coordinator, at (850) 414-4742.

12 This public hearing provides multiple
13 participation options. The virtual option is being
14 held on Tuesday, February 18, 2025. Members of the
15 public can participate via the GoToWebinar system or
16 using their telephone. The in-person option is
17 being held on Thursday, February 20, 2025 at the
18 Intergenerational Recreation Center. The same
19 information is being presented during both options,
20 and verbatim transcripts will be made at all oral
21 proceedings. The public hearing video and
22 presentation will be posted to the project website
23 and a link to the video will be provided by e-mail
24 to all persons that registered.

25 Today's presentation will describe the project



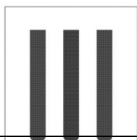
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1 development process, study limits, and the project's
2 purpose and need. We will then explain the
3 preferred alternative, then our public involvement
4 efforts and the project's schedule, and we'll
5 conclude with the formal comment period. The PD&E
6 study is ongoing and is the second phase of FDOT's
7 transportation project development process. Key
8 components of a PD&E study include an evaluation of
9 existing conditions, identification of future
10 traffic needs, development and evaluation of project
11 alternatives, and public and agency involvement.
12 All findings and recommendations are documented at
13 the end of the study. Subsequent phases include
14 final design and engineering, right-of-way
15 acquisition, and construction. The subsequent
16 phases are currently not funded but will be
17 considered for funding upon the completion of the
18 PD&E study.

19 This Turnpike PD&E study is located in St.
20 Lucie, Indian River, Okeechobee, and Osceola
21 Counties. The project begins north of the SR 70
22 interchange and continues north of the SR 60
23 interchange from Milepost 152 to 193, a distance of
24 41 miles. This section of the Turnpike is a
25 critical evacuation route for Florida. This



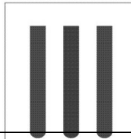
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1 Florida's Turnpike PD&E study is part of a large
2 network of widening studies that are currently or
3 have been held. The project to the south is from SR
4 706 and ends just north of SR 70. This PD&E study
5 was completed in 2021 and currently has some
6 segments that are in design phase. The northern
7 project begins north of SR 60 and ends at Clay
8 Whaley Road. This PD&E study is currently ongoing.

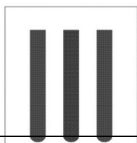
9 A PD&E study by FDOT District 5 along SR 60
10 from Prairie Lake Road to Florida's Turnpike will
11 begin in spring of 2025. The purpose and need for a
12 project provide the basis for developing,
13 considering, evaluating, and eliminating project
14 alternatives. The project purpose and need are to
15 accommodate future travel demand by year 2050,
16 improve travel time reliability, improve safety, and
17 enhance emergency response and evacuation. Traffic
18 forecasts show an 83 percent increase in traffic
19 within the study area on the Florida's Turnpike
20 widening between the years 2020 and 2050. Widening
21 is needed by year 2035. Safety is our top priority
22 and embedded in all we do. FDOT has started the
23 Target Zero initiative to work towards the target of
24 zero fatalities and serious injuries on state
25 transportation facilities. Until we reach the



1 number zero, the department will continue exhaustive
2 efforts to do all we can to help move the needle.
3 Congestion leads to crashes. Between years 2017 to
4 2021, there were 1,657 crashes along the Florida's
5 Turnpike within the study limits, resulting in 388
6 injury crashes and 20 fatalities.

7 At the ramp intersection at SR 60, a total of
8 58 crashes were reported within the same five-year
9 study period, with 26 crashes resulting in injury.
10 The total economic cost of these crashes is
11 estimated at \$310 million between years 2017 to
12 2021. Florida's Turnpike is part of the emergency
13 evacuation route network and is critical in
14 facilitating traffic movement during an emergency
15 evacuation period.

16 In addition to Florida's Turnpike widening
17 improvements, enhancements to the existing Osowou
18 Road emergency access ramps located in Okeechobee
19 County are being evaluated. Coordination with
20 Okeechobee County is currently ongoing. A preferred
21 project alternative has been developed based on the
22 project needs, environmental and engineering
23 evaluations, and community involvement. The
24 preferred alternative will widen the Turnpike from
25 four to six lanes in each direction and will have



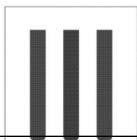
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1 improvements to the SR 60 interchange. We will
2 first present the improvements proposed along the 41
3 miles of the Florida's Turnpike widening from
4 milepost 152 to 193, and then followed by proposed
5 interchange configurations at SR 60. The proposed
6 improvements include widening from four to six
7 lanes, maintains a 40- foot median, and widens the
8 inside shoulders to 12 feet. The existing guardrail
9 will be replaced in the median. These improvements
10 will address the need to increase capacity as well
11 as improve safety throughout the corridor.

12 In addition to serving the local community, the
13 SR 60 Yeehaw junction interchange serves as a major
14 connection for travelers heading to or from South
15 Florida and those traveling to or from Central and
16 West Florida. The Florida's Turnpike and SR 60
17 interchange is a trumpet interchange configuration.
18 This interchange is located within or near
19 environmentally sensitive areas, with a single
20 intersection providing access to both northbound and
21 southbound movements. The preferred alternative is
22 a partial cloverleaf interchange that will provide
23 new ramps at the northeast quadrant of the
24 interchange. This interchange separates the
25 northbound and southbound traffic via two different



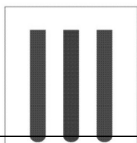
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1 intersections. Southbound on-off traffic will
2 continue to utilize the existing intersection at SR
3 60. Northbound on-off traffic will be provided via a
4 new intersection to the east along SR 60.
5 Operational improvements include an additional
6 travel lane along SR 60 -- dual eastbound left turn
7 lanes at both intersections, which will widen the SR
8 60 eastbound bridge to accommodate the turn lanes.
9 In addition, dual right turn lanes will be provided
10 at the off ramps. The partial cloverleaf
11 alternative does require right-of-way acquisition by
12 approximately 12 acres west of Palm Avenue as shown
13 here.

14 In addition, there will be a right-of-way
15 change to limited access right-of-way along SR 60,
16 starting from approximately 350 feet west of the
17 existing Florida's Turnpike ramp intersection to
18 Sunshine Avenue, on both the north and south side of
19 SR 60. The improvements along SR 60 include
20 widening SR 60 between U.S. 441 and the Florida's
21 Turnpike, an additional eastbound left turn lane at
22 the interchange, and a dedicated westbound right
23 turn lane to northbound U.S. 441 will be provided.
24 In the current configuration along SR 60, vehicles
25 are allowed to turn freely at the various driveway



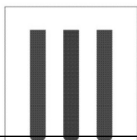
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1 access points along the route, as shown here with
 2 the green arrows. The proposed capacity
 3 improvements will require some changes to the
 4 allowable turns that can be made at these driveway
 5 locations along SR 60. The project introduces a
 6 raised median on the approach to the signalized
 7 intersection, requiring modifications to the turns
 8 allowed at several driveways. The illustration here
 9 indicates with red arrows the turns that are allowed
 10 today but will no longer be allowed with the
 11 implementation of the proposed improvements.

12 The project also requires extending the limited
 13 access right-of-way limits, which will restrict
 14 access to the corner property containing a billboard
 15 sign on the north side of SR 60, just downstream
 16 from the traffic signal. This change requires
 17 closure of the driveway access to that site. This
 18 PD&E study evaluated the potential impacts and
 19 benefits to the natural, social and economic,
 20 cultural, and physical environments associated with
 21 each alternative. Avoidance or minimization of
 22 impacts to these features is a key consideration.
 23 The proposed project will impact wetlands and other
 24 surface waters. These impacts will occur throughout
 25 the broader project area. Direct impacts from the



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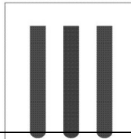
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1 preferred alternative is approximately less than one
2 acre of wetland or water-crossing impacts.

3 After examination of the species records and
4 available habitats in the project area, there are no
5 adverse effects anticipated to any listed species.

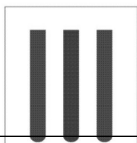
6 As part of this PD&E study, a wildlife crossing
7 analysis was performed. It was determined that
8 opportunities to accommodate wildlife crossings are
9 recommended as it improves safety. This includes
10 wildlife fencing for approximately 82 miles, while
11 nine bridges, 14 drainage culverts, and 26 upland
12 culverts are proposed to be made wildlife friendly
13 by raising a profile to have a shelf above the water
14 and or upsizing. Right-of-way acquisition is
15 related only to the SR 60 interchange improvements.
16 This project does not anticipate any relocation of
17 families or businesses.

18 In addition, there will be a right-of-way
19 change to limited access right-of-way along SR 60,
20 starting from approximately 350 feet west of the
21 existing Florida's Turnpike ramp intersection to
22 Sunshine Avenue on both the north and south side of
23 SR 60. A contamination screening evaluation report
24 was prepared for this project to identify
25 contamination concerns within the study area. The



1 result of the contamination screening identified two
 2 high-risk sites, six medium-risk sites, and 19 low-
 3 risk sites. These sites will be further evaluated
 4 during the design phase to identify options to
 5 avoid, minimize or mitigate contamination.

6 The project area is in attainment for a
 7 criteria air pollutants. No significant impacts to
 8 air quality are anticipated. A noise study report
 9 was prepared for the project to evaluate if noise
 10 barriers are feasible for abatement for the impact of
 11 noise-sensitive sites along the corridor. The
 12 results of the report indicate that noise barriers
 13 are a feasible and or a reasonable method to abate
 14 traffic-related noise impacts for one noise-sensitive
 15 area, the recently-constructed Morningside
 16 neighborhood north of SR 70 in St. Lucie County.
 17 Barriers will be reevaluated during a future design
 18 phase. A cultural resources assessment survey was
 19 conducted for this PD&E study to identify any
 20 cultural resources and assess their eligibility for
 21 listing in the National Register of Historic Places.
 22 There are no adverse impacts to the historical and
 23 archeological sites and tribal lands. The total
 24 project cost for the preferred alternative is
 25 estimated at approximately \$1.4 billion in



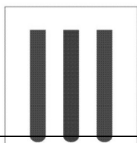
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1 present-day costs. All project-related costs are
 2 included in this total estimate. There are
 3 currently no funds for design, right-of-way, and
 4 construction phases in the Enterprise's adopted
 5 five-year work program covering fiscal year 2025
 6 through 2029. This preliminary comparison matrix
 7 further compares the preferred-build alternative and
 8 the no-build alternative. The build alternative
 9 addresses the purpose and need and the traffic
 10 effectiveness. The build alternative enhances
 11 safety, accommodates travel demands by year 2050,
 12 improves travel time reliability, and enhances
 13 emergency response and evacuation.

14 The build alternative does have right-of-way
 15 impacts with 12 acres of impacts and 11 parcels that
 16 are being impacted. Regarding the natural,
 17 cultural, physical, and environmental effects, the
 18 build alternative does have some impacts to wetlands
 19 and other surface waters, low impacts to protected
 20 species and habitat, and eight impacts to potential
 21 contamination sites of medium or high risk. One
 22 potential noise barrier is being shown with the
 23 build alternative. Serving communities is at the
 24 center of everything the Florida Department of
 25 Transportation does. During the development of this



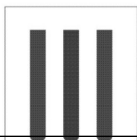
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1 project, the Enterprise has engaged adjacent
2 communities and stakeholders in the project's
3 decision-making process. There has been a public
4 kickoff newsletter, three alternative public
5 information meetings, one virtual and two in person,
6 and various meetings with the local agencies and
7 counties. Community feedback is at the core of all
8 we do. FDOT works with the public to balance their
9 community vision with the community's transportation
10 needs. This is routine on all our projects to
11 ensure Florida's infrastructure is safe, resilient,
12 and efficient for many years into the future.
13 Public involvement is a vital part of the PD&E study
14 process. Small group meetings and one-on-one
15 stakeholder meetings have been held with public
16 officials, local agencies, and other stakeholders
17 throughout the study.

18 Feedback from these meetings has helped shape
19 the project alternatives. Community outreach will
20 continue through the completion of the PD&E study
21 and future project phases. We encourage you to
22 visit the project website,
23 www.turnpikesr70tosr60.com at your convenience to
24 view additional detailed exhibits of the proposed
25 improvements. Your input is essential to the PD&E



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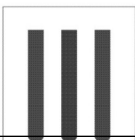
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1 study process. You can submit written comments at
2 the project website www.turnpikesr70tosr60.com. If
3 you attend in person, you can complete a printed
4 comment form. You can also e-mail the project
5 manager directly or submit your comments by mail to
6 the project manager. While written comments and
7 questions are accepted at any time, we ask that you
8 provide comments that you may have in connection
9 with this public hearing by March 6, 2025 to become
10 part of the public record. The next step is to
11 incorporate your input on this public hearing into
12 our decision-making process. After the comment
13 period closes and your input has been considered, a
14 decision will be made, and the final PD&E documents
15 will be approved.

16 This project has and will continue to follow
17 all applicable state and federal rules and
18 regulations. The PD&E study is expected to be
19 completed by the second quarter of 2025. Thank you
20 for your interest in Florida's Turnpike from North
21 of SR 70 to North of SR 60 PD&E Study. And thank
22 you for taking time to participate in this public
23 hearing. The formal comment period will now begin.

24 MR. MOORE: Thank you for your attention to the
25 project presentation. We will now begin the formal



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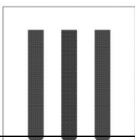
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1 comment period for this hearing. Anyone who wishes
 2 to make a verbal statement regarding the project
 3 will now have the opportunity to speak. Please know
 4 that tonight's hearing is being recorded. All
 5 questions and comments will become part of the
 6 public hearing record, and we will respond to all
 7 questions in writing after the hearing. We will now
 8 call upon participants who have requested to speak.
 9 Please come to the microphone we've set up here in
 10 the center when your name is called. And if you
 11 could please state your name and address for the
 12 record. If you represent an organization, a
 13 municipality or another public body, please provide
 14 that information as well. We ask that you limit
 15 your comments to three minutes. There will be a
 16 timer on-screen that reflects your remaining time,
 17 and all questions will be responded to in writing
 18 after the hearing. I don't think we've received any
 19 speaker cards. So anyone that -- okay. We've got
 20 one there.

21 MS. BROOKS: Anyone else?

22 MR. MOORE: And anyone that hasn't filled out a
 23 card that would like to speak, we can -- we'll
 24 handle those after we get the registered
 25 participants. Okay. Thank you. I'll also mention



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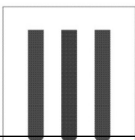
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1 if you're not comfortable speaking at the
2 microphone, the court reporter is here, and you can
3 speak with her individually after the proceedings
4 are over, and we can take your comment that way as
5 well. So please come forward. We'd like to hear
6 your comment. If you could just state your name
7 from the record.

8 MR. GOPHER: Yeah. My name's Lewis Gopher, Jr.

9 MR. MOORE: Okay.

10 MR. GOPHER: I'm from the Brighton reservation.
11 I'm a Seminole Indian. I'm not here to represent
12 the Seminole Tribe. I'm just here to give my
13 comments. Hopefully I can keep it under three
14 minutes, but I can assure you I'm not here to waste
15 your time. One of the first things that I've seen
16 on here was the inclusion of tribal lands that could
17 be adversely or non, you know, not impacted at all.
18 I believe that's up to debate. As a Seminole
19 Indian, I'm opposed to the -- to the widening of the
20 Turnpike from SR 70 to SR 60. I'd also be opposed
21 of the Turnpike being widened throughout the State
22 of Florida, not only in this area, but this specific
23 area will have adverse effects to the Seminole
24 people and lands that they've been managing, using
25 for many -- many years.



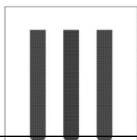
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1 Also, I noticed that there was a lot of talk
 2 about the species and the amount of habitat
 3 degradation to threatened or endangered species. I
 4 believe that there's a lot that's not included in
 5 this area. From north of SR 70 down to SR 60, you
 6 have a significant number of conservation areas,
 7 projects that are happening there, that include a
 8 lot of endangered species and threatened species
 9 that navigate amongst each one of them. So while
 10 you have some of them identified and some of the
 11 boundaries, you know, in place that within the
 12 boundary, they will not be affected, I believe their
 13 ability to wander beyond is happening all the time.

14 I understand also that the effects of
 15 threatened and endangered species within your --
 16 within your actual lines at the Turnpike, your
 17 right-of-way, it may be easy to gauge how much
 18 effect you will have within, but the effects just
 19 beyond is our concern. You know, you're talking
 20 about pollution of construction. You're talking
 21 about managing waterways, and this is a water system
 22 that's north of Lake Okeechobee, which already has a
 23 number of different things to manage and problems
 24 that they have going on there. I think there's also
 25 a lot of locals in this area. You'll have to excuse



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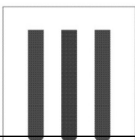
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1 me, I'm going to go over just a little bit, okay? I
2 believe there's a lot of locals in the area also
3 that access their homes.

4 Also pasture lands, really, it's lands that
5 have been passed down from generation to generation.
6 And these are non-tribal people. These are locals.
7 And they get in from an underpass that goes under
8 the Turnpike. And I believe a lot of them would be
9 concerned if there was something that was going to
10 change the access to their generational land that
11 they've had for a long time.

12 I noticed that there was a thought about noise
13 reduction. I will let you know that we need one
14 already. I do not request a barrier. I think that
15 the activity, the level of involvement that's
16 happening there, noise, light, intrusion onto the
17 natural environment, it's already happening. You
18 know, I think building a wall and a barrier is not
19 really going to contain it. With that being said, I
20 did see that some of the pictures of the wildlife on
21 here, the panthers, the deer, and the bear, each one
22 of them was surrounded by a human-made structure.
23 One was by a fence. One was underneath the bridge.
24 This area that you're talking about, SR 70 down to
25 SR 60, it doesn't look like that. You know, the



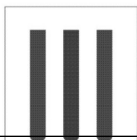
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1 majority of the natural environment is still there.
2 The wildlife that's there, they live amongst it.
3 And while they may encounter that within your guys'
4 scope and the boundary, there is a plethora of land
5 that is still there that represents the natural
6 environment of Florida. You know, the historic
7 place that the Seminole people have come from.

8 And so I think that's what's most important in
9 protecting in terms of the wildlife. I'm getting
10 towards the end here. You know, again, I just want
11 to stress that there are waterways. There are
12 specific ponds, marshlands, as you guys have
13 identified, that would be affected by construction,
14 by the Turnpike. And that's going to affect Lake
15 Okeechobee, you know, and there is a huge amount of
16 problems and things that are being dealt with in
17 Lake Okeechobee. And I can only imagine that
18 changing the system north of it could have adverse
19 impacts. The last thing that I'm going to stress
20 again -- I'm sorry for going over time, guys. I
21 really am. This is my last thing. I want to
22 stress, you know, again that I'm opposed to this.
23 And I believe that what you have outlined as your
24 possible diagram or how it's -- how you may expand
25 and go to your right-of- way, there may be areas



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1 along this and it won't be feasible. You know, I
2 believe that there's certain areas where the natural
3 environment is going to make it very difficult to
4 extend to the right-of-way, you know, making sure
5 that you have enough area for the ditch and runoff
6 and those things.

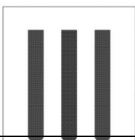
7 You know, again, the natural environment of
8 this area deserves to be preserved, and the Seminole
9 people have been there for a long time. Thank you.

10 MR. MOORE: Thank you for your comment. We
11 have, I think, one other speaker card. Please come
12 forward when you're ready. All right, I'll call
13 your name. I'm sorry. We've got two. Yeah. Yep.
14 So Danny Billie? Did I miss one?

15 MS. CLAY: That's mine.

16 MR. MOORE: Okay. Thank you.

17 MR. BILLIE: Danny Billie, I'm the spokesperson
18 for the independent traditional Seminole Nation of
19 Florida. And we're, too, are opposed to this
20 project because we're in the -- our property that we
21 have -- lease along the Turnpike, don't quote me on
22 this, but I think it's about maybe, oh, about four
23 to five miles that's right up against the Turnpike.
24 And I don't know who did the environmental study for
25 you guys, but what they're talking about, you know,



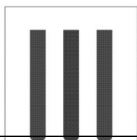
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1 endangered species and stuff, and the gopher turtles
2 and stuff. You know, I've been there every day,
3 every other day, every other weekend, looking at the
4 -- looking over the property, and the gopher turtles
5 is on the other side, right close to the Turnpike.
6 So like I said, I don't know who did the study, but
7 you know, they're wrong. They're saying that
8 there's no effect on the gopher turtles.

9 And then, also, you know, all these other
10 animals you're talking about, they just don't stay
11 in one spot. They're -- their habitat goes all over
12 the place. But every time you put up this roads all
13 over the place, that's the reason why they gets
14 killed. You know, the animals, everything else,
15 even the people. The bigger the road that you make,
16 the more people going to die, more than what you
17 just described. Because the more wider the road
18 goes, you know, the faster all these cars going to
19 go. And that's the other effect that you need to
20 look at before you even widen the road or damage any
21 natural area. So we are totally against this
22 project, and not only that, you know, like in some
23 of the areas that are still pristine in the way it
24 used to be. And here, you're going to come in and
25 destroy the area where -- the live connection with



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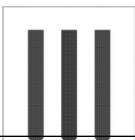
1 the earth. And so we don't -- we don't like that.
2 And like I said, we're opposed it and we don't want
3 this road to be put up or widened. Thank you.

4 MR. MOORE: Appreciate your comment. Amy Clay.
5 My apologies. I had it here and I just I didn't
6 grab it.

7 MS. CLAY: -- my name is Amy Clay. I'm an
8 independent traditional Seminole --

9 UNIDENTIFIED SPEAKER: Excuse me. Closer.

10 MS. CLAY: Oh, I'm sorry. Good evening. My
11 name is Amy Clay. I am an independent traditional
12 Seminole of the independent traditional Seminole
13 Nation. Thank you for giving us this opportunity to
14 voice our concerns about the widening of the
15 Turnpike. As caretakers of this land, indigenous
16 peoples are worried about more than just the profit
17 of outside investors. We also have obligation to
18 consider the local people and the planet and how the
19 expansion will affect the triple bottom line. The
20 Nation has interest in the land and any expansion
21 that can and will harm endangered species' habitats
22 -- patterns and flocks of the traditional -- and the
23 traditional and customary use of the indigenous
24 peoples that have called this land home since time
25 immemorial. Keep this expansion within the existing



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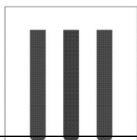
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1 corridor, and do not use the eminent domain to take
2 more land without prior informed consent of local
3 and other stakeholders. Choose the alternative
4 plans staying within the boundaries that you've set.
5 Thank you again. My name is Amy Clay from the
6 independent traditional Seminole nation. And thank
7 you.

8 MR. MOORE: Thank you for that comment. Now we
9 have Justin Akerley. That's correct? Yes, sir.

10 MR. AKERLEY: Yes, sir. Hi. My name is Justin
11 Akerley. I'm here representing Wild Ward Roads,
12 Incorporated. We're doing business as Saint Lucie
13 Farm Preserve. So we are a farm. We're located on
14 Minute Maid Road. We have about 2,600 feet of
15 frontage along the Turnpike and the C25 Canal there.
16 The actual widening construction and everything, of
17 just speaking with people this evening, is not going
18 to really affect us directly too much. What we're
19 mostly concerned about is when you did the noise
20 studies, we were kind of skipped over because they
21 said that they looked at the zoning use. And we are
22 zoned a farm because we are a real working farm, but
23 we're also very heavily involved in agritourism. So
24 we have a venue that we rent. We have music events
25 that we do, family movie nights, a lot of different



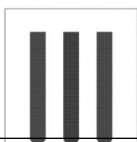
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1 events. And those events take place within about a
 2 quarter of a mile inside the property, underneath a
 3 quarter of a mile off the Turnpike, and the noise
 4 pollution is already -- right now it's, you know,
 5 it's manageable because we're used to it.

6 But our main concern is that we were kind of
 7 left out of the study because it's, oh, they're a
 8 farm. You know, don't worry about them. They're
 9 okay. And you know, just because there's not a big
 10 neighborhood there doesn't mean we really want to
 11 listen to it. And there's a few of our neighbors
 12 that are concerned as well, but they don't have as
 13 much financial impact, because, you know, in our
 14 instance, if someone comes to do a tour of the venue
 15 to rent for a wedding and, you know, they hear the
 16 semi-trucks hitting the rumble strips and it sounds
 17 like they're ten feet away from you, I mean, it
 18 already kind of sounds like that now. We deal with
 19 it, but it's like, if we've got double or triple the
 20 amount of traffic going through, you know, we'd like
 21 to look. And we already have, I think, it's three
 22 to six rows Australian pines that are a couple
 23 hundred feet tall for a noise block and we have dirt
 24 berms. So it's not just a simple little thing.
 25 Like, you know, I -- it just needs to possibly be



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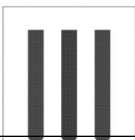
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1 looked at better, you know. It's going to be a big
2 financial impact that's going to cause us to lose,
3 probably, potential customers and things on the
4 rental side and then possibly visitors, you know, on
5 the other end on our events that we actually throw
6 ourselves. And I think that's all I got right now.
7 Thank you.

8 MR. MOORE: Appreciate the comment.

9 MR. AKERLEY: Thank you.

10 MR. MOORE: Is there anyone else that I didn't
11 call upon? I think I got all the cards reconciled
12 now. What -- isn't there anybody else that would
13 like to speak that hasn't filled out a card? Okay.
14 Okay. Well we'll go ahead and conclude the verbal
15 comment period for this public hearing. All
16 attendees can submit written comments or questions,
17 and that can be submitted via the project website at
18 www.turnpikesr70tosr60.com, or by scanning the QR
19 code displayed here on the comment form that you
20 received. You can also send e-mail directly to me
21 at greg.moore, M-O-O-R-E, @dot.state.fl.us. And we
22 also have the P.O. Box 613069, Ocoee, Florida 34761.
23 And then I also mentioned that the court
24 reporter will be here to take your comment directly
25 if you would prefer not to speak at the microphone.



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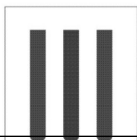
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1 We encourage you to provide your written comments or
 2 questions in connection with this public hearing by
 3 March 6, 2025, to be included in the public record
 4 for this meeting. Comments or questions will
 5 receive a written response after the comment period
 6 closes on March 6th, and all comments have equal
 7 weight. This hearing's oral proceedings will --
 8 with all written material received as part of the
 9 hearing record and all studies and displays and
 10 informational material at the hearing will be made
 11 part of the project's decision- making process and
 12 will be available on the project website at Florida
 13 Turnpike Enterprise for your review upon request.

14 Thank you for attending this public hearing and
 15 for providing your feedback. It is now 6:35 p.m.,
 16 and I hereby officially close the public hearing for
 17 Florida's Turnpike from North of SR 70 and North of
 18 SR 60. We appreciate your attendance and have a
 19 good evening.

20 THE REPORTER: All right. Let me know when you
 21 are ready.

22 MR. MCFARLAND: Okay. I'm not sure how I'm
 23 supposed to tell you about this, but I live at 2230
 24 South Rock Road in Fort Pierce. One of our main
 25 concerns is in the past any time that they do any

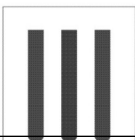


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1 maintenance like repaving, resurfacing the Florida
2 Turnpike in our area, at the corner of Rock Road and
3 Research Center Road they use -- they come through
4 the intersection and they go alongside the canal
5 west of Rock Road and they use a -- I guess, it's a
6 canal right of way, they go down that way to enter
7 on to the Turnpike with all the -- all their work
8 vehicles and it's very disruptive to us because of
9 all the noise because when they work on the
10 Turnpike, usually their working at night as well as
11 day. So it's constant noise of trucks going in and
12 out of that area and we would propose that instead
13 of using that access, that they would use Picos Road
14 at the Turnpike overpass, where there's an overpass
15 that goes over the Turnpike right there and they can
16 use access there which has no residential people
17 there at all. And there's no business right in that
18 area so it will not be disruptive to anybody and
19 they could go on 24/7 like they normally do. So
20 that's our concern with that and another concern
21 that we have is the noise. They say they only have
22 one area of noise, but if you were to look at the
23 Turnpike where it runs next to -- right beside on
24 the -- it's like within a hundred yards at the most
25 along Rock Road and we have residents that live



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1 right between Rock Road and the Turnpike and then
2 others just on the other side of Rock Road which is
3 us and a few other neighbors, but we get a lot of
4 noise anyway. So if we're going to add another
5 lane, which I'm good with. I'm with -- think it
6 needs to be done, but we're going to get a lot more
7 noise because now you're going to have another lane
8 of traffic. So we would love to have some study
9 done there as the noise, because we feel that we
10 should have some sort of noise barrier. Because
11 when it rains, you hear the noise a lot worse
12 because of the tires and the highway and everything.
13 But we get the trucks and semis and everything and
14 blow outs and everything else. I mean, it's loud,
15 so -- especially at nighttime so I don't know what
16 else I'm supposed to say on this.

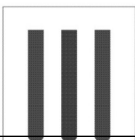
17 THE REPORTER: You're fine.

18 MR. MCFARLAND: Okay. As far as I know, I am.

19 THE REPORTER: Okay. Perfect.

20 MR. MCFARLAND: Thank you.

21 (Meeting concluded at 6:40 p.m. ET)
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23
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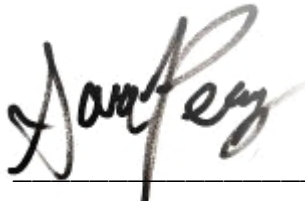
C E R T I F I C A T E

STATE OF FLORIDA)
COUNTY OF ORANGE)

I, SARA PEREZ, Court Reporter and Notary Public for the State of Florida at Large, do hereby certify that I was authorized to and did report the foregoing proceeding, and that said transcript is a true record of the said proceeding.

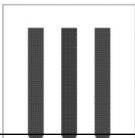
I FURTHER CERTIFY that I am not of counsel for, related to, or employed by any of the parties or attorneys involved herein, nor am I financially interested in said action.

Submitted on: March 27, 2025.



SARA PEREZ

Court Reporter, Notary Public

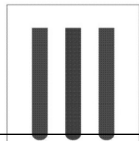


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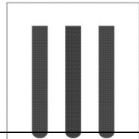


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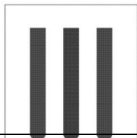


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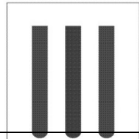


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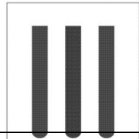


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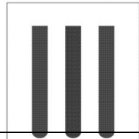
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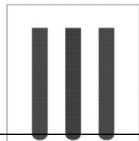
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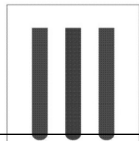


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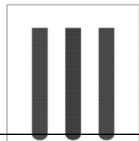


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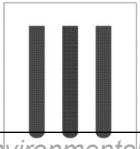


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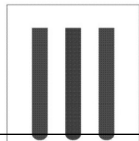
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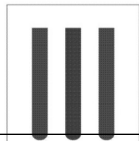


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<p>12:18 14:22 30:24</p> <p>southbound 11:21,25 12:1</p> <p>speak 19:3,8,23 20:3 29:13,25</p> <p>speaker 5:20 19:19 24:11 26:9</p> <p>speaking 20:1 27:17</p> <p>species 14:3,5 16:20 21:2,3,8,15 25:1 26:21</p> <p>specific 20:22 23:12</p> <p>spokesperson 24:17</p> <p>spot 25:11</p> <p>spring 9:11</p> <p>SR 4:9,14,15 5:23,24 8:21,22 9:3,4,7,9 10:7 11:1,5,13,16 12:2,4,6,7,15, 19,20,24 13:5,15 14:15,19,23 15:16 18:21 20:20 21:5 22:24,25 30:17,18</p> <p>St 4:10 5:25 8:19 15:16</p> <p>stakeholder</p>	<p>17:15</p> <p>stakeholders 17:2,16 27:3</p> <p>started 9:22</p> <p>starting 12:16 14:20</p> <p>state 6:17 7:11 9:24 18:17 19:11 20:6,21 33:3,7</p> <p>statement 19:2</p> <p>States 6:6</p> <p>status 7:5</p> <p>stay 25:10</p> <p>staying 27:4</p> <p>Stefan 7:9</p> <p>step 18:10</p> <p>Stills 7:7</p> <p>STREET 1:6</p> <p>stress 23:11,19,22</p> <p>strips 28:16</p> <p>structure 22:22</p> <p>studies 9:2 27:20 30:9</p> <p>stuff 25:1,2</p> <p>submit 18:1,5 29:16</p> <p>submitted 29:17 33:17</p> <p>subsequent 8:13,15</p> <p>Sunshine 12:18</p>	<p>14:22</p> <p>supported 4:23 5:1</p> <p>supposed 30:23 32:16</p> <p>sure 24:4 30:22</p> <p>surface 13:24 16:19</p> <p>surrounded 22:22</p> <p>survey 15:19</p> <p>SW 1:6</p> <p>system 7:15 21:21 23:18</p> <hr/> <p style="text-align: center;">T</p> <hr/> <p>taking 18:22</p> <p>talk 21:1</p> <p>talking 21:19,20 22:24 24:25 25:10</p> <p>tall 28:23</p> <p>Tallahassee 7:10</p> <p>target 9:23</p> <p>Team 4:21,25</p> <p>telephone 7:16</p> <p>ten 28:17</p> <p>tenants 6:22</p> <p>terms 23:9</p> <p>thank 5:9,11 18:19,21,24 19:25 24:9,10,16 26:3,13</p>	<p>27:5,6,8 29:7,9 30:14 32:20</p> <p>that's 20:18 21:4,22 22:15 23:2,8,14 24:15,23 25:13,19 27:9 29:2,6 31:20</p> <p>there's 21:4,24 22:2 24:2 25:8 28:9,11 31:14,17</p> <p>they're 24:25 25:7,11 28:7,8,17</p> <p>they've 20:24 22:11</p> <p>threatened 21:3,8,15</p> <p>throughout 11:11 13:24 17:17 20:21</p> <p>throw 29:5</p> <p>Thursday 4:18 7:17</p> <p>timer 19:16</p> <p>tires 32:12</p> <p>Title 7:1,6,8,11</p> <p>today 4:18 13:10</p> <p>Today's 7:25</p> <p>tonight 5:9,15</p> <p>tonight's 19:4</p>
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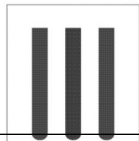


MILESTONE | REPORTING COMPANY

TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801
JACKSONVILLE, FL 32256
TAMPA, FL 33602

<p>top 9:21</p> <p>total 10:7,10 15:24 16:2</p> <p>totally 25:21</p> <p>tour 28:14</p> <p>towards 9:23 23:10</p> <p>traditional 24:18 26:8,11,12,22, 23 27:6</p> <p>traffic 8:10 9:17,18 10:14 11:25 12:1,3 13:16 16:9 28:20 32:8</p> <p>traffic-related 15:14</p> <p>transcript 33:9</p> <p>transcripts 7:20</p> <p>transportation 4:5 5:21 7:8,10 8:7 9:25 16:25 17:9</p> <p>travel 9:15,16 12:6 16:11,12</p> <p>travelers 11:14</p> <p>traveling 11:15</p> <p>tribal 15:23 20:16</p> <p>Tribe 20:12</p> <p>triple 26:19 28:19</p>	<p>trucks 31:11 32:13</p> <p>true 33:9</p> <p>trumpet 11:17</p> <p>Tuesday 7:14</p> <p>turn 12:6,8,9,21,23 ,25</p> <p>Turnpike 4:6,9,13,20,24 5:21,23 7:8 8:19,24 9:1,10,19 10:5,12,16,24 11:3,16 12:17,21 14:21 18:20 20:20,21 21:16 22:8 23:14 24:21,23 25:5 26:15 27:15 28:3 30:13,17 31:2,7,10,14,1 5,23 32:1</p> <p>turns 13:4,7,9</p> <p>turtles 25:1,4,8</p> <hr/> <p style="text-align: center;">U</p> <hr/> <p>U.S 12:20,23</p> <p>underneath 22:23 28:2</p> <p>underpass 22:7</p> <p>understand 21:14</p> <p>UNIDENTIFIED 5:20 26:9</p>	<p>United 6:6</p> <p>upland 14:11</p> <p>upon 8:17 19:8 29:11 30:13</p> <p>upsizing 14:14</p> <p>usually 31:10</p> <p>utilize 12:2</p> <hr/> <p style="text-align: center;">V</p> <hr/> <p>various 12:25 17:6</p> <p>vehicles 12:24 31:8</p> <p>venue 27:24 28:14</p> <p>verbal 19:2 29:14</p> <p>verbatim 7:20</p> <p>Vero 1:7 5:8</p> <p>VI 7:1,6,8,11</p> <p>via 7:15 11:25 12:3 29:17</p> <p>video 7:21,23</p> <p>view 17:24</p> <p>virtual 7:13 17:5</p> <p>vision 17:9</p> <p>visit 17:22</p> <p>visitors 29:4</p> <p>vital 17:13</p> <p>voice 26:14</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>wall 22:18</p>	<p>wander 21:13</p> <p>Ward 27:11</p> <p>waste 20:14</p> <p>water 14:13 21:21</p> <p>water-crossing 14:2</p> <p>waters 13:24 16:19</p> <p>waterways 21:21 23:11</p> <p>website 7:22 17:22 18:2 29:17 30:12</p> <p>we'd 20:5 28:20</p> <p>wedding 28:15</p> <p>weekend 25:3</p> <p>weight 30:7</p> <p>welcome 4:6 5:14</p> <p>welcomes 5:22</p> <p>we'll 4:3 5:16 8:4 19:23 29:14</p> <p>we're 4:23 5:15 24:19,20 26:2 27:12,13,18,23 28:5 32:4,6</p> <p>west 11:16 12:12,16 14:20 31:5</p> <p>westbound 12:22</p> <p>wetland 14:2</p> <p>wetlands 13:23</p>
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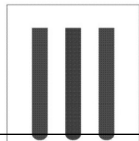


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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801
JACKSONVILLE, FL 32256
TAMPA, FL 33602

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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801
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Florida's Turnpike Widening PD&E Study from north of SR 70 to north of SR 60

Financial Project ID: 423374-2

Virtual Public Hearing Transcript

GoToMeeting Transcript

Date: 2/18/2025

0:10

Good evening The Florida Department of Transportation Florida's Turnpike Enterprise would like to welcome you to the public hearing for Project Development and Environment or PD&E study to widen Florida's Turnpike north of State Road 70 to north of State Road 60 in

0:26

St. Lucie, Indian River Okeechobee and Osceola counties.

0:30

This public hearing is for financial project management ID number 423374-2.

0:38

The proposed project involves widening Florida's turnpike from north of State Road 70 to north of State Road 60 and includes evaluating the interchange at State Road 60.

0:49

I would like to formally open the public hearing. Today is Tuesday, February 18th, 2025, and the time is approximately 6:02 p.m.

1:05

If you experience technical difficulties during the virtual meeting, please contact technical support at TPK meeting support at dot.state.fl.us.

1:19

My name is Greg Moore.

1:21

I am the Florida Turnpike project manager for this study and I'm assisted by the consultant project team who will be supporting the formal comment period.

1:31

We are supported by other representatives from Florida's Turnpike here today.

1:36

We are holding this project hearing virtually and welcome those who are participating virtually or listening through the telephone.

1:49

There are two primary components in tonight's hearing.

1:51

First is a presentation and second is a formal comment period following the presentation where you will have the opportunity to provide verbal comments.

2:05

The Florida Department of Transportation or FDOT, Florida's Turnpike Enterprise, welcomes to the public hearing for Florida's turnpike, State Road 91, widening from North of State Road 70 to North of State Road 60 Project Development and Environment or PD&E study located in

2:23

St. Lucie, Indian River, Okeechobee, and Osceola Counties, Florida.

2:27

This public hearing is for financial project identification number 423374-2.

2:34

This environmental study has been conducted by the enterprise in compliance with all applicable federal environmental laws and pursuant to 23 United States Code Section 327.

2:48

The purpose of this public hearing is to share information with the public about the proposed improvements, its conceptual design, and the potential effects to the social, economic, cultural, physical, and natural environment within the corridor.

3:01

The public hearing also serves as an official forum providing an opportunity for members the public to express their opinions regarding the project.

3:13

This public hearing was advertised consistent with applicable federal and state requirements shown on the slide.

3:23

Public notice for this public hearing, including information on how to access the meeting platform, are shown on this slide.

3:30

In addition, notification letters were mailed to property owners and tenants in the project area, a posting in the Florida Administrative Register, and advertisement in local newspapers.

3:44

The proposed project is being developed in accordance with the Civil Rights Act of 1964.

3:50

Under Title VI of the Civil Rights Act, public participation is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

4:03

Persons wishing to express their concerns about Title VI may do so by contacting either Desiree Stills, the Florida Department of Transportation, Florida Turnpike Enterprise, Title VI Coordinator at 407-264-3111, or Stefan Kulikowski, the Florida Department of Transportation, Tallahassee State Title VI Coordinator at 850-414-4742.

4:29

This public hearing provides multiple participation options.

4:33

The virtual option is being held on Tuesday, February 18, 2025.

4:38

Members of the public can participate via the GoToWebinar system or using their telephone.

4:43

The in-person option is being held on Thursday, February 20, 2025, at the Intergenerational Recreation Center.

4:51

The same information is being presented during both options and verbatim transcripts will be made at all oral proceedings.

4:58

The public hearing video and presentation will be posted to the project website and the link to the video will be provided by email to all persons that registered.

5:09

Today's presentation will describe the project development process, study limits, and the project's purpose and need.

5:18

We will then explain the preferred alternative, then our public involvement efforts, and the project schedule, and will conclude with the formal comment period.

5:30

The PD&E study is ongoing and is the second phase of FDOT's transportation project development process.

5:39

Key components of a PD&E study include an evaluation of existing conditions, identification of future traffic needs, development and evaluation of project alternatives, and public and agency involvement.

5:52

All findings and recommendations are documented at the end of the study.

5:56

Subsequent phases include final design and engineering, right-of-way acquisition, and construction.

6:05

The subsequent phases are currently not funded but will be considered for funding upon the completion of the PD&E study.

6:15

This Turnpike PD&E study is located in

6:19

St. Lucie, Indian River, Okeechobee, and Osceola counties.

6:23

The project begins north of the State Road 70 interchange and continues north of the State Road 60 interchange from milepost 152 to 193, a distance of 41 miles.

6:35

This section of the turnpike is a critical evacuation route for Florida.

6:43

This Florida's turnpike PD&E study is part of a large network of widening studies that are currently or have been held.

6:51

The project to the south is from State Road 706 and ends just north of State Road 70.

6:56

This PD&E study was completed in 2021 and currently has some segments that are in design phase.

7:04

The northern project begins north of State Road 60 and ends at Clay Whaley Road.

7:09

This PD&E study is currently ongoing.

7:13

A PD&E study by FDOT District 5 along State Road 60 from Prairie Lake Road to Florida's Turnpike will begin in spring of 2025.

7:25

The purpose and need for a project provide the basis for developing, considering, evaluating, and eliminating project alternatives.

7:33

The project purpose and need are to accommodate future travel demand by year 2050, improve travel time reliability, improve safety, and enhance emergency response and evacuation.

7:47

Traffic forecasts show an 83 percent increase in traffic within the study area on the Florida's bike widening between the years 2020 and 2050.

7:57

Widening is needed by year 2035.

8:04

Safety is our top priority and embedded in all we do.

8:08

FDOT has started the Target Zero initiative to work towards the target of zero fatalities and serious injuries on state transportation facilities.

8:17

Until we reach the number zero, the department will continue exhaustive efforts to do all we can to help move the needle.

8:25

Congestion leads to crashes. Between years 2017 to 2021, there were 1,657 crashes along the Florida's turnpike within the study limits, resulting in 388 injury crashes and 20 fatalities.

8:40

At the ramp intersection at State Road 60, a total of 58 crashes were reported within the same five-year study period, with 26 crashes resulting in injury.

8:50

The total economic cost of these crashes is estimated at \$310 million between years 2017 to 2021.

9:04

Florida's Turnpike is part of the Emergency Evacuation Route Network and is critical in facilitating traffic movement during an emergency evacuation period.

9:14

In addition to Florida's turnpike widening improvements, enhancements to the existing Osowou Road emergency access ramps located in Okeechobee County are being evaluated.

9:25

Coordination with Okeechobee County is currently ongoing.

9:32

A preferred project alternative has been developed based on the project needs, environmental and engineering evaluations, and community involvement.

9:41

The preferred alternative will widen the turnpike from four to six lanes in each direction and have improvements to the State Road 60 interchange.

9:52

We will first present the improvements proposed along the 41 miles of the Florida's Turnpike widening from milepost 152 to 193 and then followed by proposed interchange configurations at State Road 60.

10:10

The proposed improvements include widening from four to six lanes, maintains a 40-foot median, and widens the inside shoulders to 12 feet.

10:21

The existing guardrail will be replaced in the median.

10:24

These improvements will address the need to increase capacity as well as improve safety throughout the corridor.

10:33

In addition to serving the local community, the State Road 60 Yeehaw Junction interchange serves as a major connection for travelers heading to or from South Florida and those traveling to or from Central and West Florida.

10:49

The Florida's Turnpike and State Road 60 interchange is a trumpet interchange configuration.

10:55

This interchange is located within or near environmentally sensitive areas, with a single intersection providing access to both northbound and southbound movements.

11:08

The preferred alternative is a partial cloverleaf interchange that will provide new ramps at the northeast quadrant of the interchange.

11:16

This interchange separates the northbound and southbound traffic via two different intersections.

11:23

Southbound on-off traffic will continue to utilize the existing intersection at State Road 60.

11:29

Northbound on-off traffic will be provided via a new intersection to the east along State Road 60.

11:39

Operational improvements include an additional travel lane along State Road 60, dual eastbound left turn lanes at both intersections, which will widen the State Road 60 eastbound bridge to accommodate the turn lanes.

11:52

In addition, dual-right turn lanes will be provided at the off-ramps.

12:01

The partial cloverleaf alternative does require right-of-way acquisition by approximately 12 acres west of Palm Avenue as shown here.

12:09

In addition, there will be a right-of-way change to limited access right-of-way along State Road 60 starting from approximately 350 feet west of the existing Florida's Turnpike ramp intersection to Sunshine Avenue on both the north and south side of State Road 60.

12:28

The improvements along State Road 60 include widening State Road 60 between US 441 and the Florida's Turnpike, an additional eastbound left turn lane at the interchange, and a dedicated westbound right turn lane to northbound US 441 will be provided.

12:50

In the current configuration along State Road 60, vehicles are allowed to turn freely at the various driveway access points along the route, as shown here with the green arrows.

13:00

The proposed capacity improvements will require some changes to the allowable turns that can be made at these driveway locations along State Road 60.

13:12

The project introduces a raised median on the approach to the signalized intersection, requiring modifications to the turns allowed at several driveways.

13:21

The illustration here indicates with red arrows the turns that are allowed today but will no longer be allowed with the implementation of the proposed improvements.

13:31

The project also requires extending the limited access right-of-way limits, which will restrict access to the corner property containing a billboard sign on the north side of State Road 60, just downstream from the traffic signal.

13:43

This change requires closure of the driveway access to that site.

13:52

This PD&E study evaluated the potential impacts and benefits to the natural, social, and economic, cultural, and physical environments associated with each alternative.

14:03

Avoidance or minimization of impacts to these features is a key consideration.

14:11

The proposed project will impact wetlands and other surface waters.

14:15

These impacts will occur throughout the broader project area.

14:19

Direct impacts from the preferred alternative is approximately less than one acre of wetland or water crossing impacts.

14:28

After examination of the species records and available habitats in the project area, there are no adverse effects anticipated to any listed species.

14:41

As part of this PD&E study, a wildlife crossing analysis was performed.

14:45

It was determined that opportunities to accommodate wildlife crossings are recommended as it improves safety.

14:52

This includes wildlife fencing for approximately 82 miles while nine bridges, 14 drainage culverts, and 26 upland culverts are proposed to be made wildlife friendly by raising the profile to have a shelf above the water and or upsizing.

15:10

Right-of-way acquisition is related only to the State Road 60 interchange improvements.

15:15

This project does not anticipate any relocation of families or businesses.

15:21

In addition, there will be a right-of-way change to limited access right-of-way along State Road 60, starting from approximately 350 feet west of the existing Florida's Turnpike ramp intersection to Sunshine Avenue, on both the north and south side of State Road 60.

15:40

A contamination screening evaluation report was prepared for this project to identify contamination concerns within the study area.

15:48

The result of the contamination screening identified two high-risk sites, six medium-risk sites, and 19 low-risk sites.

15:57

These sites will be further evaluated during the design phase to identify options to avoid, minimize, or mitigate contamination.

16:05

The project area is in attainment for a criteria air pollutants. No significant impacts to air quality are anticipated.

16:12

A noise study report was prepared for the project to evaluate if noise barriers are feasible for abatement for the impacted noise-sensitive sites along the corridor.

16:22

The results of the report indicate that noise barriers are a feasible and or reasonable method to abate traffic-related noise impacts for one noise-sensitive area, the recently constructed Morningside neighborhood north of State Road 70 in St. Lucie County.

16:38

Barriers will be reevaluated during the future design phase.

16:44

A Cultural Resources Assessment Survey was conducted for this PD&E study to identify any cultural resources and assess their eligibility for listing in the National Register of Historic Places.

16:56

There are no adverse impacts to the historical and archaeological sites and tribal lands.

17:03

The total project cost for the preferred alternative is estimated at approximately \$1.4 billion in present-day costs.

17:11

All project-related costs are included in this total estimate.

17:15

There are currently no funds for design, right-of-way, and construction phases in the enterprise's adopted five-year work program, covering fiscal year 2025 through 2029.

17:32

This preliminary comparison matrix further compares the Preferred Build Alternative and the No Build Alternative.

17:38

The Build Alternative addresses the purpose and need and the traffic effectiveness.

17:42

The BUILD alternative enhances safety, accommodates travel demands by year 2050, improves travel time reliability, and enhances emergency response and evacuation.

17:53

The BUILD alternative does have right-of-way impacts with 12 acres of impacts and 11 parcels that are being impacted.

18:00

Regarding the natural, cultural, physical, environmental effects, the BUILD alternative does have some impacts to wetlands and other surface waters, low impacts to protected species and habitat, and eight impacts to potential contamination sites of medium or high risk.

18:16

One potential noise barrier is being shown with the BUILD alternative.

18:23

Serving Communities is at the center of everything the Florida Department of Transportation does.

18:28

During the development of this project, the enterprise has engaged adjacent communities and stakeholders in the project's decision-making process.

18:36

There has been a public kickoff newsletter, three alternatives public information meetings, one virtual and two in person, and various meetings with the local agencies and counties.

18:48

Community feedback is at the core of all we do.

18:51

FDOT works with the public to balance their community vision with the community's transportation needs.

18:58

This is routine on all our projects to ensure Florida's infrastructure is safe, resilient, and efficient for many years into the future.

19:08

Public involvement is a vital part of the PD&E study process.

19:12

Small group meetings and one-on-one stakeholder meetings have been held with public officials, local agencies, and other stakeholders throughout the study.

19:20

Feedback from these meetings has helped shape the project alternatives.

19:25

Community outreach will continue through the completion of the PD&E study and future project phases.

19:35

We encourage you to visit the project website.

19:38

www.Turnpike-SR70toSR60.com at your convenience to view additional detailed exhibits of the proposed improvements.

19:56

Your input is essential to the PD&E study process.

19:59

You can submit written comments at the project website www.Turnpike-SR70toSR60.com.

20:10

If you attend in person, you can complete a printed comment form.

20:14

You can also email the project manager directly or submit your comments by mail to the project manager.

20:20

While written comments and questions are accepted at any time, we ask that you provide comments that you may have in connection with this public hearing by March 6, 2025, to become part of the public record.

20:36

The next step is to incorporate your input on this public hearing into our decision-making process.

20:41

After the comment period closes and your input has been considered, a decision will be made, and the final PD&E documents will be approved.

20:49

This project has and will continue to follow all applicable state and federal rules and regulations.

20:55

The PD&E study is expected to be completed by the second quarter of 2025.

21:03

Thank you for your interest in Florida's Turnpike from North of State Road 70 to North of State Road 60 PD&E study.

21:09

And thank you for taking time to participate in this public hearing.

21:13

The formal comment period will now begin.

21:30

Thank you for your attention to the project presentation.

21:33

Before we begin the formal comment period, I would like to recognize any elected and appointed officials who have joined us this evening.

21:41

If you'd like to raise your hand, we will call on you and you can unmute yourself to state your name and title.

21:48

We did not have any that had pre-registered to that effect, and so that's why we got right into the presentation.

21:57

I do see one hand up, last name Lloyd.

22:04

We're going to go ahead and unmute you if you'd like to introduce yourself.

22:07

Thanks for joining us tonight.

22:14

Is that working? You can hear her?

22:22

Yeah. You have to unmute.

22:24

Hold on. Oh, I did. Hi. Good evening. My name is Gloria Lloyd. Hello. Can you hear me?

22:33

I can hear you. Yes. Hi. Good evening. Thank you for taking my comment.

22:39

My main concern, I reside in the Hidden Pines estate neighborhood where I was just kind of Googling.

22:49

My concern is the noise, the noise that we're going to incur in our beautiful, quiet little neighborhood.

22:57

And I do know that Morningside, I was listening in, and I do know that you guys are planning on providing a barrier for the Morningside neighborhood.

23:09

And I was just Googling that.

23:10

That seems to be about five miles down the road.

23:15

So, I was just wondering, is there any consideration for it?

23:19

Will that help us in any way?

23:23

If we're like, we're right off of 70, probably a quarter mile off of 70 to the north on the west side of the Turnpike.

23:38

Thank you for that comment.

23:41

We actually haven't yet opened the comment period, but we will definitely take that comment and develop a written response to all comments received at tonight's meeting.

23:51

We don't get into too many details on the answer at this time, but we will handle that in the coming days.

24:00

And I think the comment period closes on March 6th, and then after that, we will publish a written response to all the comments received tonight.

24:08

But for now, we were actually just trying to identify the elected or appointed officials that may have joined us, and I don't think that we have any.

24:18

So, with that, we'll go ahead.

24:20

The time is now 6:25, or 6:24, actually.

24:27

Yes.

24:29

Can you move that out?

24:31

I'm trying to read here.

24:33

Thank you.

24:35

And so, we'll begin the formal comment period.

24:37

We've already received the first comment.

24:38

Those who requested to speak at registration, if you were able to indicate that you'd like to make a comment, we will take those in order.

24:48

When your name is called, you'll be unmuted.

24:51

If the microphone icon on the GoToWebinar panel is green, then you're ready to speak, and we saw that that was just happening.

25:01

And you'll be notified that you're unmuted as soon as we see you there.

25:06

So, if you're on a phone or a tablet, it looks a little different.

25:09

When we unmute you, you must also unmute yourself to speak if you're on your cell phone or a tablet.

25:16

We ask that you state your name address for the for the record and I think we got that information from the first comment so we're covered there and if you're also if you're representing an organization or municipality or public body please provide that information so we'll have that context and we do ask that you limit your input to three minutes we have a countdown clock on the screen that will help with that and again we will not respond in detail to any comments or questions today but they will be handled in writing in the near future.

25:53

Do we have any others?

25:54

So, the first person will call to speak during this comment period.

25:58

I don't see, I see Charles Lee with his hand up.

26:01

Go ahead, Charles, we're going to unmute you.

26:07

Yes, I'm Charles Lee with the Audubon, Florida.

26:11

It's my understanding that this project intends to place the lanes to be added to the turnpike inside the existing right-of-way.

26:22

However, nothing was said in the presentation with regard to the creation of water polishing ponds, stormwater ponds, and obviously it's good that the impacts on the adjacent natural

areas in the Florida Wildlife Corridor are going to be limited to what's in the existing right of way from the road.

26:53

However, if there are large retention areas that have to extend outside of the right of way, that could be a serious problem in some of the natural areas.

27:04

And so, we'd like you to clarify, if you would, what the status of planning for retention ponds is and how that is going to be handled to minimize impacts.

27:16

The second comment that I wanted to make is with regard to wildlife crossings.

27:22

From Bull Creek North, when you get into the conservation lands that the right of way touches on all the way to State Road 70, you are within the Florida Wildlife Corridor and you're really within the heart of the Florida Wildlife Corridor.

27:45

And I know there are some existing structures that provide wildlife crossings along that section of the turnpike, that our recommendation would be a much more robust improvement of wildlife crossings in that area, including the addition of new wildlife crossings.

28:05

We think that you need to undertake that as you're going forward.

28:09

And the final matter that I'll say is that this segment of the turnpike, and that one which is in the other study going north, which I know that you're also involved in, Obviously, you're getting deeper and deeper into the wildlife corridor as you go north of State Road 60s, and that's going to be a challenge for additional wildlife crossings.

28:43

So, we hope that you look in sort of a unified way at the entire reach of the wildlife corridor and that you will decide to work to optimize wildlife crossings in this area.

28:59

And again, obviously bigger retention areas outside of the right of way, if they are in conservation lands are going to be a matter of major concern.

29:11

Thank you very much.

29:15

Thank you, Mr. Lee, for those comments.

29:18

I, without getting into too much detail, I do want to make everyone aware that the project displays that will be presented at the in-person hearing on Thursday should be available on the project website.

29:33

If they are not already, then they will be posted probably tomorrow, but I think they do go live tonight.

29:41

You will see there on the role plots with the details of the recommended alternative that we are within the existing right-of-way and that is inclusive of stormwater with the exception of the State Road 60 interchange which was discussed during the presentation.

30:02

But those exhibits are there for your review and so we would encourage you to look there, and we'll also develop a written response to that comment.

30:09

Do we have any other folks with hands up that would like to comment tonight?

30:17

I see the first lady.

30:21

Did you have a follow-up, Ms. Lloyd?

30:27

We can unmute you if you'd like to speak again.

30:36

No, I do not.

30:38

Okay, thank you.

30:40

Thank you.

30:41

We don't see any other hands.

30:46

So, I'll just give folks another minute or so here just in case we have any other thoughts on that.

30:58

Why don't we bring up the project website summary just so that folks know where to go for that additional information.

31:07

It's there, okay.

31:09

Yeah, there we go.

31:11

So, what's on the screen now gives you the specifics, the QR code and the project website where those details can be found.

31:18

A posting of this hearing as well, the video recording of everything that occurred tonight will also be posted there in the coming days, I believe.

31:31

Okay. So, with that, we don't have any other hands up, so we'll go ahead and conclude the verbal comment period for this public hearing.

31:47

All attendees, including those online, can submit written comments and or questions in several different ways.

31:55

one, the project website.

31:58

You can also send an email to me directly at greg.moore, m-o-o-r-e at dot.state.fl.us. We have a.

32:07

P.O. Box for the mailing address here at Turnpike Headquarters, which is P.O. Box 613069 in Ocoee, Florida, 34761.

32:17

And you're encouraged to provide your written comments or questions in connection with this public hearing by March 6th, which is the close of the public comment period, but we do welcome comments at any time during the PD&E study.

32:35

The recording of this hearing will be linked to a follow-up email to all registered attendees, so you'll receive that as well when that's available.

32:44

The hearing video will be posted to the website. I think we covered that.

32:48

And the public comment period will remain open through March 6 to accommodate anyone who might view the public hearing video after tonight that would also like to make a comment.

32:59

Outside the public comment hearing period for the hearing, the department welcomes comments about the project at any time as well.

33:10

The verbatim transcript of this oral proceeding with all written material received as part of the public hearing record all studies and displays and informational material provided at the hearing will be made part of the project's decision-making process and will be available on the project website and at the Florida Turnpike Enterprise for public review upon request.

33:33

Thank you for attending tonight's public hearing and for providing your feedback on this project.

33:40

It is now 6:35 p.m., 6:33 p.m And I hereby officially close the public hearing for the Florida's Turnpike from North of State Road 70 to North of State Road 60.

33:53

We appreciate your attendance and participation this evening and have a good night.

PUBLIC HEARING CERTIFICATION

PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 152 - 193)

Project Development and Environment (PD&E) Study

from SR 70 (Fort Pierce - MP 152) to SR 70 (Yeehaw Junction - MP 193)

Florida's Turnpike Enterprise, Florida

Financial Management No.: 423374-2-22-01

I certify that a public hearing was conducted on 02/20/2025, beginning at 06:00 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Greg Moore

(Name)

October 1, 2025

Date

SWEPT Project Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on October 1, 2025 12:41:12 PM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [42337422201-SEIR-FTE-423374-2_TPK_SR70_to_SR_60_Public_Hearing_Trascription_2-20-25-2025-0924.pdf](#)

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