



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

February 19, 2026

Mr. Chris Stahl, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard
Mail Station 47
Tallahassee, FL 32399-3000

Dear Mr. Stahl:

**RE: Advance Notification – Re-Screening
SR 714/Monterey Road at FEC Railroad Crossing Project Development and
Environment Study
ETDM Number: 14527
Financial Management Number: 441636-2
Martin County, Florida**

We are sending this Advance Notification (AN) package to your office for distribution to State agencies that conduct federal consistency reviews (consistency reviewers) by the Coastal Zone Management Act and Presidential Executive Order 12372. Although we will request specific comments during the permitting process, we are asking that consistency reviewers review the attached information and provide us with their comments.

Consistency reviewers have 45 days from the Programming Screening Notification to provide their comments. Once you have received their comments, please submit a consistency determination for the State of Florida within 60 days of the Programming Screening Notification. If you need more review time, please send a written request for an extension to our office within the initial 60-day comment period.

This is a federal action. 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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

FDOT may adopt this planning product into the environmental review process, pursuant to 23 U.S.C. § 168(d) or the state project development process. In addition, please review this project's consistency, to the maximum extent feasible, with requirements of Chapter 163 of the Florida Statutes.

FDOT will determine what type of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received

Mr. Chris Stahl, Environmental Manager
February 19, 2026
Page 2 of 2

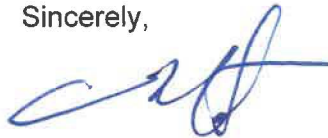
through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

FDOT District Four is submitting this project through the Programming Screen of the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) in coordination with this AN Package. This project was originally screened on August 23, 2023. However, the project study area has changed and therefore is being screened again. This Project Development and Environment (PD&E) Study is listed as ETDM #14527 – State Road (SR)-714/Monterey Road at FEC Railroad Crossing – PD&E Study. Environmental Technical Advisory Team (ETAT) members should review this project on the ETDM website. Non-ETAT agencies can review this project on the public access website located at: <http://etdmpub.fl-etat.org/>.

Your comments should be submitted via the Environmental Screening Tool (EST) if you are an Environmental Technical Advisory Team (ETAT) representative, or emailed or mailed to the FDOT District Project Manager:

Robert Lopes, P.E.
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421

Sincerely,

A handwritten signature in blue ink, appearing to read 'C. Martinez', is positioned above the printed name of Cesar Martinez.

Cesar Martinez, P.E.
District Planning & Environmental Administrator

CM:sd

Attachments: Advance Notification Package

cc: Ann Broadwell, Environmental Manager - FDOT
Shandra Davis-Sanders, Environmental Supervisor - FDOT
Robert Lopes, P.E., Project Manager - FDOT
Advance Notification Transmittal List

Advance Notification Package

Project 14527 - SR 714/Monterey Road at FEC Railroad Crossing Project Development and Environment Study

Programming Screen - Published on 02/19/2026

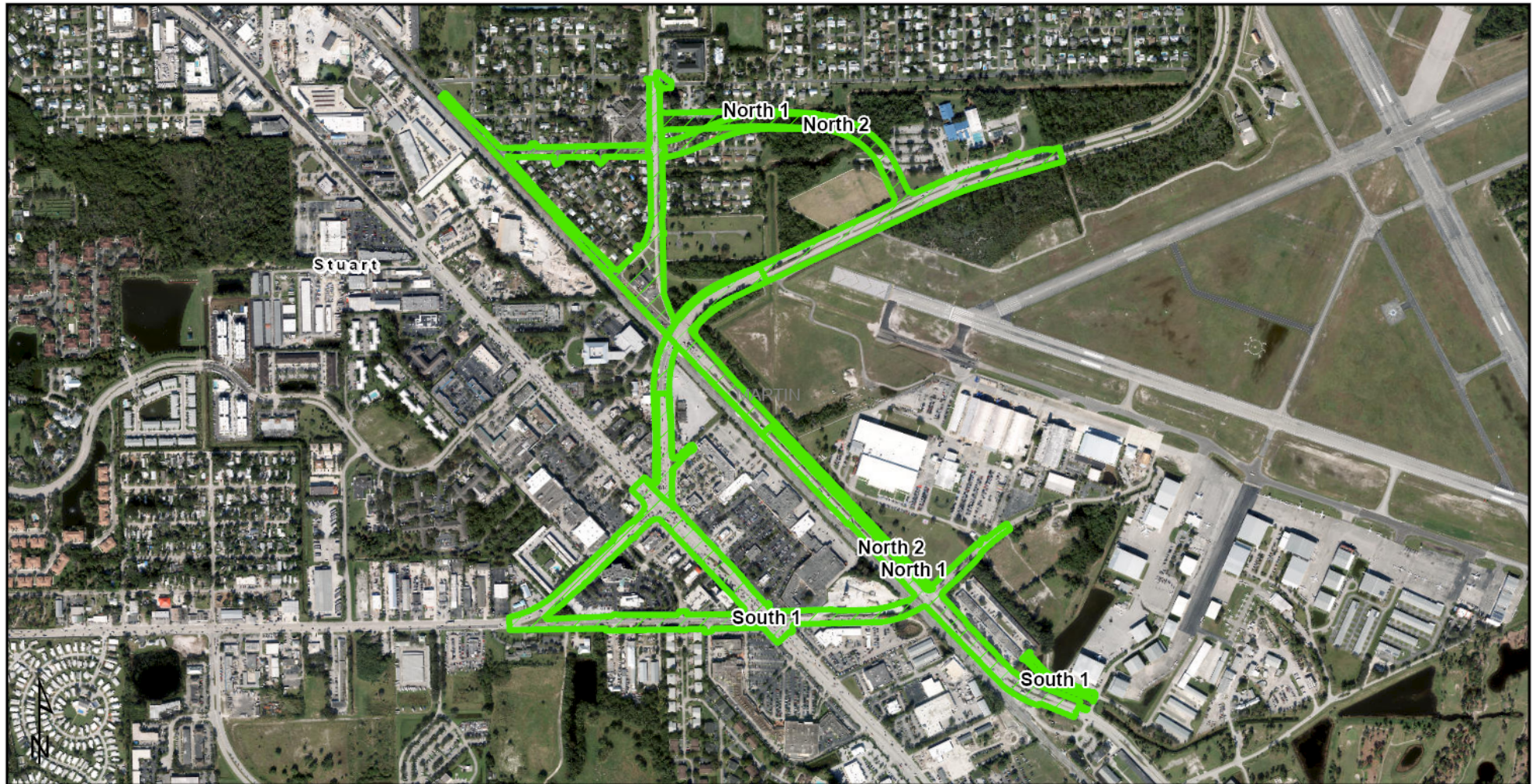
Printed on: 2/19/2026

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I. Location Maps



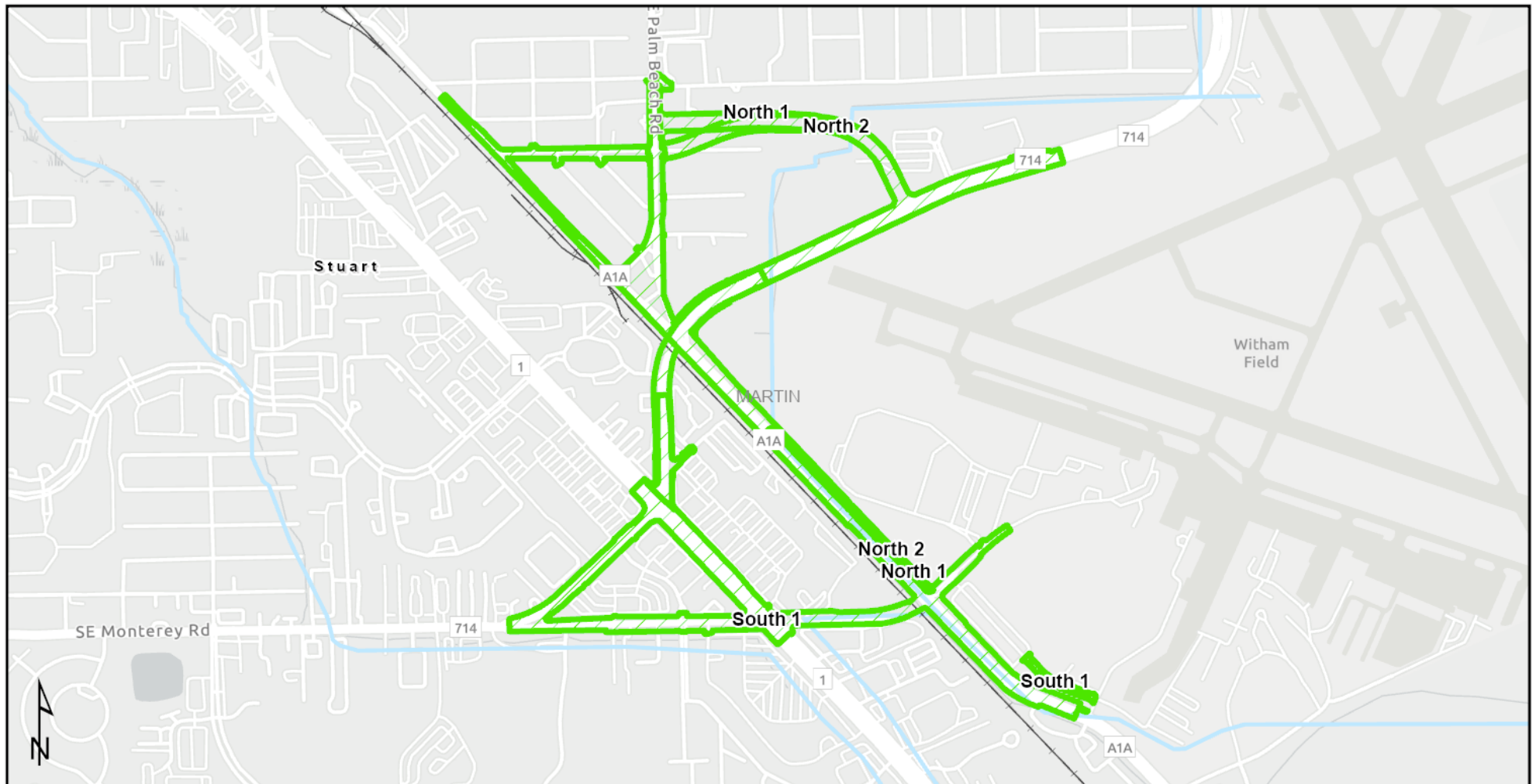
Project Aerial

-  ETDM Alternative Poly
-  County Boundaries



0 500 1,000 US Feet





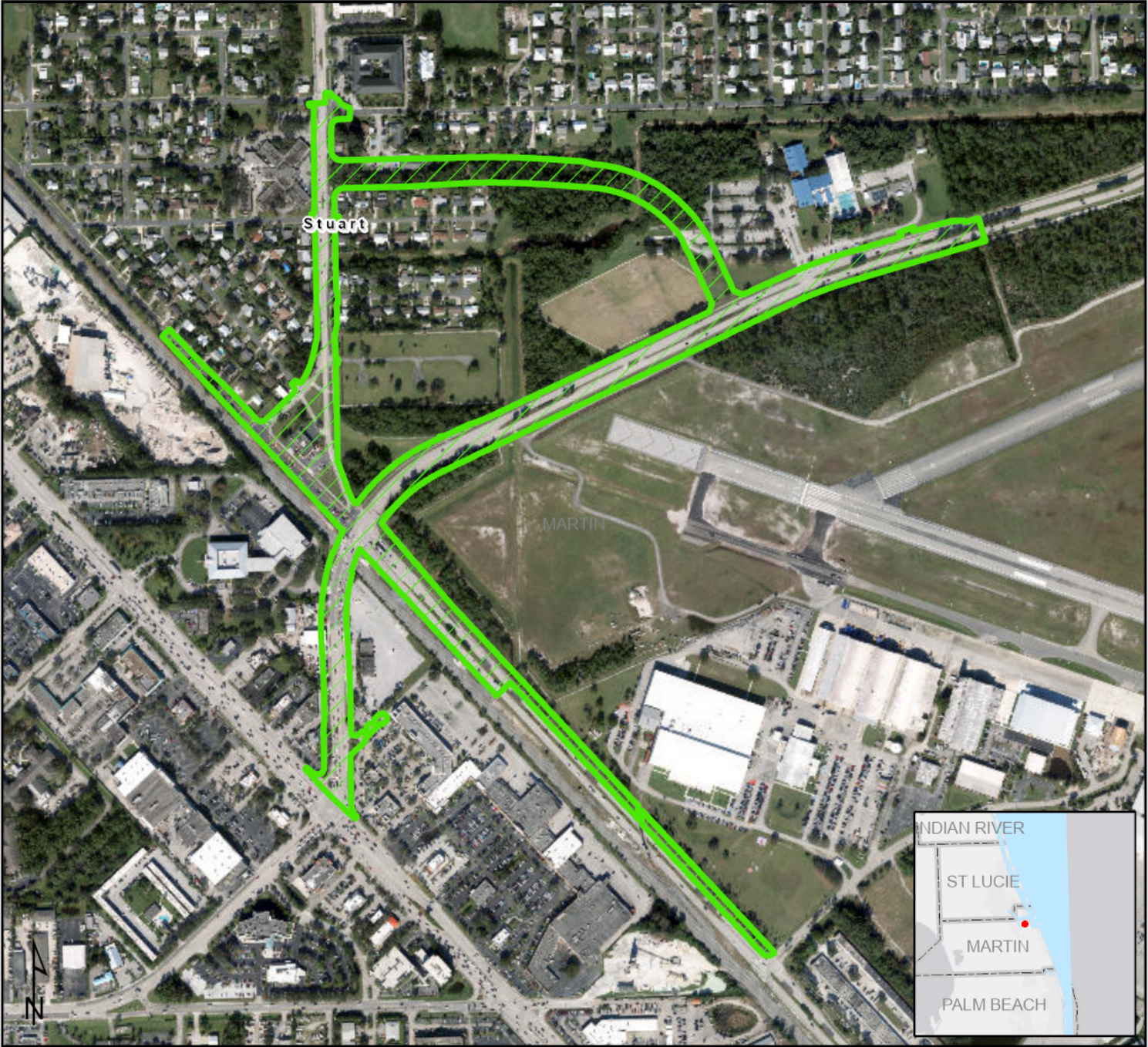
Project Base

-  ETDM Alternative Poly
-  Railroad
-  County Boundaries
-  River, Stream or Canal



0 500 1,000 US Feet





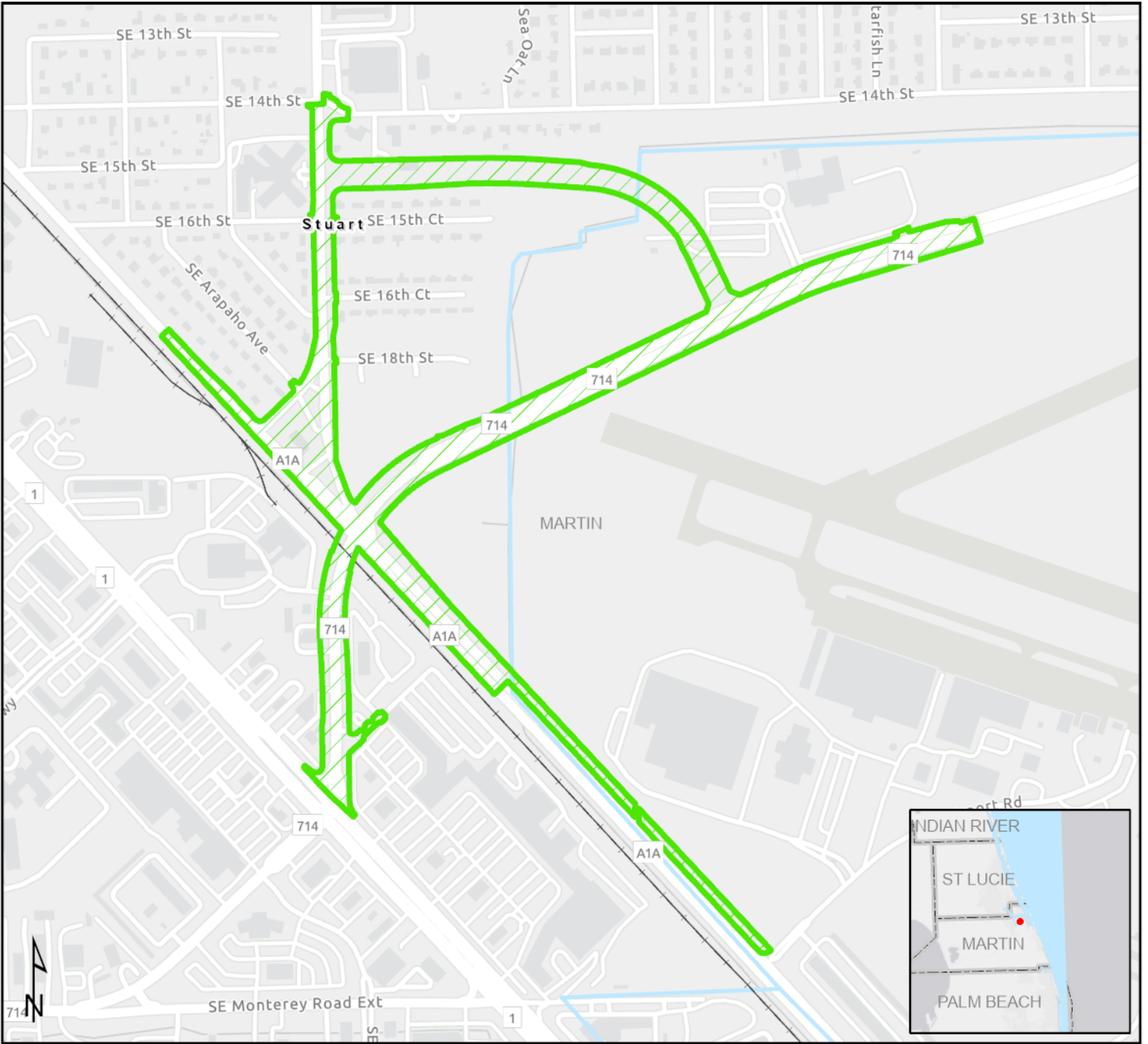
Analysis Area Aerial

- ETDM Alternative Poly
- County Boundaries

0 500 1,000 US Feet



North 1
Not Specified TO Not Specified

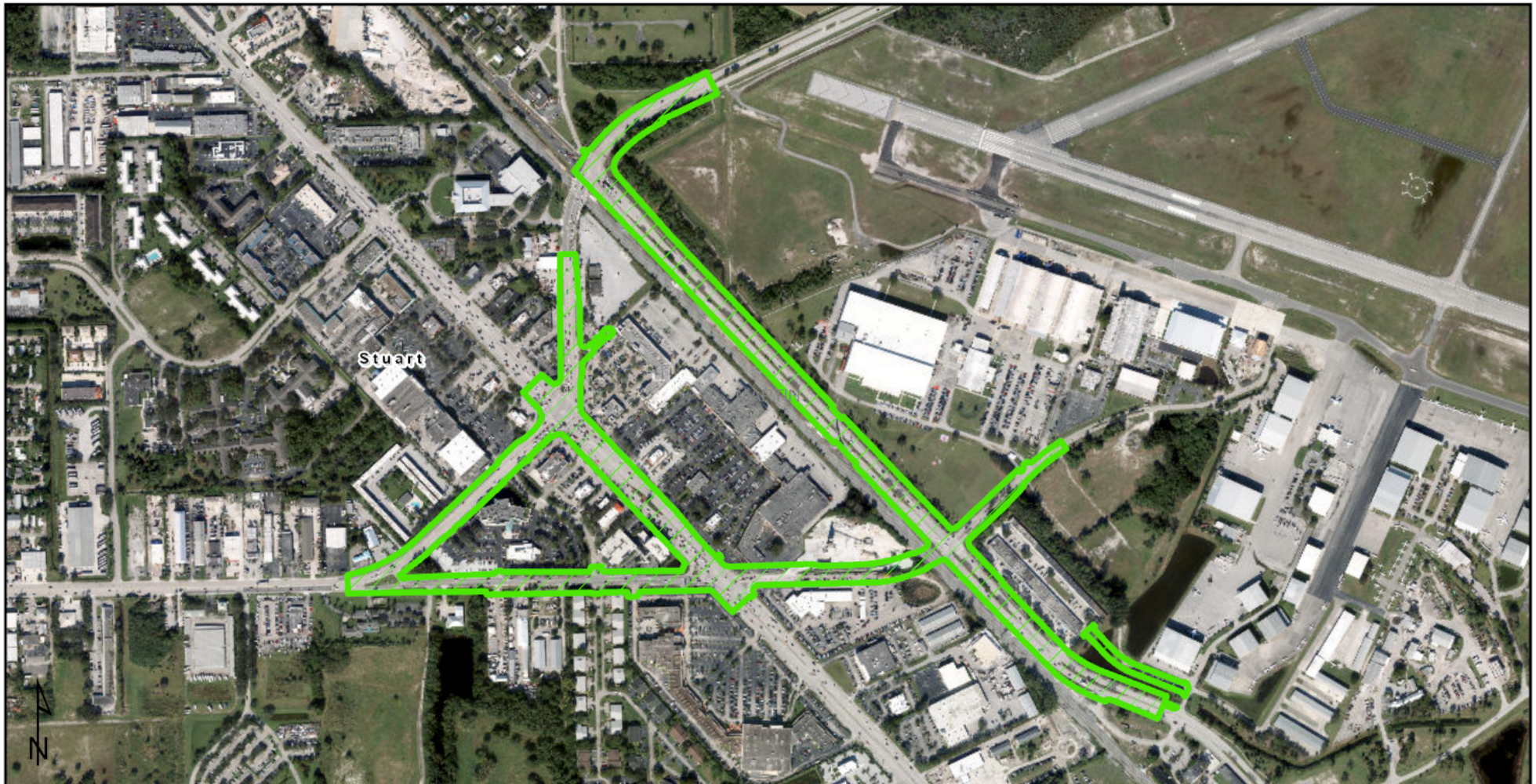


Analysis Area Base

- █ ETDM Alternative Poly
- Railroad
- ▭ County Boundaries
- River, Stream or Canal

0 500 1,000 US Feet





Analysis Area Aerial

 ETDM Alternative Poly

 County Boundaries

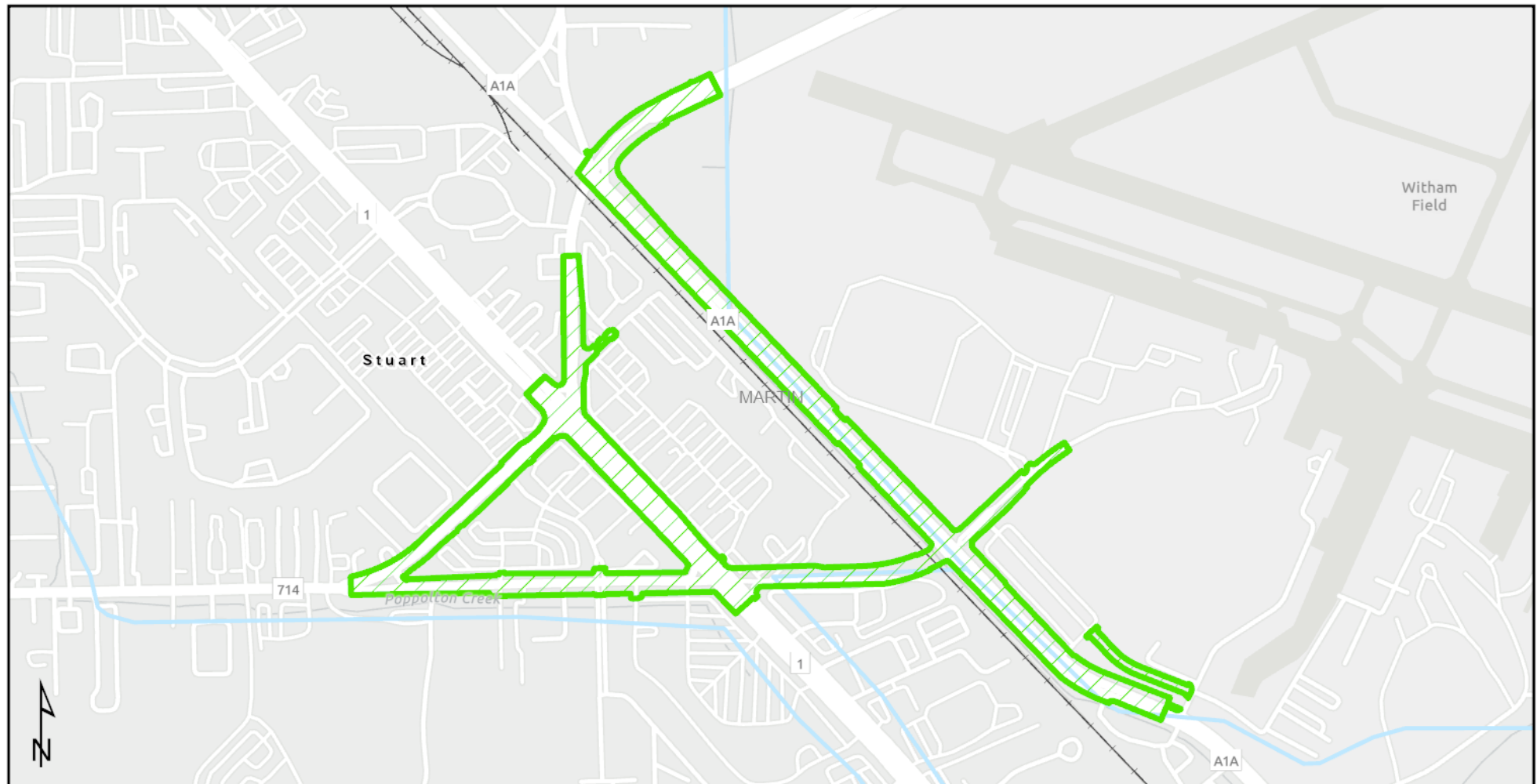


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14527 - SR 714/Monterey Road at FEC Railroad Crossing Project Development and Environment Study

South 1

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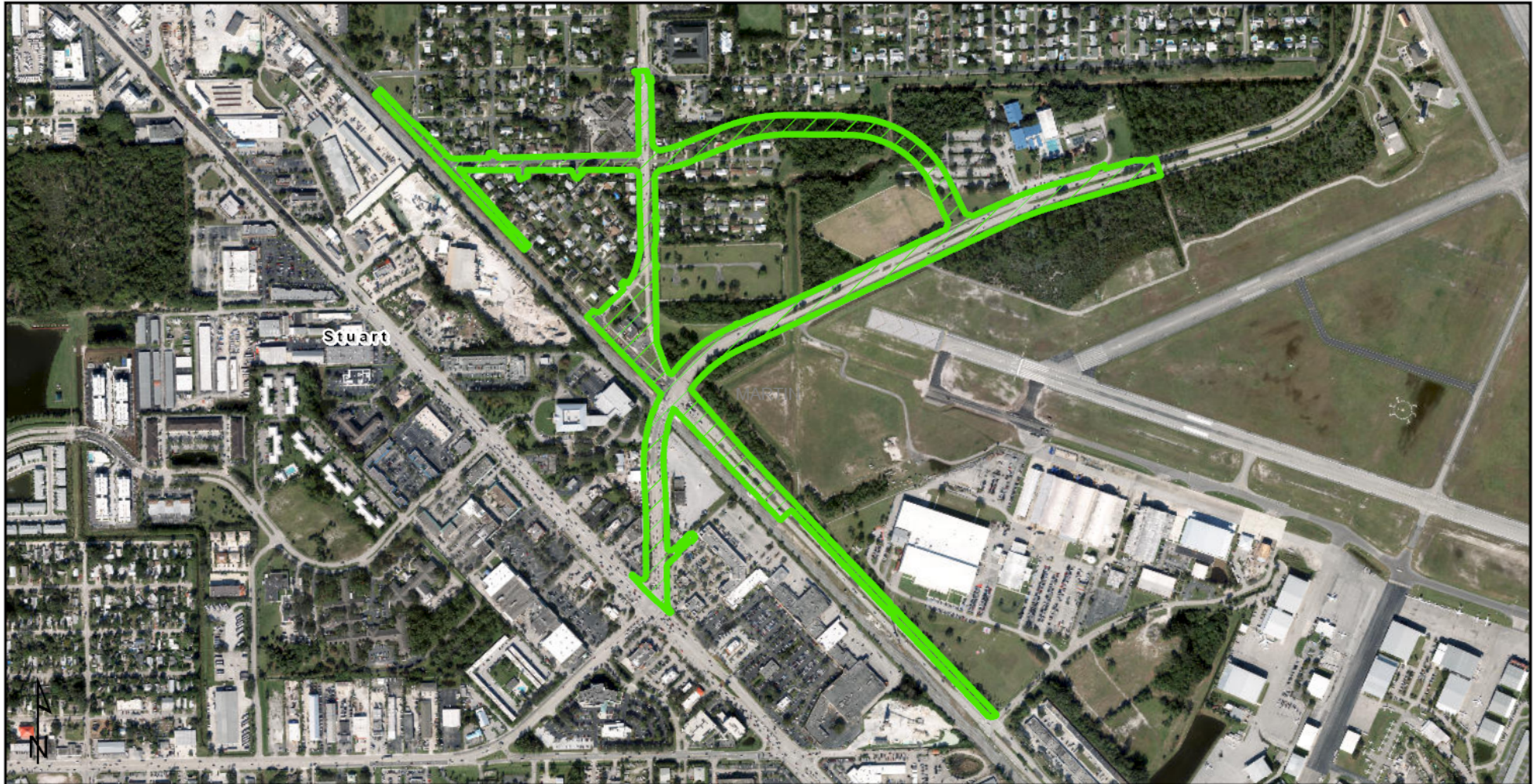


Analysis Area Base

- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

0 500 1,000 US Feet





Analysis Area Aerial

-  ETDM Alternative Poly
-  County Boundaries

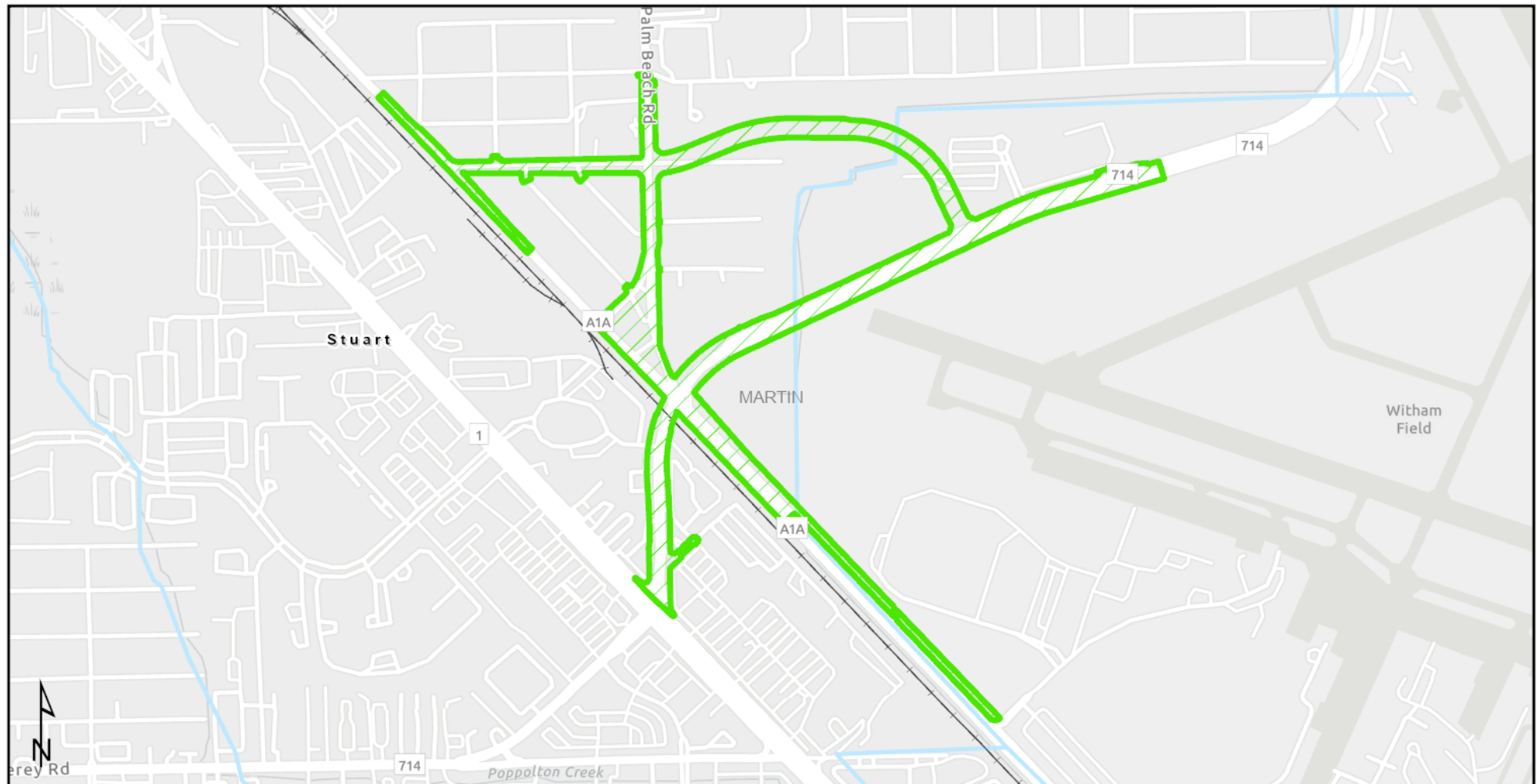


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14527 - SR 714/Monterey Road at FEC Railroad Crossing Project Development and Environment Study

North 2

Not Specified TO Not Specified



Analysis Area Base

-  ETDM Alternative Poly
-  Railroad
-  County Boundaries
-  River, Stream or Canal



0 500 1,000 US Feet



II. Fact Sheet

The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d) or the state project development process.

Disclaimer

DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at <http://etdmpub.fl.a-etat.org>

Special Note: Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project #14527 at various points throughout the project's life-cycle. On the website these **Project Milestone Dates** are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

#14527 - SR 714/Monterey Road at FEC Railroad Crossing Project Development and Environment Study

Planning Organization: FDOT District 4

District: District 4

From: SR 714/Monterey Road

Plan ID:

Federal Involvement: Other Federal Funding, FHWA Funding, Other Federal Permit

Contact Information: Shandra Davis-Sanders (954) 677-7896 shandra.davis@dot.state.fl.us

Snapshot Data From: Current Draft Data

Phase: Programming Screen

County: Martin

To: at FEC Railroad Crossing

Financial Management No.: 441636-2

a. Purpose and Need

Purpose

The primary purpose of the S.R. 714/Monterey Road at FEC Railroad crossing project is to improve traffic operations, support transportation demand, supply more efficient system linkage, and provide enhanced emergency evacuation. By enhancing multimodal connectivity along Monterey Road, the project will support social and transportation related demands.

Need

Project Status

Within the project limits, S.R. 714/Monterey Road is located within the Martin County Metropolitan Planning Organization (MPO). This Project Development and Environment Study (PD&E) is identified as a Priority Project #4 within the Martin County MPO Transportation Improvement Program (TIP) for the Fiscal Year (FY) 2026-2030. This project is noted in the TIP to be in the following phase: P.E., ROW, and Construction. The project is also currently funded for the PD&E Study for FY 2025 and 2026, and the PD&E Study is currently on-going. As listed in the Statewide Transportation Improvement Program (STIP), the estimated total project cost for the PD&E Study is \$2,527,476. Preliminary engineering is currently funded, and the estimated total cost is \$15,593,143. Construction is currently funded, and the estimated total project cost is \$48,924,182.

System Linkage

Monterey Road is an urban typical four-lane roadway. This road runs northeast, connecting Federal Highway to Dixie Highway, along with other areas within unincorporated Martin County. Although Monterey Road is not a designated road in the State's Strategic Intermodal System (SIS), the FEC Railroad is designated as an FDOT SIS railroad. The SIS includes Florida's important transportation facilities that support the state's economy and mobility. According to the *S.R. 714/Monterey Road at FEC PD&E Traffic Forecasting Memorandum (April 2023)*, the Monterey Road at Florida East Coast (FEC) Railroad crossing currently accommodates approximately 25 train movements per day, consisting of 21 through freight trains and four switching trains. Traffic operations at this location are further constrained by congestion and queueing along nearby major roadways, including US 1 and Dixie Highway. The Monterey Road/FEC Railroad crossing is closely spaced between adjacent intersections, with the Monterey Road/Dixie Highway intersection located approximately 118 feet from the rail crossing and the Monterey Road/US 1 intersection located approximately 0.22 miles away. These short distances limit vehicle storage capacity and contribute to traffic backups during peak periods and train operations.

Transportation Demand

Monterey Road is currently operating at an overall Level of Service (LOS) D and is projected to operate at LOS E under future conditions, which is considered unsatisfactory. A contributing factor to the existing operational constraints is the maximum control delay threshold of 55 seconds at the signalized intersection of Monterey Road and County Road (C.R.) A1A, which is frequently exceeded during peak travel periods. Traffic volumes within the project limits are expected to increase over the planning horizon. The Average Annual Daily Traffic (AADT) on Monterey Road east of US 1 is approximately 27,000 vehicles per day under existing conditions and is projected to increase to approximately 32,500 vehicles per day by the 2045 design year, based on the *S.R. 714/Monterey Road at FEC PD&E Traffic Forecasting Memorandum (April 2023)*.

In addition to existing freight operations, future rail activity is expected to increase. The Traffic Forecasting Memorandum indicates that the introduction of Brightline passenger rail service is anticipated to add approximately 15 additional trains per day. Given the frequency of train movements and the constrained roadway geometry, rail operations are a primary contributor to congestion at the Monterey Road/FEC Railroad crossing.

Modal Interrelationships

Monterey Road accommodates a sidewalk along both the north and south sides west of C.R. A1A. East of C.R. A1A, Monterey Road only provides a sidewalk along the north side of the roadway. Designated bicycle lanes are not provided along Monterey Road within the project limits. A bicycle lane is provided along Monterey Road approximately 500 feet east of the C.R. A1A intersection. The study area is served by two bus transit routes, provided by Martin County Public Transit. Additionally, there are at least 10 school buses per school day that traverse the crossing. According to the Martin County Bicycle and Pedestrian Safety Action Plan (2016), Monterey Road at US 1 is a bicycle and pedestrian crash hot spot and Monterey Road within the project limits is a high bicycle/pedestrian crash corridor.

Safety

According to the *FEC Railroad Grade Separation Feasibility Study*, 88 crashes in the vicinity of Monterey Road and the FEC railroad crossing have occurred in the last 5 years. However, none of the crashes included a train.

The Martin County Bicycle and Pedestrian Safety Action Plan includes countermeasures for reducing conflicts with bicycles, pedestrians, and vehicles, which will be considered for the project improvements. The goal of the FEC is to reduce conflicts and provide safe crossings for pedestrians. According to the Federal Rail Safety Improvements (Public Law 11-432-October. 16, 2008) *SEC. 201 Pedestrian Crossing Safety*, it is required by law for railroads to provide audible and visual devices to warn pedestrians of approaching trains. Additionally, at railroad crossings, a pathway dedicated explicitly to the use of non-vehicular traffic such as pedestrians, bicyclists, and others is required.

Emergency Evacuation

Based on Martin County's Evacuation Routes Map, Monterey Road is classified as an evacuation route within the entire project limits. Additionally, Monterey Road is also within a designated hurricane evacuation zone, and this road serves as a route connecting high-risk flood zone neighborhoods and communities of Stuart and Hutchinson Island to more inland communities and evacuation shelters. Therefore, there is need to improve traffic flow and reliability at the intersection of Monterey Road and the FEC Railroad to support efficient evacuation movements during emergency events for the communities of Stuart and Hutchinson Island. There is also a need to reduce delays associated with railroad operations in order to improve emergency response times along this corridor. City of Stuart Fire Rescue Station #2 is located directly south of the project limits on Monterey Road, and reliable access along this roadway is necessary to allow the fire rescue vehicles to efficiently access the surrounding roadway network during an emergency.

b. Project Description

This project is a re-screening of the previous screening conducted in 2023. The re-screening includes a revised, larger study area including three Alternatives, which are discussed in detail further below. The project limits extend along State Road (S.R.) 714/Monterey Road approximately 0.60 miles east and 0.25 miles west of the S.R. 714/Monterey Road and the Florida East Coast (FEC) Railroad crossing intersection. This segment is located within unincorporated Martin County, Florida. S.R. 714/Monterey Road runs in a primarily east-west direction and is a state-maintained roadway. Within the project limits, S.R. 714/Monterey Road is an urban typical 4-lane roadway. West of County Road (C.R.) A1A/Southeast (SE) Dixie Highway, S.R. 714 is a four-lane facility with a two-way left turn lane, while east of C.R. A1A/SE Dixie highway, it is a four-lane divided facility. Signalized intersections within the project limits are located at Monterey Road/Dixie Highway. Existing drainage conditions along S.R. 714/Monterey Road are curb and gutter with a closed drainage system using curb inlets as collection points for storm water runoff. C.R. A1A/SE Dixie Highway runs parallel to S.R. 5 within the study area and is not part of the State Highway System within project limits. The FEC Railroad runs along the west side of C.R. A1A/SE Dixie Highway. Pedestrian facilities include a 5-foot-wide sidewalk on both sides of S.R. 714/Monterey Road. There are no bicycle lanes within the project limits. This study will evaluate several Alternatives (North 1 Alternative, North 2 Alternative, and South 1 Alternative) for the proposed improvements, including a No Build Alternative. A grade-separated crossing/bridge for Monterey Road over the FEC railroad will be considered for all Alternatives. North 1 Alternative will include connecting Monterey Road to SE Palm Beach Road east of the existing intersection of Monterey Road and SE Dixie Highway. North 2 Alternative includes a similar layout to North 1 Alternative with a slight modification for where Monterey Road connects with SE Palm Beach Road. South 1 Alternative does not include any proposed connections between Monterey Road and SE Palm Beach Road. South 1 Alternative includes widening SE Dixie Highway further to the south compared to North 1 and 2 Alternatives, and widening SE Grumman Blvd. Additionally, South 1 Alternative includes Mohawk Lane to the north to connect to an existing shopping plaza. All Alternatives will include considerations for pedestrian and bicycle facilities with the proposed typical sections. Additionally, Witham Field Airport is located within the project limits for all Alternatives. Because the proposed improvements may include a grade-separated crossing and are located within the runway protection zone of the airport, coordination with Witham Field and the Federal Aviation Administration (FAA) will be required.

For a majority of categories listed in the Preliminary Environmental Discussion (PED), the impacts would likely be the same across all Alternatives, due to the same project limits. Where differences would occur (i.e. Aesthetic Effects, Infrastructure, and Sole Source Aquifers) the variances in impacts were described for each Alternative within that category discussion. All Alternatives will require right-of-way (ROW) acquisition for the proposed improvements.

c. Preliminary Environmental Discussion

i. Social and Economic

1. Social

Project PED Comments

A 1/4 mile buffer was used to evaluate social effects. The three Alternatives are described in further detail below and were compared to Martin County for potential social impacts.

Martin County

The demographic characteristics of the project corridor are comparable to the characteristics of Martin County. According to the 2019-2023 American Community Survey (ACS) data, the population of Martin County is 160,464 and includes the following breakdown:

White Alone: 129,803 (80.89%)

Black or African American Alone: 8,071 (5.03%)

Hispanic or Latino of Any Race: 24,690 (15.39%)

American Indian, Eskimo, or Aleut: 773 (0.48%)

Asian Alone: 2,271 (1.42%)

Native Hawaiian and Other Pacific Islander: 51 (0.03%)

Approximately 24.48% of the residents in Martin County comprise the minority population and the median age is 53.2 years old.

This Social data was retrieved from the ETDM Sociocultural Data Report. The proposed project is not expected to disproportionately affect minority, disadvantaged, or low-income populations (low-income populations are discussed in the Economic section below), but an analysis of the effects on these populations will be considered during the PD&E Study. The North 1 Alternative and North 2 Alternative are anticipated to result in a greater Degree of Effect on the social environment compared to the South 1 Alternative. These Alternatives would have greater proximity to, and potential impacts on, the established residential neighborhood located north of Monterey Road and east of SE Dixie Highway, including potential effects related to access, noise, visual changes, and temporary construction-related disruptions. The South 1 Alternative is anticipated to have a lower Degree of Effect on residential communities but may result in comparatively greater impacts to nearby commercial properties and businesses.

As the population of the county increases, so will development and traffic volume. Additionally, the Monterey Road and FEC Railroad crossing intersection is visited by 10 school buses per school day. This project is anticipated to support the growing residential areas within the County and mobility enhancements, thus encouraging social interaction/activity and improving conditions within the community. Some residential and commercial land could be affected given their proximity to the railroad crossing intersection. However, overall impacts on the Social Environment and Community Cohesion are anticipated to be Moderate.

Overall impacts on the social environment and community cohesion are anticipated to be **Moderate** for North 1 Alternative and North 2 Alternative. While the degree of effect for the South 1 Alternative would be **Minimal**. This is due to the North 1 Alternative and North 2 Alternative traversing through residential neighborhoods, while the South 1 Alternative avoids impacts to residential neighborhoods.

A Sociocultural Effects Evaluation will be conducted during the PD&E phase to determine potential impacts on adjoining communities and businesses. Additionally, an extensive Public Involvement Program will be conducted during the PD&E phase to solicit input from the local community.

Analysis Area PED Comments: North 1

Within the 1/4-mile buffer for the North 1 Alternative, the total population is 2,076. Of this population, 1,285 individuals (61.90%) identify as White Alone. Minority populations comprise 41.81 percent of the population within the buffer. Hispanic or Latino residents account for 578 individuals (27.84%), and Black or African American residents account for 268 individuals (12.91%). The median age within the buffer area is 45 years old.

Overall impacts on the social environment and community cohesion are anticipated to be **Moderate** for North 1 Alternative.

Analysis Area PED Comments: South 1

Within the 1/4-mile buffer for the South 1 Alternative, the total population is 1,923. Of this population, 1,365 individuals (70.98%) identify as White Alone. Minority populations comprise 30.99 percent of the population within the buffer. Hispanic or Latino residents account for 408 individuals (21.22%), and Black or African American residents account for 135 individuals (7.02%). The median age within the buffer area is 42 years old.

Overall impacts on the social environment and community cohesion are anticipated to be **Minimal** for South 1 Alternative.

Analysis Area PED Comments: North 2

Within the 1/4-mile buffer for the North 2 Alternative, the total population is 2,292. Of this population, 1,396 individuals (60.91%) identify as White Alone. Minority populations comprise 43.67 percent of the population within the buffer. Hispanic or Latino residents account for 626 individuals (27.31%), and Black or African American residents account for 351 individuals (15.31%). The median age within the buffer area is 45 years old.

Overall impacts on the social environment and community cohesion are anticipated to be **Moderate** for North 2 Alternative.

2. Economic

Project PED Comments

The median household income for Martin County is \$80,701, while the median household income within the 1/4-mile project buffer is \$52,308 (ACS 2019-2023), indicating that households within the screening area have lower income levels than the countywide average.

The higher percentage of households below the poverty level within the South 1 Alternative buffer indicates a potentially greater sensitivity to economic disruptions. Additionally, the South 1 Alternative may result in greater impacts to adjacent businesses which could in turn change the economic data within the surrounding community (due to potential loss of tax base). Alternatives will be evaluated to minimize impacts to adjacent businesses.

All Alternatives are expected to provide long-term economic benefits through enhanced mobility, improved traffic operations, and increased accessibility, which may positively influence local economic activity.

It is anticipated that the effect to Economic will be **Moderate** for the South 1 Alternative, but **Minimal** for the North 1 Alternative and North 2 Alternative. The South 1 Alternative has slightly higher percentages of households living below the poverty level than households within the North 1 Alternative and North 2 Alternative study areas. Additionally, the South 1 Alternative may have higher impacts on adjacent businesses, further proving the need for the South 1 Alternative to have a **Moderate** degree of effect for Economic.

Analysis Area PED Comments: North 1

According to the ETDM Sociocultural Data Report, the total percentage of households below the poverty level within the 1/4-mile buffer for the North 1 Alternative is 18.02%

It is anticipated that the effect to Economic will be **Minimal** for North 1 Alternative.

Analysis Area PED Comments: South 1

According to the ETDM Sociocultural Data Report, the total percentage of households below the poverty level within the 1/4-mile buffer for the South 1 Alternative is 19.29%.

It is anticipated that the effect to Economic will be **Moderate** for South 1 Alternative.

Analysis Area PED Comments: North 2

According to the ETDM Sociocultural Data Report, the total percentage of households below the poverty level within the 1/4-mile buffer for the North 2 Alternative is 18.85%.

It is anticipated that the effect to Economic will be **Minimal** for North 2 Alternative.

3. Land Use Changes

Project PED Comments

The land use along Monterey Road is primarily composed of commercial properties west of Dixie Highway. East of Dixie Highway, north of Monterey Road, there is a residential community, some undeveloped lots/natural areas, and the YMCA of the Treasure Coast. South of Monterey Road is the Witham Field General Airport/Stuart Jet Center. East of Dixie Highway, south of Monterey Road, there is an industrial area. The project area is located largely within unincorporated Martin County; however northern portions of the study area are located with the City of Stuart.

The proposed improvements are consistent with the Martin County 2045 Long Range Transportation Plan and 2045 Cost Feasible Plan (CFP). Overall, the proposed project is expected to have some land use impacts along the project limits due to improving the FEC Railroad crossing. All three Alternatives are likely to include land use impacts. Although, due to the study area already largely developed, there should be no impacts to the future land use of the surrounding area.

It is anticipated that the effect on Land Use will be **Moderate** for all Alternatives.

Analysis Area PED Comments: North 1

At the 500-foot buffer distance for the North 1 Alternative, generalized land use is predominantly Public/Semi-Public (47.89%), followed by Parcels with No Values (16.76%), Retail/Office (13.23%), and Residential (10.74%) uses. Lesser land uses within the buffer include Centrally Assessed (4.04%), Industrial (3.20%), Institutional (2.46%), Vacant Nonresidential (1.52%), Right-of-Way (1.04%), and Vacant Residential (0.05%), with no agricultural, recreational, or water land uses present.

It is anticipated that the effect on Land Use will be **Moderate** for North 1 Alternative.

Analysis Area PED Comments: South 1

At the 500-foot buffer distance for the South 1 Alternative, generalized land use is predominantly Public/Semi-Public (39.15%), followed by Retail/Office (32.55%), Parcels with No Values (15.43%), and Residential (3.13%) uses. Lesser land uses within the buffer include Centrally Assessed (4.41%), Industrial (2.91%), Right-of-Way (3.73%), Vacant Nonresidential (1.79%), Recreation (1.54%), and Institutional (0.27%), with no agricultural, water, or vacant residential land uses present.

It is anticipated that the effect on Land Use will be **Moderate** for South 1 Alternative.

Analysis Area PED Comments: North 2

At the 500-foot buffer distance for the North 2 Alternative, generalized land use is predominantly Public/Semi-Public (44.27%), followed by Parcels with No Values (18.57%), Residential (12.15%), and Retail/Office (12.51%) uses. Lesser land uses within the buffer include Industrial (5.59%), Centrally Assessed (4.59%), Right-of-Way (2.68%), Institutional (2.17%), Vacant Nonresidential (1.61%), and Vacant Residential (0.04%), with no agricultural, recreational, or water land uses present.

It is anticipated that the effect on Land Use will be **Moderate** for North 2 Alternative.

4. Mobility

Project PED Comments

Currently, there is one bus route (Route 2- Stuart Route) that utilizes Monterey Road. Additionally, 10 school buses per school day utilize the Monterey Road/FEC Railroad crossing. There are several community facilities within the 1/4-mile buffer study area surrounding all three Alternatives: YMCA of the Treasure Coast, Stuart Rehabilitation and Healthcare, Stuart Senior Living, City of Stuart Fire Station No. 2, and the Martin County District Office. Lastly, there are no existing trails within the study area, however, the East Coast Greenway has been partially funded and may traverse through the study area at some point in the future. Multi-modal transportation will be considered on Monterey Road to serve and connect the transit-supportive land uses. Sidewalks currently exist on part of the roadway and will remain or be improved as part of the intersection improvements. Bike lanes may also be considered for this project.

It is anticipated that the effect on Mobility will be **Enhanced** by any of the Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the effect on Mobility will be **Enhanced** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the effect on Mobility will be **Enhanced** by any of the alternatives.

Analysis Area PED Comments: North 2

It is anticipated that the effect on Mobility will be **Enhanced** by any of the alternatives.

5. Aesthetic Effects

Project PED Comments

The overall character of Monterey Road, Dixie Highway, and surrounding roadways is urban. There is one residential neighborhood, several businesses, community facilities, and an airport (Witham Field) within the study area. The western portion of the project limits, approaching US 1 becomes even more heavily urbanized with higher densities of businesses. The compatibility of enhancing/widening the existing roadways within the study area fits with the Martin County 2045 Long Range Transportation Plan (LRTP) and future land use along Monterey Road encouraging higher densities and mixed-use development.

While the proposed Alternatives are located primarily along existing transportation corridors, all Alternatives include a new potential elevated bridge/intersection configuration and new roadway segments adjacent to residential areas. These features would introduce new vertical elements, roadway structures, and changes in roadway alignment that could alter the existing visual environment, particularly for nearby residences. As a result, the project has the potential to create noticeable changes to the existing viewshed in localized areas.

It is anticipated that the Aesthetic Effects will be **Moderate** for all Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the Aesthetic Effects will be **Moderate** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the Aesthetic Effects will be **Moderate** for South 1 Alternative.

Analysis Area PED Comments: North 2

It is anticipated that the Aesthetic Effects will be **Moderate** for North 2 Alternative.

6. Relocation Potential

Project PED Comments

Monterey Road primarily includes a mix of residential, commercial, and some undeveloped land. Monterey Road has some available ROW for the proposed improvements. However, commercial and residential land impacts may occur due to their proximity to the roadway. Below includes information regarding potential ROW involvement by Alternative.

Potential ROW Involvement	North 1 Alternative1	North 2 Alternative	South 1 Alternative
Number of Parcels Impacted	43	22	16

ROW Impact Areas (Acres)	6.4	6.1	2.2
Number of Residential Relocations	18	4	0
Number of Business Relocations	1	2	2

During the PD&E Study, a Conceptual Stage Relocation Plan will be prepared for any potential relocations required.

Relocation Potential is expected to be **Substantial** for all Alternatives.

Analysis Area PED Comments: North 1

According to the WMD Residential Areas (FLUCCS Level 3) data, residential areas cover approximately 60.41 acres within the 500-foot project buffer. Additionally, the YMCA of the Treasure Coast is located within the 500-foot buffer and may be impacted. As indicated above, the North 1 Alternative may require 18 residential relocations and 1 business relocation, along with impacting 43 total parcels.

Relocation Potential is expected to be **Substantial** for North 1 Alternative.

Analysis Area PED Comments: South 1

According to the WMD Residential Areas (FLUCCS Level 3) data, residential areas cover approximately 10.35 acres within the 500-foot project buffer. Residential and business relocations are likely with this Alternative. As indicated above, the South 1 Alternative may require 0 residential relocations and 2 business relocations, along with impacting 16 total parcels.

Relocation Potential is expected to be **Substantial** for South 1 Alternative.

Analysis Area PED Comments: North 2

According to the WMD Residential Areas (FLUCCS Level 3) data, residential areas cover approximately 71.23 acres within the 500-foot project buffer. Additionally, the YMCA of the Treasure Coast is located within the 500-foot buffer and may be impacted. As indicated above, the North 2 Alternative may require 4 residential relocations and 2 business relocations, along with impacting 22 total parcels.

Relocation Potential is expected to be **Substantial** for North 2 Alternative.

7. Farmlands

Project PED Comments

There are no Generalized Agricultural land uses within the 500-foot buffer though. Additionally, based on an aerial view of the study area, a majority of the study area is developed and therefore is not currently utilized for farming or other agricultural purposes. During the PD&E Study, the proposed project impacts on farmlands will be evaluated further. Coordination with the Natural Resources Conservation Service (NRCS), including preparation of a Farmland Conversion Impact Rating Form, will occur, if necessary.

Due to the developed nature of the study area, it is anticipated that the effect on Farmlands will be **Minimal** for all Alternatives.

Analysis Area PED Comments: North 1

A review of the GIS Analysis on ETDM identified 183.34 acres of Prime Farmland with a classification of Farmland of Unique Importance within the 500-foot buffer for the North 1 Alternative.

Due to the developed nature of the project study area, it is anticipated that the effect on Farmlands will be **Minimal** for North 1 Alternative.

Analysis Area PED Comments: South 1

A review of the GIS Analysis on ETDM identified 156.20 acres of Prime Farmland with a classification of Farmland of Unique Importance within the 500-foot buffer for the South 1 Alternative.

Due to the developed nature of the project study area, it is anticipated that the effect on Farmlands will be **Minimal** for South 1 Alternative.

Analysis Area PED Comments: North 2

A review of the GIS Analysis on ETDM identified 199.52 acres of Prime Farmland with a classification of Farmland of Unique Importance within the 500-foot buffer for the North 2 Alternative.

Due to the developed nature of the project study area, it is anticipated that the effect on Farmlands will be **Minimal**.

ii. Cultural and Tribal

1. Section 4(f) Potential

Project PED Comments

This project is not located within 500 feet of a Section 4(f) resource.

It is anticipated that the effect on Section 4(f) Potential will be **N/A - No Involvement** for all Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the effect to Section 4(f) Potential will be **N/A - No Involvement** for North 1 Alternative.

Analysis Area PED Comments: South 1

The effect on Section 4(f) Potential will be **N/A - No Involvement** for South 1 Alternative.

Analysis Area PED Comments: North 2

For the North 2 alternative, it is anticipated that the effect on Section 4(f) Potential will be **N/A - No Involvement**.

2. Historic and Archaeological Sites

Project PED Comments

There are three previously recorded historic resource groups within 500 feet of the North 1 Alternative, North 2 Alternative, and South 1 Alternative: FEC Railroad, Site ID: MT01450; Dixie Highway, Site ID: MT01621; and Witham Field Airport, Site ID: MT01573. Of these resources, only the FEC Railroad and Dixie Highway have been evaluated by the SHPO and determined eligible for listing in the NRHP. The project corridor is within the boundaries of five SHPO surveys.

A Cultural Resources Assessment Survey will be prepared as part of the PD&E Study to evaluate potential impacts on the historic standing structures and the resource groups, along with any impacts on unidentified historic resources/structures. Results will be coordinated with the SHPO.

It is anticipated that the effect on Historic and Archaeological resources will be **Moderate** for all Alternatives.

Analysis Area PED Comments: North 1

There are four (4) historic standing structures within 500 feet of the North 1 Alternative: MT00319, MT00329, MT00330, and MT00331, however these resources have not yet been evaluated by the State Historic Preservation Officer (SHPO).

It is anticipated that the effect on Historic and Archaeological resources will be **Moderate** for North 1 Alternative.

Analysis Area PED Comments: South 1

There is one (1) historic standing structure within 500 feet of the South 1 Alternative: MT01403, however this resource is ineligible for listing with the National Register of Historic Places (NRHP).

It is anticipated that the effect on Historic and Archaeological resources will be **Moderate** for South 1 Alternative.

Analysis Area PED Comments: North 2

There are eleven (11) historic standing structures within 500 feet of the North 2 Alternative: MT00319, MT00320, MT00321, MT00322, MT00323, MT00325, MT00328, MT00329, MT00330, MT00331, and MT00332, however these resources have not yet been evaluated by the SHPO.

It is anticipated that the effect on Historic and Archaeological resources will be **Moderate** for North 2 Alternative.

3. Recreational and Protected Lands

Project PED Comments

This project is not located within 500 feet of a Recreation Area.

It is anticipated that the effect on Recreation Areas will be **N/A - No Involvement** for all Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the effect on Recreational and Protected Lands will be **N/A - No Involvement** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the effect on Recreation Areas will be **N/A - No Involvement** for South 1 Alternative.

Analysis Area PED Comments: North 2

It is anticipated that the effect on Recreation Areas will be **Substantial** for North 2 for North 2 Alternative.

iii. Natural

1. Wetlands and Surface Waters

Project PED Comments

All Alternatives are located within the St. Lucie River Watershed and the boundary of the South Florida Water Management District (SFWMD). Wetland and surface water resources associated each Alternative are described below.

It is expected that impacts on wetland and surface water habitats will be minimal. However, avoidance and minimization along with mitigation strategies will be evaluated through the PD&E process.

It is anticipated that the effect on Wetlands will be **Minimal** for all Alternatives.

During the PD&E Study, a wetland delineation will take place and any impacts to wetlands and/or surface waters will be documented and evaluated within the Wetlands and Other Surface Waters section of the Natural Resources Evaluation (NRE).

Analysis Area PED Comments: North 1

There are wetlands identified within the North 1 Alternative project limits. The National Wetlands Inventory (NWI) ETDM GIS indicates that approximately 2.98 acres of wetlands occur within the 500-foot buffer. Of this total, approximately 2.78 acres are classified as riverine habitat, with the remainder consisting of palustrine wetland features. However, based on aerial and field reviews, it appears this habitat no longer exists.

It is anticipated that the effect on Wetlands will be **Minimal** for North 1 Alternative.

Analysis Area PED Comments: South 1

There are wetlands identified within the South 1 Alternative project limits. The National Wetlands Inventory (NWI) ETDM GIS indicates that approximately 3.76 acres of wetlands occur within the 500-foot buffer. Of this total, approximately 2.63 acres are classified as riverine habitat, with the remaining wetlands consisting of palustrine systems, including freshwater ponds. However, based on aerial and field reviews, it appears this habitat no longer exists.

It is anticipated that the effect on Wetlands will be **Minimal** for South 1 Alternative.

Analysis Area PED Comments: North 2

There are wetlands identified within the North 2 Alternative project limits. The National Wetlands Inventory (NWI) ETDM GIS indicates that approximately 2.98 acres of wetlands occur within the 500-foot buffer. The mapped wetlands are primarily classified as riverine habitat. However, based on aerial and field reviews, it appears this habitat no longer exists.

It is anticipated that the effect on Wetlands will be **Minimal** for North 2 Alternative.

2. Water Resources

Project PED Comments

For all three Alternatives, the potential impacts to Water Resources will be the same. The resources found within the study area are the same for all Alternatives.

The study area is located within the St. Lucie River Watershed. None of the Alternatives are located within the boundaries of a sole source aquifer or an Outstanding Florida Waters (OFW). However, the study area does fall within one Principal Aquifer System of the State of Florida (surficial aquifer system). Further analysis will be required during the PD&E Study to determine if any of the Alternatives would have any negative impact on the aquifer. Additionally, the St. Lucie River is ultimately the receiver of all drainage waters from the project corridors.

There are two master National Pollutant Discharge Elimination System (NPDES) stormwater permits within the 500-foot project buffer: Martin County and the City of Stuart. According to the Florida Department of Health Likely On-Site Septic System GIS data, there are no known or likely septic systems within the 500-foot project buffer. There are two FDEP Waters Not Attaining Standards (WNAS) within the 500-foot project buffer: Willoughby Creek (WBID: 3208B) and St. Lucie River (South fork) (WBID: 3210). Lastly, there is one surface water Basin Management Action Plan (BMAP) within the 500-foot project buffer: St. Lucie - Loxahatchee.

More detailed stormwater treatment and attenuation facilities will be evaluated in the PD&E phase to minimize adverse effects on nearby waterbodies. A Water Quality Impact Evaluation (WQIE) will be completed and will comply with the goals of the Clean Water Act (CWA). In addition, a Pond Siting Report will be prepared to identify alternatives for stormwater management and treatment. The effects on water quality and means to avoid, minimize and mitigate impacts will be evaluated during the study based on the project specific effects from the Alternatives developed during the study.

It is anticipated that the effect on Water Quality and Quantity will be **Minimal** for all Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the effect on Water Quality and Quantity will be **Minimal** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the effect on Water Quality and Quantity will be **Minimal** for South 1 Alternative.

Analysis Area PED Comments: North 2

It is anticipated that the effect on Water Quality and Quantity will be **Minimal** for North 2 Alternative.

3. Floodplains

Project PED Comments

All three of the build alternatives are located outside of the 100-year floodplain. However, any potential impacts on the floodplain will be considered and evaluated during the PD&E Study and documented within the Location Hydraulic Report.

It is anticipated that the effect on Floodplains will be **Minimal** for all Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the effect on Floodplains will be **Minimal** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the effect on Floodplains will be **Minimal** for South 1 Alternative.

Analysis Area PED Comments: North 2

It is anticipated that the effect on Floodplains will be **Minimal** for North 2 Alternative.

4. Coastal Zone Consistency

Coastal Zone Consistency Determination is Required: **Yes**

Project is subject to a consistency review as required by **15 CFR 930**.

5. Protected Species and Habitat

For the official list of fish and wildlife designated by the state of Florida as Endangered, Threatened or Species of Special Concern, please refer to sections 68A-27.003, .0031 and 005 in *Rules Relating to Endangered or Threatened Species*, Chapter 68A-27, Florida Administrative Code, <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=68A-27>. For general information on Florida imperiled species and species conservation programs, go to <https://myfwc.com/wildlifehabitats/wildlife/>

Project PED Comments

For all three build Alternatives, the 500-foot project buffer contains the following US Fish and Wildlife Service Consultation Areas for federally listed species: West Indian manatee, piping plover, red-cockaded woodpecker, Florida scrub-jay, Everglade snail kite, crested caracara, and Florida bonneted bat. However, based on a review of the study area, there does not appear to be suitable habitat for any of these species except the Florida bonneted bat. In addition to the consultation areas, the project lies within a wood stork Core Foraging Area, however, the project does not appear to contain any suitable foraging habitat for the wood stork. According to the Florida Fish and Wildlife Conservation Commission (FWC) GIS data, the study area is within the watershed (South Fork of the St. Lucie River) that contains rare and imperiled fish (mountain mullet). There have been no FWC observations of any listed species within the 500-foot buffer.

It is anticipated that the effect on wildlife and habitat will be **Moderate** for all Alternatives.

During the PD&E Study, documentation and consultation regarding listed species and potential project effects will be documented within the Protected Species and Habitat Assessment section of the NRE. A roost survey for the Florida bonneted bat will be conducted during the PD&E Study and results coordinated with the Florida Fish and Wildlife Conservation Commission and the US Fish and Wildlife Service.

Analysis Area PED Comments: North 1

It is anticipated that the effect to wildlife and habitat will be **Moderate** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the effect on wildlife and habitat will be **Moderate** for South 1 Alternative.

Analysis Area PED Comments: North 2

It is anticipated that the effect on wildlife and habitat will be **Moderate** for North 2 Alternative.

6. Coastal and Marine

Project PED Comments

None of the build Alternatives are within a Coastal Barrier Resource Area (CBRA) and no Essential Fish Habitat (EFH) is present within the project corridors.

It is anticipated that the effect on Coastal and Marine will be **None** for all Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the effect to Coastal and Marine will be **None** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the effect on Coastal and Marine will be **None** for South 1 Alternative.

Analysis Area PED Comments: North 2

It is anticipated that the effect on Coastal and Marine will be **None** for North 2 Alternative.

iv. Physical

1. Noise

Project PED Comments

Two residential areas are located within the study area for the North 1 Alternative, North 2 Alternative, and South 1 Alternative. A review of the GIS Analysis indicates these consist of some fixed single-family units (2-5 dwelling units per acre) and multiple dwelling units, low rise (two stories or less). There are currently no noise barriers along the project corridor.

A Noise Study Report (NSR) will be prepared during the PD&E Study to identify unavoidable noise impacts, and an evaluation of abatement measures will occur where appropriate.

It is anticipated that the effect of Noise will be **Moderate** for all Alternatives.

Analysis Area PED Comments: North 1

There is one homeowner and condominium association (Circle Bay Yacht Club I) within the 500-foot buffer. There is one recreational facility (YMCA of the Treasure Coast) and one assisted living facility (Stuart Senior Living) within the 500-foot buffer. Residential land use within the buffer consists of fixed single-family units, which account for 19.45 percent of the residential area, and multiple dwelling units (low-rise), which account for 2.32 percent.

It is anticipated that the effect of Noise will be **Moderate** for North 1 Alternative.

Analysis Area PED Comments: South 1

There are two homeowner and condominium associations (Circle Bay Yacht Club I and Sierra Condo Apts) within the 500-foot buffer. There are no assisted living facilities, local parks, or recreational facilities within the 500-foot buffer. Residential land use within the buffer consists of fixed single-family units, which account for 2.25 percent of the residential area, and multiple dwelling units (low-rise), which account for 1.65 percent.

It is anticipated that the effect of Noise will be **Moderate** for South 1 Alternative.

Analysis Area PED Comments: North 2

There is one homeowner and condominium association (Circle Bay Yacht Club I) within the 500-foot buffer. There is one recreational facility (YMCA of the Treasure Coast) and one assisted living facility (Stuart Senior Living) within the 500-foot buffer. Residential land use within the buffer consists of fixed single-family units, which account for 21.36 percent of the residential area, and multiple dwelling units (low-rise), which account for 1.83 percent.

It is anticipated that the effect of Noise will be **Moderate** for North 2 Alternative.

2. Air Quality

Project PED Comments

The study area is located within a US Environmental Protection Agency (USEPA) designated Air Quality Attainment Area for all the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to this project currently. However, an Air Quality Technical Memorandum will be prepared as a support document for the PD&E Study.

It is anticipated that the effect on Air Quality will be **Minimal** for all Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the effect to Air Quality will be **Minimal** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the effect on Air Quality will be **Minimal** for South 1 Alternative.

Analysis Area PED Comments: North 2

It is anticipated that the effect on Air Quality will be **Minimal** for North 2 Alternative.

3. Contamination

Project PED Comments

According to the ETDM Contamination GIS layer, there are no solid waste facilities within the 500-foot buffer for the North 1 Alternative, North 2 Alternative, and South 1 Alternative. Additional contamination resources, including hazardous waste facilities, storage tank contamination monitoring sites, biomedical waste facilities, and brownfield areas associated each Alternative are described below.

A Contamination Screening Evaluation Report (CSER) will be prepared during the PD&E Study to document and update any potential contamination sources within the project vicinity. Avoidance, minimization, and mitigation strategies as well as any necessary special construction provisions will be developed based on this documentation, to avoid impacts, and to ensure human health and safety if avoidance is not possible.

It is anticipated that the effect of Contamination will be **Moderate** for all Alternatives.

Analysis Area PED Comments: North 1

There are eight (8) FDEP hazardous waste facilities (EPA ID: FLD056933906, FLD982082216, FLD982143802, FLD982174963, FLR000120675, FLR000154369, FLR000190082, and FLR000234807) and eight (8) FDEP storage tank contamination monitoring sites (Facility ID: 8520085, 8520105, 8626173, 8629919, 8630058, 9602023, 9811879, and 9817168) within the 500-foot buffer. Additionally, there are six (6) FDOH biomedical waste facilities (Permit Number: 43-64-00091, 43-64-00684, 43-64-00995, 43-64-00244, 43-64-1426512, and 43-64-1696459) within the 500-foot buffer. There are no FDEP brownfield areas within the 500-foot buffer.

It is anticipated that the effect of Contamination will be **Moderate** for North 1 Alternative.

Analysis Area PED Comments: South 1

There are twenty-three (23) FDEP hazardous waste facilities (EPA ID: FL0000997122, FL0000997130, FL0000997148, FLD032748675, FLD052658317, FLD982082216, FLD982091076, FLD982121709, FLD982143802, FLD982174963, FLD984209189, FLR000051631, FLR000086496, FLR000120675, FLR000120683, FLR000120741, FLR000154369, FLR000190082, FLR000208678, FLR000208686, FLR000234807, FLR000239673, and FLR000268417) and eleven (11) FDEP storage tank contamination monitoring sites (Facility ID: 8520085, 8626173, 8629919, 8734079, 8840895, 9102662, 9500289, 9500749, 9602023, 9700694, and 9815471) within the 500-foot buffer. Additionally, there are sixteen (16) FDOH biomedical waste facilities (Permit Number: 43-64-00884, 43-64-00886, 43-64-00936, 43-64-00995, 43-64-00292, 43-64-00434, 43-64-1275905, 43-64-1400256, 43-64-1426512, 43-64-1436764, 43-64-1602018, 43-64-1643665, 43-64-1713914, 43-64-1411178, 43-64-1627698, and 43-64-1696459) within the 500-foot buffer. There is one (1) FDEP brownfield area (Landfill Green Reuse Area) within the 500-foot buffer.

It is anticipated that the effect of Contamination will be **Moderate** for South 1 Alternative.

Analysis Area PED Comments: North 2

There are nine (9) FDEP hazardous waste facilities (EPA ID: FLD056933906, FLD982082216, FLD982143802, FLD982174963, FLR000097279, FLR000120675, FLR000154369, FLR000190082, and FLR000234807) and nine (9) FDEP storage tank contamination monitoring sites (Facility ID: 8520085, 8520105, 8626173, 8629919, 8630058, 8736869, 9602023, 9811879, and 9817168) within the 500-foot buffer. Additionally, there are six (6) FDOH biomedical waste facilities (Permit Number: 43-64-00091, 43-64-00684, 43-64-00995, 43-64-00244, 43-64-1426512, and 43-64-1696459) within the 500-foot buffer. There are no FDEP brownfield areas within the 500-foot buffer.

It is anticipated that the effect of Contamination will be **Moderate** for North 2 Alternative.

4. Infrastructure

Project PED Comments

There are several major utilities identified on the ETDM Infrastructure Report within a 500-foot buffer of the North 1 Alternative, North 2 Alternative, and South 1 Alternative, as noted below. There are three (3) FDOT railroad crossings (FDOT Crossing Inventory Number: 272353M, 272929N, and 272942C) within the 500-foot buffer of the North 1 Alternative, North 2 Alternative, and South 1 Alternative. Additionally, there is one (1) airport runway (Witham Field Runway) located within the 500-foot buffer of all Alternatives. All Alternatives will require coordination with the airport due to the project being located within the runway protection zone of the airport.

There are no USEIA natural gas pipelines or ORNL electric power transmission lines within the 500-foot buffer of all Alternatives.

Further review of utility impacts and any impacts to the airport will be conducted during the PD&E phase of the project. A Utility Assessment Package will be prepared during the PD&E Study.

It is anticipated that the effect on Infrastructure will be **Moderate** for all Alternatives.

Analysis Area PED Comments: North 1

There are four (4) FCC wireless antenna structure locations (FCC Registration Number: 1227058, 1313908, 1314516, and 1325501) within the 500-foot buffer.

It is anticipated that the effect on Infrastructure will be **Moderate** for North 1 Alternative.

Analysis Area PED Comments: South 1

There are three (3) FCC wireless antenna structure locations (FCC Registration Number: 1227058, 1313487, and 1325501) within the 500-foot buffer.

It is anticipated that the effect on Infrastructure will be **Moderate** for South 1 Alternative.

Analysis Area PED Comments: North 2

There are four (4) FCC wireless antenna structure locations (FCC Registration Number: 1227058, 1313908, 1314516, and 1325501) within the 500-foot buffer. There are four (4) FCC wireless antenna structure locations (FCC Registration Number: 1227058, 1313908, 1314516, and 1325501) within the 500-foot buffer.

It is anticipated that the effect on Infrastructure will be **Moderate** for North 2 Alternative.

5. Navigation

Project PED Comments

There are no navigable waterways in the project area.

It is anticipated that the effect on Navigation will be **N/A - No Involvement** for all Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the effect on Navigation will be **N/A - No Involvement** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the effect on Navigation will be **N/A - No Involvement** for South 1 Alternative.

Analysis Area PED Comments: North 2

It is anticipated that the effect on Navigation will be **N/A - No Involvement** for North 2 Alternative.

v. Special Designations

1. Special Designations: Outstanding Florida Waters

Project PED Comments

This project is not located within an Outstanding Florida Water.

It is anticipated that the effect on Outstanding Florida Waters will be **N/A - No Involvement** for all Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the effect on Outstanding Florida Waters will be **N/A - No Involvement** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the effect on Outstanding Florida Waters will be **N/A - No Involvement** for South 1 Alternative.

Analysis Area PED Comments: North 2

It is anticipated that the effect on Outstanding Florida Waters will be **N/A - No Involvement** for North 2 Alternative.

2. Special Designations: Aquatic Preserves

Project PED Comments

This project is not located within an aquatic preserve.

It is anticipated that the effect on Aquatic Preserves will be **N/A - No Involvement** for all Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the effect on Aquatic Preserves will be **N/A - No Involvement** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the effect on Aquatic Preserves will be **N/A - No Involvement** for South 1 Alternative.

Analysis Area PED Comments: North 2

It is anticipated that the effect on Aquatic Preserves will be **N/A - No Involvement** for North 2 Alternative.

3. Special Designations: Wild and Scenic Rivers

Project PED Comments

No FDEP wild and scenic rivers are located within the 500-foot buffer of all three Alternatives (North 1 Alternative, North 2 Alternative, and South 1 Alternative). Therefore, there will be no impact on wild and scenic rivers.

It is anticipated that the effect on Wild and Scenic Rivers will be **N/A - No Involvement** for all Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the effect on Wild and Scenic Rivers will be **N/A - No Involvement** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the effect on Wild and Scenic Rivers will be **N/A - No Involvement** for South 1 Alternative.

Analysis Area PED Comments: North 2

It is anticipated that the effect on Wild and Scenic Rivers will be **N/A - No Involvement** for North 2 Alternative.

4. Special Designations: Sole Source Aquifers

Project PED Comments

This study area is not located within a Sole Source Aquifer.

It is anticipated that the effect on Sole Source Aquifers will be **N/A - No Involvement** for all Alternatives.

Analysis Area PED Comments: North 1

It is anticipated that the effect on Sole Source Aquifers will be **N/A - No Involvement** for North 1 Alternative.

Analysis Area PED Comments: South 1

It is anticipated that the effect on Sole Source Aquifers will be **N/A - No Involvement** for South 1 Alternative.

Analysis Area PED Comments: North 2

It is anticipated that the effect on Sole Source Aquifers will be **N/A - No Involvement** for North 2 Alternative.

d. Anticipated Permits

Permit	Type	Recommending Agency	Comments
National Pollutant Discharge Eliminated System	FDEP	FDEP	
Environmental Resource Permit	WMD	SFWMD	

e. Anticipated Technical Studies

Technical Study	Type	Recommending Agency	Comments
Location Hydraulics Report	Engineering	SFWMD	Due to a potential above-grade crossing, a Location Hydraulics Report will be included.
Geotechnical Report	Engineering	FDOT	
Public Involvement Plan	Environmental	FDOT	
Noise Study Report	Environmental	FDOT	
Contamination Screening Evaluation Report	Environmental	USEPA	
Conceptual Stage Relocation Plan	Environmental	FDOT	
Endangered Species Biological Assessment	Environmental	FWC	A Protected Species and Habitat Assessment will be included within the Natural Resources Evaluation.
Cultural Resource Assessment Survey Report	Other	SHPO	
Water Quality Impact Evaluation	Other	SFWMD	
Type 2 CE	Environmental	FDOT	
Sociocultural Effects Evaluation	Other	FDOT	
Preliminary Engineering Report	Engineering	FDOT	
Air Quality Technical Memorandum	Environmental	FDOT	
Pond Siting Report	Engineering	FDOT	

Technical Study	Type	Recommending Agency	Comments
Natural Resources Evaluation (NRE)	Environmental	FDOT	

III. Form SF-424: Application for Federal Assistance

Application for Federal Assistance SF-424		
* 1. Type of Submission: ☐ Preapplication ☒ Application ☐ Changed/Corrected Application		
* 2. Type of Application: ☒ New ☐ Continuation ☐ Revision		
* If Revision, select appropriate letter(s): * Other (Specify): 		
* 3. Date Received: 05/09/2023		
4. Applicant Identifier: 		
5a. Federal Entity Identifier: 		5b. Federal Award Identifier:
State Use Only:		
6. Date Received by State: 		7. State Application Identifier:
8. APPLICANT INFORMATION:		
* a. Legal Name: Florida Department of Transportation		
* b. Employer/Taxpayer Identification Number (EIN/TIN): 59-3024028		* c. UEI: RFKGNHR7ZH37
d. Address:		
* Street1: 605 Suwannee Street		
Street2:		
* City: Tallahassee		
County/Parish: Leon		
* State: FL: Florida		
Province:		
* Country: USA: UNITED STATES		
* Zip / Postal Code: 32399-0450		
e. Organizational Unit:		
Department Name: FDOT District Four		Division Name:
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix:		* First Name: John
Middle Name:		
* Last Name: Krane		
Suffix: P.E.		
Title: District Planning & Environmental Admin.		
Organizational Affiliation: Florida Department of Transportation		
* Telephone Number: 954-777-4459		Fax Number:
* Email: John.Krane@dot.state.fl.us		

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

U.S. Department of Transportation

11. Catalog of Federal Domestic Assistance Number:

20-205

CFDA Title:

* 12. Funding Opportunity Number:

N/A

* Title:

N/A

13. Competition Identification Number:

N/A

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

SR 714/Monterey Road at Florida East Coast (FEC) Railroad Crossing Project Development and Environment Study - ETDM Support - Financial Management Number: 441636-2

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	2,010,000.00
* b. Applicant	0.00
* c. State	TBD
* d. Local	TBD
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	2,010,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☒ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

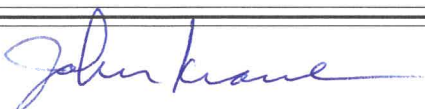
Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email:

* Signature of Authorized Representative:

* Date Signed:

IV. Transmittal List

The asterisk (*) denotes a hardcopy recipient. The double asterisk (**) denotes an external email recipient.

	Organization	Name
1.	FDOT District 4	Broadwell, Ann
2.	FDOT Office of Environmental Management	Bradley, Catherine
3.	FDOT Office of Environmental Management	Clark, Thu-Huong
4.	FDOT Office of Environmental Management	Haddock, Christine A.
5.	FDOT Office of Environmental Management	Hanna, Bishoy
6.	FDOT Office of Environmental Management	Selly, Nicole C.
7.	FDOT Office of Environmental Management	Turner, Jonathan
8.	Federal Aviation Administration	Vernace, Bart
9.	Federal Emergency Management Agency	Director, Region IV Mitigation Division
10.	Federal Rail Administration	Director, Office of Public Engagement
11.	Federal Rail Administration	Regional Administrator, Region 3
12.	Federal Transit Administration	Taylor, Yvette
13.	FL Department of Agriculture and Consumer Services	Camposano, Brian
14.	FL Department of Agriculture and Consumer Services	Kiser, Mark
15.	FL Department of Economic Opportunity	Preston, Matt
16.	FL Department of Environmental Protection	Weaver, Lindsay
17.	FL Department of State	McManus, Alyssa
18.	FL Fish and Wildlife Conservation Commission	Cucinella, Josh
19.	FL Fish and Wildlife Conservation Commission	DiGruttolo, Laura
20.	FL Fish and Wildlife Conservation Commission	Ganey, Jessica
21.	Florida Inland Navigation District	Director, Executive
22.	Martin County	*Cianciulli, Chad
23.	Martin County	*Snyder, William
24.	Miccosukee Tribe of Indians of Florida	**Donaldson, Kevin
25.	Muscogee (Creek) Nation	**Historic & Cultural Preservation Department
26.	National Marine Fisheries Service	Amendola, Kim
27.	National Marine Fisheries Service	Gregg, Kurtis
28.	National Park Service	Walker, PJ
29.	National Park Service	West, Ben
30.	Natural Resources Conservation Service	Giuliani, Isabelle
31.	Natural Resources Conservation Service	Nelson, Willie
32.	Poarch Band of Creek Indians	**Haikey, Larry D.
33.	Seminole Nation of Oklahoma	**Yahola, Ben
34.	Seminole Tribe of Florida	Menchaca, Victoria
35.	Seminole Tribe of Florida	Simon, Danielle A.
36.	South Florida Water Management District	Guzman, Sergio
37.	South Florida Water Management District	Huffman-Mainelli, Jessica
38.	South Florida Water Management District	Knickerbocker, Courtney
39.	South Florida Water Management District	Mahmoudi, Mehrmoosh
40.	South Florida Water Management District	Markle, Jesse
41.	South Florida Water Management District	McNeely, Kimberly
42.	South Florida Water Management District	Pelfrey, Lexus N.
43.	South Florida Water Management District	Strooboscher, Zoe J.
44.	South Florida Water Management District	Therrien, Patricia
45.	Treasure Coast Regional Planning Council	Heidt, Stephanie
46.	US Army Corps of Engineers	Beech, Veronica d.
47.	US Army Corps of Engineers	Lovvorn, Lisa
48.	US Army Corps of Engineers	Mason, Heather M.
49.	US Coast Guard	Kowalczyk, Lisia
50.	US Coast Guard	Zercher, Jennifer
51.	US Department of Health and Human Services	National Center for Environmental Health Centers for Disease Control and Prevention
52.	US Department of Housing and Urban Development	Gonzalez Maldonado, Hector
53.	US Department of Housing and Urban Development	Quade, John

54.	US Department of Interior	Harris, Will
55.	US Department of Interior	Massey, Gant
56.	US Department of Interior	Sumner, David M.
57.	US Environmental Protection Agency	Dean, William K.
58.	US Environmental Protection Agency	Kajumba, Ntale
59.	US Environmental Protection Agency	Singh-White, Alya
60.	US Environmental Protection Agency	Somerville, Amanetta
61.	US Fish and Wildlife Service	Cantrell, Mark
62.	US Fish and Wildlife Service	Rhodes, Amber
63.	US Fish and Wildlife Service	Rivera, Jose
64.	US Forest Service	Roberts, Brandon