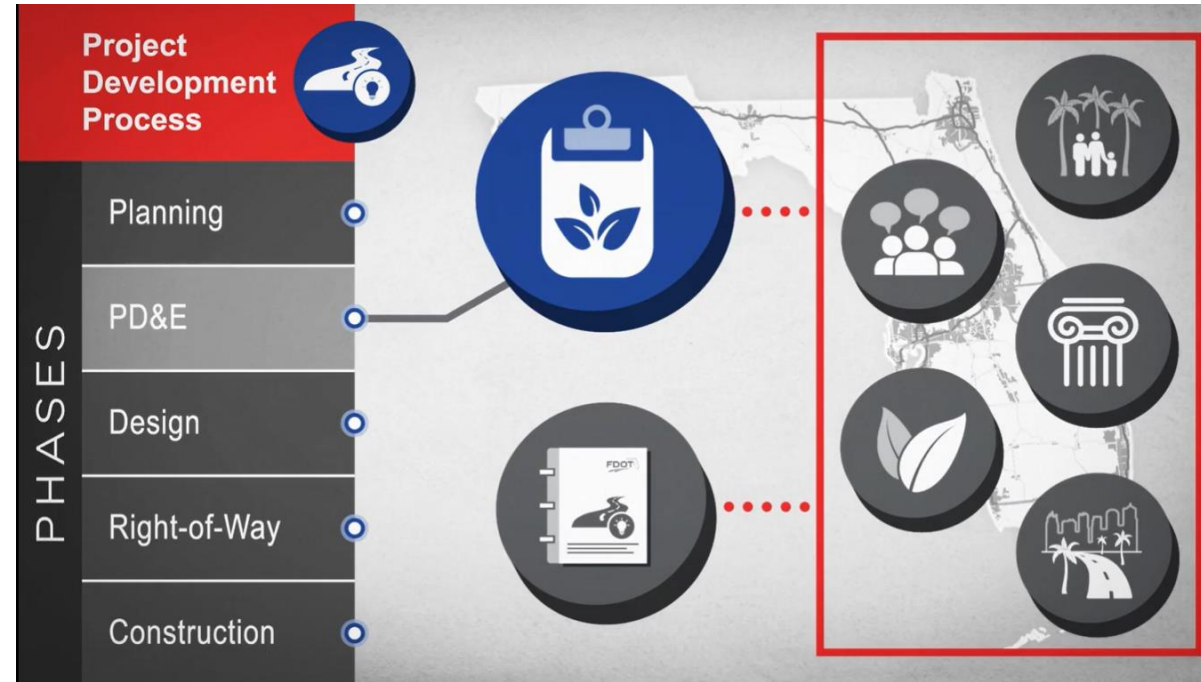


Environmental Training for Florida Turnpike Enterprise

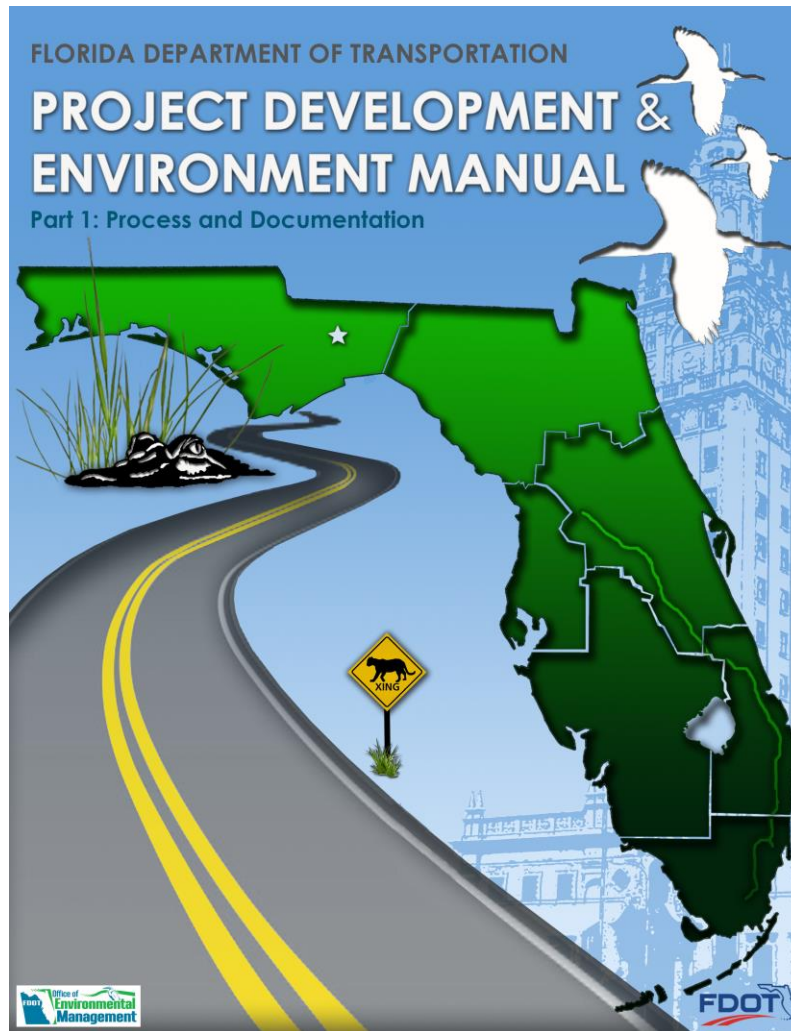
Non-Major State Actions and
State Environmental Impact Reports



August 25, 2020

The environmental review, consultation, and other actions required by applicable federal environmental laws described in this training are carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016, executed by FHWA and FDOT.

Part 1, Chapter 10 of the PD&E Manual



PART 1, CHAPTER 10 STATE, LOCAL, OR PRIVATELY FUNDED PROJECT DELIVERY

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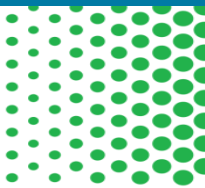
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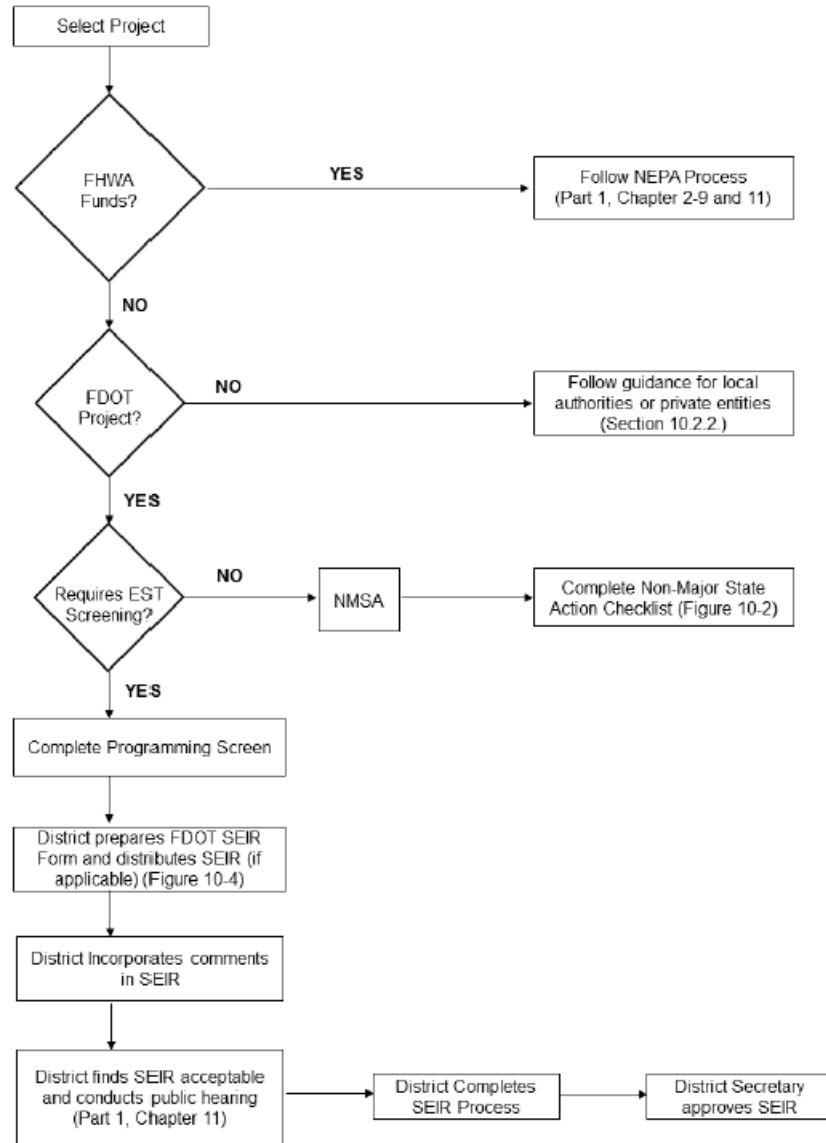
Figure 10-1	FDOT State, Local, or Privately Funded Project Delivery Process	10-15
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https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/pdeman/2020/pt1ch10_070120-current.pdf?sfvrsn=a7dec391_2

FDOT State, Local, or Privately Funded Project Delivery Process



PD&E Manual, Part 1,
Chapter 10
Figure 10-1

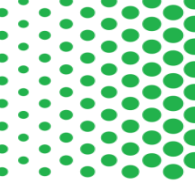


Projects Qualifying for ETDM Screening

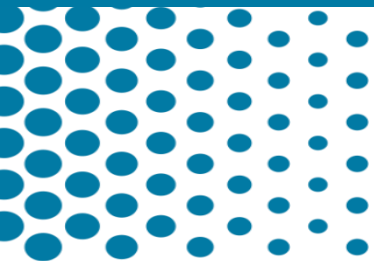
- Qualifications listed in:
 - Part 1, Chapter 2 - PD&E Manual
 - Chapter 2 - ETDM Manual, Topic No. 650-000-002
- Roadway projects
 - Additional through lanes which add capacity to an existing road
 - A new roadway, freeway or expressway
 - A highway which provides new access to an area
 - A new or reconstructed arterial highway (e.g., realignment)
 - A new circumferential or belt highway that bypasses a community
 - Addition of interchanges or major interchange modifications to a completed freeway or expressway (based on coordination with OEM)
 - A new bridge which provides new access to an area, bridge replacements



FTE PD&E Responsibilities



Non-Major State Actions



Non-Major State Actions (NMSAs)

- FDOT -led projects that do not require a PD&E Study
 - Did not qualify for ETDM screening
- Identified during SWAT
- Environmental Document
 - ***Non-Major State Action Checklist***
 - Prepared in SWEPT
- Concurrent with the Design phase
- Documents consideration of environmental impacts
- Generally minor in nature and have less than substantial impacts

Home > Project Input / Setup > Non-Major State Action Checklist

StateWide Environmental Project Tracker

Non-Major State Action Checklist

FM Number Enter at least the first seven digits and click Load to continue.

000000-0-00-00

GENERAL INFORMATION

Project Name:

Project Limits

County

FM Number

Related FM Numbers Enter the item number and choose the FM Number you want to add from the matches that are displayed.

PROJECT DESCRIPTION

Project Description

Analysis and Coordination

- Requires environmental evaluation to comply with state and federal laws and FDOT procedure
 - Desktop and/or field analysis
 - Preparation of supporting documents and/or technical reports
 - Coordination with agencies
 - ◆ To verify there are no substantial impacts to environmental resources



NMSA Checklist Guidance

- Guidance in PD&E Manual
- Part 1, Chapter 10
 - Section 10.2.1.3.1
 - Figure 10-2- visual
- CBT in Learning Curve- coming soon
- SWEPT - Non-Major State Actions video
 - Provides an overview of the SWEPT implementation of the NMSA
 - OEM Training Track 2

**Figure 10-2 in PD&E Manual
Part 1, Chapter 10**

Topic No. 650-000-001
Project Development and Environment Manual
State, Local, or Privately Funded Project Delivery Effective: June 14, 2017

NON-MAJOR STATE ACTION CHECKLIST

1. GENERAL INFORMATION:

Project Name: _____

Project Limits: _____

County: _____

Financial Management Number: _____

2. PROJECT DESCRIPTION:

3. EVALUATION:

YES	NO	
<input type="checkbox"/>	<input type="checkbox"/>	Is this a transportation project qualifying for ETDM EST screening? (See Part 1, Chapter 2, Class of Action Determination For Highway Projects, of the PD&E Manual)
<input type="checkbox"/>	<input type="checkbox"/>	Will the project cause adverse impacts to local traffic patterns, property access, community cohesiveness, or planned community growth or land use patterns?
<input type="checkbox"/>	<input type="checkbox"/>	Will the project cause adverse impacts to air, noise, or water?
<input type="checkbox"/>	<input type="checkbox"/>	Will the project cause adverse impacts to wetlands requiring a federal permit?
<input type="checkbox"/>	<input type="checkbox"/>	Will the project cause adverse impacts to navigation requiring a federal permit?
<input type="checkbox"/>	<input type="checkbox"/>	Will the project cause impacts to floodplains in accordance with Part 2, Chapter 13 of the PD&E Manual?
<input type="checkbox"/>	<input type="checkbox"/>	Will the project affect federally endangered or threatened species or their critical habitat?
<input type="checkbox"/>	<input type="checkbox"/>	Will the project require more than minor amounts of right of way and result in any residential or non-residential displacements?

Figure 10-4 Non-Major State Action Checklist

State, Local, or Privately Funded Project Delivery 10-25

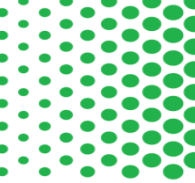
10.2.1.3.1 Completing the Non-Major State Action Checklist

The *Non-Major State Action Checklist* ([Figure 10-2](#)) should contain the following information:

1. GENERAL INFORMATION: identifies the name of the project, its limits, county, and financial management number(s).
2. PROJECT DESCRIPTION: includes a brief description of the existing conditions, purpose and need if known, and the proposed improvements (i.e., number of lanes, structure, median, and ROW).
3. EVALUATION: provides a checklist to evaluate the potential impacts of the project. If any item is marked "Yes", then it is discussed and determined by the District whether additional evaluation or a SEIR will be necessary. Consideration should be given to potential permitting requirements and needs. If all answers are "No" and the project type is not defined in **Section 339.155(5)(b), Florida Statutes (F.S.)**, as a major transportation improvement, the project is a NMSA.

A place is provided for the District Environmental Manager or designee to sign and date the form.

Non-Major State Action Checklist



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**NON-MAJOR STATE ACTION
CHECKLIST**

650-050-030
Project Development and Environment Manual
08/16

1. GENERAL INFORMATION:

Project Name: LIGHTING RENOVATIONS TO BOCA TOLLS DATA CENTER PARKING LOT
Project Limits: Boca Raton SunPass Service Center Parking Lot, at Glades Road (SR 808) (MP 76)
County: Palm Beach County
FM Number: 444292-1-52-01

2. PROJECT DESCRIPTION:

This project proposes lighting updates at the Florida's Turnpike Enterprise SunPass Service Center Parking Lot in Boca Raton, Palm Beach County, Florida. Lighting upgrades were prompted by the need for increased illumination for future security camera installation. The scope of work includes concrete curb replacement and installation of conduit, pull and splice box, prestressed concrete poles, and light poles. All work takes place within the existing right-of-way (ROW) in areas previously disturbed by roadway/building construction and buried utility installation.

3. EVALUATION:

Yes No

- Is this a transportation project qualifying for ETDM EST screening? (See Part 1, Chapter 2: Class of Action Determination for Federal Projects)**

Per Part 1, Chapter 2 of the PD&E Manual, ETDM EST screening is not required for this project. Furthermore, the proposed work activities can be classified as a Type I Categorical Exclusion per 23 CFR 771.117 (c)(27), installation of lighting.

- Will the project cause adverse impacts to local traffic patterns, property access, community cohesiveness, or planned community growth or land use patterns?**

The project will have no impacts on local traffic patterns, property access, community cohesiveness, community growth, or land use.
[2 - 444292-1 Study Area AOI With 500' Buffer]



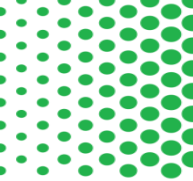
Evaluation Section

- Series of questions on potential impacts
 - Any item that is marked “Yes”
 - ◆ Additional evaluation, or
 - ◆ Upgrade to SEIR
 - If all answers are “No” and not considered a major transportation improvement, project is a NMSA
- Information included or attached to substantiate the responses on the checklist

3. EVALUATION:

Yes	No	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is this a transportation project qualifying for ETDM EST screening? (See Part 1, Chapter 2: Class of Action Determination for Federal Projects) Per Part 1, Chapter 2 of the PD&E Manual, ETDM EST screening is not required for this project. Furthermore, the proposed work activities can be classified as a Type I Categorical Exclusion per 23 CFR 771.117 (c)(27), installation of lighting.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project cause adverse impacts to local traffic patterns, property access, community cohesiveness, or planned community growth or land use patterns? The project will have no impacts on local traffic patterns, property access, community cohesiveness, community growth, or land use. [2 - 444292-1 Study Area AOI With 500' Buffer]
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project cause adverse impacts to air, noise, or water? There will be no impacts to air, noise, or water with this project. [2 - 444292-1 Study Area AOI With 500' Buffer]
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project cause adverse impacts to wetlands requiring a federal permit? Portions of the 500-foot project buffers are located within areas mapped as wetland by the National Wetlands Inventory. However, there will be no wetland impacts requiring a federal permit associated with this project. [1 - 444292-1 General AOI report] [2 - 444292-1 Study Area AOI With 500' Buffer] [3 - 444292-1 Permit Summary Memo]
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project cause adverse impacts to navigation requiring a federal permit? The project does not traverse over navigable waters. [1 - 444292-1 General AOI report] [2 - 444292-1 Study Area AOI With 500' Buffer] [3 - 444292-1 Permit Summary Memo]
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project cause impacts to floodplains in accordance with Part 2, Chapter 13: Floodplains of the PD&E Manual? The 100-year floodplain is located in portions of the 500-foot Area of Interest buffer. However, there will be no impacts to floodplains associated with this project. [1 - 444292-1 General AOI report] [2 - 444292-1 Study Area AOI With 500' Buffer] [3 - 444292-1 Permit Summary Memo]

Evaluation

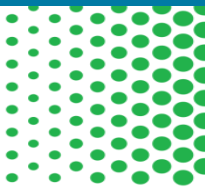


PART 2 TOPICS AND ANALYSIS TABLE OF CONTENTS

Title	Chapter
PROJECT DESCRIPTION AND PURPOSE AND NEED.....	1
TRAFFIC ANALYSIS.....	2
ENGINEERING ANALYSIS.....	3
SOCIOCULTURAL EFFECTS EVALUATION.....	4
AESTHETIC EFFECTS.....	5
FARMLAND.....	6
SECTION 4(f) RESOURCES.....	7
ARCHAEOLOGICAL AND HISTORICAL RESOURCES.....	8
WETLANDS AND OTHER SURFACE WATERS.....	9
HOLD (currently no chapter).....	10
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WILD AND SCENIC RIVERS.....	12
FLOODPLAINS.....	13
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CONTAMINATION.....	20
UTILITIES AND RAILROADS.....	21

- Sources
 - PD&E Manual Part 2 Chapters
 - EST Area of Interest Tool (AOI)
- Brief summary in form or
- Attached maps and summaries

Yes	No	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Is this a transportation project qualifying for ETDM EST screening? (See Part 1, Chapter 2: Class of Action Determination for Federal Projects)</p> <p>Per Part 1, Chapter 2 of the PD&E Manual, ETDM EST screening is not required for this project. Furthermore, the proposed work activities can be classified as a Type I Categorical Exclusion per 23 CFR 771.117 (c)(27), installation of lighting.</p>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Will the project cause adverse impacts to local traffic patterns, property access, community cohesiveness, or planned community growth or land use patterns?</p> <p>The project will have no impacts on local traffic patterns, property access, community cohesiveness, community growth, or land use. [2 - 444292-1 Study Area AOI With 500' Buffer]</p>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Will the project cause adverse impacts to air, noise, or water?</p> <p>There will be no impacts to air, noise, or water with this project. [2 - 444292-1 Study Area AOI With 500' Buffer]</p>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Will the project cause adverse impacts to wetlands requiring a federal permit?</p> <p>Portions of the 500-foot project buffers are located within areas mapped as wetland by the National Wetlands Inventory. However, there will be no wetland impacts requiring a federal permit associated with this project. [1 - 444292-1 General AOI report] [2 - 444292-1 Study Area AOI With 500' Buffer] [3 - 444292-1 Permit Summary Memo]</p>



3. EVALUATION:

YES NO

___ ___ Is this a transportation project qualifying for ETDM EST screening? (See Part 1, Chapter 2, Class of Action Determination For Federal Projects, of the PD&E Manual)

___ ___ Will the project cause adverse impacts to local traffic patterns, property access, community cohesiveness, or planned community growth or land use patterns?

___ ___ Will the project cause adverse impacts to air, noise, or water?

___ ___ Will the project cause adverse impacts to wetlands requiring a federal permit?

___ ___ Will the project cause adverse impacts to navigation requiring a federal permit?

___ ___ Will the project cause impacts to floodplains in accordance with Part 2, Chapter 13 of the PD&E Manual?

___ ___ Will the project affect federally endangered or threatened species or their critical habitat?

___ ___ Will the project require more than minor amounts of right of way and result in any residential or non-residential displacements?

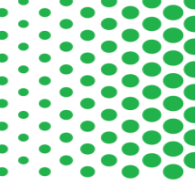
YES NO

___ ___ Are there state-owned conservation lands being acquired in the project area subject to review and approval by the Acquisition and Restoration Council?

___ ___ Are properties protected under Chapter 267, F.S., adversely affected as determined in consultation with the Florida Division of Historical Resources?

___ ___ Does the action have known contamination sites which would have more than a minimal impact to design, right of way, or construction activities once assessed as described in Part 2, Chapter 20, Contamination of the PD&E Manual, and can't be avoided or remediated?

___ ___ Will the project have substantial controversy on environmental grounds?



- Will the project have substantial controversy on environmental grounds?**

The project will have no environmental controversy.
[2 - 444292-1 Study Area AOI With 500' Buffer]

- Is a public hearing needed in accordance with **Part 1, Chapter 11: Public Involvement of the PD&E Manual and Section 339.155(5)(b), F.S.?****

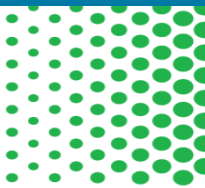
In accordance with Part 1, Chapter 11 of the PD&E Manual and Section 339.155 (5)(b) a public hearing and public involvement are not required for this project.



Public Hearing

- Public hearing is not generally required, however, public involvement activities may be needed
- Required by **Section 339.155 5 (b), F.S.** for the following types of projects:
 - 1) increasing capacity through the addition of new lanes
 - 2) providing new access to a limited or controlled access facility (new interchanges)
 - 3) construction of a facility in a new location

(b) During development of major transportation improvements, such as those increasing the capacity of a facility through the addition of new lanes or providing new access to a limited or controlled access facility or construction of a facility in a new location, the department shall hold one or more hearings prior to the selection of the facility to be provided; prior to the selection of the site or corridor of the proposed facility; and prior to the selection of and commitment to a specific design proposal for the proposed facility. Such public hearings shall be conducted so as to provide an opportunity for effective participation by interested persons in the process of transportation planning and site and route selection and in the specific location and design of transportation facilities. The various factors involved in the decision or decisions and any alternative proposals shall be clearly presented so that the persons attending the hearing may present their views relating to the decision or decisions that will be made.



Will the project have substantial controversy on environmental grounds?

The project will have no environmental controversy.
[2 - 444292-1 Study Area AOI With 500' Buffer]

Is a public hearing needed in accordance with Part 1, Chapter 11: Public Involvement of the PD&E Manual and Section 339.155(5)(b), F.S.?

In accordance with Part 1, Chapter 11 of the PD&E Manual and Section 339.155 (5)(b) a public hearing and public involvement are not required for this project.

IF ALL ANSWERS ARE NO, THE PROJECT IS A NON-MAJOR STATE ACTION (SIGN BELOW)

IF ANY ITEM IS MARKED YES, EVALUATE WHETHER A STATE ENVIRONMENTAL IMPACT REPORT (SEIR) WILL BE NECESSARY.

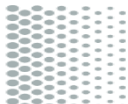
This Checklist is the Environmental Document for a Non-Major State Action. Supporting documents are included in the project file.

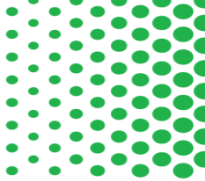
The project is not defined in Section 339.155(5)(b) of the Florida Statutes as a major transportation improvement (increasing the capacity of a facility through the addition of new lanes or providing new access to a limited or controlled access facility or construction of a facility in a new location) and based upon this project evaluation, it has been determined that the project is a Non-Major State Action.

Philip Stein
District Environmental Administrator or Designee

August 7, 2020
Date

 Electronically signed within SWEPT
on August 7, 2020 3:11:52 PM EDT
(electronic signature on file)





Will the project have substantial controversy on environmental grounds?

The project will have no environmental controversy.
[2 - 444292-1 Study Area AOI With 500' Buffer]

Is a public hearing needed in accordance with Part 1, Chapter 11: Public Involvement of the PD&E Manual and Section 339.155(5)(b), F.S.?

In accordance with Part 1, Chapter 11 of the PD&E Manual and Section 339.155 (5)(b) a public hearing and public involvement are not required for this project.

IF ALL ANSWERS ARE NO, THE PROJECT IS A NON-MAJOR STATE ACTION (SIGN BELOW)

IF ANY ITEM IS MARKED YES, EVALUATE WHETHER A STATE ENVIRONMENTAL IMPACT REPORT (SEIR) WILL BE NECESSARY.

This Checklist is the Environmental Document for a Non-Major State Action. Supporting documents are included in the project file.

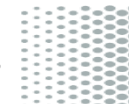
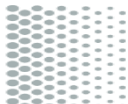
The project is not defined in Section 339.155(5)(b) of the Florida Statutes as a major transportation improvement (increasing the capacity of a facility through the addition of new lanes or providing new access to a limited or controlled access facility or construction of a facility in a new location) and based upon this project evaluation, it has been determined that the project is a Non-Major State Action.



Philip Stein
District Environmental Administrator or Designee

August 7, 2020
Date

 Electronically signed within SWEPT
on August 7, 2020 3:11:52 PM EDT
(electronic signature on file)



ATTACHMENTS:

- | # | Description and Filename |
|---|--|
| 1 | 444292-1 General AOI report (44429215201-NMSA-FTE-444292-1_General_AOI_report-2020-0807.pdf) |
| 2 | 444292-1 Study Area AOI With 500' Buffer (44429215201-NMSA-FTE-444292-1_Study_Area_AOI_With_500'_Buffer-2020-0806.pdf) |
| 3 | 444292-1 Permit Summary Memo (44429215201-NMSA-FTE-444292-1_Permit_Summary_Memo-2020-0430.pdf) |
| 4 | CR Desktop Analysis (444292-1)_7-13-20 (44429215201-NMSA-FTE-CR_Desktop_Analysis_(444292-1)_7-13-20-2020-0714.pdf) |

ENVIRONMENTAL PERMITS SUMMARY MEMORANDUM

To: Florida's Turnpike Enterprise (FTE)
Latania Brown, P.E. – GEC Project Manager
Patrick Muench, P.E. – FTE Project Manager
Annemarie Hammond – Environmental Permits Coordinator

From: Metric Engineering, Inc. (Metric)
Ryan St. George – South Florida Environmental Services Manager

Cc: Traffic Engineering Data Solutions (TEDS)
Susanne Williams, P.E. – Sr. Transportation Engineer
Rick Morrow, P.E. – VP of Transportation Engineering

Date: January, 2019

Subject: 444292-1-32-01 – Boca Tolls Data Center CCTV and Lighting Upgrades

The above referenced project is proposed wholly within existing FTE right-of-way and within the existing footprint of previously constructed upland development. The proposed project entails removal of 16 existing concrete utility poles, installation of 16 new lighting poles, and installation of 6 new CCTV support poles. Proposed work also includes approximately 2500 linear feet of related conduit installations.

444292-1 Study Area With 500' Buffer



August 6, 2020

■ polygonLayer

1:4,514
0 0.03 0.07 0.13 mi
0 0.05 0.1 0.2 km

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS,

Me
Copyright 2020

Completing NMSA Projects

- Complete *Environmental Certification for State Funded Project*
 - Prepared in SWEPT
 - Figure 10-3- Visual
- Re-evaluate the NMSA at the conclusion of the Design phase, if a NMSA was previously completed



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**ENVIRONMENTAL CERTIFICATION FOR
STATE FUNDED PROJECT**

650-050-14
ENVIRONMENTAL MANAGEMENT
11/15

Financial Management Number: 444292-1-52-01
ETDM Number: N/A
Project Description:

This project proposes lighting updates at the Florida's Turnpike Enterprise SunPass Service Center Parking Lot in Boca Raton, Palm Beach County, Florida. Lighting upgrades were prompted by the need for increased illumination for future security camera installation. The scope of work includes concrete curb replacement and installation of conduit, pull and splice box, prestressed concrete poles, and light poles. All work takes place within the existing right-of-way (ROW) in areas previously disturbed by roadway/building construction and buried utility installation.

This project is a Non-Major State Action. It was verified on August 7, 2020 and the action remains valid.

This project is a State Environmental Impact Report (SEIR). The SEIR was approved on ____.

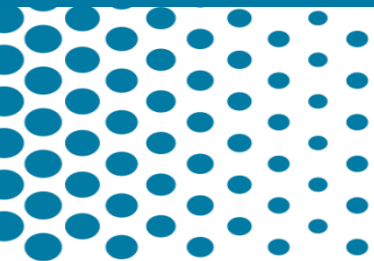
A re-evaluation in accordance with the FDOT Project Development and Environment Manual Part 1, Chapter 10 was approved on ____.

Signature: Philip Stein
Environmental Manager or designee

Date: August 7, 2020

 Electronically signed within SWEPT
on August 7, 2020 3:12:30 PM EDT
(electronic signature on file)

State Environmental Impact Reports



State Environmental Impact Report (SEIR)

- FDOT led, state-funded projects that require a PD&E Study
- Identified during SWAT
- Level of detail required to support the determination depends upon project specific circumstances
- Environmental Document
 - **State Environmental Impact Report Form**
 - ◆ Prepared as Form 650-050-43
 - ◆ Soon to be in SWEPT



Policy & Process Management

Forms • Policies • Procedures • Manuals

Home Forms Procedures Manuals Policies Help Staff Contact Us

Welcome to the Policy and Process Management. We manage the Department's official forms, policies, procedures, directives, and manuals.

IMPORTANT:

The documents on this site are the official versions. Since many Department documents have legal implications, and in accordance with FDOT Procedure No. 050-030-001, **Form Development and Control**, they cannot be revised or altered without authorization from the originating office. The originating office and contact person names are available by clicking on Detail for each document. Please note special instructions based on file format for forms:

Read-Only PDF: These files can be viewed using Adobe Acrobat Reader and printed.

Consolidated: This links to a page from which a subset of associated forms are easily available.



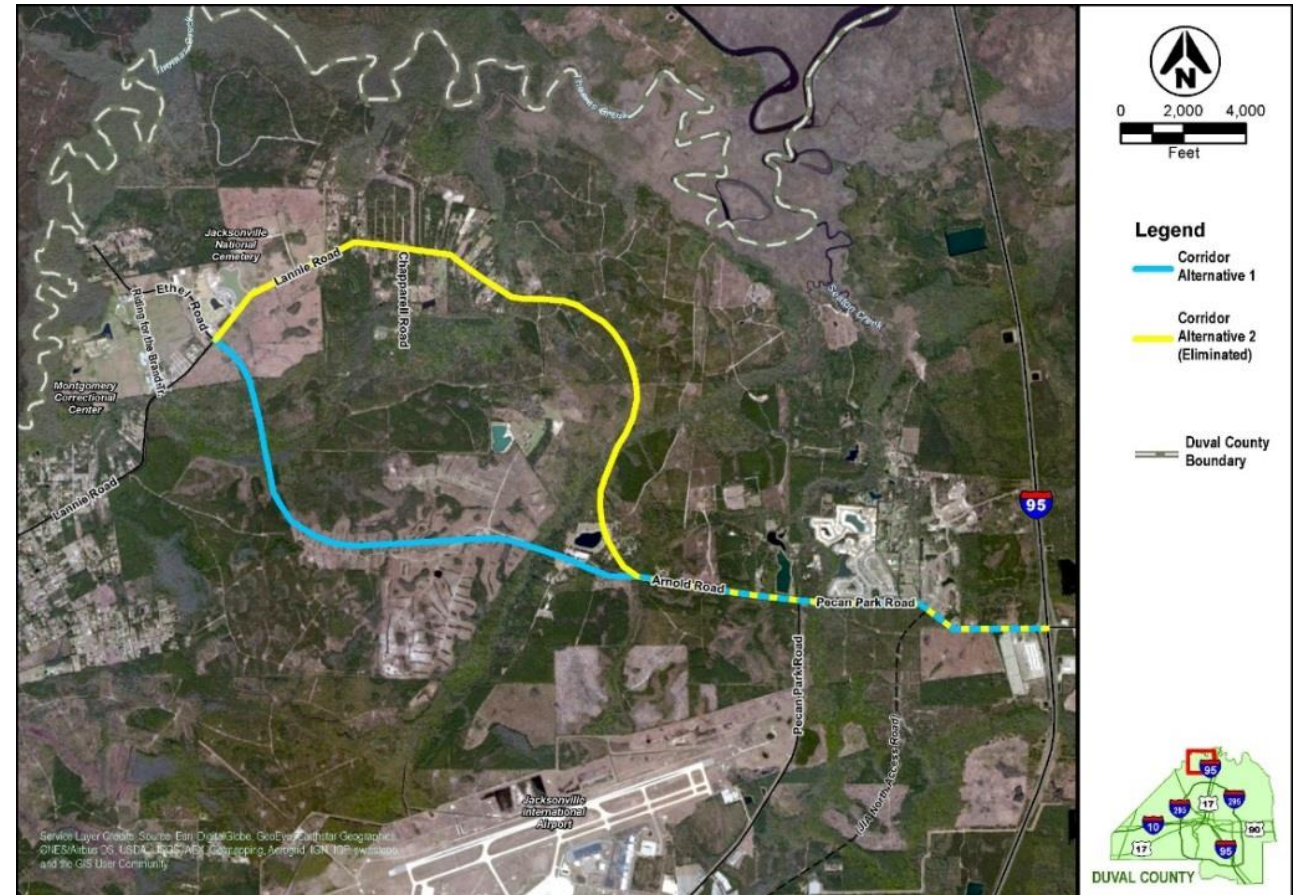
Overview of Activities during PD&E Phase

- Engineering and Environmental Analysis
 - Assess project impacts
 - Consult with resource agencies
 - Complete technical reports
- Analysis needed depends on magnitude of the impact(s)
 - Ranges from minor to substantial impacts




Engineering Analysis

- Considerations concerning evaluation of existing conditions
- Selection of design parameters
- Development of alternatives
- Analysis of alternatives
- Selection of a Preferred Alternative
- Documented in a Preliminary Engineering Report
- Part 2, Chapter 3- PD&E Manual




Alternatives

- No requirement for multiple build alternatives that need to be evaluated
 - May be multiple alternatives if warranted by specific project considerations
- Can be one build alternative in addition to the no-action alternative, if determined appropriate



US 92 (New Tampa Highway)

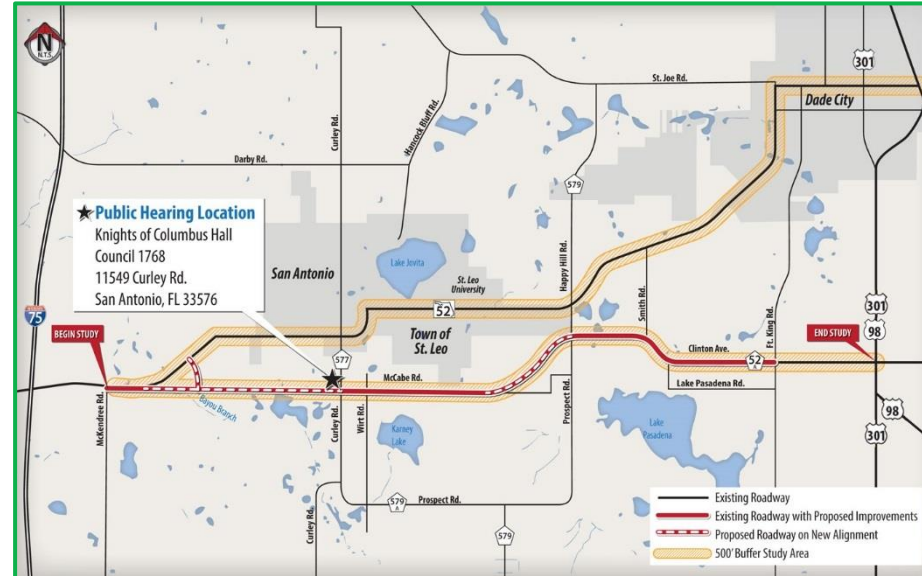
from County Line Road to Wabash Avenue
Polk County



Evaluation Criteria	No-Build Alternative	Northern Alternative	Southern Alternative
Business Impacts			
Number of business relocations	0	2	3
Residential Impacts			
Number of residential relocations	0	6	21
Environmental Effects			
Archaeological/Historic sites (potential)	None	Medium	Medium
Public parks, recreation areas, or wildlife refuges	None	None	None
Noise (potential)	None	Medium	Medium
Wetland (acres)	0	1.3	0.5
Floodplains (acre feet)	0	4.3	9.8
Threatened and endangered species (potential)	None	Low	Low
Contamination sites (high / medium)	None	4 / 13	4 / 13
Right-of-Way Needs			
Right-of-way to be acquired for roadway improvements (acres)	0	12.6	12.1
Right-of-way to be acquired for stormwater facilities (acres)	0	15.1	13.1
Right-of-way to be acquired for floodplain compensation (acres)	0	10.5	10.5
Estimated Total Project Costs (2015 Cost)			
Design	\$0	\$4,450,000	\$4,450,000
Mitigation Cost ¹	\$0	\$138,000	\$54,000
Right-of-way cost for roadway	\$0	\$12,468,000	\$14,488,000
Right-of-way cost for stormwater and floodplain sites	\$0	\$4,327,000	\$4,327,000
Total Right-of-Way Cost	\$0	\$18,783,000	\$18,819,000
Total Construction Cost	\$0	\$2,068,000	\$2,021,000
Construction Engineering & Inspection ²	\$0	\$7,819,000	\$7,833,000
Preliminary Estimate of Total Project Cost (2015 Cost)	\$0	\$81,299,000	\$83,143,000

¹ Mitigation Cost was based on mitigation bank credit cost and an estimated functional loss for wetland impacts.
² Construction Engineering & Inspection is estimated at 15% of the Total Construction Cost.

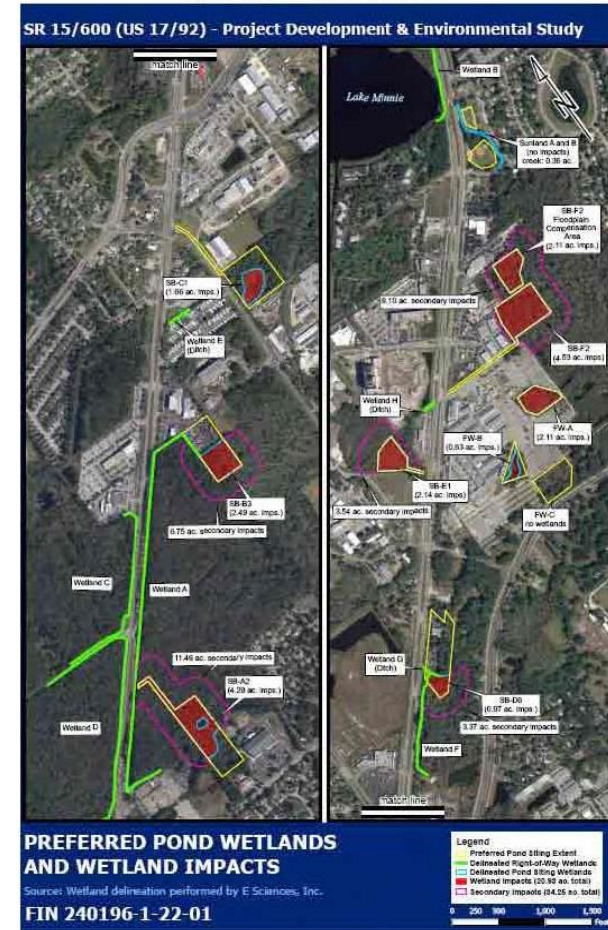
US 92 Alternatives Public Meeting
April 28, 2016



Environmental Analysis

- The level of analysis should identify the impacts and address comments provided during the Programming screen and/or the Advance Notification (AN) process by:
 - ◆ ETAT
 - ◆ Other agencies
 - ◆ Interested parties
 - ◆ The public
- The analysis should:
 - Facilitate coordination with agencies and stakeholders
 - Address opportunities and approaches to mitigation when needed
 - Provide sufficient detail to support conclusions and scientific and analytic basis for the comparison of alternatives
 - Document analysis in the SEIR

Figure 7.5 Delineated Wetlands



Part 2 of the PD&E Manual

- Details how to conduct analysis
 - Engineering
 - Environmental
- Issue/Resources
 - Based on federal laws, regulations, and Executive Orders
 - Evaluated using the guidance from chapters in Part 2 of the PD&E Manual
- Chapters detail coordination with agencies and organizations
- Provide specifics on what should be in the SEIR depending on the level of impacts
- OEM webinars available
 - OEM Training Track 3



PART 2 TOPICS AND ANALYSIS TABLE OF CONTENTS

Title	Chapter
PROJECT DESCRIPTION AND PURPOSE AND NEED	1
TRAFFIC ANALYSIS	2
ENGINEERING ANALYSIS	3
SOCIOCULTURAL EFFECTS EVALUATION	4
AESTHETIC EFFECTS	5
FARMLAND	6
SECTION 4(f) RESOURCES	7
ARCHAEOLOGICAL AND HISTORICAL RESOURCES	8
WETLANDS AND OTHER SURFACE WATERS	9
HOLD (currently no chapter)	10
WATER RESOURCES	11
WILD AND SCENIC RIVERS	12
FLOODPLAINS	13
COASTAL ZONE CONSISTENCY	14
COASTAL BARRIER RESOURCES	15
PROTECTED SPECIES AND HABITAT	16
ESSENTIAL FISH HABITAT	17
HIGHWAY TRAFFIC NOISE	18
AIR QUALITY	19
CONTAMINATION	20
UTILITIES AND RAILROADS	21
COMMITMENTS	22
ACQUISITION AND RESTORATION COUNCIL (ARC) COORDINATION	23

SEIR Form Guidance

- Guidance in PD&E Manual
- Part 1, Chapter 10
 - Section 10.2.1.4
 - Figure 10-4- visual
- CBT in Learning Curve- coming soon

10.2.1.4 Documentation of a State Environmental Impact Report

The *State Environmental Impact Report Form, Form No. 650-050-43* ([Figure 10-4](#)) should be a concise, targeted document based on the results of engineering and environmental analysis and coordination.

The SEIR documents the social and economic, cultural, natural, and physical issues/resources evaluated as part of the project. Additional information for each category is included in attachments, as needed. Technical reports or memorandums should be summarized in each section with reference to the corresponding document for more details.

Other considerations for completing a SEIR are as follows:

1. If no federal permit/action is required, consultation with the DHR is required per **Chapter 267, F.S.**, to address historic or archaeological resources. However, if a federal permit will be required then the project must comply with **Section 106** of the **NHPA**. Additionally, if the project requires consultation with USFWS regarding federally listed species, consultation occurs under **Section 10** of the **Endangered Species Act (ESA)**. See [Part 2, Chapter 8, Historic and Archeological](#)

STATE ENVIRONMENTAL IMPACT REPORT FORM

1. PROJECT DESCRIPTION AND PURPOSE AND NEED:

a. Project Information:

Project Name:

Project Limits:

County:

ETDM Number (If applicable):

Financial Management Number:

Project Manager:

b. Proposed Improvements

c. Purpose and Need:

d. Project Planning Consistency: disregard providing historical details, instead focus on future phases of segments being advanced. If more than one segment is being advanced additional tables should be added.

Currently Adopted CFP-LRTP	COMMENTS				
Y/N	(If N, then provide detail on how implementation and fiscal constraint will be achieved)				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y/N	Y/N	\$		(If phase completed, note as such otherwise provide comments describing status and activities needed to achieve consistency)
R/W	Y/N	Y/N	\$		(If phase completed, note as such otherwise provide comments describing status and activities needed to achieve consistency)
Construction	Y/N	Y/N	\$		(provide comments as appropriate describing status and activities needed to achieve consistency)

*Include pages from current TIP/STIP/LRTP

Figure 10-4 State Environmental Impact Report Form

Project
Description and
Purpose and
Need

Project
Information

Proposed
Improvements

Purpose and
Need

STATE ENVIRONMENTAL IMPACT REPORT FORM

1. PROJECT DESCRIPTION AND PURPOSE AND NEED:

a. Project Information:

Project Name: Colonial Parkway Project Development and Environment Study

Project Limits: Along SR 50 from Woodbury Road to SR 520

County: Orange

ETDM Number (if applicable): 14318

Financial Project Number: 440314-1-22-01

Project Manager: Anil Sharma, P.E., Florida's Turnpike Enterprise (HNTB)

b. Proposed Improvements:

The proposed Colonial Parkway project includes up to two new State Road (SR) 504 toll lanes in each direction from SR 408 to SR 520, with a system-to-system interchange between SR 504 and SR 408. The Preferred Alternative for SR 50 includes six lanes west of Avalon Park Boulevard and four lanes east of Avalon Park Boulevard. The proposed improvements include reconstruction of the existing SR 50 facility to accommodate the SR 504 toll facility as well as additional improvements on SR 50 at intersections and within the corridor to address pedestrian/bicycle needs.

The project includes the new SR 504 toll facility, SR 50 reconstruction, bicycle and pedestrian enhancements on SR 50 including a shared use path, nine grade-separated intersections to provide access between SR 50 and SR 504, intersection improvements, stormwater management facilities, structural accommodations, and access management modifications. Attachment 1.B provides more detail on the proposed improvements.

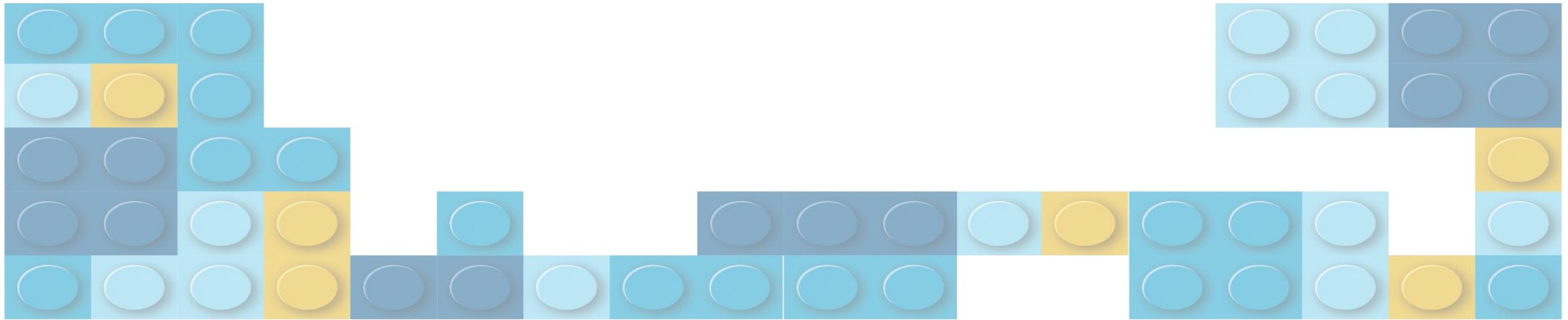
c. Purpose and Need:

The proposed Colonial Parkway will provide added capacity along with a higher speed, tolled east-west corridor to relieve existing and future congestion along SR 50. The direct connect ramps between SR 408 and Colonial Parkway will relieve congestion at the existing SR 50 and SR 408 ramp terminal intersection. Accessibility and connectivity to SR 408 will also be improved.

Eventually, this corridor could be extended to I-95 via Beachline Expressway (SR 528), in Brevard County, offering interregional connectivity. The purpose of these improvements is to enhance safety, add capacity, improve reliability, and increase mobility in eastern Orange County. Attachment 1.C provides more detail on the purpose and need.

Project Description and Purpose and Need

- Developed early in the planning process
- Evolve into the final in the PD&E Study
- Briefly describes proposed improvements and purpose and need
- Part 2, Chapter 1 – PD&E Manual



Project Planning Consistency

STATE ENVIRONMENTAL IMPACT REPORT FORM

d. Project Planning Consistency:

Currently Adopted CFP-LRTP	COMMENTS				
Y/N	440314-2: Colonial Parkway (SR 504) Woodbury Road to SR 520 New Road Construction				
PHASE	Currently Approved TIP*	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y	Y	\$27.5M/\$27.5M**	FY 2020-2024	
R/W	Y	Y	\$106.8M/\$106.8M**	FY 2020-2024	
Construction	Y	Y	\$0/\$0	FY 2020-2024	

Note: Refer to Appendix B for pages from FDOT Work Program and TIP/STIP/LRTP.

**MetroPlan Orlando Transportation Improvement Program FY 2019/20 – 2023/24, Adopted July 10, 2019 (Updated December 2019)*

*** FDOT Five Year Work Program (2020-2025) Tentative reflects FY 2020 Funding \$13.9M (PE) and \$4.0M (ROW) only. The TIP/STIP will be updated as part of FDOT Work Program coordination. FTE is currently not funding future phases of the project.*

Project Planning Consistency

- An information tool - not required for the approval of the document
- A description of actions required for completion of the planning consistency information should be provided if not available at the time of document approval
- Includes supporting pages
- PD&E Manual Guidance
 - Part 1, Chapter 4- Project Development Process
 - Part 2, Chapter 1- Project Description and Purpose and Need
- Guidance for Meeting Planning Requirements for NEPA Approval

Environmental Analysis

- Impacts
- Supporting information as an attachment

• Documentation based on:

- Results of evaluation/analysis
- Knowledge of project area
- Input from agencies and public
- Input through scoping efforts

STATE ENVIRONMENTAL IMPACT REPORT FORM

2. ENVIRONMENTAL ANALYSIS

Issues/Resources	*Substantial Impacts?				**Supporting Information
	Yes	No	Enhance	NoInv	
A. SOCIAL and ECONOMIC					
1. Social	[]	[X]	[]	[]	See Attachment 2.A.1
2. Economic	[]	[X]	[]	[]	See Attachment 2.A.2
3. Land Use Changes	[]	[X]	[]	[]	See Attachment 2.A.3
4. Mobility	[]	[]	[X]	[]	See Attachment 2.A.4
5. Aesthetic Effects	[]	[X]	[]	[]	See Attachment 2.A.5
6. Relocation Potential	[]	[X]	[]	[]	See Attachment 2.A.6
B. CULTURAL					
1. Historic Sites/Districts	[]	[X]	[]	[]	See Attachment 2.B.1
2. Archaeological Sites	[]	[X]	[]	[]	See Attachment 2.B.2
3. Recreation Areas	[]	[]	[]	[X]	-
C. NATURAL					
1. Wetlands and other Surface Waters	[]	[X]	[]	[]	See Attachment 2.C.1
2. Aquatic Preserves and Outstanding FL Waters	[]	[X]	[]	[]	See Attachment 2.C.2
3. Water Quality and Stormwater	[]	[X]	[]	[]	See Attachment 2.C.3
4. Wild and Scenic Rivers	[]	[]	[]	[X]	-
5. Floodplains	[]	[X]	[]	[]	See Attachment 2.C.5
6. Coastal Barrier Resources	[]	[]	[]	[X]	-
7. Protected Species and Habitat	[]	[X]	[]	[]	See Attachment 2.C.7
8. Essential Fish Habitat	[]	[]	[]	[X]	-
D. PHYSICAL					
1. Highway Traffic Noise	[]	[X]	[]	[]	See Attachment 2.D.1
2. Air Quality	[]	[X]	[]	[]	See Attachment 2.D.2
3. Contamination	[]	[X]	[]	[]	See Attachment 2.D.3
4. Utilities and Railroads	[]	[X]	[]	[]	See Attachment 2.D.4
5. Construction	[]	[X]	[]	[]	See Attachment 2.D.5
6. Bicycles and Pedestrians	[]	[]	[X]	[]	See Attachment 2.D.6
7. Navigation	[]	[]	[]	[X]	-

* Substantial Impacts? Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement.

**Supporting information is documented in the referenced attachment(s).

Environmental Analysis

- Each issue/resource section
 - Describes the existing conditions of the project area
 - Identifies the potential degree of impacts of the alternatives
 - Uses charts, tables, maps, and other graphics illustrating comparisons between the alternatives and their respective impacts
 - May include standard statements if there is no involvement or impact

2. ENVIRONMENTAL ANALYSIS

Issues/Resources	*Substantial Impacts?				**Supporting Information
	Yes	No	Enhance	NoInv	
A. SOCIAL and ECONOMIC					
1. Social	[]	[X]	[]	[]	See Attachment 2.A.1
2. Economic	[]	[X]	[]	[]	See Attachment 2.A.2
3. Land Use Changes	[]	[X]	[]	[]	See Attachment 2.A.3
4. Mobility	[]	[]	[X]	[]	See Attachment 2.A.4
5. Aesthetic Effects	[]	[X]	[]	[]	See Attachment 2.A.5
6. Relocation Potential	[]	[X]	[]	[]	See Attachment 2.A.6
B. CULTURAL					
1. Historic Sites/Districts	[]	[X]	[]	[]	See Attachment 2.B.1
2. Archaeological Sites	[]	[X]	[]	[]	See Attachment 2.B.2
3. Recreation Areas	[]	[]	[]	[X]	-
C. NATURAL					
1. Wetlands and other Surface Waters	[]	[X]	[]	[]	See Attachment 2.C.1
2. Aquatic Preserves and Outstanding FL Waters	[]	[X]	[]	[]	See Attachment 2.C.2
3. Water Quality and Stormwater	[]	[X]	[]	[]	See Attachment 2.C.3
4. Wild and Scenic Rivers	[]	[]	[]	[X]	-
5. Floodplains	[]	[X]	[]	[]	See Attachment 2.C.5
6. Coastal Barrier Resources	[]	[]	[]	[X]	-
7. Protected Species and Habitat	[]	[X]	[]	[]	See Attachment 2.C.7
8. Essential Fish Habitat	[]	[]	[]	[X]	-
D. PHYSICAL					
1. Highway Traffic Noise	[]	[X]	[]	[]	See Attachment 2.D.1
2. Air Quality	[]	[X]	[]	[]	See Attachment 2.D.2
3. Contamination	[]	[X]	[]	[]	See Attachment 2.D.3
4. Utilities and Railroads	[]	[X]	[]	[]	See Attachment 2.D.4
5. Construction	[]	[X]	[]	[]	See Attachment 2.D.5
6. Bicycles and Pedestrians	[]	[]	[X]	[]	See Attachment 2.D.6
7. Navigation	[]	[]	[]	[X]	-

* Substantial Impacts? Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement.

**Supporting information is documented in the referenced attachment(s).

Environmental Issues/Resources in Part 2 of the PD&E Manual



Social and Economic

- Sociocultural Effects Evaluation (Chapter 4)
- Aesthetic Effects (Chapter 5)

Cultural

- Archeological and Historic Resources (Chapter 8)
- Acquisition and Restoration Council (ARC) Coordination (Chapter 23)

Natural

- Wetlands and Other Surface Waters (Chapter 9)
- Water Resources (Chapter 11)
- Floodplains (Chapter 13)
- Protected Species and Habitat (Chapter 16)
- Essential Fish Habitat (Chapter 17)

Physical

- Highway Traffic Noise (Chapter 18)
- Air Quality (Chapter 19)
- Contamination (Chapter 20)
- Utilities & Railroads (Chapter 21)

Anticipated Permits

STATE ENVIRONMENTAL IMPACT REPORT FORM

3. ANTICIPATED PERMITS

- Individual Dredge and Fill Permit
- Nationwide Permit
- Bridge Permit
- Environmental Resource Permit: Modifications to existing SJRWMD ERP #86445-3,5,7,8,9,10,11,12 (SR 50 Roadway) and SJRWMD ERP #140805 (Econlockhatchee River bridges); Will require new SJRWMD ERP for unpermitted sections of SR 50 (east of Avalon Park Boulevard)
- Other: NPDES stormwater construction permit; FEMA No-Rise Certification for Regulatory Floodways (Western and Eastern Tributaries of the Econlockhatchee River)

- Lists anticipated permits identified during the PD&E Study
- Includes the permit status
- Documentation of regulatory agency coordination should be in the project file
- Part 1, Chapter 12 – PD&E Manual

9).

engineering and environmental analyses during the PD&E Study, the following

ed for 65 mph design speed and ce during the design phase of the

storage lengths for movements at

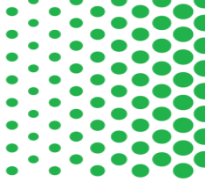
and Colonial Parkway will also be to the extent feasible.

of Alafaya Trail will be considered agreement with CFX. As part of the SR 408 northbound off-ramp to SR

stern Indigo Snake will be adhered

- A gopher tortoise burrow survey within suitable tortoise habitat will be conducted during the permitting phase.
- FDOT's *Supplemental Standard Specification 7-1.4.1 Additional Requirements for the Florida Black Bear* will be followed to minimize human-bear interactions associated with construction sites during project construction.
- The most recent USFWS survey protocol will be followed to make a final effect determination for the Audubon's crested caracara.
- Any permanent impacts to wetlands and surface waters will be mitigated as appropriate within the Service Area of a USFWS-approved wetland mitigation bank or wood stork conservation bank that provides compensating habitat and foraging function equivalents.
- To minimize adverse impacts to the wildlife populations and habitat under the Econlockhatchee River Bridge, a lower level of lighting on the bridges and bridge approaches will be evaluated during the design phase such as the use of luminaire shields and low-pressure sodium lighting.
- A Level II contamination assessment will be conducted during the design phase (as applicable) to assess the type and extent of potential contamination impacts for the Preferred Alternative. The Level II contamination assessment will be considered for all the potential contamination sites ranked as medium or high risk after consideration of involvement during the design phase.





STATE ENVIRONMENTAL IMPACT REPORT FORM

3. ANTICIPATED PERMITS

- Individual Dredge and Fill Permit
- Nationwide Permit
- Bridge Permit
- Environmental Resource Permit: Modifications to existing SJRWMD ERP #86445-3,5,7,8,9,10,11,12 (SR 50 Roadway) and SJRWMD ERP #140805 (Econlockhatchee River bridges); Will require new SJRWMD ERP for unpermitted sections of SR 50 (east of Avalon Park Boulevard)
- Other: NPDES stormwater construction permit; FEMA No-Rise Certification for Regulatory Floodways (Western and Eastern Tributaries of the Econlockhatchee River)

4. ENGINEERING ANALYSIS

Documented in the *Colonial Parkway Preliminary Engineering Report* (November 2019).

Engineering Analysis

- Engineering analysis and design details included in a Preliminary Engineering Report
 - Included in the Project File
- Part 2, Chapter 3 - PD&E Manual

Environmental analyses
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ph design speed and
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s for movements at

l Parkway will also be
feasible.

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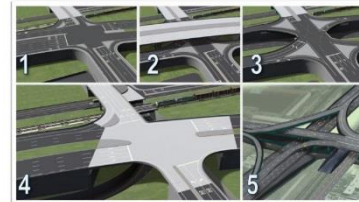
the permitting phase.
ida Black Bear will be
project construction.
ion for the Audubon's



Alternatives Screened

NE 203rd Street/ives Dairy Road and SR 5/US 1

- Five (5) alternatives were screened for consideration to improve the intersection. All will maintain existing traffic movements



Recommended Build Alternative
Typical Section



Commitments

STATE ENVIRONMENTAL IMPACT REPORT FORM

3. ANTICIPATED PERMITS

- Individual Dredge and Fill Permit
- Nationwide Permit
- Bridge Permit
- Environmental Resource Permit: Modifications to existing SJRWMD ERP #86445-3,5,7,8,9,10,11,12 (SR 50 Roadway) and SJRWMD ERP #140805 (Econlockhatchee River bridges); Will require new SJRWMD ERP for unpermitted sections of SR 50 (east of Avalon Park Boulevard)
- Other: NPDES stormwater construction permit; FEMA No-Rise Certification for Regulatory Floodways (Western and Eastern Tributaries of the Econlockhatchee River)

4. ENGINEERING ANALYSIS

Documented in the *Colonial Parkway Preliminary Engineering Report* (November 2019).

5. COMMITMENTS

Based upon findings of the preliminary data collection, general corridor surveys, engineering and environmental analyses documented in this SEIR, agency coordination and public involvement conducted during the PD&E Study, the following project commitments have been identified:

- The alignment between SR 408 and Colonial Parkway will be re-evaluated for 65 mph design speed and coordinated with Central Florida Expressway Authority (CFX) for concurrence during the design phase of the project.
- During the design phase, consideration will be given to maximizing turn bay storage lengths for movements at closely spaced intersections.
- As part of the design phase, acceleration and deceleration lanes along SR 408 and Colonial Parkway will also be re-evaluated to meet AASHTO minimum length requirements or maximized to the extent feasible.
- Further, CFX's plans to widen SR 408 to six lanes (three in each direction) east of Alafaya Trail will be considered in the design of the Colonial Parkway and SR 50 ramps, based on a future agreement with CFX. As part of the future agreement, dual northbound left-turn lanes will be considered at the SR 408 northbound off-ramp to SR 50.
- The most recent version of USFWS' *Standard Protection Measures for the Eastern Indigo Snake* will be adhered to during construction of the proposed project.
- A gopher tortoise burrow survey within suitable tortoise habitat will be conducted during the permitting phase.
- FDOT's *Supplemental Standard Specification 7-1.4.1 Additional Requirements for the Florida Black Bear* will be followed to minimize human-bear interactions associated with construction sites during project construction.
- The most recent USFWS survey protocol will be followed to make a final effect determination for the Audubon's crested caracara.
- Any permanent impacts to wetlands and surface waters will be mitigated as appropriate within the Service Area of a USFWS-approved wetland mitigation bank or wood stork conservation bank that provides compensating habitat and foraging function equivalents.
- To minimize adverse impacts to the wildlife populations and habitat under the Econlockhatchee River Bridge, a lower level of lighting on the bridges and bridge approaches will be evaluated during the design phase such as the use of luminaire shields and low-pressure sodium lighting.
- A Level II contamination assessment will be conducted during the design phase (as applicable) to assess the type and extent of potential contamination impacts for the Preferred Alternative. The Level II contamination assessment will be considered for all the potential contamination sites ranked as medium or high risk after consideration of involvement during the design phase.

Commitments

- A list of all commitments made prior to and during the PD&E phase and identified in associated technical reports
- Documented following FDOT's Project Commitment Tracking Procedure, Topic No. 650-000-003
- Guidance in:
 - Part 2, Chapter 22 – PD&E Manual
 - NEPA Introductory Course: Commitments

Approved:

Effective: 03/16/2018
Reviewed: 03/08/2018
Office: Environmental Management
Topic No.: 650-000-003-b



Department of Transportation

PROJECT COMMITMENT TRACKING

AUTHORITY:

Sections 20.23(3)(a) and 334.048(3), Florida Statutes (F.S.)

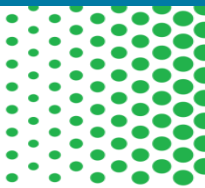
REFERENCES:

Title 42 U.S.C. Sections 4321-4347, National Environmental Policy Act (NEPA)

FDOT, Project Development and Environment (PD&E) Manual, Topic No. 650-000-001

STATEMENT OF POLICY:

It is the policy of the Florida Department of Transportation to document how the Department's project Commitments will be tracked and updated throughout the



STATE ENVIRONMENTAL IMPACT REPORT FORM

Construction of feasible and reasonable noise abatement measures at the noise impacted locations identified in the Noise Study Report are 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; and
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

6. FDOT SELECTED ALTERNATIVE

As a result of the alternatives analyses conducted for the project and public input, a Preferred Alternative was identified for further project development. The proposed roadway improvements begin at Woodbury Road (MP 12.522) and extend to SR 520 (MP 19.751). The Preferred Alternative includes the following proposed improvements as documented in Attachment 1.B and shown on the Concept Plans provided in Appendix A:

- Two new toll lanes (SR 504) along SR 50 from SR 408 to SR 520.
- Six lanes on SR 50 west of Avalon Park Boulevard and four lanes on SR 50 east of Avalon Park Boulevard will be maintained as existing.
- Interchange modifications at the existing SR 408 and SR 520 interchanges to incorporate the SR 504 toll lanes and direct connect ramps to/from SR 504.
- Provide slip ramps between SR 504 and SR 50 at five locations (SR 408, west and east of Avalon Park Boulevard, west of Chuluota Road, and west of SR 520) to allow access to/from SR 504.
- Introduce nine grade-separated intersections at Bonneville Drive, Lake Pickett Road, Pebble Beach Boulevard, Avalon Park Boulevard, Tanner Road, a future roadway associated with The Grow planned development, Chuluota Road, County Road 13, and Orlando Speed World.
- Access management changes including median modifications.
- Major intersection improvements at Avalon Park Boulevard and Chuluota Road to accommodate the grade-separated intersection and operational improvements.
- Multimodal improvements including 7-ft-wide designated bicycle lanes on SR 50, a 12-ft-wide shared use path adjacent to SR 50 on the north, and a 6-ft-wide sidewalk adjacent to SR 50 on the south.

7. APPROVED FOR PUBLIC AVAILABILITY (Before public hearing)


 Henry Pinzon, P.E.
 Florida's Turnpike Enterprise
 Manager, Environmental Management Office

8/23/2019
 Date

FDOT Selected Alternative
 Brief discussion of selected alternative

Approved for Public Availability

- Only if public hearing is required
- Approved by Florida's Turnpike Enterprise Manager



Public Involvement

STATE ENVIRONMENTAL IMPACT REPORT FORM

8. PUBLIC INVOLVEMENT:

1. A public hearing is not required.

2. A public hearing will be held (insert date). This draft document is publicly available, and comments can be submitted to FDOT until (insert date)

District Contact Information: Rax Jung, Ph.D., P.E.
Project Development Engineer
Florida's Turnpike Enterprise
PO BOX 613069
Ocoee, FL 34761-3069
Phone: (407) 264-3870
Email: Rax.Jung@dot.state.fl.us

3. A public hearing was held on September 26, 2019, and the transcript is available.

4. An opportunity for a public hearing was afforded and was documented (insert date).

9. APPROVAL OF FINAL DOCUMENT:

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

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

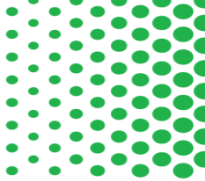
Nicola Liquori
Nicola Liquori
Florida's Turnpike Enterprise
Executive Director and Chief Executive Officer

4/13/2020
Date

10. SUPPORTING INFORMATION: See Attachments 1 and 2

- The public involvement process - Part 1, Chapter 11, Public Involvement

FDOT's policy to promote public involvement opportunities and information exchange activities in all functional areas using various techniques adapted to local area condition and project requirements



STATE ENVIRONMENTAL IMPACT REPORT FORM

8. PUBLIC INVOLVEMENT:

- 1. A public hearing is not required.
 - 2. A public hearing will be held (insert date). This draft document is publicly available, and comments can be submitted to FDOT until (insert date)
- District Contact Information: Rax Jung, Ph.D., P.E.
 Project Development Engineer
 Florida's Turnpike Enterprise
 PO BOX 613069
 Ocoee, FL 34761-3069
 Phone: (407) 264-3870
 Email: Rax.Jung@dot.state.fl.us
- 3. A public hearing was held on September 26, 2019, and the transcript is available.
 - 4. An opportunity for a public hearing was afforded and was documented (insert date).

9. APPROVAL OF FINAL DOCUMENT:

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

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

Nicola Liquori
 Nicola Liquori
 Florida's Turnpike Enterprise
 Executive Director and Chief Executive Officer

4/13/2020
 Date

10. SUPPORTING INFORMATION: See Attachments 1 and 2

Approval of Final Document

- Nondiscrimination standard statement
- Signed by FTE Executive Director and Chief Executive Officer



Project Description and Purpose and Need

1A. Project Information

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (FTE), conducted the Colonial Parkway Project Development and Environment (PD&E) Study to evaluate potential capacity and operational improvements along the State Road (SR) 50 corridor in eastern Orange County, Florida. Within the study area, SR 50 (East Colonial Drive) is an east-west principal arterial facility that provides both local and regional access. The study limits begin just west of the existing SR 408/SR 50 interchange at Woodbury Road and continue east to the SR 520/SR 50 interchange for a distance of 7 miles. The study corridor contains a crossing of the Econlockhatchee River. Figure 1-1 shows the study limits.

The purpose of the Colonial Parkway PD&E Study is to evaluate alternatives that would reduce congestion on SR 50, create mobility choices, improve safety, enhance evacuation routes, and avoid and minimize environmental impacts. The PD&E Study includes alternatives to address existing and future transportation needs on SR 50 and introduce general toll lanes to enhance local and regional mobility. The proposed SR 504 toll facility would extend from SR 408 at its current eastern terminus to SR 520 along the SR 50 corridor, providing added capacity along with a new limited access, tolled east-west corridor to serve through trips and relieve congestion along existing roadways.



COLONIAL PARKWAY (SR 504/SR 50) PD&E STUDY
FPID 440314-1-22-01 1-1

Supporting Information

- Included as attachments
- Coordination letters
- Memos
- Maps
- Summaries of analysis



STATE ENVIRONMENTAL IMPACT REPORT FORM

8. PUBLIC INVOLVEMENT:

- A public hearing is not required.
- A public hearing will be held (insert date). This draft document is publicly available, and comments can be submitted to FDOT until (insert date)

District Contact Information: Rax Jung, Ph.D., P.E.
Project Development Engineer
Florida's Turnpike Enterprise
PO BOX 613069
Ocoee, FL 34761-3069
Phone: (407) 264-3870
Email: Rax.Jung@dot.state.fl.us

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Nicola Liquori
Nicola Liquori
Florida's Turnpike Enterprise
Executive Director and Chief Executive Officer

4/13/2020
Date

10. SUPPORTING INFORMATION: See Attachments 1 and 2



United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Florida Ecological Services Office
1339 20th Street
Vero Beach, Florida 32960

March 23, 2009

Xavier Pagan
Florida Department of Transportation
1000 Northwest 111th Avenue, Room 6111A
Miami, Florida 33172



Service Federal Activity Code: 41420-2009-FA-0277
Service Consultation Code: 41420-2009-1-0197
Date Received: March 10, 2009
Project: Interstate 395 from Interstate 95 to MacArthur Causeway
County: Miami-Dade

Dear Mr. Pagan:

The Fish and Wildlife Service (Service) has reviewed your email dated March 10, 2009, and other information submitted by the Florida Department of Transportation (FDOT), on behalf of the Federal Highway Administration, for the project referenced above. This letter is submitted in accordance with section 7 of the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C. 1531 *et seq.*).

PROJECT DESCRIPTION

The FDOT is proposing improvements to Interstate 395 from Interstate 95 to the west channel bridges of MacArthur Causeway. The improvements will include: construction of three new elevated lanes on paired spans within the center of the corridor; the closure of the existing ramps at Northeast 2nd Avenue and at NE 1st Avenue; the construction of a new interchange at North Miami Avenue; and construction of a new two-lane collector-distributor road to link westbound Interstate 395 traffic to Interstate 95. All work will occur within the existing road right-of-way and wetlands will not be impacted. The project site is located in Miami-Dade County, Florida.

THREATENED AND ENDANGERED SPECIES

The FDOT has determined the project will "not affect" federally-listed species. The Service notes the project footprint occurs in highly urbanized areas, and the project will not impact wetlands or habitat suitable for federally-listed species. The Service supports this determination.

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



Project File

- Project File in SWEPT
- Should contain the analytical documentation to support the project decisions
- Material contained under separate cover are **referenced** in the SEIR and uploaded in the project file
 - Technical reports
 - Technical memorandums
 - Other studies
- Part 1, Chapter 15 – PD&E Manual

Completion of the SEIR

- SEIR form uploaded to SWEPT- soon to be prepared in SWEPT
- Circulated to resource agencies and offices responsible for the next project phase
- The Environmental Office provides ***Environmental Certification for State Funded Project***



ENVIRONMENTAL CERTIFICATION FOR STATE FUNDED PROJECT

FINANCIAL MANAGEMENT NUMBER: _____

ETDM NUMBER (If applicable): _____

PROJECT DESCRIPTION: _____

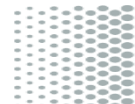
This project is a Non-Major State Action. It was verified on _____ and the action remains valid.

This project is a State Environmental Impact Report (SEIR). The SEIR was approved on _____.

A re-evaluation in accordance with the FDOT Project Development and Environment Manual Part 1, Chapter 10 was approved on _____.

SIGNATURE: _____

DATE: _____
District Environmental Manager or designee



Resources

- FDOT PD&E Manual -
<http://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm>
- OEM Training Track 2- SWEPT
<https://www.fdot.gov/environment/sched/track2.shtm>
 - SWEPT - Non-Major State Actions video
- OEM Training Track 3 –PD&E
<https://www.fdot.gov/environment/sched/track3.shtm>
 - Learning Curve CBTs- NEPA Introductory Courses
 - Part 2 Webinars
- Guidance for Meeting Planning Requirements for NEPA Approval
<https://www.fdot.gov/docs/default-source/planning/policy/metrosupport/Resources/Section2.pdf>
- FDOT's Policy and Process Management Unit website – SEIR Form
<https://fms.fdot.gov/>

Questions?

