



CR 713/SW High Meadow Avenue

Project Development and Environment (PD&E) Study

Martin County, Florida

Financial Project ID: 441699-1-22-02

Efficient Transportation Decision Making (ETDM) Number: 14501

Florida Department of Transportation

Public Hearing

Wednesday, May 14, 2025 (Online)

Thursday, May 15, 2025 (In-Person)

THE PRESENTATION WILL BEGIN AT 6:00 PM



FDOT Compass



Supply Chain

- Enhances delivery of goods and services by adding capacity and intersection improvements



Safety

- Reduces crashes related to heavy congestion
- New and enhanced pedestrian features



Technology

- Upgrades to existing traffic signals



Resiliency

- Drainage modifications to address project improvements



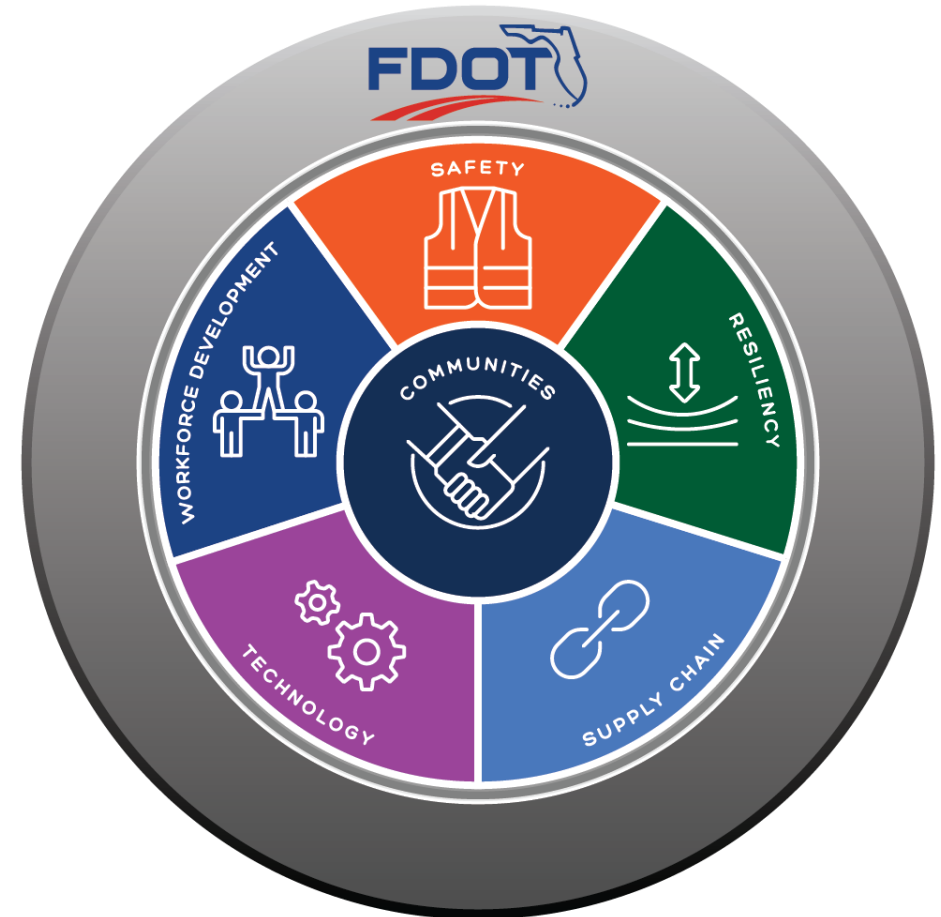
Communities

- Addresses comments provided



Workforce Development

- Added capacity and intersection improvements will support employment growth



PROJECT TEAM



Damaris Williams, P.E., C.P.M.
Project Manager
Florida Department of Transportation



Paul Carballo, P.E.
Consultant Project Manager
Metric Engineering Inc.



Lauren Hatchell
Public Involvement Coordinator
Media Relations Group, LLC

Acknowledgment of Federal, State, County and City Officials in attendance



Agenda

- »» Meeting format
- »» How to participate today
- »» Formal project presentation
- »» Formal public comment session



PARTICIPATION OPTIONS



Virtual public hearing on May 14, 2025 at 5:30 p.m.

Online Computer Option

Via a computer, tablet, or smartphone using GoToWebinar

Attendees will remain **muted** throughout the meeting except for the formal public comment period at the end of the presentation.



Online Telephone Option

Dial-in Attendees are in “**listen only**” mode.

If you are calling via a smart phone, you will be able to “raise your hand” to provide comments at the end of the presentation



In-Person public hearing on May 15, 2025 at 5:30 p.m.

In-person Option by attending the hearing located at:

Palm City Community Center,
2701 SW Cornell Ave, Palm City, FL 34990

RULES OF ENGAGEMENT

This Public Hearing is being recorded.

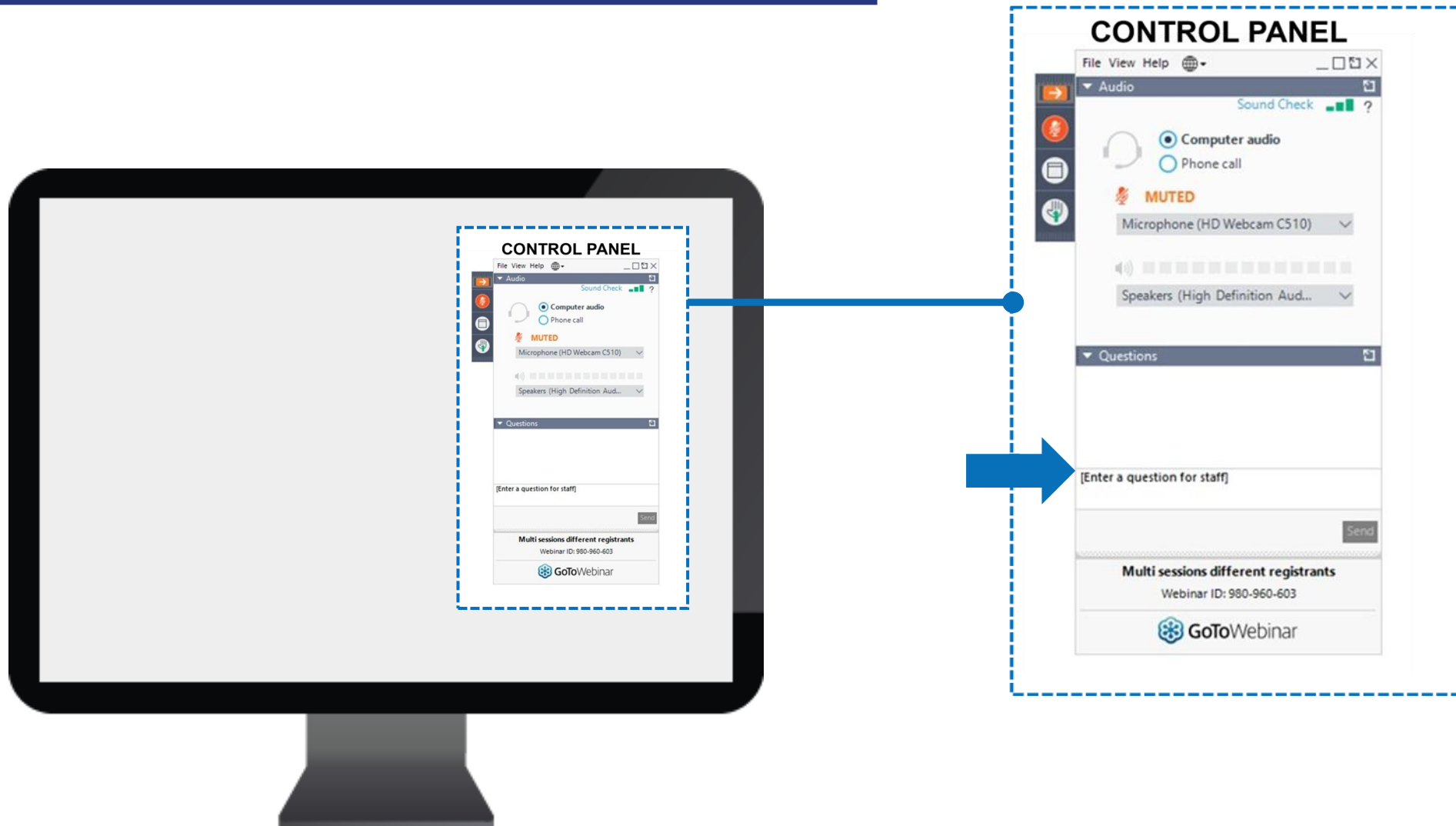


All attendees will remain muted throughout the meeting except during the Comment Period.



At the end of the presentation attendees are also welcome to submit any questions/comments using the GoToWebinar Question Panel and a member of the team will respond in writing after the formal comment period. To request to speak, click the Raise Hand button on the Control Panel and unmute your microphone when your name is called.

GO TO WEBINAR CONTROL PANEL

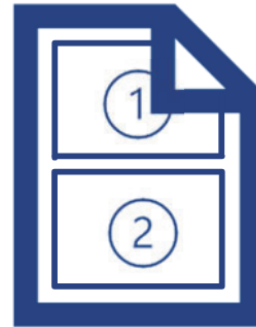


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**Paper copy of the
presentation**



**Presenter will indicate
slide number**

www.fdot.gov/projects/cr713pde

TO REPORT TECHNICAL ISSUES



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786-352-4351



CR 713/SW High Meadow Avenue

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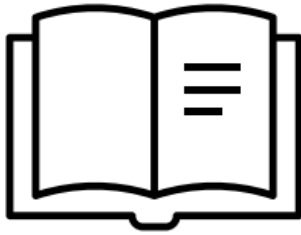
Public Hearing

Wednesday, May 14, 2025 (Online)

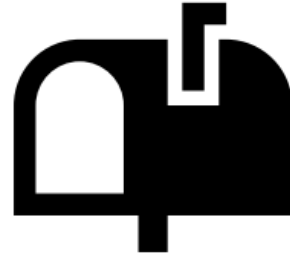
Thursday, May 15, 2025 (In-Person)



PUBLIC NOTICE



**Florida Administrative
Register**



Property owner/tenant letters



Email to project contacts list



Department/project webpage



Newspapers



Social media

NON-DISCRIMINATORY POLICY

Title VI Compliance

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting:

Sharon SinghHagyan

District Four Title VI Coordinator

3400 West Commercial Boulevard

Fort Lauderdale, FL 33309

(954) 777-4190

(866) 336-8435, Ext. 4190 (Toll Free)

Sharon.SinghHagyan@dot.state.fl.us

Stefan Kulakowski

Statewide Title VI Coordinator

605 Suwanee Street, MS 65

Tallahassee, FL 32399

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(866) 374-3368, Ext. 4742 (Toll Free)

Stefan.Kulakowski@dot.state.fl.us

FEDERAL-STATE PARTNERSHIP

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 FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

LAWS AND REGULATIONS

The public hearing is being held in accordance with the following:

- **Section 120.525, F.S.** – Meetings, Hearings, and Workshops
- **Section 286.011, F.S.** – Government in the Sunshine Law
- **Section 335.199, F.S.** – Transportation Projects Modifying Access to Adjacent Property
- **Section 339.155, F.S.** – Transportation Planning
- **Americans with Disabilities Act of 1990 (ADA)**
- **Title VI of the Civil Rights Act of 1964** and Other Nondiscrimination Laws
- **49 CFR Part 24**, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs
- **40 CFR Part 1506**, Other Requirements of **NEPA**, if applicable

TRANSPORTATION DEVELOPMENT PROCESS



Project Development & Environment (PD&E)

Why it's done:

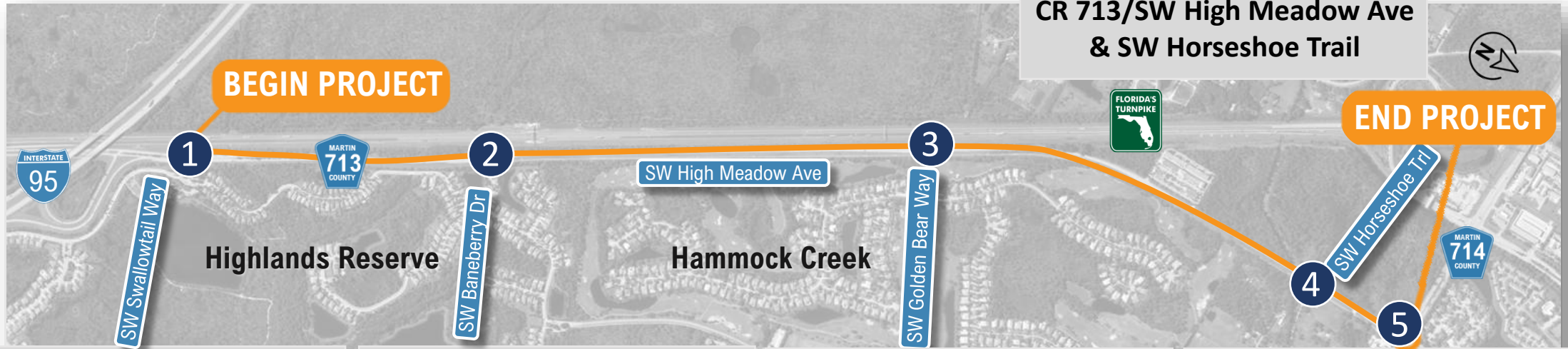
- Evaluate project feasibility & potential environmental impacts (natural, physical, social, cultural)
- Comply with federal & state environmental laws
- Secure federal regulatory approval

What it involves:

- Conducting preliminary engineering
- Evaluating options to avoid, minimize or mitigate potential environmental impacts
- Coordinating with federal, state, & local agencies
- Engaging the public during the transportation decision-making process
- Analyze alternatives & select a preferred alternative for Final Design

PROJECT LOCATION

From I-95 to County Road (CR) 714/SW Martin Highway



CR 713/SW High Meadow Ave
& SW Horseshoe Trail



CR 713/SW High Meadow Ave
& SW Swallowtail Way



CR 713/SW High Meadow
Ave & SW Baneberry Dr

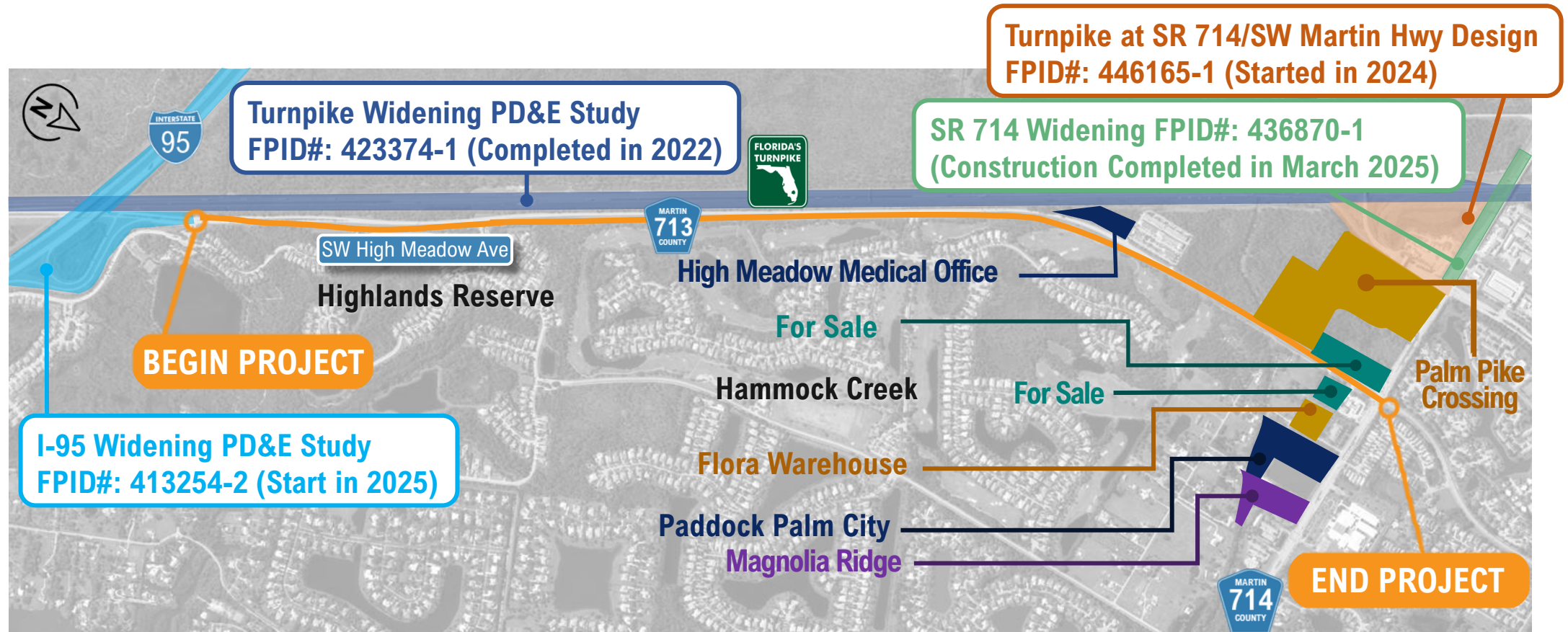


CR 713/SW High Meadow Ave
& SW Golden Bear Way



CR 713/SW High Meadow Ave
& CR 714/SW Martin Hwy

ADJACENT PROJECTS / DEVELOPMENT



Legend

■ Constructed ■ In Construction/Approved ■ In Review ■ Potential Project Development

PURPOSE AND NEED

The purpose of this project:

- Improve capacity for local and regional travel
- Improve freight movement
- Improve emergency evacuation
- Enhance economic development

The need for the project:

- Capacity: the congestion on the corridor will significantly worsen and result in prolonged delay for residents.
- Transportation Demand: The population of Martin County is projected to increase from 158,431 in 2020 to 193,300 in 2045 which will cause an increase in work-related, recreational, and freight trips in the region.
- The proposed project will provide additional capacity to help accommodate planned development in the area and will improve regional access to I-95.



PROJECT OBJECTIVES

- Improve roadway capacity
 - Address existing and projected traffic demands
 - Widen from 2 to 4 lanes
- Improve safety throughout the corridor
- Enhance pedestrian and bicyclist accommodations

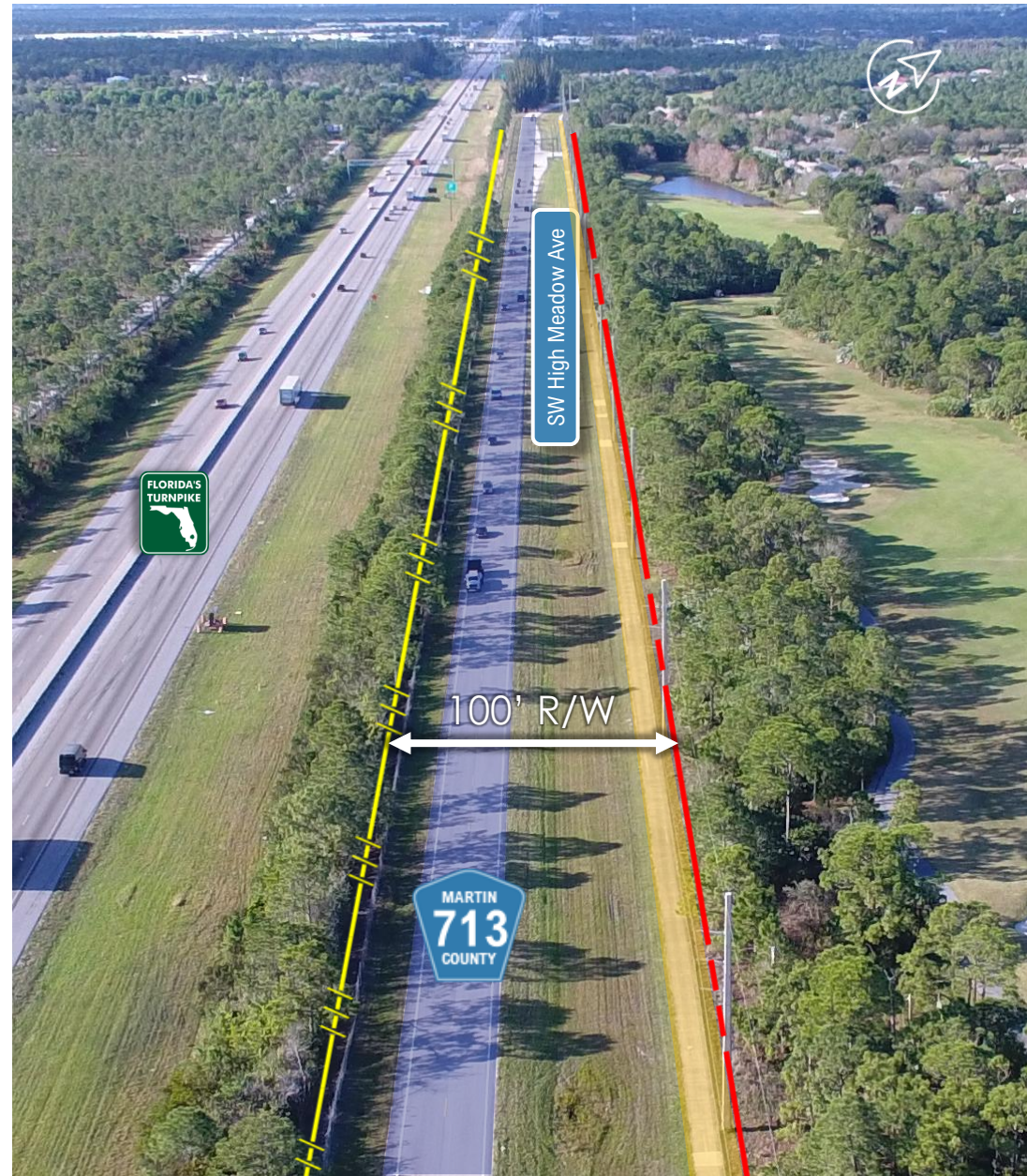
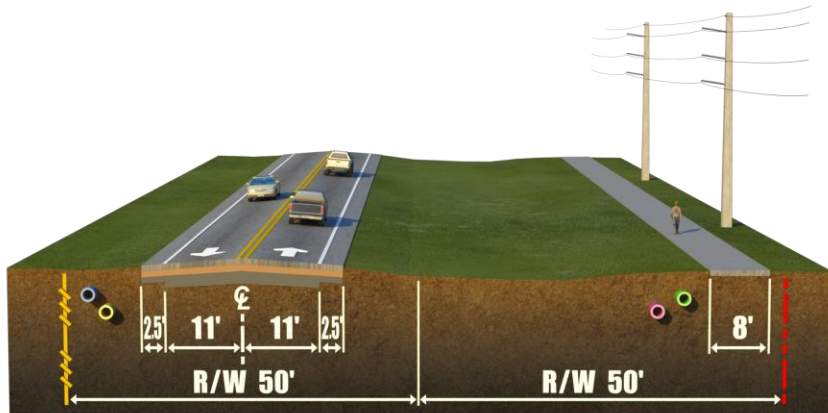


EXISTING CONDITIONS

Existing Roadway

- 2-lane with swale drainage
- 2.7 miles
- Minor Arterial
- Posted Speed varies from 45 to 55 mph
- 6 to 8-ft sidewalk on east
- 100' R/W

Existing Typical Section



EXISTING SAFETY CONDITIONS

Safety Analysis

Total Crashes (2018-2022): 147

- Severity
 - Injury: 35; Fatality: 0
- Leading Crash Types
 - Rear-end Crashes: 69 (46.9%)
 - Sideswipe Crashes: 21 (14.3%)
 - Single-vehicle Crashes: 17 (11.6%)
 - Left-turn Crashes: 16 (10.9%)



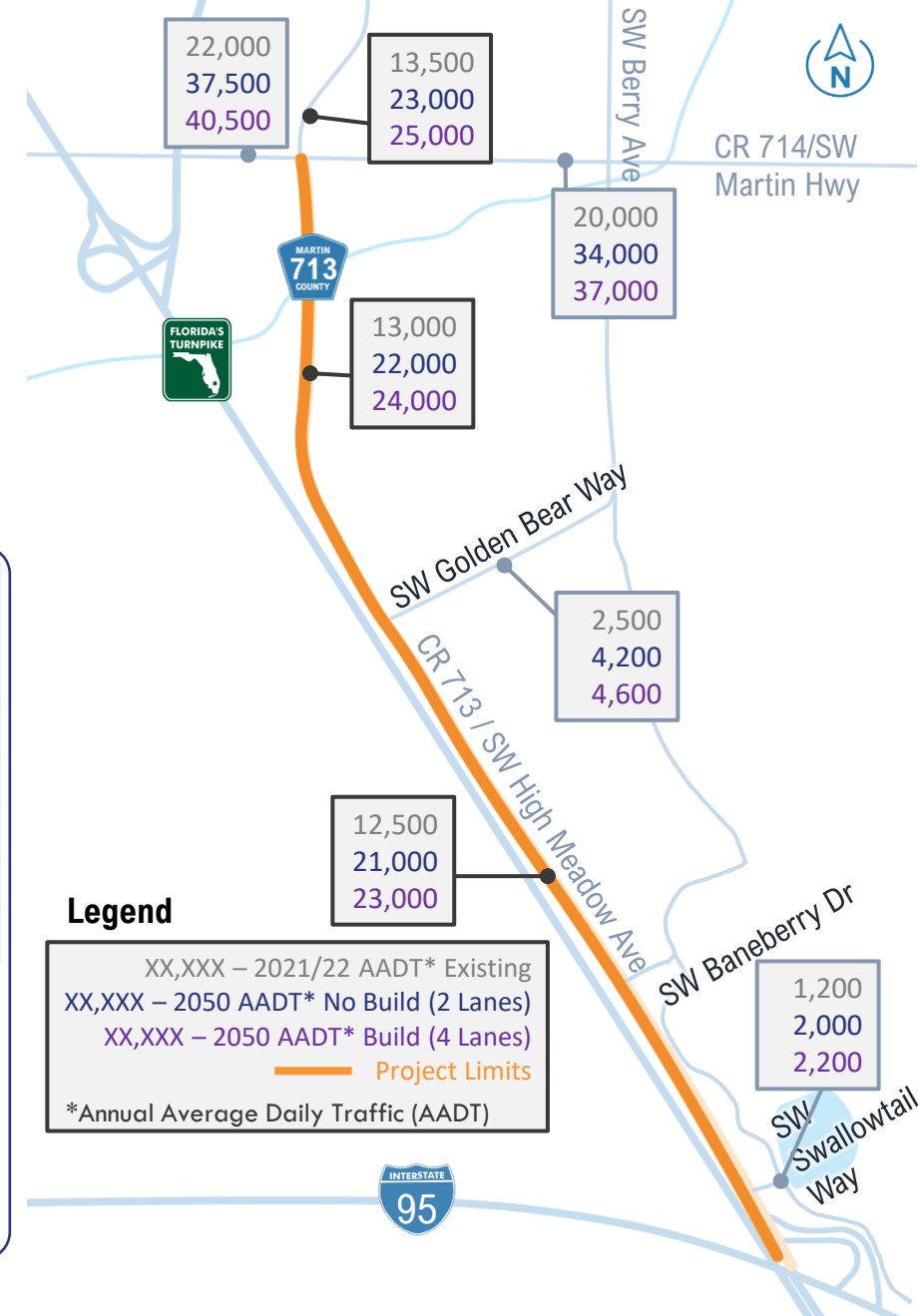
CR 713/SW High Meadow Ave PD&E Study – from I-95 to CR 714/SW Martin Hwy
Financial Project ID: 441699-1-22-02. | ETDM Number: 14501

TRAFFIC OPERATIONS

- The traffic volume is projected to increase by 69% by 2050
- Existing Level of Service (LOS) along the corridor is D
 - No Build Projected 2050 LOS F
- Average existing truck percentage 6-9%

Level of Service (LOS)	General Operating Conditions
A	Free flow, with low volumes and high speeds.
B	Reasonably free flow, but speeds are beginning to be restricted by traffic conditions.
C	Stable flow, but most drivers are restricted in the freedom to select their own speeds.
D	Approaching unstable flow, drivers have little freedom to select their own speeds.
E	Unstable flow, may be short stoppages.
F	Forced or breakdown flow; unacceptable congestion; stop-and-go.

Source: AASHTO Green Book – 6th Edition



PUBLIC INVOLVEMENT

- Public Meetings
 - Public Kick-off Meeting
 - February 13th, 2024 (Virtual)
 - February 15th, 2024 (In-Person)
 - Alternatives Public Workshop:
 - June 25th, 2024 (Virtual)
 - June 27th, 2024 (In-Person)
 - Public Hearing:
 - May 14th, 2025 (Virtual)
 - May 15th, 2025 (In-Person)
- Submit Comments to:
 - Damaris Williams, P.E., C.P.M.
 - Email: Damaris.Williams@dot.state.fl.us
 - Project Website: www.fdot.gov/projects/cr713pde

Public comments and questions are welcomed at any time throughout the study.

Social Media



Facebook: [MyFDOTSEFL](https://www.facebook.com/MyFDOTSEFL)
Twitter: [@MyFDOT_SEFL](https://twitter.com/MyFDOT_SEFL)
Instagram: [myfdot_sefl](https://www.instagram.com/myfdot_sefl)



County Road (CR) 713/SW High Meadow Avenue PD&E Study from I-95 to CR 714/SW Martin Highway

Welcome

The Florida Department of Transportation (FDOT) has initiated a Project Development and Environment (PD&E) Study for County Road (CR) 713/High Meadows Avenue from I-95 to CR 714/Martin Highway in Martin County, Florida. The purpose of the proposed study is to improve capacity for local and regional travel, freight movement, emergency evacuation and to enhance economic development in northeast Martin County.

- **FPID:** 441699-1-22-02
- **Federal Aid Project Number:** TBD
- **ETDM Number:** 14501

Click [here](#) to learn more about the study.

Public involvement is a critical component of the PD&E Study process and we encourage you to become involved and stay connected throughout the entire project. Please visit this website often to get the most up-to-date information on the CR 713 PD&E Study. Project meetings, workshops, and hearings will be advertised on this webpage.

Click [here](#) to be included in the mailing list or to leave a comment.

Project Development Process

WHAT IS A PD&E STUDY?

A PD&E Study is FDOT's procedure for complying with the National Environmental Policy Act (NEPA) of 1969, and associated federal and state laws and regulations. During this phase, FDOT performs preliminary engineering, evaluates the project impacts to the social, cultural, natural, and physical environments, completes interagency coordination, and engages the public. Public involvement is a key aspect throughout the life of a project. The objective of a PD&E Study is to support decisions concerning *if*, *where*, and *what* should be built to address the identified transportation needs.



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District Four Secretary

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[E-Mail Us](#)

Additional Contacts
[Staff Directory](#)

Most Requested
[About the Study](#)

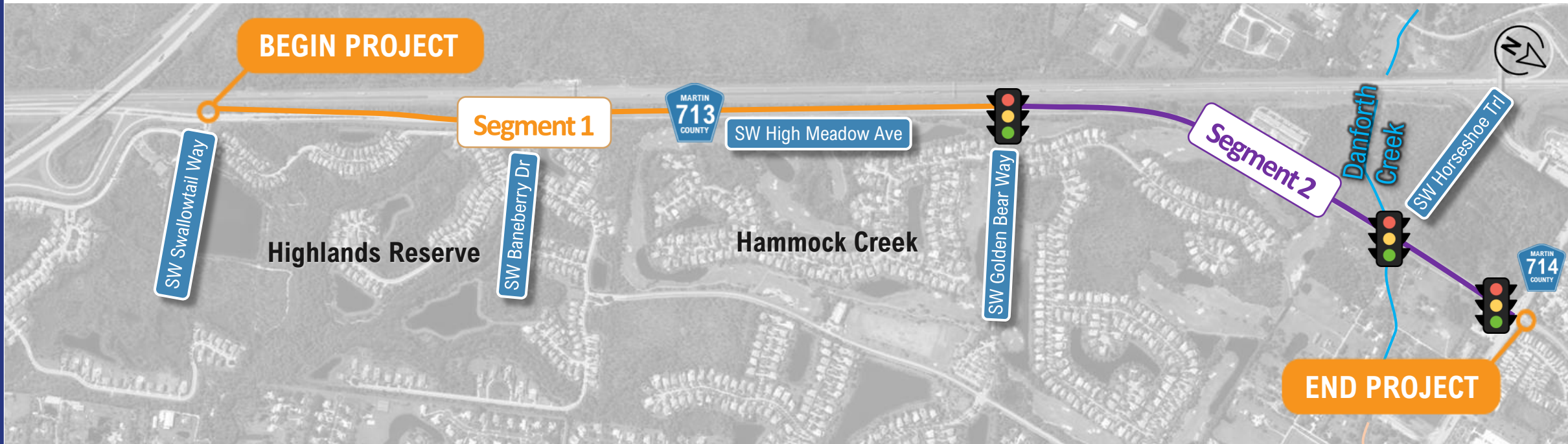
[Contact Us](#)

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[Documents and Publications](#)

ALTERNATIVES EVALUATION

Project Segmentation



ALTERNATIVES CONSIDERED AND EVALUATED

Alternatives Considered

Typical Section Alternatives

- Alternative A – 45 mph
- Alternative B – 55 mph
- Alternative C – 55 mph – median barrier wall
- Alternative D – 45 mph – shared use path and sidewalk

CR 714/SW Martin Hwy Intersection

- Alternative 1 - Traffic Signal
- Alternative 2 - Displaced Left Turn

Alternatives Evaluation Process

A multidisciplinary screening analysis was conducted to determine the best alternatives to advance into the detailed analysis phase. Factors considered include:

- Ability to meet the project's purpose and need
- Accommodates multimodal users
- Property impacts and access
- Environmental impacts
- Construction Cost and Complexity
- Transportation Plans Compatibility

TYPICAL SECTION ANALYSIS – Evaluation Matrix

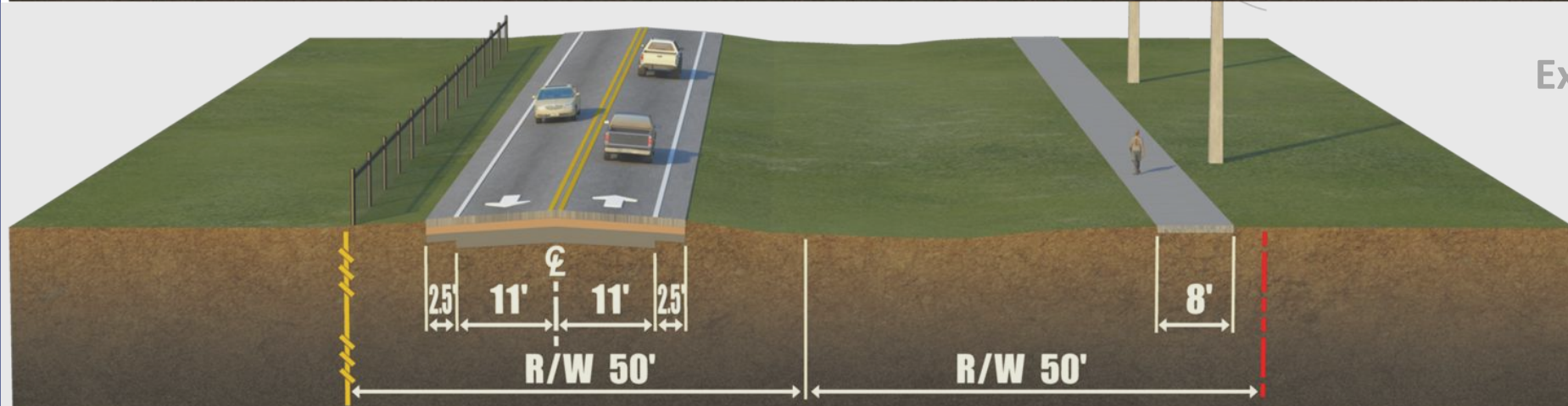
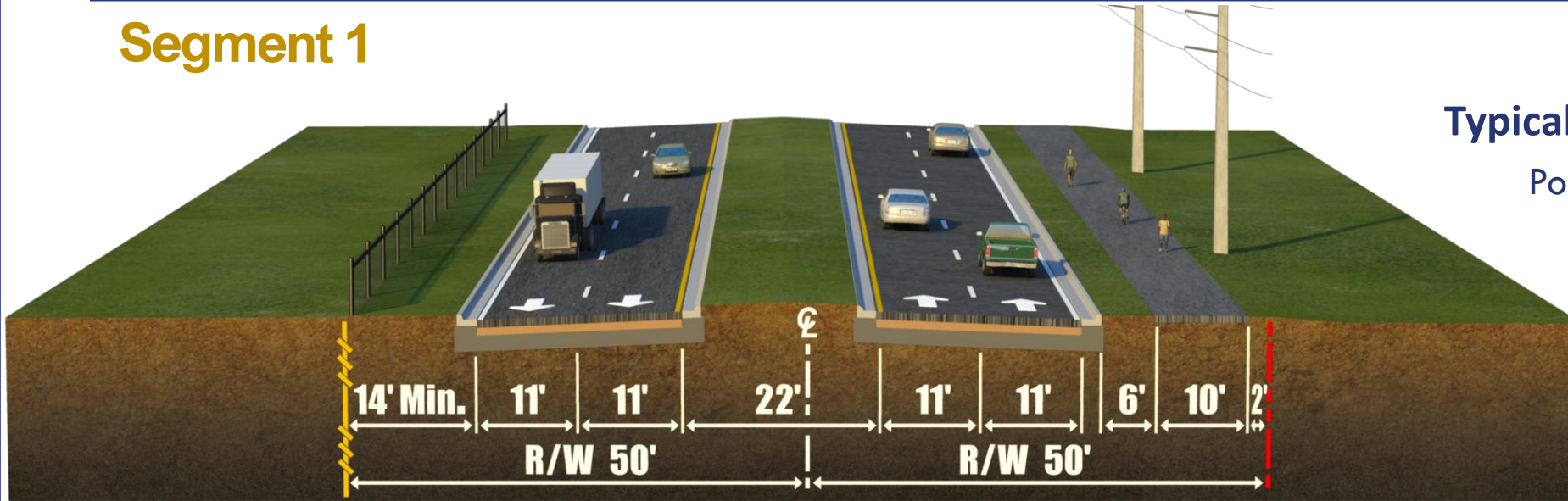
CRITERIA		WEIGHT	Typical Section - Alternative A	Typical Section - Alternative B	Typical Section - Alternative C
ENGINEERING	TRAFFIC SERVICE	9	Divided 4-lane section improves traffic service with operating speed of 45 MPH (Design). Points: 5 Score: 45	Divided 4-lane section improves traffic service with operating speeds of 55 MPH (Design). Points: 5 Score: 45	Divided 4-lane section improves traffic service with operating speeds of 55 MPH (Design). Points: 5 Score: 45
	SAFETY	10	Safe for vehicles, bicyclists, and pedestrians. Points: 5 Score: 50	Safe for vehicles, bicyclists, and pedestrians. Points: 5 Score: 50	Safe for vehicles, bicyclists, and pedestrians. Points: 5 Score: 50
	UTILITY IMPACTS	10	This alternative has less impact on utilities. Points: 4 Score: 40	This alternative has more impact on utilities including overhead transmission. Points: 2 Score: 20	This alternative has more impact on utilities including overhead transmission. Points: 2 Score: 20
	MULTIMODAL ISSUES	8	Provides a 10' shared use path on the right side of the road. Points: 4 Score: 32	Provides a 12' shared use path on the right side of the road. Points: 5 Score: 40	Provides a 12' shared use path on the right side of the road. Points: 5 Score: 40
ENVIRONMENTAL	POTENTIAL WETLANDS AND WILDLIFE HABITAT IMPACTS	8	Smaller footprint, less potential for wetlands and habitat impacts. Points: 4 Score: 32	Larger footprint, more potential for wetland and habitat impacts. Points: 2 Score: 16	Larger footprint, more potential for wetland and habitat impacts. Points: 2 Score: 16
	PROTECTED LAND IMPACT	9	No impact on protected land. Points: 3 Score: 27	Potential impact on protected lands due to the wider footprint. Points: 2 Score: 18	Potential impact on protected lands due to the wider footprint. Points: 2 Score: 18
SOCIO-ECONOMIC	EMERGENCY	8	Increased capacity allows better connectivity for emergency vehicles. Points: 5 Score: 40	Similar to previous alternative. Points: 5 Score: 40	Similar to previous alternative. Points: 5 Score: 40
	TRANSPORTATION PLANS COMPATIBILITY	8	Alternative features are compatible with adopted transportation plan. Points: 4 Score: 32	Alternative features are compatible with adopted transportation plan. Points: 4 Score: 32	Alternative features are compatible with adopted transportation plan. Points: 4 Score: 32
	CONTROVERSY POTENTIAL	10	This alternatives has minimal potential for controversy and was favored by many agencies, stakeholders and the public. Points: 5 Score: 50	This alternatives has greater potential for controversy due to the right-of-way impacts associated with the larger footprint including the existing golf course. Points: 2 Score: 20	This alternatives has greater potential for controversy due to the right-of-way impacts associated with the larger footprint including the existing golf course. Points: 2 Score: 20
COST	CONSTRUCTION	10	Moderate cost due to roadway reconstruction. Points: 3 Score: 30	Increased cost due to larger footprint. Points: 2 Score: 20	Increased cost due to larger footprint. Points: 2 Score: 20
	RIGHT-OF-WAY	10	May require minimal right-of-way impacts at intersections Points: 4 Score: 40	Large amount of right-of-way required due to largest footprint. Points: 2 Score: 20	Large amount of right-of-way required due to largest footprint. Points: 2 Score: 20
TOTAL SCORE			464	357	357

Legend:

(1) Substantially Less Desirable (2) Generally Less Desirable (3) Neutral or No Effect (4) Generally More Desirable (5) Substantially More Desirable

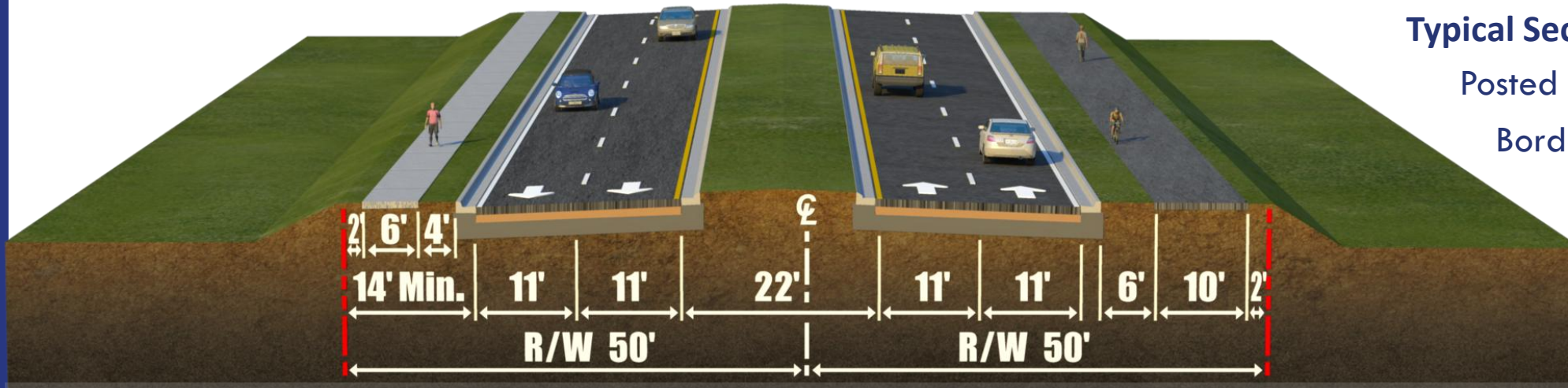
PREFERRED ALTERNATIVE for Segment 1 – Alternative A

Segment 1



PREFERRED ALTERNATIVE for Segment 2 – Alternative D

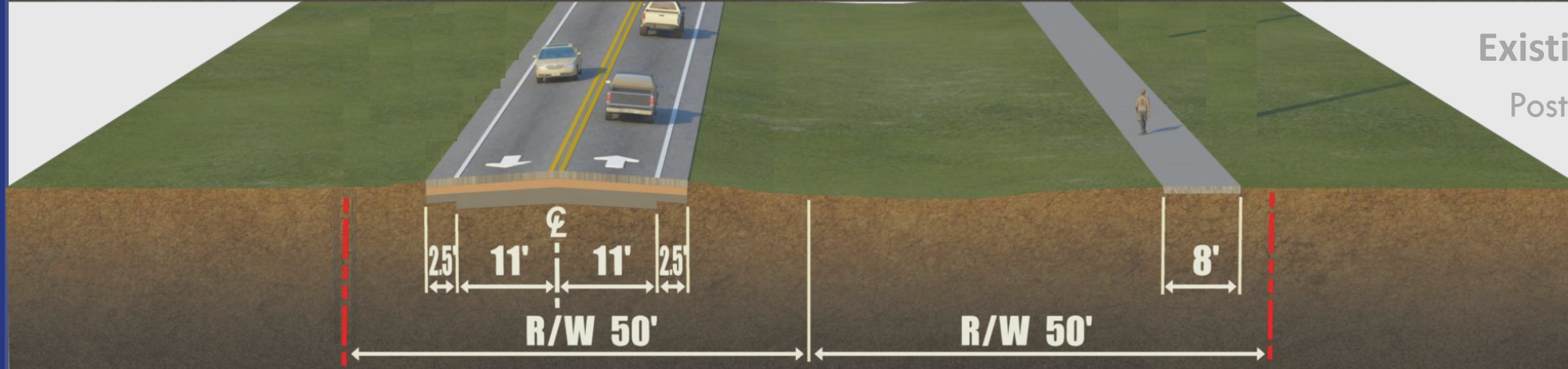
Segment 2



Typical Section Alternative D

Posted Speed 45 MPH

Border Width 14'



Existing Typical Section

Posted Speed 45 MPH

INTERSECTION CONCEPT – Evaluation Matrix

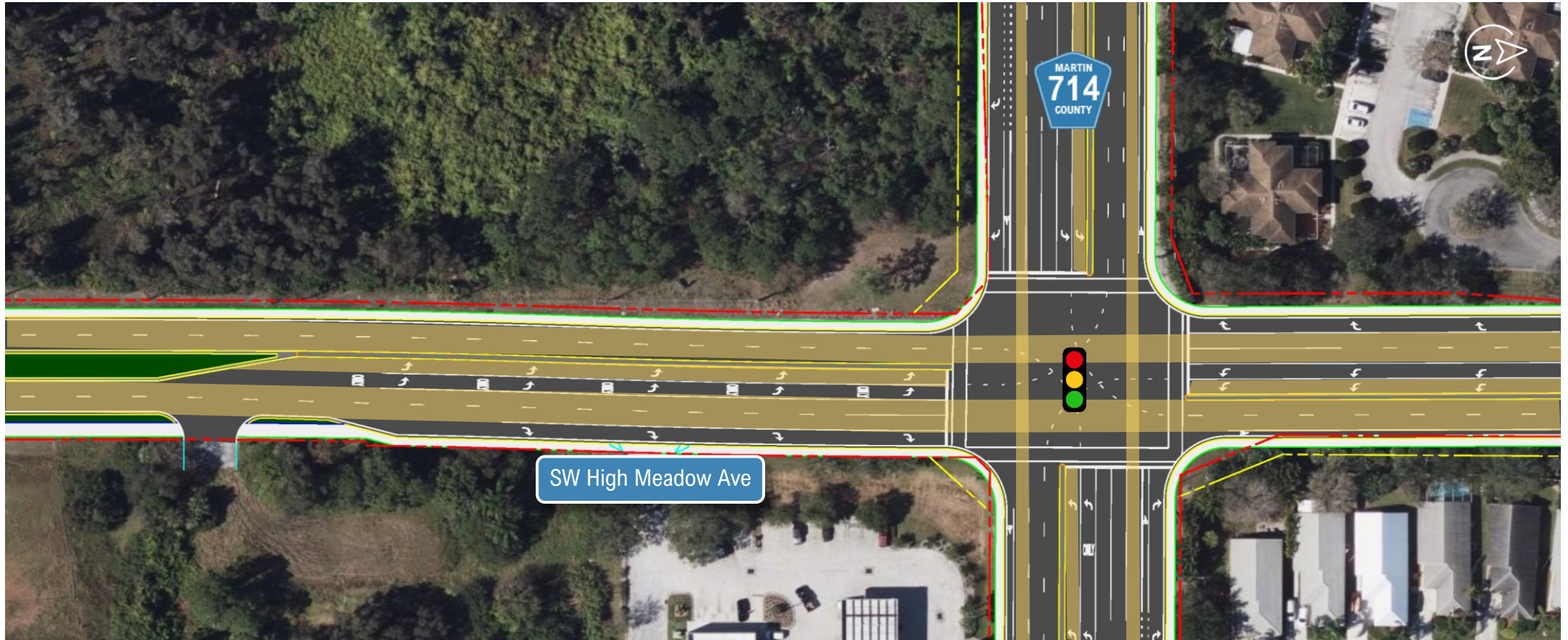
CRITERIA		WEIGHT	Alternative 1 - Traffic Signal	Alternative 2 - Displaced Left Intersection
ENGINEERING	TRAFFIC SERVICE	11	Provides operational Improvements to the existing intersection configuration. Points: 4 Score: 44	Innovative intersection type that improves traffic service by displacing the left turns improving operations Points: 5 Score: 55
	SAFETY	11	Safe for vehicles, bicyclists, and pedestrians but has slightly more conflict points than Alternative 2. Points: 3 Score: 33	Safe for vehicles, bicyclists, and pedestrians but has slightly less conflict points than Alternative 1 Points: 4 Score: 44
ENVIRONMENTAL	POTENTIAL WETLANDS AND WILDLIFE HABITAT IMPACTS	9	Requires less rightof way from an undeveloped parcel which contains wetlands. Points: 4 Score: 36	This alternative requires more right of way from the undeveloped parcel and impacts to the areas mapped as wetlands by NWI Points: 2 Score: 18
	CONTAMINATION IMPACTS	9	Requires slightly more right of way impacts from a potentially contaminated site (gas station) Points: 2 Score: 18	Requires less right of way impacts from a potentially contaminated site (gas station) Points: 4 Score: 36
	SOCIAL	10	Impacts to some abutting properties but no relocations are anticipated. Points: 4 Score: 40	Impacts to some abutting properties but has 5 potential relocations. Points: 2 Score: 20
SOCIO-ECONOMIC	EMERGENCY	9	Increased capacity allows better connectivity for emergency vehicles. Points: 5 Score: 45	Similar to the traffic signal alternative. Points: 5 Score: 45
	TRANSPORTATION PLANS COMPATIBILITY	8	Alternative features are compatible with adopted transportation plan. Points: 4 Score: 32	Alternative features are compatible with adopted transportation plan. Points: 4 Score: 32
	CONTROVERSY POTENTIAL	11	This alternative has minimal potential controversy due to the feedback received from the stakeholders, agencies, and the public. This alternative was also selected as the preferred alternative by the Martin County MPO Board. Points: 4 Score: 44	This alternative has more potential controversy due to the opposition received from the stakeholders, agencies, and the public. Points: 2 Score: 22
COST	CONSTRUCTION	11	Moderate cost due to roadway reconstruction. Points: 2 Score: 22	Increased cost due to larger intersection. Points: 1 Score: 11
	RIGHT-OF-WAY	11	Minimal Right-of-Way Impacts (Approximately 0.33 Acres of impacts) Points: 4 Score: 44	Larger amount of right-of-way required due to the intersection configuration (Approximately 0.74 Acres of impacts) Points: 2 Score: 22
TOTAL SCORE			394	336

Legend:

(1) Substantially Less Desirable (2) Generally Less Desirable (3) Neutral or No Effect (4) Generally More Desirable (5) Substantially More Desirable

PREFERRED ALTERNATIVE – CR 714/SW Martin Hwy Intersection

Traffic Signal Intersection



DRAINAGE ANALYSIS

Pond Siting Process

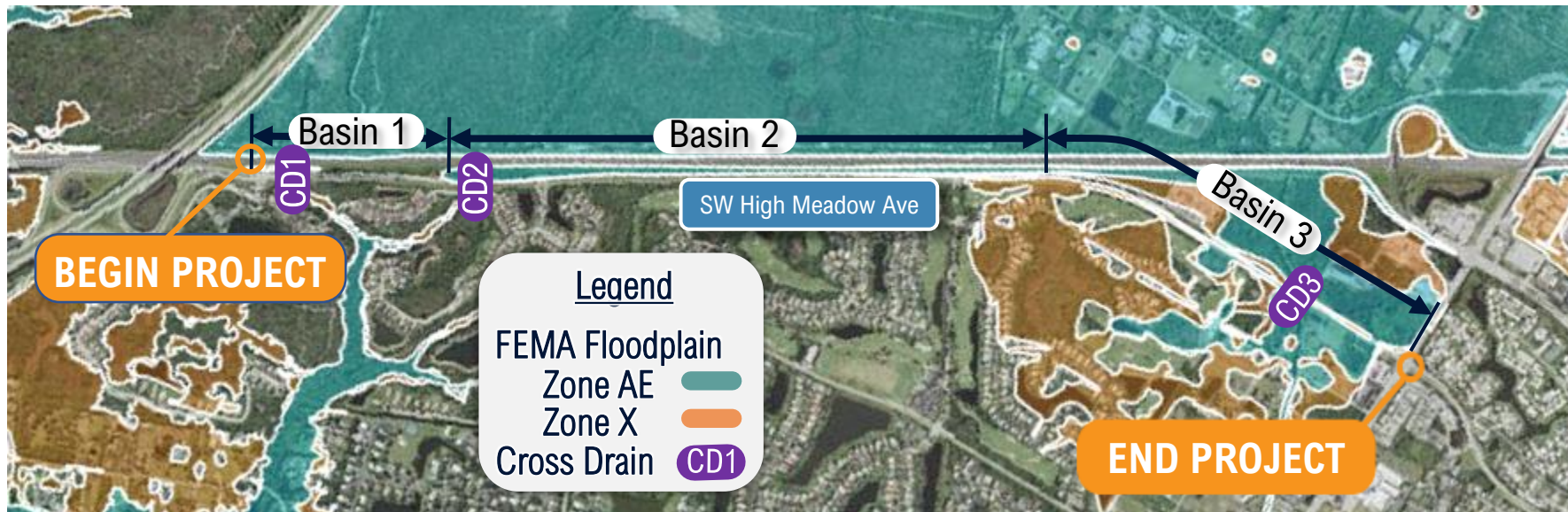
- Three Drainage Basins
 - Pond Sites Evaluated for each Basin
- Three Cross Drains located within the corridor

State of Florida
Department of Transportation



WATERSS Process Guidebook

Prepared for the
Office of Environmental Management



DRAINAGE ANALYSIS

Pond Siting Process

- Results indicate that pond sites will be evaluated for Basin 3
 - 3 Total Pond Sites Evaluated
- On-going coordination to determine preferred pond site



ENVIRONMENTAL SUMMARY

Social Impacts

- Land Use Changes
- Social Environment/Cohesion
- Aesthetics
- Economic Impacts
- Mobility
- Relocation Potential

Natural Resources

- Wetlands
- Water Quality and Quantity
- Sensitive Areas
- Floodplains
- Protected Species and Habitat

Cultural Resources

- Historic Sites/ Districts
- Archeological Sites

Physical Impacts

- Traffic Noise
- Air Quality
- Contamination



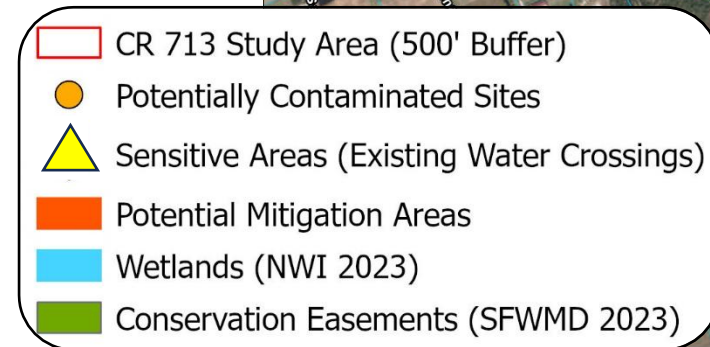
SOCIAL RESOURCES

- Several businesses located adjacent to the project, including two business centers;
 - Palm City Business Park and Palm Pike Crossing
- Residential neighborhoods;
 - Hammock Creek and Highlands Reserve

There are impacts to the businesses and vacant lands at the CR 714/SW Martin Highway Intersection

The Environmental Document (*Type II Categorical Exclusion*) considers effects to;

- Land use, Aesthetics, Local Economy, Mobility, etc.



NATURAL RESOURCES

- Protected Species and Habitats
 - Two wood stork Core Foraging Areas
 - USFWS Consultation Areas: Audubon's crested caracara, Florida grasshopper sparrow, Manatee, Red cockaded woodpecker, Florida scrub-jay, and Snail Kite.
- Environmentally Sensitive Areas
 - Wetlands and Other Surface Waters
 - Approximately 300 square feet of impacts

Natural Resources Evaluation Checklist



- CR 713 Study Area (500' Buffer)
- Potentially Contaminated Sites
- ▲ Sensitive Areas (Existing Water Crossings)
- Potential Mitigation Areas
- Wetlands (NWI 2023)
- Conservation Easements (SFWMD 2023)

CULTURAL RESOURCES

- No archaeological or NRHP-eligible resources
- Results indicate:
 - 2 recorded linear resources
 - St. Lucie Inlet Farms Canal (8MT01596)
 - SR 714 (SW Martin Hwy) (8MT01596)
 - 1 newly recorded building (8MT02216)

There are no listed or eligible cultural resources identified within the project's area of potential effects.

Cultural Resource Assessment Survey

St. Lucie Inlet Farms Canal



SR 714 (SW Martin Highway)



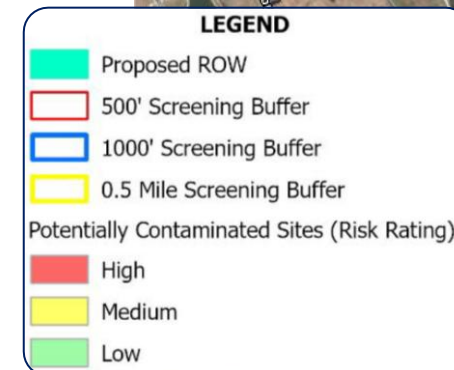
CONTAMINATION

- Four potentially contaminated sites adjacent to the project corridor.

The Preferred Alternative impacts three potentially contaminated sites.

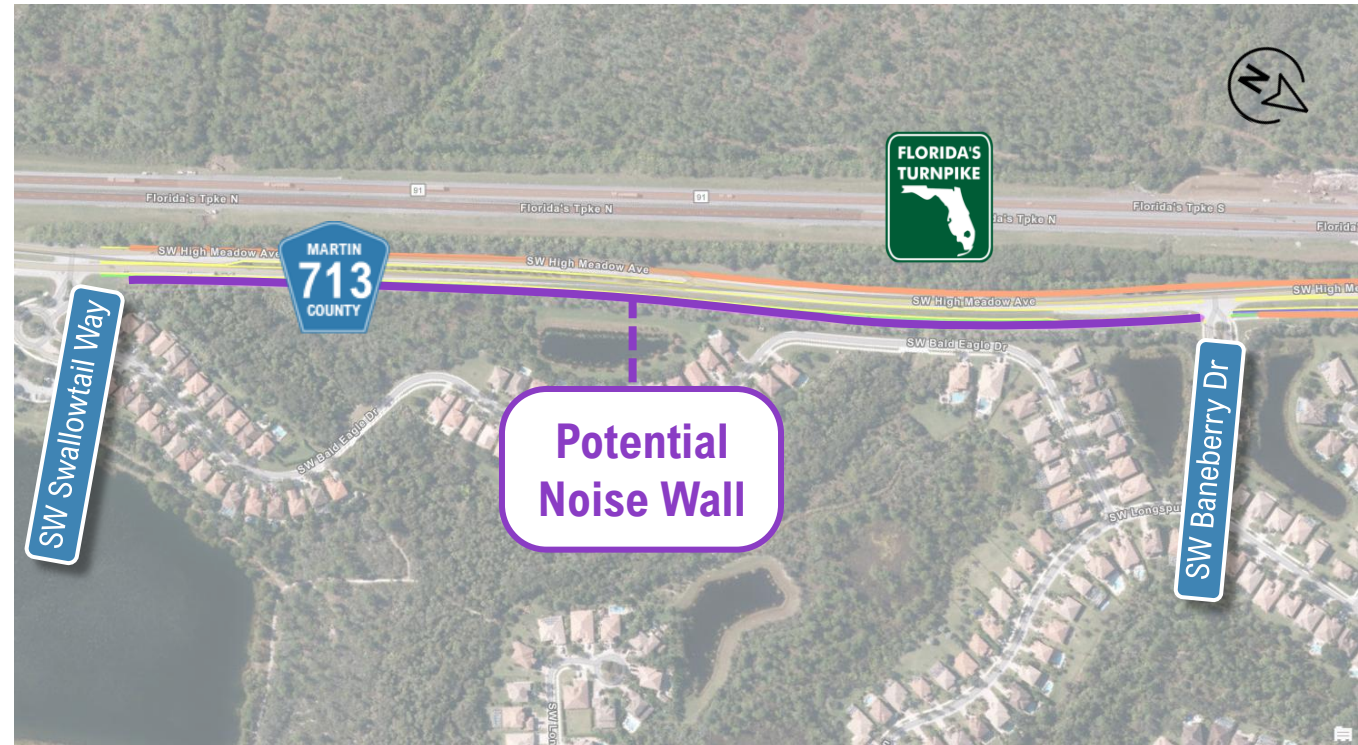
- Gas station (High Risk)
- Golf Course (Medium Risk)
- Auto Repair Shop (Low Risk)

Contamination Screening Evaluation Report



NOISE ANALYSIS

- Identified Noise Sensitive Areas adjacent to the corridor are:
 - Single Family Homes (Category B)
 - Outdoor Recreation (Category C)
 - Hammock Creek Golf Course
 - Highlands Reserve Tennis Court
 - Highlands Reserve Pool
 - Mobile Medical (Category D)
- FDOT Noise Abatement Criteria for Residential is 66 dB(A)
- One noise barrier was found to be a feasible and reasonable method to abate traffic noise impacts.
 - Noise abatement strategies are warranted from SW Swallowtail Way to SW Baneberry Drive.



PREFERRED ALTERNATIVE – Evaluation Matrix

Evaluation Criteria	No Build	Preferred Alternative
Meets Purpose and Need	No	Yes
Social Environment		
Business Parcels Impacted/Relocated	0	11/0
Residential Parcels Impacted/Relocated	0	0/0
Vacant Land Parcels Impacted	0	3
Right of way Acquisition (Acres)	0	0.69
Cultural Environment	None	None
Natural Environment		
Wetland (Square Feet)	0	Approximately 300
Physical Environment		
Contamination (High Risk Sites)	0	1
Noise Barrier(s)	0	1
Project Costs (in Millions)		
Construction	\$0	\$23.72
Right of way	\$0	TBD
Design	\$0	\$2.20
Construction Engineering Inspection (CEI)	\$0	\$2.37
Total Cost	\$0	\$28.29

RIGHT OF WAY

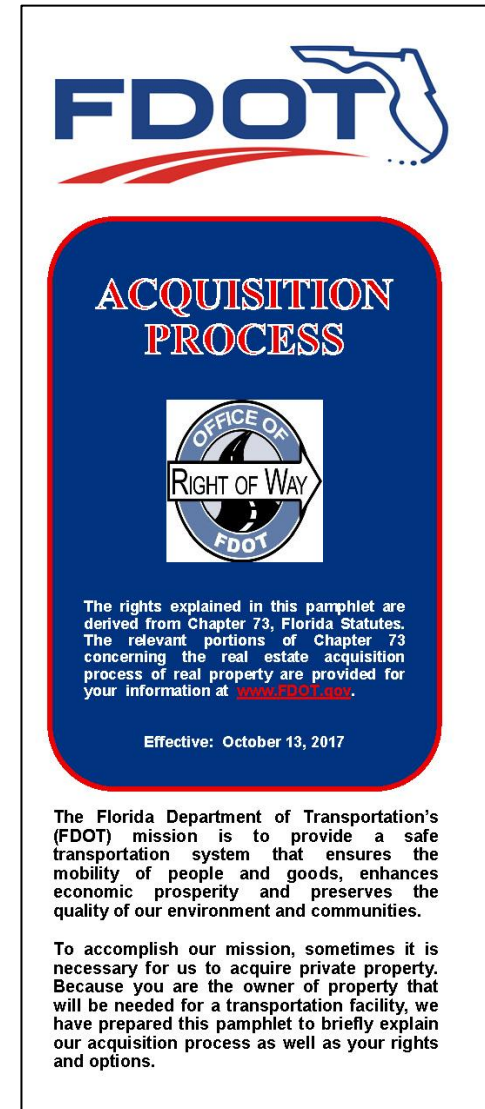
- 11 Properties Impacted (residential, vacant and business)
- This project will not cause any relocation of families or businesses
- All Right of Way acquisition will be conducted in accordance with Florida Statute 339.09 and 421.55 and also Federal Uniform Assistance and Real Property Act of 1970.

Right of Way assistance information

- FDOT Right of Way representatives are available at the Virtual Public Hearing May 14, 2025, and In-person Public Hearing May 15, 2025.

Publications available

- <https://www.fdot.gov/rightofway/documents.shtm>
- FDOT Acquisition Process pamphlet



PROJECT SCHEDULE



- **Design** phase begins in 2026 (funded)
- **Right-of-Way** phase begins in 2028 (funded)
- **Construction** phase is not funded

PUBLIC DISPLAY OF PROJECT DOCUMENTS

Documents on Public Display until May 26th, 2025

Peter & Julie Cummings Public Library
2551 SW Matheson Avenue
Palm City, FL 34990

In-Person Public Hearing

May 15, 2025, 5:30 p.m. (In-Person)
2701 SW Cornell Avenue
Palm City, Florida 34990

Project Website

www.fdot.gov/projects/cr713pde

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Public comments and questions are always welcome!



MOTORCYCLE SAFETY AWARENESS

HOW TO MAKE A PUBLIC COMMENT

ABOUT YOUR COMMENTS AND QUESTIONS



All comments and questions are part of the **Public Record.**



Please submit your comments and questions.



All registrants will receive a link to the **meeting recording.**

SUBMITTING COMMENTS AND QUESTIONS TODAY



Ways to submit your comments:

During the Virtual Hearing

1. Online using the GoToWebinar by typing your comment/question in the Question Box
2. Orally by using the “Raise Hand” feature on your control panel to be unmuted

At the In-Person Public Hearing

1. Speak at the microphone
2. Provide a written comment on the comment form and/or provide comments directly to the court reporter

Anytime

1. Online at project website
2. By phone or email to Project Manager
3. By U.S. mail to Project Manager

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Project Manager Contact Information:



Damaris Williams, P.E., C.P.M.
FDOT District Four
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

Email: Damaris.Williams@dot.state.fl.us
Telephone: 954-777-4679
Toll-Free: 866-336-8435, Ext. 4679

Formal Comment Section

FORMAL COMMENT PERIOD

Those who registered to speak:

- Organizer will call your name and unmute you
- Check microphone icon on GoToWebinar control panel
 - If  you will need to unmute yourself
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- State your name and address (affiliation, if applicable)
- Provide your comment (3-minute limit)

3:00



Unmute yourself

Raise Your Hand



FORMAL COMMENT PERIOD

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0:00

Unmute yourself

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*Thank you
for attending the
Public Hearing
for the
CR 713/SW High Meadow
Avenue PD&E Study*

