ADMINISTRATIVE ACTION TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR-5/US-1 AT AVIATION BOULEVARD

District: FDOT District 4

County: Indian River County

ETDM Number: 14475

Financial Management Number: 441693-1-22-02

Federal-Aid Project Number: N/A

Project Manager: Vandana Nagole

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding (MOU) dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management Florida Department of Transportation

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Consulting Project Manager: William Evans, PE, AICP

This document was prepared in accordance with the FDOT PD&E Manual.

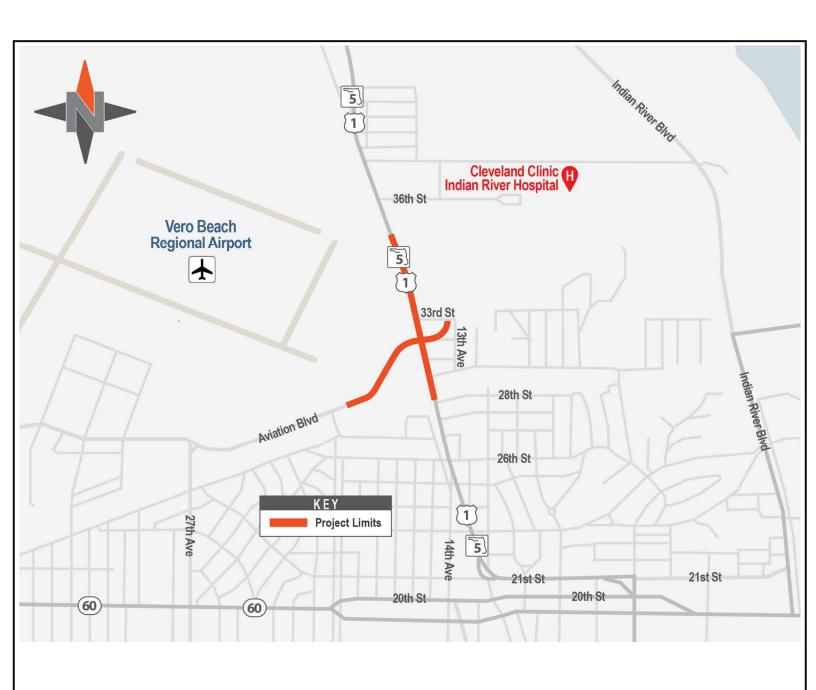
This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 11/23/2021 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

Table of Contents

1.	Project Information	2
	1.1 Project Description	2
	1.2 Purpose and Need	5
	1.3 Planning Consistency	7
2.	Environmental Analysis Summary	9
3.	Social and Economic	10
	3.1 Social	10
	3.2 Economic	11
	3.3 Land Use Changes	11
	3.4 Mobility	12
	3.5 Aesthetic Effects	12
	3.6 Relocation Potential	13
	3.7 Farmland Resources	15
4.	Cultural Resources	16
	4.1 Section 106 of the National Historic Preservation Act	16
	4.2 Section 4(f) of the USDOT Act of 1966, as amended	18
	4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965	19
	4.4 Recreational Areas and Protected Lands	19
5.	Natural Resources	20
	5.1 Protected Species and Habitat	20
	5.2 Wetlands and Other Surface Waters	24
	5.3 Essential Fish Habitat (EFH)	25
	5.4 Floodplains	25
	5.5 Sole Source Aquifer	25
	5.6 Water Resources	26
	5.7 Aquatic Preserves	26
	5.8 Outstanding Florida Waters	26
	5.9 Wild and Scenic Rivers	26

5.10 Coastal Barrier Resources	26
6. Physical Resources	27
6.1 Highway Traffic Noise	27
6.2 Air Quality	28
6.3 Contamination	28
6.4 Utilities and Railroads	29
6.5 Construction	31
7. Engineering Analysis Support	33
8. Permits	34
9. Public Involvement	35
10. Commitments Summary	37
11. Technical Materials	38
Attachments	39





SR 5/US 1 at Aviation Boulevard FM 441693-1-22-02 ETDM # 14475 Indian River County, FL

Project Location Map

1. Project Information

1.1 Project Description

The project intersection of SR 5/US 1 and Aviation Boulevard is located within the urbanized area of the City of Vero Beach in Indian River County (IRC), Florida. This is a 4-legged, signalized intersection that accommodates the Florida East Coast (FEC) Railroad crossing on the eastbound approach. The FEC Railroad, which is part of the Strategic Intermodal System (SIS) Railroad Corridor, includes double-tracks running north-south parallel to SR 5/US 1 on the west side. Pedestrian crosswalks are provided on the northbound and westbound approaches of the intersection. There are no dedicated bicycle facilities. Nearby landmarks include Vero Beach Regional Airport, Cleveland Clinic Indian River Hospital and Indian River Medical Center, and downtown Vero Beach. The intersection is near a Runway Protection Zone (RPZ) of the Vero Beach Regional Airport.

The project proposes operational and capacity improvements to the intersection of SR 5/US 1 and Aviation Boulevard/32nd Street. Various alternatives were considered during the Project Development & Environment (PD&E) study, which included a grade-separated crossing over the FEC Railroad. Additional features were considered such as multi-modal improvements. To account for potential grade separation and other solutions that address the purpose and need, the north-south limits of the PD&E study extend beyond the intersection along US 1 between 41st Street and 21st Street (approximately 2 miles). The west limits extend along Aviation Boulevard between US 1 and 27th Avenue (approximately 1 mile). The east limits begin west of US 1 intersection and extend to 13th Avenue.

SR 5/US 1 constitutes the north and south approaches of the intersection, as a four-lane divided facility with a painted center turn-lane, curb and gutter on both sides, and a sidewalk on the east side. SR 5/US 1 has a functional classification of Urban Principal Arterial Other and a context classification of Suburban Commercial (C3C) and Urban General (C4) since there are mostly non-residential land uses along the corridor with residential neighborhood connections. Indian River County has designated SR 5/US 1 corridor as a hurricane evacuation route.

At the eastbound approach of the intersection, Aviation Boulevard crosses the FEC Railroad. This is a 2 lane undivided roadway with no pedestrian facilities. Aviation Boulevard has a functional classification of Urban Minor Arterial and a context classification of Suburban Commercial (C3C) due to the non-residential land uses.

Thirty-second (32nd) Street forms the westbound approach of the intersection as a local 2 lane undivided street serving limited commercial and residential properties.

Preferred Alternative

The Preferred Alternative was identified based on the results of the alternatives evaluation, public involvement, and coordination with local officials. No design exceptions or variations are anticipated with the Preferred Alternative.

The Preferred Alternative reconstructs the SR 5/US 1 and Aviation Boulevard intersection:

Limits of Construction:

- SR 5/US 1 limits begin at 28th Street and end 1300 ft north of Aviation Boulevard, for a total length of 2700 ft.
- Aviation Boulevard limits begin 750 ft west of Airport N. Drive and end 670 ft east of SR 5/US 1, for a total length of 2200 ft.

The existing SR5 5/US 1 bridge (no. 880085) over the Indian River Farms Water Control District (IRFWCD) Main Canal will be replaced and includes a 12-ft shared use path on the east side.

A 2.52-acre dry retention pond is proposed and located adjacent to the project between 30th Street and 31st Street.

SR 5/US 1 at Aviation Boulevard intersection configuration:

- Northbound approach: two left turns, two travel lanes, and one right turn lane,
- Southbound approach: one left turn, two travel lanes, and two right turn lanes,
- Westbound approach: one left turn lanes, one travel lane, one right turn lane,
- Eastbound approach: two left turn lane, one travel lane, one right turn lane,
- Bicycle lanes are provided on SR 5/US 1 from 29th Street to approximately 350 ft north of 33rd Street.
- Bicycle lanes are provided on Aviation Boulevard from SR 5/US 1 to 33rd Street in the eastbound and westbound direction; and from SR 5/US 1 to Airport N. Drive in the westbound direction only. The bicyclist will use the shared use path in the eastbound direction within the airport property.

The alignment east of SR 5/US 1 curves to the north and connects with 33rd Street to be compatible with the proposed alignment of the Aviation Boulevard Extension project being conducted by IRC. At the Main Canal Bridge, SR 5/US 1 is shifted 15 feet to the east for additional maintenance access between the bridge and FEC Railroad right-of-way.

Bus bays are provided on SR 5/US 1, north and south of the intersection.

A 12-ft shared use path is provided along the east side of SR 5/US 1 throughout the study area and a 12-ft shared use path is provided on the south side of Aviation Boulevard west of SR 5/US 1.

High emphasis crosswalks are provided on the south and east approach of the intersection.

Access to Airport N. Drive is provided with one westbound right turn lane and one eastbound left turn lane.

Approximately 7.64 acres of additional right-of-way is needed from 29 parcels. A potential of nine (9) business relocations and zero (0) residential relocations are anticipated. One outdoor advertising sign (#CB560) will require acquisition.

Proposed typical sections for SR 5/US 1, the Main Canal Bridge, and Aviation Boulevard are shown in **Figure 1-1**, **Figure 1-2**, and **Figure 1-3**, respectively.

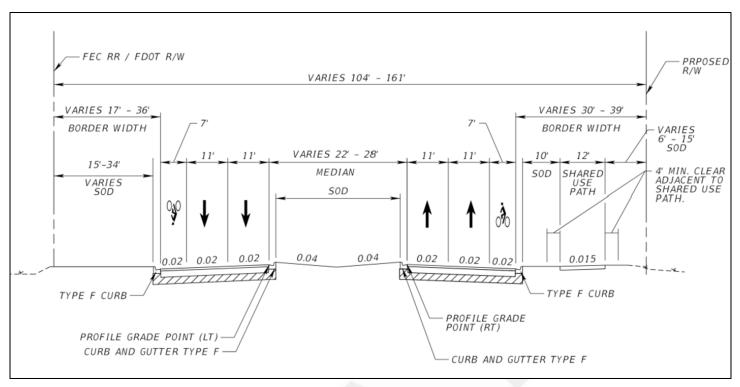


Figure 1-1 Proposed Typical Section for SR 5/US 1

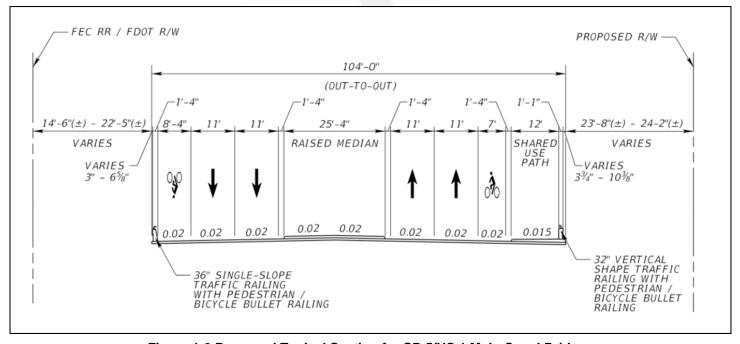


Figure 1-2 Proposed Typical Section for SR 5/US 1 Main Canal Bridge

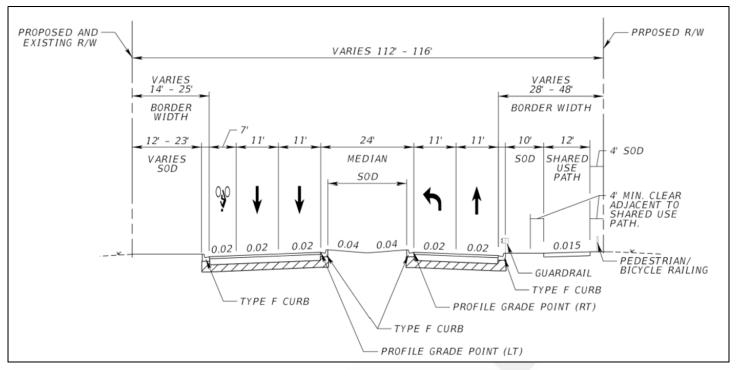


Figure 1-3 Proposed Typical Section for Aviation Boulevard

1.2 Purpose and Need

Purpose

The primary purpose of the project is to evaluate intersection improvement solutions to address existing and projected traffic demands, improve safety, support economic growth, and improve modal interrelationships with rail, bicycle, and pedestrian modes.

Need

Project Status

The project is listed in the Indian River Metropolitan Planning Organization's (MPOs) 2045 Long Range Transportation Plan (LRTP) Cost Feasible Plan Projects as Project ID 2 as a "New Interchange" with an implementation timeframe between 2036 to 2045. This project is also listed as Priority Project #6 in the MPOs 2021/2022 Priority Projects Report. The project is programmed for funding for Preliminary Engineering (PE) phase in the Transportation Improvement Program (TIP) and the State Transportation Improvement Plan (STIP). The project is planned for funding for the right of way and construction phases according to the 2045 LRTP.

Traffic Demand and Capacity

According to the MPO 2021 Priority Projects Report, the intersection is currently failing or nearly failing during peak periods and in peak directions.

As part of this PD&E study, FDOT District 4 developed, under a separate study, the Traffic Forecasting Memorandum - SR 5/US 1 at Aviation Boulevard PD&E Support, dated November 2, 2021. The Efficient Transportation Decision Making (ETDM) traffic forecasting section is updated as follows.

The SR 5/US 1 at Aviation Blvd intersection operates in the year 2021 at Level of Service (LOS) C/D in the AM/PM peak periods. The eastbound and westbound approaches operate at LOS E or F during both peak periods, with the eastbound queue length exceeding the available storage.

The future No-Build (without improvements) shows the 2045 traffic demand increasing due to population and employment growth as well as planned capacity improvements in the immediate network; therefore, conditions are expected to degrade at this intersection without improvements.

According to the analysis forecast developed from the Treasure Coast Regional Planning Model (TCRPM), the Average Annual Daily Traffic (AADT) is projected to increase 61% between the years 2021 and 2045. Along SR 5/US 1 south of Aviation Boulevard, No-Build traffic volumes are projected to increase from 26,500 to 42,600 AADT for the analysis years 2021 and 2045, respectively. To the north of Aviation Boulevard, SR 5/US 1 traffic volumes will increase from 34,200 to 55,000 AADT. Along Aviation Boulevard, the increase is from 12,000 to 19,300 AADT.

It is anticipated that traffic operations will degrade to LOS F by 2045 at the intersection of SR 5/US 1 at Aviation Boulevard without improvements under the No-Build condition. Delays will reach 135/156 seconds per vehicle during AM/PM peak periods, with the eastbound and westbound approaches operating at LOS F with delays ranging from 206/135 seconds of delay per vehicle, and the eastbound queue length exceeding the available storage by 169%.

The IRC Aviation Boulevard extension project, which is a separate nearby project, has construction funds committed in the Fiscal Year 2023/2024 according to the IRC Capital Improvement Element adopted in December 2020. At the time of this study, construction had not begun on the project, but the County has started the right-of-way acquisition process and design. The Preferred Alternative will connect with that new road extending Aviation Boulevard to the east from US 1 to 41st Street. According to the IRC MPO 2045 LRTP, other planned nearby capacity improvements include widening of Aviation Boulevard from 2 to 4 lanes, from 27th Avenue to the subject intersection with SR 5/US1. These projects will increase the traffic demand at the intersection of SR 5/US 1 and Aviation Boulevard as well.

Safety

The 2021 Florida Strategic Highway Safety Plan (FSHSP) has identified intersections as an emphasis area while rail crossings are an evolving emphasis area. A historical crash evaluation of the intersection of SR 5/US 1 and Aviation Boulevard revealed a total of 54 crashes observed over a five-year period between 2016 and 2020. Approximately 23% of these crashes resulted in injuries. The majority of these crashes were rear end at approximately 42% followed by sideswipe at 26% and left turn crashes at 15%. These types of crashes may be correlated to congested conditions at the intersection. One crash involved an FEC Railroad train and a vehicle which resulted in injury. Two crashes involved the FEC Railroad crossing gate. The existing facility's safety performance crash rate was calculated at 0.92 which is significantly higher than the Statewide crash rate of 0.53 and the Districtwide crash rate of 0.34. This indicates a potential safety concern. The SR 5/US 1 corridor has been designated by IRC as an evacuation route.

Social Demands or Economic Development

According to the IRC MPO 2045 LRTP, the County's population is projected to grow 41% between the year 2015 to 2045 (143,326 population in 2015 to 201,839 in 2045). Similarly, the employment is projected to grow 24% (76,386 employed during 2015 to 94,626 in 2045).

The City of Vero Beach Comprehensive Plan (April 2018) shows existing undeveloped lands along SR 5/US 1 in the vicinity of the intersection with Aviation Boulevard. The Future Land Use map presents a transformation of this area with mixed-use development, commercial, mixed residential, and residential medium. This indicates potential land development growth in the immediate area of the project.

Based on the IRC Comprehensive Plan, the IRC/City of Vero Beach Enterprise Area includes an area from SR 5/US 1 as the eastern boundary, 43rd Avenue as the western boundary, 53rd Street as the northern boundary, and Atlantic Boulevard as the southern boundary. The Enterprise Area encourages economic growth and investment through tax incentives which may increase traffic demand in the area.

The Vero Beach Regional Airport Master Plan includes an Airport Commercial Village and proposes to increase daily passenger traffic and identifies aircraft storage. Moreover, the master plan forecasts an annual average growth rate for aircraft operations at 1.5% indicating an increase an air traffic to/from the airport.

Modal Interrelationships

The intersection of SR 5/US 1 and Aviation Boulevard currently serves numerous modes of transportation, including: vehicles, pedestrians (sidewalks and crosswalks), transit, and the FEC Railroad crossing at the eastbound approach of the intersection. IRC's transit system, GoLine, includes three bus routes along SR 5/US 1 and one route along Aviation Boulevard based on the 2021 transit system map. In addition, the Vero Beach Regional Airport is located directly northwest of the intersection with direct access along Aviation Boulevard.

The existing bicycle and pedestrian networks are limited in the vicinity of the project. There are no bicycle lanes, and sidewalks are only present on the east side of SR 5/US 1. Guided by the 2015 Bicycle and Pedestrian Plan, the Indian River MPO 2045 LRTP proposes new sidewalks and bicycle facilities in conjunction with roadway improvement projects along Aviation Boulevard between SR 5/US 1 and 43rd Avenue which is the entire southern boundary of the Vero Beach Regional Airport. The plan also proposes a new bicycle facility along SR 5/US 1 north of Aviation Boulevard which supports a vision to have a bicycle facility along most SR 5/US 1 within the County.

The MPO 2045 LRTP, which is based on the IRC Transit Development Plan (TDP), presents several transit needs in the immediate area of the intersection of SR 5/US 1 including a potential bus shelter at the intersection, new/modified route service along SR 5/US 1, and improved route operations along Aviation Boulevard.

The FEC Railroad, which is parallel and abutting west of SR 5/US 1, is part of the FDOT SIS. According to the MPO 2045 LRTP, a performance evaluation goal is to enhance the FDOT SIS by constructing a flyover at the FEC Railroad at the intersection of SR 5/US 1 and Aviation Boulevard (Objective 1.04, Policy 1.04.1, and Performance Indicator 1.041.1).

In 2016, the Vero Beach Regional Airport released their master plan that identified numerous needs such as an "Airport Commercial Village" along Aviation Boulevard which would function as a key commercial district. In addition, the plan describes improvements to Aviation Boulevard which is the gateway and primary access to the Airport.

1.3 Planning Consistency

The 2045 LRTP and funding tables from the FDOT STIP and MPO TIP tables are listed in the attachments.

The total project costs are listed in the table below.

Cost Element	Preferred Alternative
Right of Way (RW)	\$17,059,500
Construction (CST)	\$16,277,971
Preliminary Engineering (PE)	\$ 1,953,357
Construction Engineering (CEI)	\$ 2,278,916
Railroad	TBD
Total Cost	\$37,569,744

Currently Adopted LRTP-CFP	COMMENTS				
Yes	Project is listed in the IRC MPO 2045 LRTP (page 4-15, Table 4-8 Cost Feasible Plan Projects, 2045 Fully Funded) as 26th Street/Aviation Blvd at US1/SR 5 as new interchange, 2036-2045 implementation time frame.				
	Currently Approved \$ FY COMMENTS				
PE (Final De	esign)				
TIP	Y	1,103,603 700,000	2024/25 2025/26	PE funds	
STIP Y 1,103,603 700,000 2025 Current STIP PE fur Current STIP funds an \$1,738,705 (2025) and		Approved STIP PE funds shown in columns. Current STIP funds are PE Funds of \$1,738,705 (2025) and \$1,464,898 (2026)			
R/W					
TIP					
STIP					
Construction	Construction				
TIP					
STIP	STIP				

2. Environmental Analysis Summary

			Significar	nt Impacts?*	
	Issues/Resources	Yes	No	Enhance	Nolnv
3.	Social and Economic 1. Social 2. Economic 3. Land Use Changes 4. Mobility 5. Aesthetic Effects 6. Relocation Potential 7. Farmland Resources				
4.	Cultural Resources	_	_	_	
	 Section 106 of the National Historic Preservation Act Section 4(f) of the USDOT Act of 1966, as amended Section 6(f) of the Land and Water Conservation Fund Recreational Areas and Protected Lands 				
5.	Natural Resources				
	 Protected Species and Habitat Wetlands and Other Surface Waters Essential Fish Habitat (EFH) Floodplains Sole Source Aquifer Water Resources Aquatic Preserves Outstanding Florida Waters Wild and Scenic Rivers Coastal Barrier Resources 				
6.	Physical Resources 1. Highway Traffic Noise		\boxtimes		
	 Air Quality Contamination Utilities and Railroads Construction 				
US	CG Permit				
	A USCG Permit IS NOT required.A USCG Permit IS required.				

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

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

A Sociocultural Effects Evaluation (SCE) was prepared for the study using the Efficient Transportation Decision Making (ETDM) Sociocultural Data Report (SDR) demographic data, impact analysis of the four project alternatives and results of the public involvement to identify and address potential effects on the communities and community resources. The SCE is included in the project file.

The improvements of the Preferred Alternative are proposed to occur along the existing roadways of SR 5/US 1 and Aviation Boulevard and will require additional right of way. The project impacts existing business along the east side of SR 5/US1 for a length of 1700 ft of the overall 2400 ft project length. The project will have direct effects to 27 parcels of which four are small businesses (one is a non-profit men's rehabilitation center) and 20 parcels are residential properties that are vacant or have abandoned homes on site. The potential for business relocation is high for four businesses which includes the men's rehabilitation center that has temporary residential housing. The potential for disproportionate impacts is low as the railroad prevents widening to the opposite side of SR 5/US 1 localized impacts near the intersection.

Camp Haven is a non-profit rehabilitation center for homeless men with 20 temporary housing units on-site and social services located adjacent to SR 5/US 1 and 33rd Street. The right of way impacts to Camp Haven directly affects the meeting center building, the office building, the patio and outdoor gathering space, and parking lot. Representatives of Camp Haven have stated their unique community service would require professional planning and design assistance, and funding to reestablish the center on a new parcel. One-on-one meetings with FDOT and Camp Haven have been conducted to keep each party informed of the project activities, potential impacts, available assistance from FDOT and project schedule.

According to the Sociocultural Data Report (SDR), the land use within 500 feet of the ETDM screening area consists primarily of public/semi-public (89 acres), residential (22 acres), industrial (43 acres), retail/office (33 acres) and vacant nonresidential (35 acres) land use. Agricultural (3 acres), institutional (12 acres), recreational (4 acres), and vacant residential (10 acres) land uses are also within 500-feet of the project corridor.

The population in the study area was estimated at 1,297 in the 2017-2021 ACS, with a 25.2% drop in population since the 1990 census, while overall population in IRC has increased by 75.2% in the same time frame. The distribution of households per acre is denser within the study area than in the county generally. The population of residents in the corridor study area is 19.66% racial/ethnic minority, compared to the county's 26.07% racial/ethnic minority population. The median income for the study area is \$48,402, which is 27.3% lower than the Indian River County median income of \$63,377. The rate of households below the poverty level is similar between the study area (9.33%) and the county (9.72%). An estimated 5.98% of the population within the study area has less than a grade 12 education, compared to 8.87% of the overall county population.

The study area contains approximately 525 housing units with a quarter-mile buffer, primarily to the south and east of the intersection. These are mostly single-family homes, with some multi-family homes mixed in, generally south of 26th Street. Orange Blossom Village, a community of Assisted Rental Housing Units is located within the study area, to the east of the

intersection and accessed from 30th Street.

The preferred alternative compliments the community goals related to mobility, walkability, and bike-ability through the addition of a shared use path on SR 5/US 1 and Aviation Boulevard. Bus stops and/or bus bays are included in the alternatives to improve transit access. A safer and more comfortable environment for walking and biking would facilitate future community cohesion with the future mixed-use development that is planned with commercial and residential uses.

Connectivity is improved for all modes of travel and for emergency services with the preferred alternative linking SR 5/US 1 with the county's project to extend Aviation Boulevard to the medical region located northeast of the project.

The Preferred Alternative, Alternative 1, would meet the Purpose and Need of improving safety and addressing traffic demand in the future. This will result in a lessening of congestion and delays, which would benefit emergency response times, especially the connection to the extension of Aviation Boulevard to the medical region. The safety of both motorists and pedestrians would be improved with a new reconstructed roadway, shared use path, and lighting.

Based on the above discussion and analysis, the project will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23A.

3.2 Economic

The project corridor is located within the IRC/Vero Beach Enterprise Area. Future land use surrounding the project corridor will continue to support industrial and residential land use, in addition to mixed-use areas.

The project directly affects the businesses abutting SR 5/US 1 between 30th Street and 33rd Street. The additional required right of way will require acquisition of the buildings at the business locations. The acquisition of these businesses would reduce the economic revenue for the short term. The long-term plan by the local property owners and the city is to redevelop the area. The city is working with the property owners located east of US 1 on future mixed use development plans.

The project improves the existing roadways that serve the Vero Beach Regional Airport and Piper Aircraft's manufacturing facility on the airport property. The city is constructing a new wastewater treatment facility on the airport property. The project also supports the future expansions of the nearby healthcare facilities. Temporary changes in access to existing businesses are possible during construction of the roadway and new bridge. The county, city and airport participated in the development and review of the study alternatives throughout the study which incorporated their requests and provided information to the community at two public workshops. The City of Vero Beach passed a resolution in support of the preferred alternative.

3.3 Land Use Changes

Existing land use within the study area were classified using the FDOT Florida Land Use, Cover, and Forms Classifications System (FLUCFCS), 3rd ed., January 1999 and were identified and mapped using publicly available GIS data. The major land use categories within the study area include airports, commercial and services, residential, medium density, roads and highways. No natural wetlands occur within the proposed project footprint; however, Main Canal traverses SR 5/US 1, south of Aviation Boulevard. Existing and future land use maps for the portion of Indian River County and City of Vero Beach that encompass the study area are provided as attachments.

The Vero Beach Regional Airport (VRB) is the primary surrounding land use to the northwest of the intersection of SR 5/US 1 and Aviation Boulevard. Commercial uses are adjacent to SR 5/US 1 in the northeast, southeast, and southwest quadrants of the intersection. Businesses include retail (e.g., auto, flooring, and furniture sales) services (e.g., car wash), medical services, lodging, and entertainment (e.g., golf driving range). Cleveland Clinic Indian River Hospital is located to the northeast of the subject intersection, with access from 36th and 37th Streets. The FEC railroad runs west of and parallel to SR 5/US 1 through the entire project corridor.

Both IRC and the City of Vero Beach have planned future land use within the project area that would be mixed use to support commercial and residential development.

The project is consistent with the local land use plans, local growth management plans and will support the future land use planned by the city and county by addressing projected traffic demand, improving safety and supporting economic growth.

3.4 Mobility

SR 5/US 1 and Aviation Boulevard carries regional and local traffic as well as airport traffic from the Vero Beach Regional Airport. There are two bus transit routes (Routes 3 and 8) within the project study intersection. Additionally, the Florida East Coast (FEC) railroad is within the project corridor. The project will require removal of the 31st Street access to SR 5/US 1 due to right turn lane geometry. The remaining land is vacant and has access from the local street network in the immediate area.

The existing sidewalk on SR5/US 1 is broken and floods during rainstorm events. Bicycle and pedestrian mobility will be improved with new shared use path, sidewalks, on-street bike lanes. The project is consistent with future plans to have regional trails/greenways traverse through this project area.

The project will improve travel in the immediate area within the City of Vero Beach and Gifford unincorporated community and will result in improved access to transit with the implementation of bus bays/stops in both northbound and southbound directions on SR 5/US 1. The Preferred Alternative would provide dedicated bus pullouts on SR 5/US 1, with the southbound stop just north of 30th street and the northbound stop just north of 33rd Street.

The Preferred Alternative is compatible with Indian River County's planned Aviation Boulevard extension project and the future widening of Aviation Boulevard from to 43rd Street to SR 5/US 1. The Preferred Alternative would increase mobility with improvements to the walkability and bikeability in the study area through the addition of sidewalks, signalized crosswalks, transit stops, and a shared-use path. A safer and more comfortable environment for walking and biking would facilitate future community cohesion as a mix of land uses, including residential, are developed along SR 5/US-1.

3.5 Aesthetic Effects

The project area primarily consists of public, residential, industrial, retail/office and vacant non-residential land use. Specific community features associated with aesthetics within a 500-foot project buffer include Michael Field and the Vero Man Local Historic Site. The Center for Advance Eye Care is sensitive to noise vibrations during roadway construction activities. Noise increase as a result of the project were determined to only exceed allowable noise levels at one isolated site and will not to require abatement or noise walls.

The Preferred Alternative creates wide grass medians and roadside buffer areas that increases the green space within the roadway right of way. The stormwater treatment site will be a dry retention area with grassed banks and bottom that is required by airport regulations to dry out within 72 hours. The Preferred Alternative is not expected to change the overall viewshed and is compatible with local character and area plans. The Preferred Alternative is supported by the City of Vero Beach and no public comments were received regarding potential aesthetic impacts.

3.6 Relocation Potential

A Conceptual Stage Relocation Plan (CSRP) was prepared and is included in the project file. Additional right of way is needed for the Preferred Alternative and an offsite stormwater management dry pond is required.

In order to meet current design standards for clear zone, border width, maintenance access for the bridge approaches, roadway, shared use path improvements, and stormwater management approximately 7.64 acres of additional right-of-way is needed from 27 parcels. A potential of four (4) business relocations and zero (0) residential relocations are anticipated. One outdoor advertising sign (#CB560) that is located on SR 5/US 1 north of 33rd Street will be acquired.

Parcel Number	Parcel ID	Property Owner	Property Address	Total Area of Existing Parcel (SF)	Preferred Alternative Impacts (SF)
1	32393500007002 000001.0	GLENDALE TRADE CENTER INC	2800 US HIGHWAY 1	111949	555
2	32393500007001 000001.0	29TH STREET TRADE CENTER LLC	2950 US HIGHWAY 1	40075	5089
3	32393500003004 000001.0	FALASIRI JAFAR M and BARBARA B	3030 US HIGHWAY 1	45738	46906
4	32393500003004 000006.0	FALASIRI JAFAR M and BARBARA B	1346 30TH ST	28304	28304
5	32393500003004 000006.0	FALASIRI JAFAR M and BARBARA B	1316 30TH ST	15878	15879
6	32393500003005 000016.0	SAPP J LAMAR, KNIGHT ELIZABETH MARIE, MATCHETT LYNWOOD JOAN	3006 13TH AV	10454	0
7	32393500003005 000014.0	DAMIAN STEPHEN G	3036 13TH AV	14810	0
8	32393500003005 000012.0	CURTISS DONALD ROY JR	3106 13TH AV	11326	0
9	32393500003005 000011.0	RDC PHOENIX LLC	3126 13TH AV	11326	0
10	32393500003005 000009.0	BRACKETT FAMILY LIMITED PARTNERSHIP	3146 13TH AV	14810	0
11	32393500003005 000008.0	BARKER MICHAEL A & ASHLEY N	3156 13TH AV	7405	0
12	32393500003005 000007.0	WOODARD WENDY Y	3200 13TH AV	7405	0
13	32393500003005 000004.0	MILLER WILLIAM E (TR)	3226 13TH AV	22651	0
14	32393500003005 000002.0	MILLER WILLIAM E (TR)	3236 13TH AV	14810	0
15	32393500003005 000001.0	DOLAN CAROL S	3256 13TH AV	7405	0
16	32393500003001 000015.0	WJM HOLDINGS LLC	1246 33RD ST	22651	0
17	32393500003001 000013.0	RDC PHOENIX LLC	1304 33RD ST	14810	0
18	32393500003001 000012.0	RDC PHOENIX LLC	1316 33RD ST	7405	0
19	32393500003001 000011.0	RDC PHOENIX LLC	1326 33RD ST	7405	0
20	32393500003001 000010.0	RDC PHOENIX LLC	1336 33RD ST	7405	0

21	32393500003001 000009.0	RDC PHOENIX LLC	1346 33RD ST	7405	0
22	32393500003001 000007.0	RDC PHOENIX LLC	1366 33RD ST	14810	0
23	32393500003001 000006.0	RDC PHOENIX LLC	1374 33RD ST	7405	0
24	32393500003001 000004.0	RDC PHOENIX LLC	1394 33RD ST	14810	0
25	32393500003001 000001.0	PN GREEN LLC	3306 US HIGHWAY 1	26136	11784
26	32393500003003 000006.0	MEM PROPERTY MANAGEMENT LLC	3106 US HIGHWAY 1	7405	7212
27	32393500003003 000004.0	RDC PHOENIX LLC	3116 US HIGHWAY 1	30928	30931
28	32393500003003 000019.0	RDC PHOENIX LLC	1346 31ST ST	7405	7502
29	32393500003003 000018.0	RDC PHOENIX LLC	1336 31ST ST	7405	0
30	32393500003003 000015.0	RDC PHOENIX LLC	1316 31ST ST	22651	0
31	32393500003003 000014.0	RDC PHOENIX LLC	1305 32ND ST	7405	0
32	32393500003003 000013.0	RDC PHOENIX LLC	1315 32ND ST	7405	0
33	32393500003003 000012.0	RDC PHOENIX LLC	1325 32ND ST	7405	0
34	32393500003003 000011.0	RDC PHOENIX LLC	1335 32ND ST	7405	0
35	32393500003003 000010.0	RDC PHOENIX LLC	1345 32ND ST	7405	0
36	32393500003003 000009.0	RDC PHOENIX LLC	1355 32ND ST	7405	0
37	32393500003003 000008.0	RDC PHOENIX LLC	1365 32ND ST	7405	0
38	32393500003003 000007.0	MADSEN MYRON J JR & DAVENE	1375 32ND ST	7405	631
39	32393500003003 000003.0	MADSEN MYRON J JR & DAVENE	3136 US HIGHWAY 1	7405	4808
40	32393500003003 000002.0	MADSEN MYRON J JR & DAVENE	3146 US HIGHWAY 1	7405	5828
41	32393500003003 000001.0	MADSEN MYRON J JR & DAVENE	1385 32ND ST	7405	7650
42	32393500003002 000005.0	RDC PHOENIX LLC	3206 US HIGHWAY 1	13068	12567
43	32393500003002 000024.0	RDC PHOENIX LLC	1386 32ND ST	7405	2926
44	32393500003002 000023.0	RDC PHOENIX LLC	1378 32ND ST	7405	3731
45	32393500003002 000022.0	RDC PHOENIX LLC	1366 32ND ST	7405	4952
46	32393500003002 000021.0	RDC PHOENIX LLC	1356 32ND ST	7405	6764
47	32393500003002 000020.0	RDC PHOENIX LLC	1346 32ND ST	7405	6550
48	32393500003002 000017.0	RDC PHOENIX LLC	1326 32ND ST	22651	5706
49	32393500003002 000016.0	MILLER WILLIAM E (TR)	1306 32ND ST	7405	0
50	32393500003002 000015.0	STEVENS GLENN	3235 13TH AV	3485	0
51	32393500003002 000015.1	STEVENS GLENN	3245 13TH AV	3485	0
52	32393500003002 000013.0	REGIER LAWRENCE G	1315 33RD ST	14810	11235
53	32393500003002 000012.0	RDC PHOENIX LLC	1335 33RD ST	7405	6731
54	32393500003002 000011.0	RDC PHOENIX LLC	1345 33RD ST	7405	2244
	100001110	O I HOLITA LEG	120 10 00100 01	1. 100	1

55	32393500003002 000010.0	RDC PHOENIX LLC	1355 33RD ST	7405	53
56	32393500003002 000009.0	RDC PHOENIX LLC	1365 33RD ST	7405	0
57	32393500003002 000008.0	RDC PHOENIX LLC	1375 33RD ST	7405	0
58	32393500003002 000001.0	CAMP HAVEN INC	3256 US HIGHWAY 1	41382	16369
59	32393500000700 000001.0	ORANGE BLOSSOM VILLAGE LLLP	3300 12TH CT	407286	0
60	32393500000100 000015.0	WJM HOLDINGS LLC	US HIGHWAY 1	940025	0
61	32393500000100 000035.0	VDI INC (50%), 11 ACRES INC (50%)	US HIGHWAY 1	341075	0
62	32393500000100 000034.0	VDI INC (50%), 11 ACRES INC (50%)	US HIGHWAY 1	155945	37329
63	32393500000100 000029.0	WMAK HOLDINGS LLC	3456 US HIGHWAY 1	341946	0
64	32393500000100 000016.0	ELISA & SIENNA HOLDINGS LLC	3500 US HIGHWAY 1	94090	0
COVB - 1	32393500000700 000002.0	CITY OF VERO BEACH	AVIATION BLVD	55757	302
COVB - 2	32392600011000 000000.1	CITY OF VERO BEACH	UNASSIGNED	34560940	37498
COVB - 3	32392600011074 000001.0	CITY OF VERO BEACH	2515 AIRPORT NORTH DR	10607731	6814
SUM (SF)					334848
	SUM (Total # of Parcels) 29				

The FDOT provides advance notification of impending right of way acquisition. Due to the unique nature of the Camp Haven property located on SR 5/US 1, FDOT has held several meetings with the property owners to clarify future right of way processes that will occur in design and later phases of the project. Camp Haven provides valuable community service and FDOT is working with Camp Haven to minimize unavoidable effects.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Vero Beach with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

The CRAS was prepared and included in the project file. The CRAS identified no archaeological sites and 37 historic resources within the project Area of Potential Effect (APE). The CRAS was performed for the study area in March 2024, and includes the proposed roadway improvements at the intersection of SR 5/US 1 at Aviation Boulevard and proposed pond site parcels. The historic resource map and archeological testing maps are attached.

The Vero Man or Vero Locality archaeological site was identified within the study area during a search of the FMSF. This archaeological site, first recorded as 8IR1 and later recorded as 8IR9, will be referred to henceforth as 8IR1/8IR9. There was no evidence of the previously recorded archaeological site, 8IR1/8IR9, nor were new archaeological sites or occurrences identified in the archaeological APE as a result of the background research, the pedestrian survey, or the subsurface testing. Thirty shovel tests were dug within the City of Vero Beach Vero Man Local Historic Site/Archaeological Zone.

Although no evidence for site 8IR1/8IR9 was identified, archaeological monitoring by a professional archaeologist within the vicinity of the site is recommended during project construction. Specifically, monitoring is recommended during earth-disturbing activities in the following locations, along Aviation Boulevard, SR 5/US 1 between Aviation Boulevard and 28th Street, and at Pond 1A.

No archaeological sites were identified within the archaeological APE. The pedestrian survey did not identify any additional areas of increased archaeological site potential. Subsurface testing consisted of 57 shovel tests, none of which were positive for cultural material.

The historic resources survey identified 37 historic resources, including 16 extant previously recorded resources and 21 newly identified resources. The 16 previously recorded resources consist of three linear resources and 13 buildings. The 21 newly identified resources consist of 18 buildings (8IR1883-8IR1890; 8IR1893-8IR1903) and three resource groups (8IR1904-8IR1905; 8IR1954). The resource groups include the Vero's Motel Complex (8IR1904), the Vero Beach Regional Airport (8IR1905), and Camp Gordon (8IR1954). Florida Master Site File (FMSF) forms were prepared for the newly recorded resources. FMSF forms were updated for four buildings (8IR744; 8IR745; 8IR755; 8IR766) and the two linear resources within the current APE, the Florida East Coast (FEC) Railway (8IR1497) and Dixie Highway (8IR1519). An updated FMSF form was not prepared for the Indian River Farms Main Canal (8IR1148), which has been determined ineligible within the APE by the SHPO, as it does not exhibit physical changes nor changes in eligibility since it was last recorded.

The segment of the FEC Railway (8IR1497) within the APE has been determined eligible under Criterion A for Community Planning and Development and Transportation for its role in the development of the east coast of Florida including Vero Beach and Indian River County.

This segment of US 1 (8IR1519) within the APE exhibits modern improvements such as widening, signalization, and signage. Therefore, this segment is considered National Register-ineligible, because other segments of US 1 have been determined eligible within Indian River County, the entire resource maintains National Register-eligibility per the Historic Linear Resource Guide (FDHR 2022).

One newly recorded building, a packinghouse at 2745 St. Lucie Avenue (8IR1894), is considered National Registereligible under Criterion A in the areas of Agriculture and Industry due to its association with the region's post-World War II agricultural economy and the Indian River Citrus District.

Vero's Motel (8IR1904) does not embody a distinctive type or style of high architectural value and exhibits modifications. The Vero Beach Regional Airport (8IR1905) lacks historic integrity as its terminals and runways have been altered. Due to the loss of historic structures and the construction of non-historic structures, the airport does not convey its associations with its early 20th-century or World War II military history. Therefore, both resource groups are considered ineligible for the National Register.

Seventeen of the buildings are affiliated with the c. 1931-1955 tourist camp, Camp Gordon Resource Group (8IR1954). The vernacular cottages and commercial buildings that constituted Camp Gordon were an associated collection of resources. The loss of most of the structures and deterioration of the remaining structures does not lend itself to a district, and individually, the resources do not have enough integrity or importance to be considered eligible for the National Register. The additional newly recorded buildings not associated with Camp Gordon are also considered ineligible because they exhibit common architectural styles, modifications, and lack historical associations.

The Criteria of Adverse Effect (36 CFR 800.5) were applied to the significant resources, the National Register-eligible FEC Railway (8IR1497) and the packinghouse at 2745 St. Lucie Avenue (8IR1894) that is considered National Register-eligible. Based on the improvements, there will be no adverse effects to either of these resources and both resources will remain eligible for inclusion in the National Register.

The significance of the FEC Railway is attributed to its historical importance under Criterion A for Community Planning and Development and Transportation and its role in the development of the east coast of Florida including Vero Beach and Indian River County. The crossing in the APE was improved as part of the Brightline project in 2023-2024 and at that time the railway remained eligible for the National Register. The preferred alternative will maintain the crossing as-is.

The FEC Railway runs parallel and adjacent to SR 5/US 1 and crosses Aviation Boulevard at FEC crossing number 273047Y. The existing Aviation Boulevard crosses the FEC Railway at-grade as a three-lane rural roadway. This existing roadway-rail crossing and railroad bridge over the Main Canal were reconstructed by the FEC during the Brightline double tracking project in years 2023 and 2024. The project included a pedestrian sidewalk with railroad gates on the southside of Aviation Boulevard and intersection improvements at SR 5/US 1 and Aviation Boulevard. The current PD&E preferred alternative widens the Aviation Boulevard FEC crossing and maintains the existing roadway alignment. The preferred alternative expands the roadway to four eastbound lanes (1-right, 1-through, 2-lefts), two (2) westbound through lanes, and one (1) westbound bicycle lane with a raised concrete separator between the east/westbound lanes and includes Type F curb and gutter on the outside edge of pavement. A 12 ft shared use path will replace the sidewalk on the south

side of Aviation Boulevard. A sidewalk is not provided on the north side to reduce the number of bike/pedestrian crossing movements over the railroad tracks. The alignment will maintain a near perpendicular crossing as-is in the existing condition and the posted speed is 30 miles per hour.

The packinghouse at 2745 St. Lucie Avenue is located at the south end of the APE, and only a portion of the building (mostly the front facade) falls within the APE. At this location, the improvements are along SR 5/US 1 and are at-grade. The FEC Railway separates the packinghouse building from SR 5/US 1. Based on the location and type of improvements, the packinghouse will remain eligible for inclusion in the National Register and it will still convey its historical importance in the area of local agriculture.

The SHPO concurred with the findings of the CRAS on 5/21/2024. The SHPO concurrence letter is attached and the CRAS is part of the project file.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

The IRC is the is the Official with Jurisdiction (OWJ) for the Hosie Schumann Park and Central Indian River County Greenways Plan. The City of Vero Beach is the OWJ for Michael Field Complex and Pocahontas Park.

The City of Vero Beach owns the Michael Field Complex which consists of three (3) parcels 9.94 acres in size. The baseball complex is leased to the not for profit corporation, Vero Beach Little League Baseball, Inc. This site is a baseball field complex with two tee ball fields and three little league size baseball fields open for scheduled baseball games and practice events. This property is located east of the SR 5/US 1 right of way and behind the commercial properties fronting SR 5/US 1. The Preferred Alternative avoids this property and there are no impacts to the access and usage of the property. Therefore, the project will have **No Use** of this recreational Section 4(f) resource.

Hosie Schumann Park is a two (2) acre IRC Park that is open daily from 7am to sunset. The park has a playground, basketball court, picnic area, and ADA accessible restrooms. The park is located 3,300 feet beyond the north project limit. The Preferred Alternative avoids this property and there are no impacts to the access and usage of the property. Therefore, the project will have **No Use** of this recreational Section 4(f) resource.

Pocahontas Park is a City of Vero Beach Park that is 5.5 acres in size and consists of shuffleboard courts, pickleball courts, playground, restrooms, tennis courts. The Vero Beach Community Center multi-purpose building is located at the north end of the park. The park is adjacent to the separate parcel that contains the Heritage Center and Indian River Citrus Museum. The Heritage Center has a multi-purpose room available for rent for events. FEC Railroad right of way is located between SR 5/US 1 and the park; and the park is located 1700 feet south of the southern PD&E project limit. The Preferred Alternative avoids this property and there are no impacts to the access and usage of the property. Therefore, the project will have **No Use** of this recreational Section 4(f) resource.

The Central Indian River County Greenways Plan completed in 2007 proposes several desired shared use paths or trail routes that traverse through this project area on either Aviation Boulevard, SR-5/US-1 or along the Main Canal. None of the trails have been implemented or advanced beyond the 2007 IRCCGP study. These paths and/or trails are listed in the plan as follows:

- Florida East Coast Railroad Corridor is proposed as a 10-foot-wide shared use path with barrier, located on the map within the FEC Railroad right of way.
- Main Relief Canal Corridor is proposed as a 10-foot-wide shared use path located on the map along the north side of the Main Canal within the right of way owned by the Indian River Farms Water Control District.
- Airport Loop Trail is proposed as a 10-ft-wide shared use path that would connect several pathway corridors such as the Main Relief Canal and FEC RR corridors.

IRC, the OWJ, stated these proposed trail corridors require further study prior to implementation. The trails are not a proposed construction project at the time of this evaluation and implementation of any of the PD&E alternatives for this proposed project will not prohibit the future advancement or development of the trails. Therefore, this resource is considered **not applicable**.

These four (4) resources were evaluated through a Section 4(f) Determination of Applicability which is included in the project file. OEM provided concurrence on July 18th and 19th, 2023.

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

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

4.4 Recreational Areas and Protected Lands

Recreational area features located within the 500-foot study area buffer include three (3) local parks and recreational facilities (Hosie Schumann Park, Michael Field and Pocahontas Park) and two (2) Office of Greenways and Trails (OGT) multi-use trail opportunities (All Aboard Florida Rail with Trail Corridor and Central Indian River Greenway Corridor). The Preferred Alternative is not expected to have any direct impacts to the recreational areas identified. There are no state-owned conservation lands in the project area subject to review and approval by the Acquisition and Restoration Council (ARC).

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

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

A Natural Resource Evaluation (NRE) was prepared for this project and is included in the project file. A Species Occurrence Map is attached. The NRE was transmitted to the U.S. Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FWC) for concurrence. The USFWS concurrence and FWC coordination letters are attached (to be attached when received). A summary of the effect determinations for listed and protected species is provided below.

Based on literature and field reviews, thirty-two (32) species of protected plants and animals are known to occur in Indian River County. Twenty-one (21) of the species are federally listed as endangered or threatened. Eleven (11) species are state listed as endangered or threatened. The bald eagle (*Haliaeetus leucocephalus*) was delisted from protection under the Endangered Species Act in 2007. However, the bald eagle is still protected under the Bald and Golden Eagle Protection Act (BGEPA), Migratory Bird Treaty Act (MBTA), and State law (FAC 68A-16.002). Multiple species of bats are state protected by FAC 68A-4.001 General Prohibitions and 68A-9.010 Taking Nuisance Wildlife.

The project area falls within USFWS-designated CH for West Indian manatee (*Trichechus manatus*). The project falls entirely within the USFWS CAs of the Florida scrub-jay (*Aphelocoma coerulescens*), piping plover (*Charadrius melodus*), Audubon's crested caracara (*Caracara plancus audubonii*), and Atlantic salt marsh snake (*Nerodia clarkii taeniata*). The project falls within the Core Foraging Area (CFA) of one wood stork colony, Pelican Island, located approximately nine (9) miles north of the project limits.

Federal Listed Species

The FDOT has made an effect determination of <u>may affect</u>, not likely to adversely affect for the eastern indigo snake (*Drymarchon couperi*), wood stork (*Mycteria americana*), and west Indian manatee (*Trichechus manatus latirostris*). An effect determination of <u>no effect</u> was made for the fragrant prickly-apple (*Harrisia fragrans*), Lakela's mint (*Dicerandra immaculata*), Miami blue butterfly (*Cyclargus thomasi bethunebakeri*), Loggerhead sea turtle (*Caretta caretta*), Green sea turtle (*Chelonia mydas*), Leatherback sea turtle (*Dermochelys coriacea*), Hawksbill sea turtle (*Eretmochelys imbricata*), Atlantic salt marsh snake (*Nerodia clarkia taeniata*), Florida scrub-jay (*Aphelocoma coerulescens*), Red knot (*Calidris canutus rufa*), Audubon's crested caracara (*Caracara plancus audubonii*), Piping plover (*Charadrius melodus*), Eastern black rail (*Laterallus jamaicensis ssp. Jamaicensis*), Roseate tern (*Sterna dougallii*), Florida bonneted bat (*Eumops floridanus*), Southern beach mouse (*Peromyscus polionotus niveiventris*), and Florida panther (*Puma concolor coryi*).

• Eastern indigo snake (*Drymarchon couperi*) - The eastern indigo snake is federally listed as threatened. No individuals were observed during the field review, but because of the wide diversity of habitats utilized by this species, it is assumed that suitable habitat for this species may be within the project limits. The Eastern Indigo Snake Programmatic Effect Determination Key (South Florida) was used for this project (Appendix D). The path followed through the key was A > B > C > D > E = NLAA. Any permits required for the proposed project will be conditioned for the use of FWC's

Gopher Tortoise Permitting Guidelines. The indigo snake key is contained in the Natural Resource Evaluation in the project file. Given implementation of standard protection measures and anticipated limited impacts to low quality habitat, the effect determination of <u>may affect</u>, <u>not likely to adversely affect</u> is appropriate for the eastern indigo snake.

- Wood Stork (*Mycteria americana*) The wood stork is listed as threatened by the USFWS. Surface waters within the study area provide limited low quality suitable foraging habitat (SFH) for the wood stork. The USFWS Effect Determination Key for the Wood Stork in South Peninsular Florida was utilized for this project (Appendix E). The path followed through the key for all build alternatives was A > B = NLAA. The wood stork key is contained in the Natural Resource Evaluation in the project file. Due to anticipated impacts to surface waters (less than 0.5 acres), an effect determination of may affect, not likely to adversely affect is anticipated for the wood stork.
- West Indian manatee (*Trichechus manatus latirostris*) The West Indian manatee is listed as federally threatened and is also protected by the Marine Mammal Protection Act. The study area falls within the West Indian manatee consultation area and critical habitat. No manatees have been identified within the study area and no manatees were observed during the field review. In addition, Main Canal has a dam and lock system to the west and a salinity control structure to the east. To protect manatees during construction, the Standard Manatee Conditions for In-Water Work (2011) (Appendix F) will be followed. Based on the USACE, Jacksonville District, and the State of Florida Effect Determination Key For The Manatee In Florida (Appendix G) and the pathway that followed through the key was A > B > C > G > N > O > P=NLAA. The manatee key is contained in the Natural Resource Evaluation in the project file. With implementation of identified best management practices, an effect determination of may affect, not likely to adversely affect is anticipated for the West Indian manatee.
- Fragrant prickly-apple (Harrisia fragrans) The fragrant prickly-apple is listed as federally endangered. It was
 determined that this species has no probability of occurrence due to a lack of suitable habitat within the project study
 area, and the proposed project will have no effect on this species.
- Lakela's mint (*Dicerandra immaculata*) Lakela's mint is listed as federally endangered. It was determined that this
 species has no probability of occurrence due to a lack of suitable habitat within the project study area, and the
 proposed project will have no effect on this species.
- Miami blue butterfly (Cyclargus thomasi bethunebakeri) The Miami blue butterfly is listed as federally endangered. It
 was determined that this species has no probability of occurrence due to a lack of suitable habitat within the project
 study area, and the proposed project will have no effect on this species.
- Loggerhead sea turtle (Caretta caretta) The Loggerhead sea turtle is listed as federally threatened. It was determined
 that this species has no probability of occurrence due to a lack of suitable habitat within the project study area, and the
 proposed project will have no effect on this species.
- Green sea turtle (Chelonia mydas) The Green sea turtle is listed as federally threatened. It was determined that this
 species has no probability of occurrence due to a lack of suitable habitat within the project study area, and the
 proposed project will have no effect on this species.
- Leatherback sea turtle (*Dermochelys coriacea*) The Leatherback sea turtle is listed as federally endangered. It was determined that this species has no probability of occurrence due to a lack of suitable habitat within the project study area, and the proposed project will have **no effect** on this species.

- Hawksbill sea turtle (Eretmochelys imbricata) The Hawksbill sea turtle is listed as federally endangered. It was
 determined that this species has no probability of occurrence due to a lack of suitable habitat within the project study
 area, and the proposed project will have no effect on this species.
- Atlantic salt marsh snake (Nerodia clarkia taeniata) The Atlantic salt marsh snake is federally listed as threatened.
 The project limits are located within the USFWS consultation area for the Atlantic salt marsh snake. The study area
 does not contain appropriate foraging or nesting habitat, no individuals were observed during the field review, and no
 individuals have been previously documented in the study area. Therefore, the project is anticipated to have no effect
 on the Atlantic salt marsh snake.
- Florida scrub-jay (*Aphelocoma coerulescens*) The Florida scrub-jay is a federally threatened species adapted to a very specific habitat known as the Florida scrub. Scientists investigated the natural area by the airport that once supported scrub-jays. These areas are currently overgrown with Brazilian pepper (*Schinus terebinthifolia*), tall tree canopy, and various species of vines creating mats over the ground and shrub canopy. These conditions have become less than ideal habitat for scrub-jays. Based on observations within the project study area and immediate vicinity (~one mile buffer), no scrub habitat suitable to support Florida scrub-jays and no individuals scrub-jays were observed. Therefore, the project will have **no effect** on the Florida scrub-jay.
- Rufa Red knot (Calidris canutus rufa) The Rufa Red knot is listed as federally threatened. It was determined that this
 species has no probability of occurrence due to a lack of suitable habitat within the project study area, and the
 proposed project will have no effect on this species.
- Audubon's crested caracara (Caracara plancus audubonii) The Audubon's crested caracara is listed as federally
 threatened. It was determined that this species has no probability of occurrence due to a lack of suitable habitat within
 the project study area, and the proposed project will have no effect on this species.
- Piping plover (Charadrius melodus) The Piping plover is listed as federally threatened and the project limits are
 located within the USFWS consultation area for this species. It was determined that this species has no probability of
 occurrence due to a lack of suitable habitat within the project study area, and the proposed project will have no effect
 on this species.
- Eastern black rail (Laterallus jamaicensis ssp. Jamaicensis) The Eastern black rail is listed as federally threatened. It
 was determined that this species has no probability of occurrence due to a lack of suitable habitat within the project
 study area, and the proposed project will have no effect on this species.
- Roseate tern (Sterna dougallii) The Roseate tern is listed as federally threatened. It was determined that this species
 has no probability of occurrence due to a lack of suitable habitat within the project study area, and the proposed
 project will have no effect on this species.
- Florida bonneted bat (*Eumops floridanus*) The Florida bonneted bat is listed as federally endangered. It was determined that this species has a low probability of occurrence due to a lack of suitable habitat within the project study area, and the proposed project will have **no effect** on this species.
- Southern beach mouse (*Peromyscus polionotus niveiventris*) The Southern beach mouse is listed as federally threatened. It was determined that this species has no probability of occurrence due to a lack of suitable habitat within

the project study area, and the proposed project will have no effect on this species.

Florida panther (Puma concolor coryi) - The Florida panther is listed as federally endangered. It was determined that
this species has a low probability of occurrence due to a lack of suitable habitat within the project study area, and the
proposed project will have no effect on this species.

State Listed Species

Three (3) of the eleven (11) state listed species, including snowy plover (*Charadrius nivosus*), black skimmer (*Rynchops niger*), and the least tern (*Sternula antillarum*) were determined to have no probability of occurrence due to a lack of suitable habitat within the project study area. A determination of **no effect anticipated** was determined for these three (3) species based on the proposed project.

The remaining eight (8) state listed species were determined to potentially have a probability of occurrence within the project area. The FDOT has made an effect determination of **no adverse effect anticipated** for the gopher tortoise (Gopherus polyphemus), Florida sandhill crane (Antigone canadensis pratensis), Florida burrowing owl (Athene cunicularia floridana), little blue heron (Egretta caerulea), reddish egret (Egretta rufescens), tricolored heron (Egretta tricolor), southern American kestrel (Falco sparverius paulus), and roseate spoonbill (Platalea ajaja).

- Snowy plover (Charadrius nivosus) The snowy plover is a state protected species of shorebirds which are known to
 occur within Indian River County. Because the project footprint and surrounding area do not provide this natural
 habitat, and no impacts are proposed to buildings that may provide nesting for these species, there is no effect
 anticipated for the snowy plover.
- Black skimmer (Rynchops niger) The black skimmer is a state protected species of shorebirds which are known to
 occur within Indian River County. Because the project footprint and surrounding area do not provide this natural
 habitat, and no impacts are proposed to buildings that may provide nesting for these species, there is no effect
 anticipated for the black skimmer.
- Least tern (Sternula antillarum) The least tern is a state protected species of shorebirds which are known to occur
 within Indian River County. Because the project footprint and surrounding area do not provide this natural habitat, and
 no impacts are proposed to buildings that may provide nesting for these species, there is no effect anticipated for the
 least tern.
- Gopher tortoise (Gopherus polyphemus) The Gopher tortoise is listed by the FWC as threatened. No gopher tortoises
 or burrows were observed during field reviews. Surveys for gopher tortoise burrows, as well as commensal species,
 will be conducted during the design phase and permits to relocate tortoises and commensals as appropriate will be
 obtained from the FWC. Gopher tortoises will be addressed in accordance with FWC Gopher Tortoise Permitting
 Guidelines. The gopher tortoise has been assigned a no adverse effect anticipated determination for this project.
- Florida sandhill crane (Antigone canadensis pratensis) The Florida sandhill crane is listed as threatened by the FWC. No nesting habitat exists in the study area; however, foraging habitat is present. Surveys for Florida sandhill crane nest sites will be conducted during the design phase. If it is determined nest areas are found and could be impacted by the project, FDOT will coordinate with FWC to determine appropriate avoidance and minimization measures to apply during construction. Therefore, a no adverse effect anticipated determination for Florida sandhill cranes is appropriate.

- Florida burrowing owl (Athene cunicularia floridana) The Florida burrowing owl is designated by the FWC as
 threatened small tracts of suitable habitat are present within the study area, and suboptimal habitat is available in the
 surrounding area. However, no burrows were observed during field reviews and habitat is fragmented. Therefore, no
 adverse effect anticipated on the Florida burrowing owl.
- Little blue heron (*Egretta caerulea*) The little blue heron is listed as by the FWC as threatened and are afforded some levels of federal protection by the MBTA (16 U.S.C. 703-712). Though no state listed wading birds were observed in the study area during field surveys, it is very likely these species use the Main Canal and surface waters for foraging. Little blue herons are highly mobile and would not likely nest within the project footprint during construction. For these reasons, a **no adverse effect anticipated** determination is appropriate.
- Reddish egret (*Egretta rufescens*) The reddish egret is listed as by the FWC as threatened and are afforded some levels of federal protection by the MBTA (16 U.S.C. 703-712). Though no state listed wading birds were observed in the study area during field surveys, it is very likely these species use the Main Canal and surface waters for foraging. Reddish egrets are highly mobile and would not likely nest within the project footprint during construction. For these reasons, a no adverse effect anticipated determination is appropriate.
- Tricolored heron (*Egretta tricolor*) The tricolored heron is listed as by the FWC as threatened and are afforded some levels of federal protection by the MBTA (16 U.S.C. 703-712). Though no state listed wading birds were observed in the study area during field surveys, it is very likely these species use the Main Canal and surface waters for foraging. Tricolored herons are highly mobile and would not likely nest within the project footprint during construction. For these reasons, a no adverse effect anticipated determination is appropriate.
- Southern American kestrel (Falco sparverius paulus) The southeastern American kestrel is listed by the FWC as
 threatened. The species inhabits sandhills, mesic flatwoods, and open pastures. Mesic flatwoods and suitable shrubby
 habitats do occur within and are adjacent to the proposed project. These habitats may support foraging for the
 southeastern American kestrel; however, optimal nesting habitat is absent from the project footprint. For these
 reasons, a no adverse effect anticipated determination is appropriate.
- Roseate spoonbill (*Platalea ajaja*) The roseate spoonbill is listed as by the FWC as threatened and are afforded some levels of federal protection by the MBTA (16 U.S.C. 703-712). Though no state listed wading birds were observed in the study area during field surveys, it is very likely these species use the Main Canal and surface waters for foraging. Roseate spoonbill are highly mobile and would not likely nest within the project footprint during construction. For these reasons, a **no adverse effect anticipated** determination is appropriate.

5.2 Wetlands and Other Surface Waters

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

The proposed project will result in unavoidable impacts to surface waters (SW) and other surface waters (OSW). No wetlands were identified within the project study area, so no impacts to wetlands are proposed. Given that the project involves improvements to an existing roadway, replacement of a bridge over the Main Canal, and a section of new alignment, opportunities to completely avoid SW and OSW impacts were not available. Impacts have been avoided and minimized to the greatest extent possible.

The project area contains one SW (SW-1 [Main Canal]) and four OSWs (OSW-1, OSW-2, OSW-3, and OSW-4). The SW is classified as FLUCFCS 5100: streams and waterways (USFWS: PEM1Hx [Palustrine, Emergent, Persistent, Permanently Flooded, Excavated]) and is a man-made canal which drains to the Indian River Lagoon. The OSWs are classified as FLUCFCS 5300: reservoirs (USFWS: PSS1Cx [Palustrine, Scrub-Shrub, Broad-Leaved Deciduous, Excavated]), which are man-made, open water ponds with mowed edges.

Surface water impacts (SW-1) for the Preferred Alternative total 0.11 acres, which equates to a total functional loss of 0.06 palustrine herbaceous units with a UMAM score of 0.50. Direct fill impacts to SW-1 result from construction of bridge pilings and widening activities. Shade impacts are not considered since this area for surface waters consists of non-vegetated bottom. Other surface water (OSW-1) impacts for the Preferred Alternative total 0.11 acres. Mitigation is not required for impacts to OSW since these reservoirs have been permitted through an existing permitted stormwater system and are thus non-jurisdictional.

Best Management Practices (BMPs) will be utilized during construction to minimize erosion and sediment transport. Erosion control measures are to be installed and maintained in accordance with standard FDOT specifications during the design phase of the project.

5.3 Essential Fish Habitat (EFH)

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

5.4 Floodplains

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

A Location Hydraulic Report (LHR) was conducted for this study and is included in the project file. Most of the project limits are located within Floodplain Zone X, an area of minimal flood hazard, and poses no significant floodplain encroachment as shown in Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 12061C0244J (effective 1/26/23). The Indian River Farms Main Relief Canal is located within Floodplain Zone AE. There are no regulated floodway(s) within the project limits.

The only floodplain involvement with federally defined floodplains due to the Preferred Alternative will be the proposed bridge widening. The modifications proposed with the Preferred Alternative will result in an insignificant change in the capacity to carry floodwater. These changes will cause minimal increases in flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

A Water Quality Impact Evaluation (WQIE) was prepared for this project and is included in the project file. The project is located within the Indian River Lagoon Basin and within jurisdictional boundaries of the St. Johns River Water Management District (SJRWMD) and Indian River Farms Water Control District (IRFWCD). The pre-development or existing stormwater system does not have any treatment or attenuation associated with the existing roadway. The stormwater either sheet flows to natural ground or is collected in roadway drainage inlets and conveyed by pipe to the direct outfall into the Main Canal. Stormwater treatment of the additional impervious areas proposed from the Preferred Alternative will be treated as required by the SJRWMD Permit Information Manual, 2018. The existing dry pond within Basin 100 will be impacted by roadway widening and pond capacity will be verified to ensure it will accommodate runoff from the widening of Aviation Boulevard.

A Pond Siting Report (PSR) was prepared to identify and evaluate potential Stormwater Management Facility (SMF) options for each design alternative and is located in the project file. The preferred SMF site is shown in the project concept plans. The floodplains are discussed in Section 5.4. Water quality treatment shall be provided in accordance with SJRWMD criteria. The proposed stormwater management plan for the Preferred Alternative will utilize pond site 1A.

Water quality impacts from construction will be avoided or minimized through the use of Best Management Practices (BMP) including, but not limited to, construction phasing, sediment barriers, silt fences, and other techniques identified during design and permitting by the regulatory agencies and later during construction by the selected contractor.

A stormwater pollution prevention plan, National Pollutant Discharge Elimination System, and Environmental Resource Permit will be prepared for the project.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

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

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

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

A Noise Study Report (NSR) was completed for this study and is included in the project file. The evaluation follows the FDOT's traffic noise policy documented in the FDOT PD&E Manual. The prediction of future traffic noise levels with the roadway improvements was performed using Version 2.5 of the Federal Highway Administration's (FHWA's) Traffic Noise Model (TNM).

Within the project limits, 38 TNM receptors (i.e., a discrete or representative location of a noise sensitive area(s)) representing the various noise sensitive sites were modeled to represent 27 noise sensitive uses including 22 residences (Activity Category B of the Noise Abatement Criteria (NAC)), a baseball field (Activity Category C), Small Wonders Preschool Gym (Activity Category D), Camp Haven and Vero Motel, and the restaurant outdoor seating area at Big Shots Golf (Activity Category E). A noise receptor map is provided as an attachment.

The FEC railway runs parallel to SR 5/US 1 on the west side and carries commuter trains operated by Brightline and freight trains operated by FEC. The Federal Transit Administration (FTA) "Noise Impact Assessment Spreadsheet" was used to estimate the potential contribution of rail noise to a residential receptor closest to the rail facility. The influence of FEC operational activities was determined to be approximately 1 dB(A) in addition to existing noise levels in the area at the residential receptor nearest the railroad and is presumed to be less for additional receptors that are located further away. Additionally, rail operations occur several times per hour, whereas motor vehicle traffic is constant. As a result, motor vehicle traffic utilizing SR 5/US 1 is considered the dominant noise source in the area.

Design year (2045) exterior traffic noise levels with the project (future build with Preferred Alternative 1) are predicted to range from 52.4 to 66.7 dB(A) at the residences, with traffic noise levels predicted to approach, meet, or exceed the NAC for Activity Category B at one (1) residence. Noise barriers were not evaluated for the single impacted residential receptor. Consistent with FDOT's traffic noise policy, a noise barrier must benefit a minimum of two (2) impacted receptors to be considered feasible. The residential receptor is considered an "isolated impact" where there is only one impacted receptor to potentially benefit, and as a result, would not achieve minimum feasibility requirements.

A traffic noise level of 53.6 dB(A) was predicted for the baseball field in the design year (2045) for the Preferred Alternative, a level that does not approach, meet, or exceed the NAC for Activity Category C.

Traffic noise levels are not predicted to approach, meet, or exceed the NAC for any of the Activity Category E uses evaluated, ranging from 62.5 to 69.2 dB(A). Finally, an interior traffic noise level of 47.0 dB(A) at the Small Wonders Preschool Gym does not approach, meet, or exceed the NAC for Activity Category D.

Traffic management, alternative roadway alignments, noise buffer zones, and noise barriers were considered as abatement measures for the impacted land uses. Traffic management and alternative roadway alignments were determined to be unreasonable methods of reducing predicted noise levels.

Noise abatement measures are not recommended for construction as part of this project. If changes occur to the current conceptual design, additional analysis may be warranted.

6.2 Air Quality

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

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

6.3 Contamination

A Contamination Screening Evaluation Report (CSER) was completed for this study and is included in the project file. The contamination study area included existing right of way, possible right of way acquisition areas, stormwater pond sites, plus surrounding buffer zones of properties within 500 feet, non-landfill solid waste sites within 1000 feet, and Superfund and landfill sites within 1/2 mile. A total of 13 potential contamination sites were identified within the contamination study area and are shown in the attached contamination map. Of the 13 sites, zero (0) sites were rated as High Risk, four (4) sites were rated as Medium Risk, six (6) sites were rated as Low Risk rating, and three (3) sites were rated as No Risk for potential contamination.

Medium rated potential contamination sites, map identification number and description are as follows:

FEC Railroad (Map ID #1)

This railroad bed has a long history of use and may contain arsenic (from chromated copper arsenate), petroleum
products (from creosote oil), and other contaminants from treated railroad ties. All project alternatives include
modifications to the railroad crossing at Aviation Boulevard.

Vero Beach Water Treatment Plant (Map ID #2)

• There have been one or more ponds or ditches along Aviation Boulevard that appears to have had received effluent including spent lime sludge from the City's water treatment plant.

Sullivan Property (Map ID #3)

 Two underground storage tanks (UST) were removed circa 1998 but no tank closure report with confirmatory soil or groundwater sampling was found.

W C Graves Jr. / Indian River Associates (Map ID #4)

Two USTs were removed before 1990 but there is no record of confirmatory soil or groundwater sampling. One
heating oil UST was also present but there is no record that it was removed or properly abandoned.

It is recommended that the project be re-evaluated during design to determine if any new contamination-related risks
are present, to determine if remediation by others reduces or eliminates risk, and to evaluate potential dewatering
concerns. Level II contamination assessment investigations may be appropriate for some areas that have proposed
subsurface work activities (e.g., pole foundations or drainage features) or where excess soils are expected to be
produced.

If dewatering is needed during construction, an SJRWMD Water Use Permit will be required. Dewatering operations in the vicinity of potentially contaminated areas may be limited to low-flow and short-term to avoid potential contamination plume exacerbation. Dewatering near contaminated sites may also require the installation of groundwater barriers and/or an effluent treatment plan. The contractor will be held responsible for compliance with any necessary dewatering permits.

There are numerous old houses and commercial buildings in the contamination study area; these may contain asbestos-containing materials (ACM) and/or lead-based paint (LBP). ACM and LBP surveys will need to be conducted by a licensed asbestos consultant on buildings and structures after the preferred alternative is selected and if demolition or renovation is proposed.

6.4 Utilities and Railroads

Utilities

There are numerous utilities throughout the study area. Based on review of existing plans, field reconnaissance and a Florida Sunshine 811 design ticket, a total of 13 utility agency owners (UAO) were identified within the study area. The utilities are identified in Utility Agency Owner Table.

Utility Agency Owner	Utility Type
AT&T Florida 7747 Ellis Rd W Melbourne, FL 32904	Telephone
AT&T Transmission 6000 Metro West Blvd Ste 201 Orlando, FL. 32835-7631	Communication Lines, Fiber
Lumen (CenturyLink) National 7003 Presidents Dr. Suite 100 Orlando, FL 32809	Fiber
City of Vero Beach 17-17th Street PO Box 1389 Vero Beach, FL 32961-1389	Water, Wastewater
Comcast 1401 Northpoint Pkwy, West Palm Beach, FL 33407	CATV
Crown Castle 1601 NW 136 Avenue, Suite A-200 Sunrise, FL 33323	Fiber
Florida City Gas/NextEra 4045 NW 97th Ave. Doral, FL. 33178	Gas

FP&L Distribution 4406 SW Cargo Way Palm City, FL 34990	Electric
FP&L Transmission 15430 Endeavor Dr Jupiter, FL 33478	Electric
Indian River County Utilities 1801 27th Street - Bldg A, Vero Beach, FL 32960	Sewer, Water
Resurgence Infrastructure Group Crestview, FL 32536 608 Huck Finn Dr.	Fiber
Sprint 360 S. Lake Destiny Dr., Ste. A Orlando, FL 32810	Fiber
Verizon 4700 Exchange Ct. Boca Raton, FL 33431	Communication Lines, Fiber

Due to the improvements proposed for the Preferred alternative, impacts are estimated to occur to buried and overhead telephone, water main, force main, sanitary sewer main, sewer laterals, water meter, fire hydrants, gas main, overhead electric, and overhead fiber optic cable. The estimated impacts to utility facilities resulting from the recommended Preferred Alternative are itemized in the *Utility Assessment Package* which is included in the project file.

FEC Railroad

Aviation Boulevard intersects the FEC railroad at crossing number 273047Y. The railroad is directly adjacent to the SR 5/US 1 west right-of-way line throughout the study area. In 2021, FEC railroad/Brightline had a project that reconstructed the railroad crossing, added double tracks, and replaced the railroad bridge over the Main Canal. Brightline is a privately owned and operated intercity high-speed train and utilizes the FEC railroad tracks within the study area. The daily trains increased to 30 trains per day in October 2023.

Coordination with the FEC Railroad was conducted as the study alternatives were developed, screened and narrowed to reach a preferred alternative. The coordination is documented in the Comments and Coordination Report in the project file.

Coordination Memo to FEC - February 9, 2023

• A memorandum was sent via email to FEC officials that described the project and the alternatives being considered.

FDOT District 4 Railroad Coordination Workshop - March 8, 2023

The project was briefly presented to the FEC and FDOT attendees. The workshop was held to identify a potential set
of requirements for developing a checklist to support FEC railroad coordination in District 4. Representatives from
FEC, Brightline, and FDOT were in attendance. The representatives shared characteristics and requirements of their
services in the project area.

Project Coordination Memorandum transmitted to FEC RR - June 30, 2023

• A detailed memorandum was transmitted to FEC RR that described the existing crossing, alternatives eliminated, alternatives considered for further evaluation and safety counter measures.

FEC / FDOT District 4 Coordination meeting - August 18, 2023

The coordination meeting was held in Vero Beach, Florida at the Indian River County Public Works building. The
purpose of the meeting was to discuss the PD&E alternatives and Florida East Coast Railway requirements related to
the FDOT SR 5/US-1 PD&E Study build alternatives.

The coordination with the FEC identified the FEC's goal to improve safety and reduce overall risk at railroad-highway crossings. FEC and FDOT identified the closure of the nearby 14th Avenue railroad crossing as a suitable risk counter measure to reduce overall railroad risk and improve crossing safety. The FEC and FDOT coordinated with the City of Vero Beach during the study and will continue during the design phase.

The FDOT is committed to continuing coordination with the FEC Railroad and City of Vero Beach during the design phase to develop acceptable risk counter measures.

6.5 Construction

The existing roadway section and traffic volumes will require that four lanes of traffic be maintained along SR 5/US 1 during peak-hour periods during the day. Based on this requirement, the bridge over the Main Canal would need to be constructed in three (3) phases. The Preliminary Engineering Report was prepared and included in the project file.

The bridge pile driving, drilling, and crane operations require coordination with the Vero Beach Airport and FAA as the bridge is under the flight path. Potential pile driving activities near the FEC railroad bridge will be coordinated with FEC Railroad.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction. Entrances to all businesses and residential properties will be maintained to the maximum extent possible during project construction. A Maintenance of Traffic plan will be developed for the implementation of the Preferred Alternative.

It is anticipated that the application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most of the potential construction noise and vibration impacts. However, if unanticipated noise or vibration issues arise during the construction process, the Project Manager, in concert with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

Minimization measures and best management practices to control erosion and stormwater impacts during construction will be documented in a Stormwater Runoff Control Concept (SRCC) to be prepared in the design phase. Contractor requirements related to interaction with protected species will be refined in the design and permitting phase. During construction, best management practices, adherence to FDOT's Standard Specification for Road and Bridge Construction and use of preconstruction surveys are strategies that will be considered, as needed, for protection of listed species.

Although no evidence for archeological site 8IR1/8IR9 was identified, archaeological monitoring by a professional archaeologist within the vicinity of the site is recommended during project construction. Specifically, monitoring is recommended during earth-disturbing activities in the following locations:

- Aviation Boulevard
- SR 5/US 1 between Aviation Boulevard and 28th Street
- Pond 1A

If construction activities uncover archaeological remains, it is recommended that activity in the immediate area of the remains be stopped while a professional archaeologist evaluates the remains. In the event that human remains are found during construction or maintenance activities, the provisions of Chapter 872.05, F.S. will apply.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the 441693-1-Draft-Preliminary-Engineering-Report_2024-0515_wAppendicies.

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)
DEP National Pollutant Discharge Elimination System Permit
WMD Right of Way Permit
State 404 Permit

Status

To be acquired To be acquired To be acquired To be acquired

Other Permit(s)

FAA Notice of Proposed Construction or Alteration (Form 7460-1)

Status

To be acquired

Permits Comments

Due to the project improvements proximity to the airport runway, the Federal Aviation Administration will require the following analysis and forms during the design phase.

- Notice of Proposed Construction or Alteration (Form 7460-1)
- Airspace Analysis (AA): AA submittal is mandatory during the design phase to review and approve the project.
- Obstruction Evaluation (OE): The OE is to be completed in the design phase when 60% design plans are being prepared for construction.

9. Public Involvement

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

Summary of Activities Other than the Public Hearing

A Public Involvement Plan (PIP) was prepared and is included in the project file. The Comments and Coordination Report is included in the project file and contains the mailing list, notifications, comments and responses for each of the public meetings.

Project Kick-Off Meeting

A Public Kickoff Meeting was held on October 20, 2022 (virtual), and October 26, 2022 (in-person). Registration links and information were provided in advance and included a QR code for easy access. Project information was posted on the project website. Questions and comments could be submitted prior to the meeting through the project website or by emailing the project manager.

The virtual Public Kickoff meeting began at 5:35 p.m. A project presentation video was played. After the project presentation the project team members addressed comments and questions from meeting attendees. Attendees had the option to submit comments and questions verbally or by typing their comments into the question panel of the GoToMeeting panel. The presentation and a recording of the meeting are available on the project website. There were 23 public attendees. Laurence Reisman, TC Palm Reporter, attended. No elected officials attended.

The in-person Public Kickoff meeting was an open house format and began at 5:30 p.m. A project presentation played on a loop. The following project boards were displayed for attendees: Welcome, Title VI, Schedule, Traffic, Typical Sections, Aviation Typical Sections, and Existing Conditions.

Two elected officials attended the in-person Public Kickoff meeting:

- · City of Vero Beach, Vice Mayor Rey Neville
- · City of Vero Beach, Council Member Honey Minuse

Five agency representatives attended the in-person Public Kickoff meeting:

- City of Vero Beach, Planning and Development Director, Jason Jeffries
- IRC MPO, Staff Director Brian Freeman
- · IRC MPO CAC member Joan Edwards
- Indian River Historical Society President Mark Holt
- Old Vero Ice Age Sites Committee Chair Randy Old

One reporter attended the in-person Public Kickoff meeting:

• TC Palm, Thomas Weber

City of Vero Beach Public Workshop

On February 8, 2023, the project team attended the public workshop hosted by the City of Vero Beach and presented the project alternatives and the public provided comments. The city distributed written notifications to the area property owners and seventeen members of the public signed in. Five written comments were received that either opposed the

project, supported various alternatives, and/or needed to know the outcome of the study to determine their ability to redevelop property.

Alternatives Public Workshop

The Alternatives Public Workshop was held on October 10th, 2023 (virtual), and October 11th, 2023 (in-person). At the virtual Alternatives Public Workshop there were 16 public attendees with six comments and/or questions received. The comments/questions were general comments not related to any specific issue or alternative. Responses were addressed live on the virtual meeting. A recording of the meeting was posted on the website.

At the in-person Alternatives Public Workshop there were 44 public attendees, a presentation on a video loop was available and questions were answered one-on-one by FDOT and consultant staff. Public comments obtained at the workshop included three comments in favor of Alternative 1, 27 comments favored Alternative 2 and one comment in favored Alternative 8.

Four elected officials attended the in-person Alternatives Public Workshop:

- City of Vero Beach, Councilmember Tracey Zudans
- · City of Vero Beach, Councilmember Rey Neville
- City of Vero Beach, Councilmember John Carroll
- · Commissioner Indian River County

One reporter attended the in-person Alternatives Public Workshop:

· TC Palm, Nick Slater

Date of Public Hearing: 06/18/2024

Summary of Public Hearing

A public hearing is planned for June 18th, 2024 (virtual) and June 20th, 2024 (in-person).

10. Commitments Summary

- 1. DRAFT: FDOT is committed to continue coordination with Camp Haven Rehabilitation Center during the design and right of way process.
- 2. DRAFT: FDOT is committed to archaeological monitoring by a professional archaeologist during earth-disturbing construction activities.
- 3. DRAFT: Noise abatement measures are not recommended for construction as part of the proposed project. If changes occur to the conceptual Preferred Alternative, additional analysis may be warranted. If this occurs, the FDOT commits to the construction of feasible and reasonable noise abatement measures at noise-impacted locations contingent on the following:
 - Final recommendations on the construction of the abatement measure are determined during the project's final design and through the public involvement process; Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement; Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion; Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; Safety and engineering aspects as related to the roadway user and the adjacent property.
- 4. DRAFT: The FDOT will continue coordination with the FEC Railroad and City of Vero Beach to identify acceptable railroad risk counter measures and potential closure of the 14th Ave railroad crossing.
- 5. DRAFT: FDOT is committed to coordinating the FDOT project with the Indian River County project that extends Aviation Boulevard east of SR 5/US 1.

11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

Draft-Sociocultural_Effects_Evaluation
Conceptual Stage Relocation Plan
441693-1 Draft Cultural Resource Assessment Survey-2024-03-26
DRAFT_Pond_Siting_Report_2024-02-28
Natural_Resource_Evaluation (2024_0425)
441693-1_DRAFT_Location_Hydraulic_Report_2024-02-28
441693-1_DRAFT_WQIE_Checklist_2024-02-16
441693-1_DRAFT_Utility Assessment Package_Final_2024-03-18
441693-1 DRAFT Noise Study Report_April_2024
441693-1-DRAFT_ContaminationScreeningEvaluationReport(CSER)_2024-03-21
441693-1-Draft-Preliminary-Engineering-Report_2024-0515_wAppendicies
441693-1 Final Public Involvement Plan_072122rev - signed
441693-1 DRAFT Comments and Coordination Report

Attachments

Planning Consistency

Planning Consistency TIP_LRTP_STIP Planning Consistency Review

Social and Economic

Land Use Map

Cultural Resources

Other Supporting Documentation Specific to Historic Sites/Districts - Project APE
Other Supporting Documentation Specific to Archaeological Sites - Shovel Tests
Section 106 Resource Map
SHPO Concurrence Letter
Section 4(f) Report

Natural Resources

Species and Habitat Map Surface Waters Map Floodplains Map

Physical Resources

Noise Receptor Map
Potential Contamination Site Map

Planning Consistency Appendix

Contents:

Planning Consistency TIP_LRTP_STIP Planning Consistency Review

Table 4-7: Summary of TIP* Roadway (Capacity) Projects for FY 2020/21 - 2024/25

FM#	Project	From Street	To Street	Improvement
SIS				
4130482	I-95/Oslo Rd. (9th Street SW) Interchange			New interchange
4130485	I-95/Oslo Rd. (9th Street SW) Interchange			New interchange
Non-SIS				
4363792	66th Ave. Widening	69th Street	CR 510	Widen to 4 lanes
4056067	CR-510 Widening	CR 512	87th Avenue	Widen to 4 lanes
4317591	SR 60 @ 43rd Avenue Intersection (Right-of-Way)			Widen/resurface
2308792	82nd Avenue (New Road Construction)	69th Street	CR 510	Construct 2-lane road
4416921	CR 510 Widening	58th Avenue	US 1	Widen to 4 lanes
4056063	CR 510 Widening	82nd Avenue	58th Avenue	Widen to 4 lanes
4056064	CR 510 Widening	CR 512	82nd Avenue	Widen to 4 lanes
4315211	Oslo Road Widening	82nd Avenue	58th Avenue	Widen to 4 lanes
4317243	US 1 Widening	69th Street	CR 510	Widen to 6 lanes
4317241	US 1 Widening	53rd Street	CR 510	Widen to 6 lanes
4416931	US 1/Aviation Blvd. Intersection			Intersection improvements

^{*} Information as found in the April 13, 2020 version of the TIP

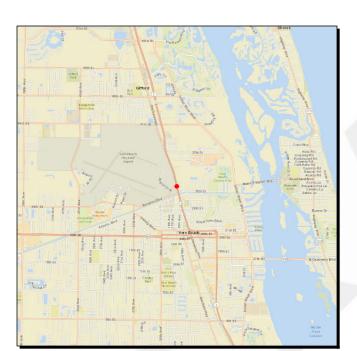
Table 4-8: Cost Feasible Plan Projects

Map ID	On Street	From Street	To Street	Improvement	Implementation	
			10 011 001	III protonion	Timeframe	
Strategi	c Intermodal System (SIS) P					
1	SR-9/I-95	@ C	Slo Road	New Interchange	2026-2030	
State Pr	•					
2	26th Street/Aviation Blvd	@ L	JS 1/SR 5	New Interchange	2036-2045	
3	CR 510	@ L	JS 1/SR 5	Intersection Improvement	2031-2035	
4	Indian River Blvd (SR 60)	20th Street	Merrill P. Barber Bridge	Strategic Improvements*	2036-2045	
5	US 1	53rd Street	CR 510	Widen from 4 lanes to 6 lanes	2036-2045	
	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					
Local Pr	rojects					
6	Oslo Road	I-95	58th Avenue	Widen from 2 lanes to 4 lanes	2026-2030	
7	74th Avenue	Oslo Road	12th Street	New 2 lanes	2036-2045	
8	43rd Avenue	Oslo Road	16th Street	Widen from 2 lanes to 4 lanes	2036-2045	
9	26th Street/Aviation Blvd	66th Avenue	43rd Avenue	Widen from 2 lanes to 4 lanes	2036-2045	
10	26th Street/Aviation Blvd	43rd Avenue	US 1	Widen from 2 lanes to 4 lanes	2031-2035	
11	82nd Avenue	26th Street	69th Street	Substandard to 2 lanes	2031-2035	
12	82nd Avenue	69th Street	CR 510	New 2 lanes	2026-2030	
13	CR 510	87th Street	82nd Avenue	Widen from 2 lanes to 4 lanes	2031-2035	
14	CR 510	82nd Avenue	58th Avenue	Widen from 2 lanes to 4 lanes	2026-2030	
15	CR 510	58th Avenue	US 1	Widen from 2 lanes to 4 lanes	2031-2035	
16	82nd Avenue	CR 510	Laconia Street	New 2 lanes	2036-2045	
17	CR 512	I-95	CR 510	Widen from 4 lanes to 6 lanes	2036-2045	
18	CR 512	Willow Street	I-95	Widen from 2 lanes to 4 lanes	2036-2045	

^{*}Operational capacity projects to be determined

2045 Ca	2045 Capacity Projects: Partially Funded						
Map ID	On Street	From Street	To Street	Improvement	Implementation Timeframe		
Local Pi	rojects						
19	53rd Street	66th Avenue	82nd Avenue	New 2 lanes	Unfunded		
20	12th Street	74 Avenue	58th Avenue	Substandard to 2 lanes	Unfunded		

US 1/Aviation Blvd. Intersection



4416931

Non-SIS

Work Summary: PD&E/EMO STUDY

To:

From:

Lead Agency: **FDOT** 0.010 miles Length:

County: Indian River LRTP #: Table 4-8

PE DIH 0 200,400 0 0 0 200, PE DDR 0 764,898 700,000 0 0 1,464,	Total	_	0	1.103.603	700.000	0	0	1.803.603
Phase Source 2023/24 2024/25 2025/26 2026/27 2027/28 To PE DIH 0 200,400 0 0 0 200,400	PE	SL	0	138,305	0	0	0	138,305
Phase Source 2023/24 2024/25 2025/26 2026/27 2027/28 To	PE	DDR	0	764,898	700,000	0	0	1,464,898
	PE	DIH	0	200,400	0	0	0	200,400
	Phase		2023/24	2024/25	2025/26	2026/27	2027/28	Total

2,416,882 **Prior Cost < 2023/24:**

Future Cost > 2027/28: 0

Total Project Cost: 4,220,485

Intersection improvements at US 1 and Aviation Boulevard. PD&E currently underway and will include a feasibility study of multiple alternatives for the intersection. Preliminary engineering programmed for FY 2024/25 and FY 2025/26. Project length is 0.010 miles. **Project Description:**

Federal Aid Management (David Williams - Manager)

STIP Project Detail and Summaries Online Report

** Repayment Phases are not included in the Totals **

Selection Criteria

Approved STIP
Financial Project:441693 1
As Of:7/1/2023

Detail
All Funds

HIGHWAYS

Project Description: SP 5/US 1 AT AV/ATION

Item Number: 441693 1 Project Description: SR-5/US-1 AT AVIATION BOULEVARD

District: 04 County: INDIAN RIVER Type of Work: PD&E/EMO STUDY Project Length: 0.010MI

Extra 2023 MPO HIGHWAY PRIORITY #6 INTERSECTION IMPROVEMENT R/W NEEDED 37-01-PRE DESIGN WORK FOR PD&E FOR RAIL SERVICES 22-03-VE STUDY FOR SUPPORT

Description: SERVICES

			Fi	scal Yea	r		
Phase / Responsible Agency	<2024	2024	2025	2026	2027	>2027	All Years
PLANNING / MANAGED BY FDOT							
Fund DDR-DISTRICT DEDICATED							
Code: REVENUE	38,892						38,892
PD & E / MANAGED BY FDOT							
Fund DDR-DISTRICT DEDICATED							
Code: REVENUE	2,366,821						2,366,821
DIH-STATE IN-HOUSE PRODUCT SUPPORT	49,675						49,67
Phase: P D & E Totals	2,416,496						2,416,496
Fund DDR-DISTRICT DEDICATED Code: REVENUE DIH-STATE IN-HOUSE		V	764,898	700,000			1,464,89
PRODUCT SUPPORT			200,400				200,400
SL-STP, AREAS <= 200K			138,305				138,308
Phase: PRELIMINARY ENGINEERING Totals			1,103,603	700,000			1,803,603
						!	
ENVIRONMENTAL / MANAGED BY FDOT							
Fund DDR-DISTRICT DEDICATED Code: REVENUE	5,685						5,688
Item: 441693 1 Totals	2,461,073		1,103,603	700,000			4,264,670
Project Totals	2,461,073		1,103,603	700,000			4,264,676
Grand Total	2.461.073		1,103,603				4,264,676

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to: Federal Aid Management

David Williams: David.Williams@dot.state.fl.us Or call 850-414-4449

Or

Denise Strickland: Denise.Strickland@dot.state.fl.us Or call 850-414-4491

Federal Aid Management (David Williams - Manager)

** Repayment Phases are not included in the Totals **

Selection Criteria	
Current STIP	Detail
Financial Project:441693 1	All Funds
As Of: 1/30/2024	

		HIG	HWAYS					
Item Num	ber: 441693 1 Projec	t Descript	ion: SR-5	5/US-1 AT A	AVIATION I	BOULE	VARD	
District: 0	4 County: INDIAN RIVER	Type of V	Vork: PD	&E/EMO S	TUDY	Proj	ect Lengi	t h: 0.010MI
Extra Description	2023 MPO HIGHWAY PRIC PRE DESIGN WORK FOR SERVICES							
				F	iscal Year	,		
Phase / Re	esponsible Agency	<2024	2024	2025	2026	2027	>2027	All Years
PLANNING	G / MANAGED BY FDOT							
Fund	DDR-DISTRICT DEDICATED							
Code:	REVENUE	38,892						38,892
PD&F/I	MANAGED BY FDOT							
	DDR-DISTRICT DEDICATED							
	REVENUE	2,519,211	216.325					2,735,536
	DIH-STATE IN-HOUSE	, ,	-,-					,,
	PRODUCT SUPPORT	50,213	65,202					115,415
	Phase: P D & E Totals	2,569,424	281,527					2,850,951
PRELIMIN	ARY ENGINEERING / MANAGED	BY FDOT						
Fund	DDR-DISTRICT DEDICATED							
Code:	REVENUE				1,464,898			1,464,898
	DIH-STATE IN-HOUSE		7					
	PRODUCT SUPPORT			200,400				200,400
	SL-STP, AREAS <= 200K			1,538,305				1,538,305
	Phase: PRELIMINARY ENGINEERING Totals			1,738,705	1,464,898			3,203,603
DAII DOAI	D 9 LITH ITIES / MANAGED BY E	DOT						
	D & UTILITIES / MANAGED BY F	וטע	I	I				
	DDR-DISTRICT DEDICATED REVENUE		30,000					30,000
		•					·	
ENVIRON	MENTAL / MANAGED BY FDOT							
Fund	DDR-DISTRICT DEDICATED							
Code:	REVENUE	5,685						5,685
	DS-STATE PRIMARY							
	HIGHWAYS & PTO		4,233					4,233
	Phase: ENVIRONMENTAL Totals		_		1 10 : 55 =			9,918
	Item: 441693 1 Totals							6,133,364
	Project Totals							6,133,364
	Grand Total	2,614,001	∖ 315,760	1,738,705	1,464,898			6,133,364

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to: Federal Aid Management

David Williams: David.Williams@dot.state.fl.us Or call 850-414-4449

PLANNING CONSISTENCY REVIEW

Date: 1/31/2024 Segment FM #:

441693-1 US 1/Aviation Blvd. Intersection Project Name:

LRTP Page	COMMENTS							
Table 4-7	There is a difference in the TIP and STIP of \$1,715,760 for PD&E, PE, ENV, RRU in FY2024-2026. This is a 95.1% difference of the total phase costs from FY2024 to FY 2028, and is above the 20% Amendment threshold; however the difference does not exceed \$2,000,000. Therefore, no amendment is required. Additionally, since the main cost difference is in FY 2025 a new TIP will become effective on 10/1/2024, and will realign the inconsistent funding shown here.							
		and FY	Project Total in LRTP	\$3,765,000	Comments			
Project Length TIP	24 to 0.01		Total cost in TIP	\$1,803,603				
Project Length	0.01		Total cost in	\$3,519,363	No LRTP Amendment Needed			
STIP Phase	TIP/STIP	Currently	STIP	\$	Comments			
1 11400	1111701111	Approved		•	- Commente			
			2024	\$0				
	l _		2025	\$0				
	TIP	YES	2026	\$0				
			2027	\$0	There is a difference in the TIP and STIP of \$281,527 for PD&E in			
PD&E			2028	\$0	FY2024. The difference is only 15.6% and below the \$2M, therefore			
IDAL			2024	\$281,527	no TIP/STIP Amendment is needed. Additionally, these are State			
	STIP		2025	\$0	(DDR) Funds and have been already authorized.			
		YES	2026	\$0				
			2027	\$0				
			2028	\$0				
		i	2024	\$0				
	TIP	YES	2025	\$1,103,603				
			2026	\$700,000				
			2027	\$0	There is a difference in the TIP and STIP of \$1,400,000 for PE in			
			2028		FY2025-2026. This is a 77.6%% difference of the total phase costs			
PE (Final Design)	OTID	\/F0	2024	\$0 \$0	from FY2025 to FY2026, and is above the 20% Amendment			
			2025	* *	threshold; however the difference does not exceed \$2,000,000.			
			2026	\$1,738,705	Therefore, no amendment is required.			
	STIP	YES		\$1,464,898				
			2027	\$0				
			2028	\$0				
			2024	\$0				
	l _		2025	\$0				
	TIP	YES	2026	\$0				
			2027	\$0	There is a difference in the TIP and STIP of \$4,233 for ENV in			
ENV			2028	\$0	FY2024. The difference is only 0.2% and below the \$2M, therefore			
F14A			2024	\$4,233	no TIP/STIP Amendment is needed. Additionally, these are State			
			2025	\$0	(DS) Funds and have been already authorized.			
	STIP	YES	2026	\$0				
			2027	\$0				
			2028	\$0				
			2024	\$0				
			2025	\$0				
	TIP	YES	2026	\$0				
			2027	\$0	There is a difference in the TID and OTID at 6000 000 f. COURT			
			2028	\$0	There is a difference in the TIP and STIP of \$30,000 for RRU in FY2024. The difference is only 1.6% and below the \$2M, therefore			
RRU			2024	\$30,000	no TIP/STIP Amendment is needed. Additionally, these are State			
			2025	\$30,000 \$0	(DDR) Funds and have been already authorized.			
	STIP	YES	2026	\$0 \$0				
	SIIP	150	2026					
				\$0				
			2028	\$0				

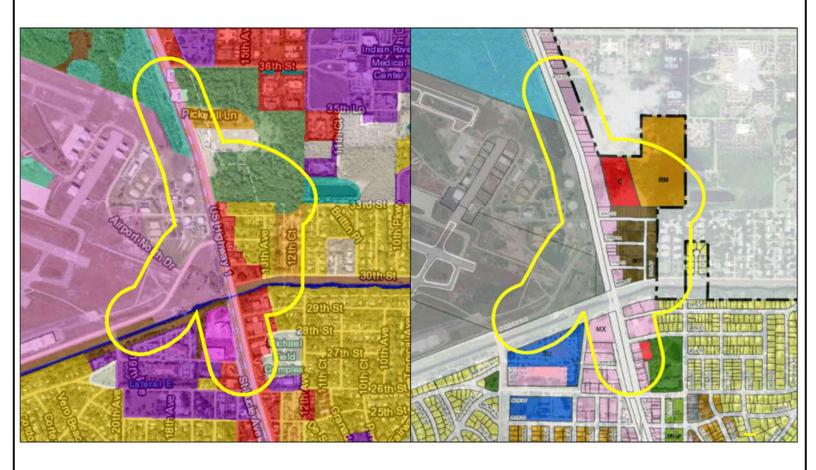
Social and Economic Appendix

Contents: Land Use Map



CURRENT LAND USE MAP

FUTURE LAND USE MAP





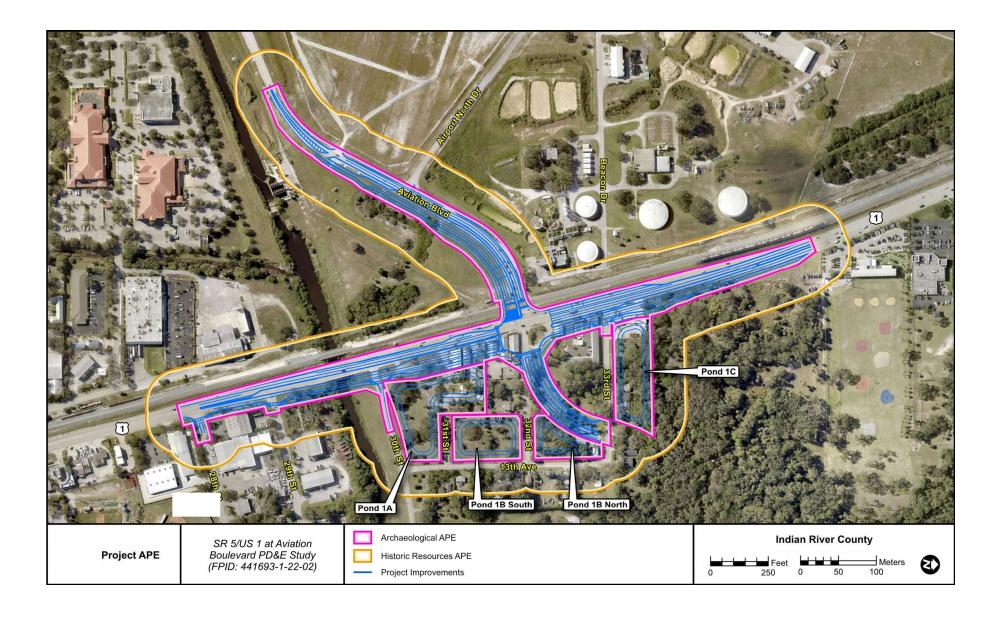
SR 5/US 1 at Aviation Boulevard FM 441693-1-22-02 Indian River County, FL

Current & Future Land Use Map

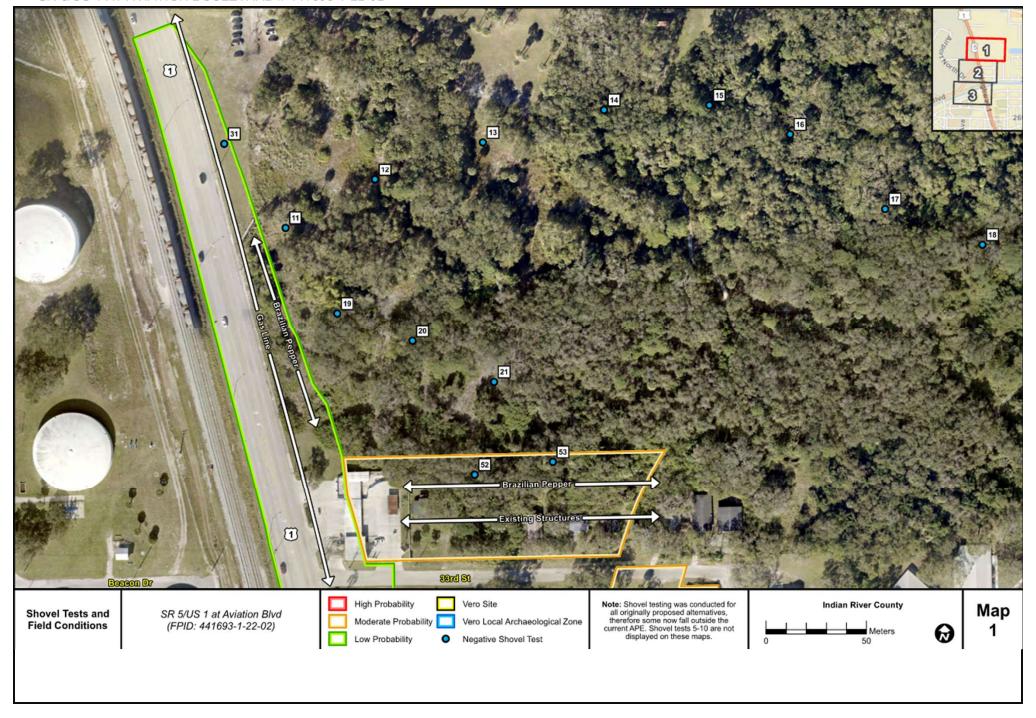
Cultural Resources Appendix

Contents:

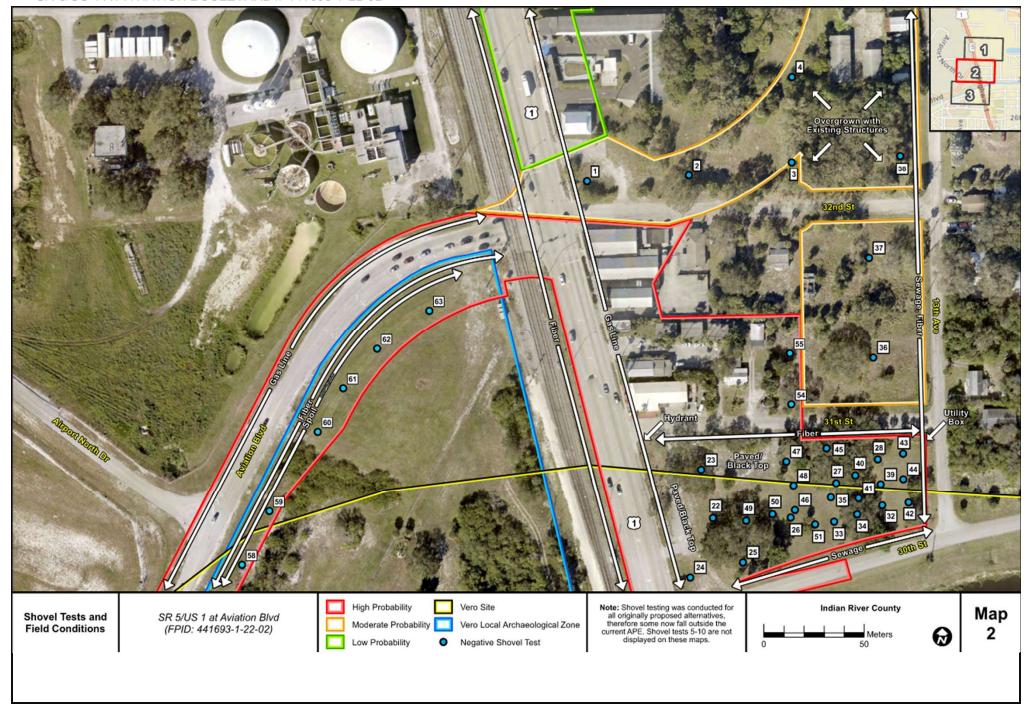
Other Supporting Documentation Specific to Historic Sites/Districts - Project APE Other Supporting Documentation Specific to Archaeological Sites - Shovel Tests Section 106 Resource Map SHPO Concurrence Letter Section 4(f) Report



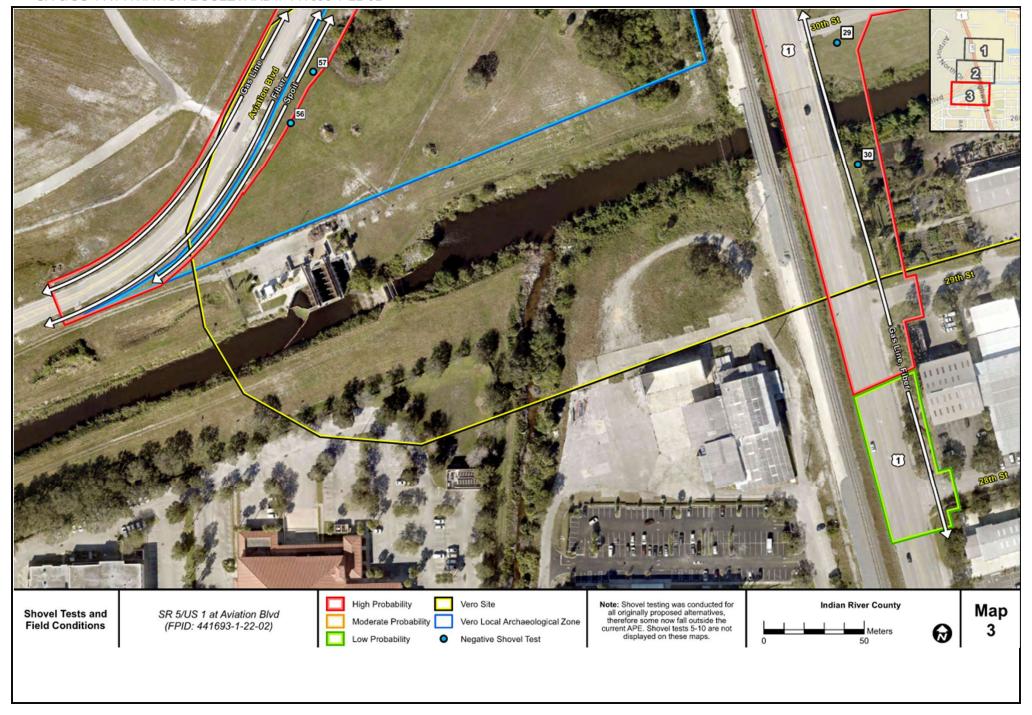
Type 2 Categorical Exclusion Page 50 of 91



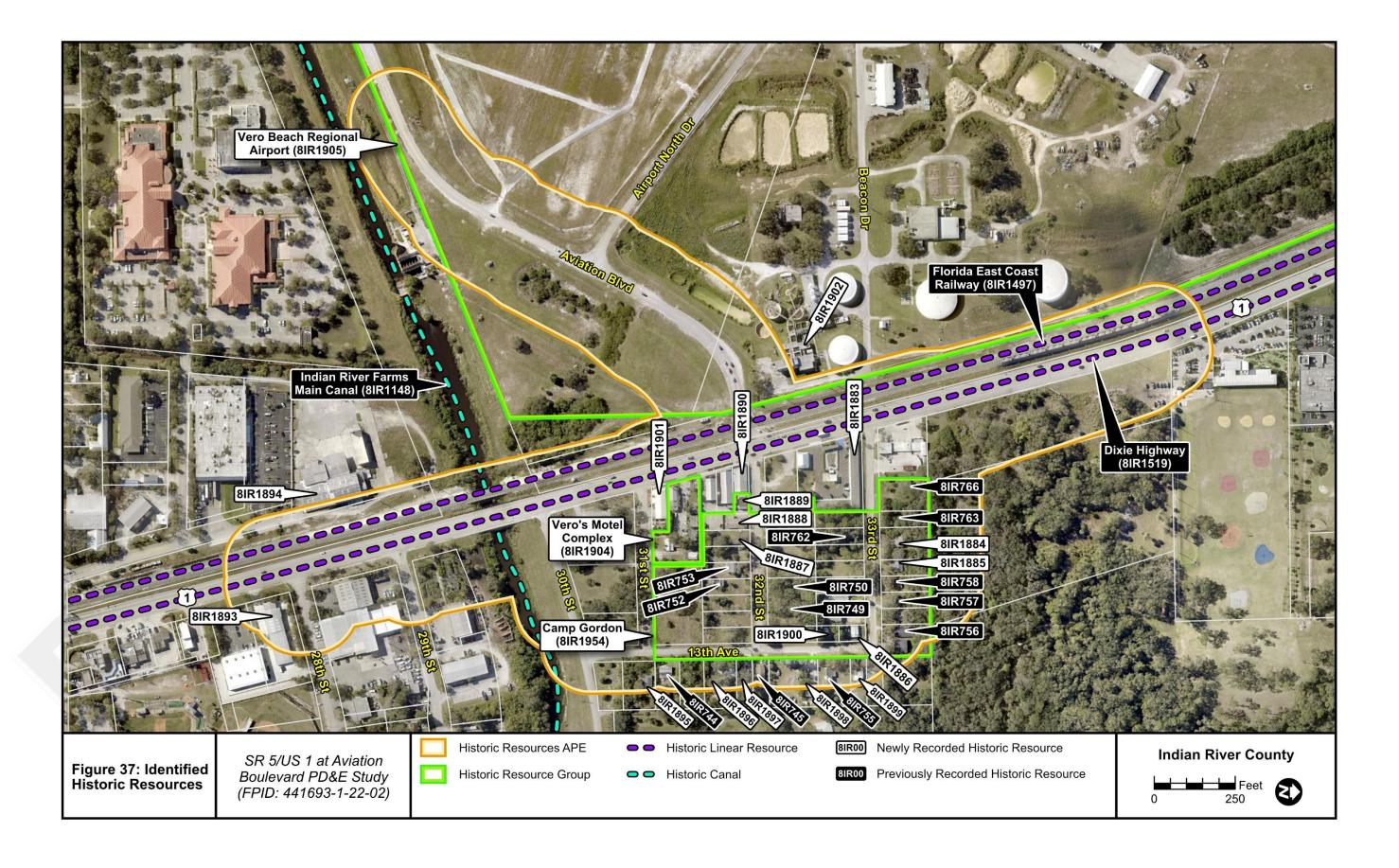
Type 2 Categorical Exclusion Page 51 of 91



Type 2 Categorical Exclusion Page 52 of 91



Type 2 Categorical Exclusion Page 53 of 91



SR 5/US-1 at Aviation Boulevard – CRAS Type 2 Categorical Exclusion Page 8-17 Page 54 of 91 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.



RON DESANTIS GOVERNOR 3400 West Commercial Boulevard Fort Lauderdale, FL 33309 JARED W. PERDUE, P.E. SECRETARY

May 3, 2024

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

Subject: Request for Review

Cultural Resources Assessment Survey for State Road (SR) 5/US-1 at Aviation Boulevard in the City of Vero Beach, Indian River County, Florida

FM Number: 441693-1-22-02

ETDM Number: 14475

Attention: Ms. Alyssa McManus, Transportation Compliance Review Program

Dear Ms. McManus,

The Florida Department of Transportation (FDOT), District Four, is currently conducting a Project Development and Environment (PD&E) Study that proposes improvements to State Road (SR) 5/US-1 at Aviation Boulevard in the City of Vero Beach, Indian River County, Florida. At the request of the Florida Department of Transportation (FDOT), District 4, Janus Research prepared a Cultural Resources Assessment Survey (CRAS) for State Road (SR) 5/US-1 at Aviation Boulevard in the City of Vero Beach, Indian River County, Florida. The purpose of this document was to locate and evaluate archaeological and historic resources within the area of potential effect (APE) and to assess their eligibility for inclusion in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment is Federally funded and complies with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT), the Advisory Council on Historic Preservation (ACHP), and the*

FM Number: 441693-1-22-02

Florida State Historic Preservation Officer (SHPO) Regarding Implementation of the Federal-Aid Highway Program in Florida (Section 106 Programmatic Agreement, effective September 27, 2023); Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 et seg.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500-1508); Section 4(f) of the United States (U.S.) Department of Transportation Act of 1966, as amended (49 USC 303 and 23 USC 138); and the revised Chapters 267 and 373, Florida Statutes (F.S.). This assessment meets the standards embodied in the FDHR's Cultural Resource Management Standards and Operational Manual (February 2003) and Chapter 1A-46 (Archaeological and Historical Report Standards and Guidelines), Florida Administrative Code. In addition, this report was prepared in conformity with standards set forth in Part 2. Chapter 8 (Archaeological and Historical Resources) of the FDOT Project Development and Environment (PD&E) Manual (effective July 1, 2023). All work also conforms to professional guidelines set forth in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716, as amended and annotated). Historic linear resource evaluation was conducted in accordance with the FDOT Historic Linear Resource Guide. Principal Investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

No archaeological sites were identified within the archaeological APE. Fifty-seven shovel tests were excavated within the APE. No cultural material was recovered. There was no evidence of the previously recorded archaeological site, 8IR18IR9, nor were new archaeological sites or occurrences identified in the archaeological APE as a result of the background research, the pedestrian survey, or the subsurface testing. Thirty shovel tests were dug within the City of Vero Beach Vero Man Local Historic Site/Archaeological Zone.

Although no evidence for site 8IR1/8IR9 was identified, archaeological monitoring by a professional archaeologist within the vicinity of the site is recommended during project construction. Specifically, monitoring is recommended during earth-disturbing activities in the following locations:

- along Aviation Boulevard
- SR 5/US 1 between Aviation Boulevard and 28th Street
- Pond 1A.

The historic resources survey identified 37 historic resources, including 16 extant previously recorded resources and 21 newly identified resources. The 16 previously recorded resources consist of three linear resources and 13 buildings. The 21 newly identified resources consist of 18 buildings (8IR1883-8IR1890; 8IR1893-8IR1903) and three resource groups (8IR1904-8IR1905; 8IR1954). The resource groups include the Vero's Motel Complex (8IR1904), the Vero Beach Regional Airport (8IR1905), and Camp Gordon (8IR1954). Florida Master Site File (FMSF) forms were prepared for the newly recorded resources. FMSF forms were updated for four buildings (8IR744; 8IR745; 8IR755; 8IR766) and the two linear resources within the current APE, the Florida East Coast (FEC) Railway (8IR1497) and Dixie Highway (8IR1519). An updated FMSF form was not prepared for the Indian River Farms Main Canal (8IR1148), which has been

FM Number: 441693-1-22-02

determined ineligible within the APE by the SHPO, as it does not exhibit physical changes nor changes in eligibility since it was last recorded.

The segment of the FEC Railway (8IR1497) within the APE has been determined eligible under Criterion A for Community Planning and Development and Transportation for its role in the development of the east coast of Florida including Vero Beach and Indian River County.

The segment of US 1 (8IR1519) within the APE exhibits modern improvements such as widening, signalization, and signage. Therefore, this segment is considered National Register–ineligible, Because other segments of US 1 have been determined eligible within Indian River County, the entire resource maintains National Register-eligibility per the Historic Linear Resource Guide.

One newly recorded building, a packinghouse at 2745 St. Lucie Avenue (8IR1894), is considered National Register-eligible under Criterion A in the areas of Agriculture and Industry due to its association with the region's post-World War II agricultural economy and the Indian River Citrus District.

Vero's Motel (8IR1904) does not embody a distinctive type or style of high architectural value and exhibits modifications. The Vero Beach Regional Airport (8IR1905) lacks historic integrity as its terminals and runways have been altered. Due to a loss of historic structures and the construction of non-historic structures, the airport does not convey its associations with its early 20th-century or World War II military history. Therefore, both resource groups are considered ineligible for the National Register.

Seventeen of the buildings are affiliated with the c. 1931-1955 tourist camp, Camp Gordon Resource Group (8IR1954). The vernacular cottages and commercial buildings that constituted Camp Gordon were an associated collection of resources. The loss of most of the structures and deterioration of the remaining structures does not lend itself to a district, and individually, the resources do not have enough integrity or importance to be considered eligible for the National Register. The additional newly recorded buildings not associated with Camp Gordon are also considered ineligible because they exhibit common architectural styles, modifications, and lack historical associations.

The Criteria of Adverse Effect (36 CFR 800.5) were applied to the significant resources, the National Register-eligible FEC Railway (8IR1497) and the packinghouse at 2745 St. Lucie Avenue (8IR1894) that is considered National Register-eligible. Based on the improvements, there will be no adverse effects to either of these resources and both resources will remain eligible for inclusion in the National Register.

The significance of the FEC Railway is attributed to its historical importance under Criterion A for Community Planning and Development and Transportation and its role in the development of the east coast of Florida including Vero Beach and Indian River County. The crossing in the APE was improved as part of the Brightline project in 2023-2024 and at that time the railway remained eligible for the National Register. The preferred alternative will maintain the crossing as-is.

FM Number: 441693-1-22-02

The FEC Railway runs parallel and adjacent to SR 5/US 1 and crosses Aviation Boulevard at FEC crossing number 273047Y. The existing Aviation Boulevard crosses the FEC Railway at-grade as a three-lane rural roadway. This existing roadway-rail crossing and railroad bridge over the Main Canal were reconstructed by the FEC during the Brightline double tracking project in years 2023 and 2024. The project included a pedestrian sidewalk with railroad gates on the southside of Aviation Boulevard and intersection improvements at SR 5/US 1 and Aviation Boulevard. The current PD&E preferred alternative widens the Aviation Boulevard FEC crossing and maintains the existing roadway alignment. The preferred alternative expands the roadway to four eastbound lanes (1-right, 1-through, 2-lefts), two (2) westbound through lanes, and one (1) westbound bicycle lane with a raised concrete separator between the east/westbound lanes and includes Type F curb and gutter on the outside edge of pavement. A 12 ft shared use path will replace the sidewalk on the south side of Aviation Boulevard. A sidewalk is not provided on the north side to reduce the number of bike/pedestrian crossing movements over the railroad tracks. The alignment will maintain a near perpendicular crossing as-is in the existing condition and the posted speed is 30 miles per hour.

The packinghouse at 2745 St. Lucie Avenue is located at the south end of the APE, and only a portion of the building (mostly the front façade) falls within the APE. At this location, the improvements are along US-1 and are at-grade. The FEC Railway separates the packinghouse building from US-1. Based on the location and type of improvements, the packinghouse will remain eligible for inclusion in the National Register and it will still convey its historical importance in the area of local agriculture.

We kindly request that the CRAS and this cover letter are reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in 36 CFR, Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If there are any questions, please feel free to contact me at (954) 777-4325 or Lynn Kelley at (954) 777-4334.

Sincerely,

Unn Br

Ann Broadwell

DocuSigned by:

Environmental Administrator

FDOT – District 4

Enclosures

Cc: Jim Pepe, Janus Research

file

FM Number: 441693-1-22-02

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and ☑ concurs / ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR
Project File Number2024-1683B Or, the SHPO finds the attached
document contains insufficient information. In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a <i>de minimis</i> Section 4(f) finding at its discretion for the use of land from the historic property.
SHPO Comments:
Alissa S. Lotane, Director, and [DATE] State Historic Preservation Officer Florida Division of Historical Resources

Section 4(f) Resources

Florida Department of Transportation

SR-5/US-1 AT AVIATION BOULEVARD

District: FDOT District 4

County: Indian River County

ETDM Number: 14475

Financial Management Number: 441693-1-22-02

Federal-Aid Project Number: N/A

Project Manager: Vandana Nagole

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. Submitted pursuant 49 U.S.C. § 303.

Table of Contents

Summary and Approval	1
Michael Field Complex	2
Hosie Schumann Park	3
Pocahontas Park	4
Central Indian River County Greeways Plan	5
Project-Level Attachments	6
Resource Attachments	14

Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Michael Field Complex	A city owned baseball field complex.	Park/Rec Area	City of Vero Beach	No Use	Determination 07-18-2023
Hosie Schumann Park	County Park	Park/Rec Area	Indian River County	No Use	Determination 07-19-2023
Pocahontas Park	City Park	Park/Rec Area	City of Vero Beach	No Use	Determination 07-18-2023
Central Indian River County Greeways Plan	Multiple planned shared use paths or trails	Park/Rec Area	Indian River County	Not Applicable	Determination 07-19-2023

Michael Field Complex

Facility Type: A city owned baseball field complex.

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 2665 12th Ave. Vero Beach, FL, 32960, USA

Latitude: 27.64668 Longitude: -80.39865

Description of Property:

Please refer to the Michael Field Complex Map for additional details. The city owned property consist of three parcels 9.94 acres in size. The baseball complex is leased to the not for profit corporation, Vero Beach Little League Baseball, Inc. This site is a baseball field complex with two tee ball fields and three little league size baseball fields open for scheduled baseball games and practice events.

The property is described in the lease as non-residential charter-protected property known as "Michael Field" consisting of approximately 7 acres. complex is not listed as a public park in the City of Vero Beach database.

The Indian River County Property Appraiser website identifies the parcel type as "Municipal-Not Parks".

Owner/Official with Jurisdiction: City of Vero Beach

Relationship Between the Property and the Project

OEM SME Determination Date: 07-18-2023

The property is located east of the US-1 right of way and behind the commercial properties fronting SR-5/US-1. The closest property boundary is located at minimum of 135 feet to 400 feet east of all build alternatives. The project avoids this property. There is not any use of the property use, right of way or construction easements required. The property access is not changed.

Yes	No	
	\boxtimes	Will the property be "used" within the meaning of Section 4(f)?
Reco	mmer	ded Outcome: No Use

Hosie Schumann Park

Facility Type: County Park

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 1760 39th St, Vero Beach, FL, 32960, USA

Latitude: 27.66398 Longitude: -80.40263

Description of Property:

Please refer to the Hosie Schumann Park Map for additional details. Hosie Schumann park is a two acre park, open daily from 7 AM to sunset. It has a playground, basketball court and a picnic area. Two independent restrooms that are ADA accessible are approved as noted in the IRC OWJ letter attachments. A historical marker was placed in the park in 2020 noting the site's origination to 1901 when William E. Geoffrey, a black man, donated the land for a black school in Gifford.

Owner/Official with Jurisdiction: Indian River County

Relationship Between the Property and the Project

The park is located 3300 feet beyond or north of the northern project limit of the build alternatives. All alternatives avoid this property, there is not any right of way or construction easements required, and access is not changed.

Yes	No			
	\boxtimes	Will the property be "used" within the meaning of Section 4(f)?		
Recommended Outcome: No Use				

OEM SME Determination Date: 07-19-2023

Pocahontas Park

Facility Type: City Park

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 2199 14th Ave, Vero Beach, FL, 32960, USA

Latitude: 27.64084 Longitude: -80.39939

Description of Property:

Please refer to the Pocahontas Park Map for additional details. The 5.5 acre city park consists of shuffleboard courts, pickleball courts, playground, restrooms, tennis courts. The Vero Beach Community Center multi-purpose building is located at the north end of the park. The park is adjacent to the separate parcel that contains the Heritage Center and Indian River Citrus Museum. The Heritage Center has a multi-purpose room available for rent for events. The Heritage Center is a leased parcel currently leased to Vero Heritage, Inc per the OWJ letter provided by the City of Vero Beach. Local streets provide access from 14th Avenue and 21st Street.

Owner/Official with Jurisdiction: City of Vero Beach

Relationship Between the Property and the Project

FEC Railroad right of way is located between SR-5/US-1 and the park; and the park is located 1700 feet south of the southern PD&E project limit. All alternatives avoid this property and there is not any right of way or construction easements required.

Yes	No	Will the property be "used" within the meaning of Section 4(f)?
Recommended Outcome: No Use		

OEM SME Determination Date: 07-18-2023

Central Indian River County Greeways Plan

Facility Type: Multiple planned shared use paths or trails

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 3200 US Highway 1, Vero Beach, FL, 32960, USA

Latitude: 27.65157 Longitude: -80.40092

Description of Property:

Please refer to the Central Indian River County Greenways Plan Map. The Indian River County Central Greenways Plan (IRCCGP) completed in 2007 proposes several desired shared use paths or trail routes that traverse through this project area on either Aviation Boulevard, SR-5/US-1 or along the Main Canal. None of the trails have been implemented or advanced beyond the 2007 IRCCGP study. These paths and/or trails are listed in the plan as follows:

- Florida East Coast Railroad Corridor is proposed as a 10-foot-wide shared use path with barrier, located on the map within the FEC Railroad right of way.
- Main Relief Canal Corridor is proposed as a 10-foot-wide shared use path located on the map along the north side of the Main Canal within the right of way owned by the Indian River Farms Water Control District.
- Airport Loop Trail is proposed as a 10-ft-wide shared use path that would connect several pathway corridors such as the Main Relief Canal and FEC RR corridors.

Owner/Official with Jurisdiction: Indian River County

Recommended Outcome: Not Applicable

Rationale:

Indian River County (OWJ) stated these proposed trail corridors require further study prior to implementation. The trails are not a proposed construction project at the time of this evaluation and and implementation of any of the PD&E alternatives for this proposed project will not prohibit the future advancement or development of the IRCCP. The PD&E alternatives provide a new shared use path along both SR5/US1 and Aviation Boulevard and will enhance multi-modal transportation in the county. The PD&E proposed shared-use paths will provide a path throughout the PD&E project limits and could potentially allow future city or county trails/paths to incorporate connectivity to these paths as the county or city further develops their trails or pathways.

OEM SME Determination Date: 07-19-2023

Project-Level Attachments

PDE_Build_Alternatives_1_2_7_8
Project_Location_Map
OWJ-Stmt-of-Significance-Indian_River_County_2023-0621-Letter
OWJ-Stmt of Significance_CityofVeroBeach-Letter-2023-0602



Alternative 1 - Conventional Intersection SR 5 at Aviation Boulevard

State Road (SR) 5/US 1 at Aviation Boulevard

Project Development and Environment (PD&E) Study
Indian River County, Florida
Financial Project ID: 441693-1-22-02
Efficient Transportation Decision Making (ETDM) Number: 14475



Draft Alternative
June 6th, 2023



Alternative 2 - Twin Intersections

SR 5 at Aviation Boulevard

State Road (SR) 5/US 1 at Aviation Boulevard

Project Development and Environment (PD&E) Study
Indian River County, Florida
Financial Project ID: 441693-1-22-02
Efficient Transportation Decision Making (ETDM) Number: 14475



Draft Alternative
June 6th, 2023



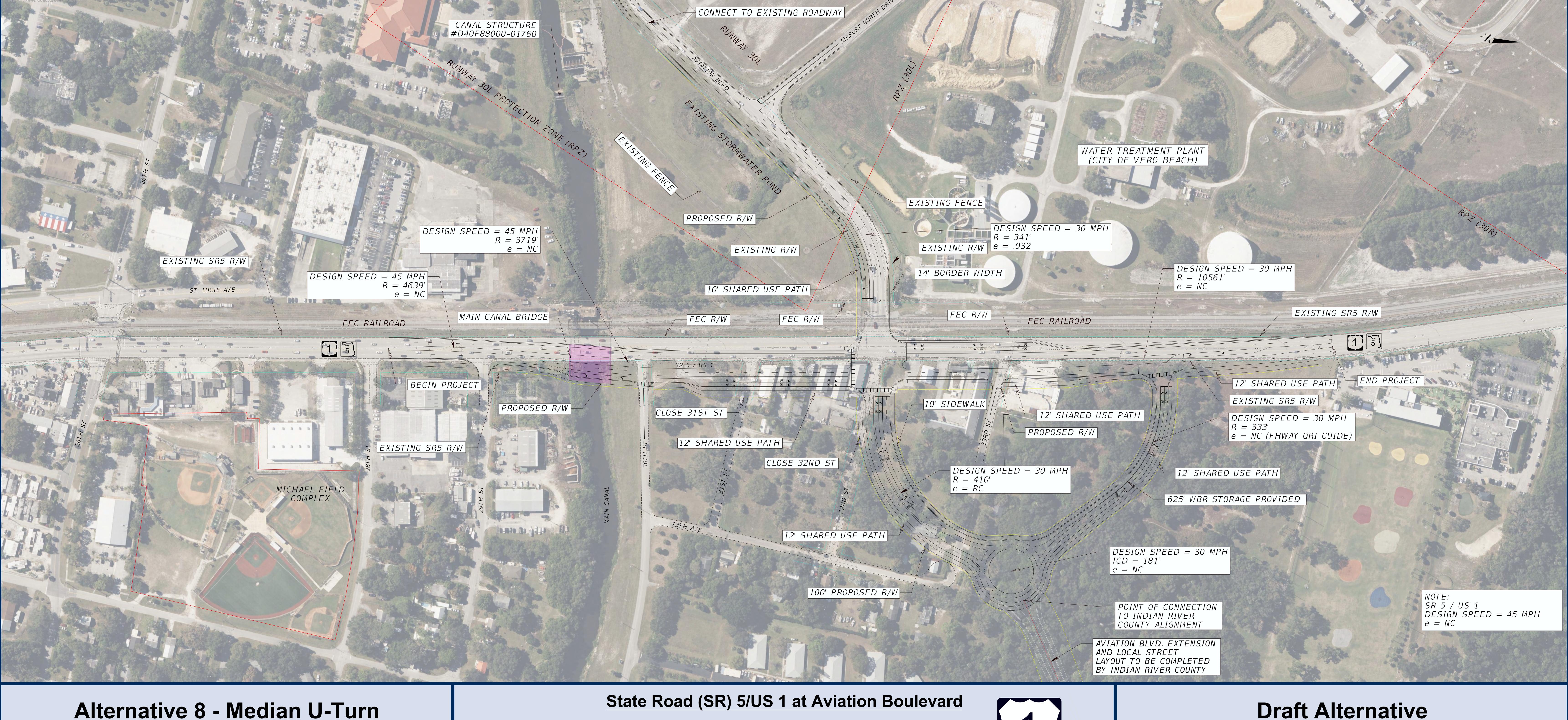
Alternative 7 - Displaced Left Turn Intersection SR 5 at Aviation Boulevard

State Road (SR) 5/US 1 at Aviation Boulevard

Project Development and Environment (PD&E) Study
Indian River County, Florida
Financial Project ID: 441693-1-22-02
Efficient Transportation Decision Making (ETDM) Number: 14475



Draft Alternative June 6th, 2023



Alternative 8 - Median U-Turn with Roundabout SR 5 at Aviation Boulevard

Project Development and Environment (PD&E) Study
Indian River County, Florida
Financial Project ID: 441693-1-22-02
Efficient Transportation Decision Making (ETDM) Number: 14475

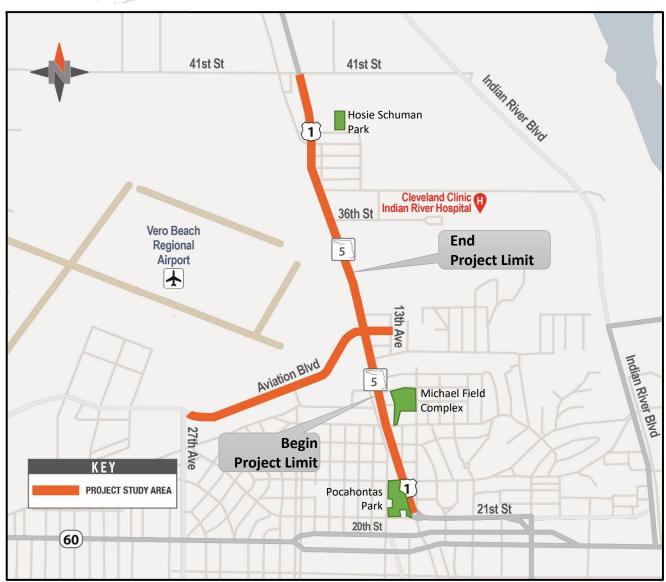


Draft Alternative
June 6th, 2023



Project Location Map

SR 5/US-1 at Aviation Boulevard District 4, Indian River County FM: 441693-1-22-02 ETDM 14475



ETDM limits shown above



INDIAN RIVER COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

1801 27th Street, Vero Beach FL 32960 772-226-1237 / 772-978-1806 fax

www.ircgov.com

June 21, 2023

Ms. Vandana Nagole, PE Florida Department of Transportation 3400 West Commercial Blvd Fort Lauderdale, FL 33309

RE: Section 4(f) Statement of Significance

Project Development and Environment (PD&E) Study

SR-5/US-1 at Aviation Boulevard

Financial Management Number: 441693-1-22-02

Federal Aid Project Number: N/A

Efficient Transportation Decision Making Number: 14475

County: Indian River

Dear Ms. Nagole:

Please accept this letter as a formal Statement from the Official with Jurisdiction that Hosie Schumann Park is a significant park within Indian River County. Also, the Central Indian River County Greenway plan is a significant Section 4(f) resource for Indian River County.

The following information is provided, as requested:

- 1. Updated Management Plan (this can be a draft version)
- 2. Approximate date the property was designated as public property
- 3. Description and location of all existing and planned facilities
- 4. Applicable clauses affecting ownership, such as leases, easements, covenants, restrictions, or conditions including foreclosure
- 5. Unusual characteristics of the property (flooding problems, terrain conditions, or other features) that either reduce or enhance the value of all or part of the property
- 6. All funding sources for the original acquisition of the property and/or improvements to the property

Should you have any questions or require additional information, please contact me at 772-226-1256 or asobczack@ircgov.com.

Sincerely,

Andrew Sobczack

Interim Community Development Director Indian River County

City of Vero Beach

1053 - 20th PLACE - P.O. BOX 1389 VERO BEACH, FLORIDA 32961-1389



June 2, 2023

Ms. Vandana Nagole, PE Florida Department of Transportation 3400 West Commercial Blvd Fort Lauderdale, FL 33309

RE:

Section 4(f) Statement of Significance

Project Development and Environment (PD&E) Study

SR-5/US-1 at Aviation Boulevard

Financial Management Number: 441693-1-22-02

Federal Aid Project Number: N/A

Efficient Transportation Decision Making Number: 14475

County: Indian River

Dear Ms. Nagole:

Please accept this letter as a formal Statement from the Official with Jurisdiction that Michael Field and Pocahontas Park are significant parks within the City of Vero Beach, Indian River County.

The following information is provided, as requested:

- 1. Approximate date the property was designated as public property
- 2. Survey of Property
- 3. Aerial of Property
- 4. Brief historical narrative of Property

We do not anticipate any impacts to these properties from the proposed project. Should you have any questions or require additional information, please contact me at 772-978-4870.

Sincerely,

Matthew T. Mitts, P.E.

Matthio Mas

Public Works Director

MTM/Imw

T:\LWeaver\Matt Correspondence\TxFDOT_Stmt of Significance_Jun 2 2023.docx

Phone: (772) 978-4870 - Email: publicworks@covb.org

www.covb.org

Resource Attachments

Michael Field Complex

Michael Field Complex Map

Hosie Schumann Park

Hosie_Schumann_Park_Map

Pocahontas Park

Pocahontas_Park_Map

Central Indian River County Greeways Plan

IRC_Greenways_Plan_Detail_Map

Michael Field Complex

Contents:

Michael Field Complex Map

Michael Field Complex Map

Official with Jurisdiction, City of Vero Beach



Hosie Schumann Park

Contents:

Hosie_Schumann_Park_Map

Hosie Schumann Park

Official with Jurisdiction, Indian River County



Pocahontas Park

Contents:

Pocahontas_Park_Map

Pocahontas Park Map

Official with Jurisdiction, City of Vero Beach



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Central Indian River County Greeways Plan

Contents:

IRC_Greenways_Plan_Detail_Map



Central Indian River County Greenways Plan Map



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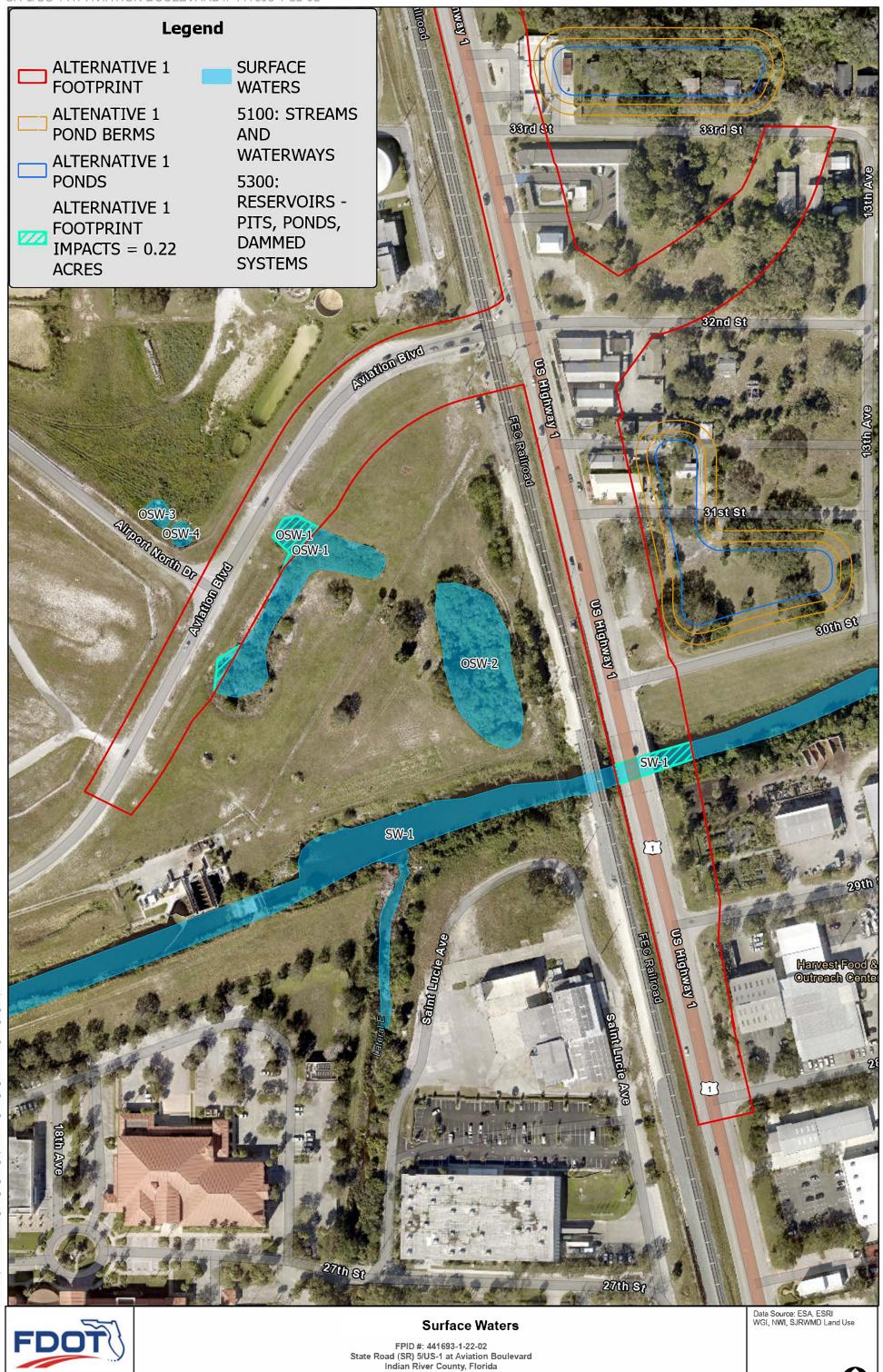
Point A

Natural Resources Appendix

Contents:
Species and Habitat Map
Surface Waters Map
Floodplains Map



Type 2 Categorical Exclusion Page 85 of 91

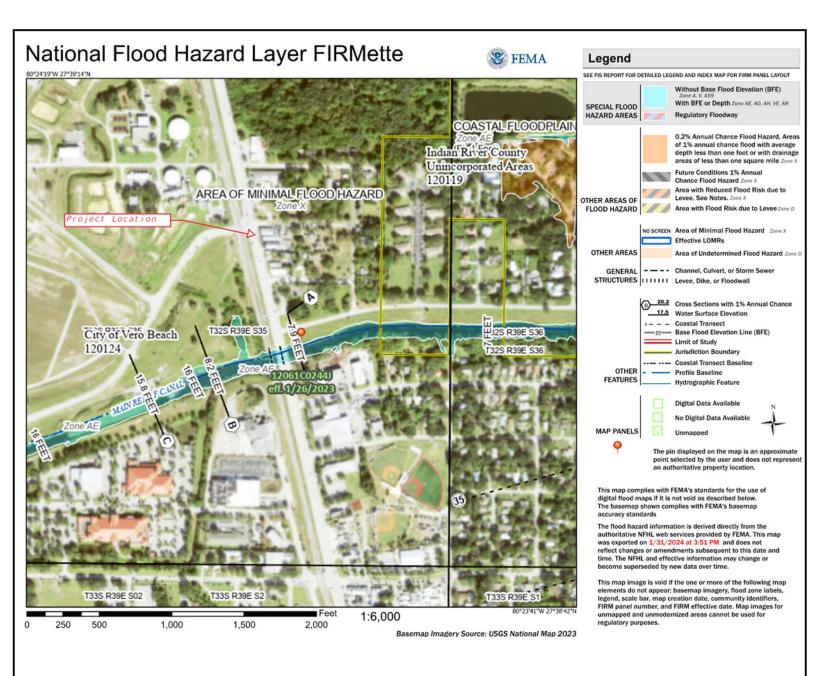


Type 2 Categorical Exclusion

250

Feet

500





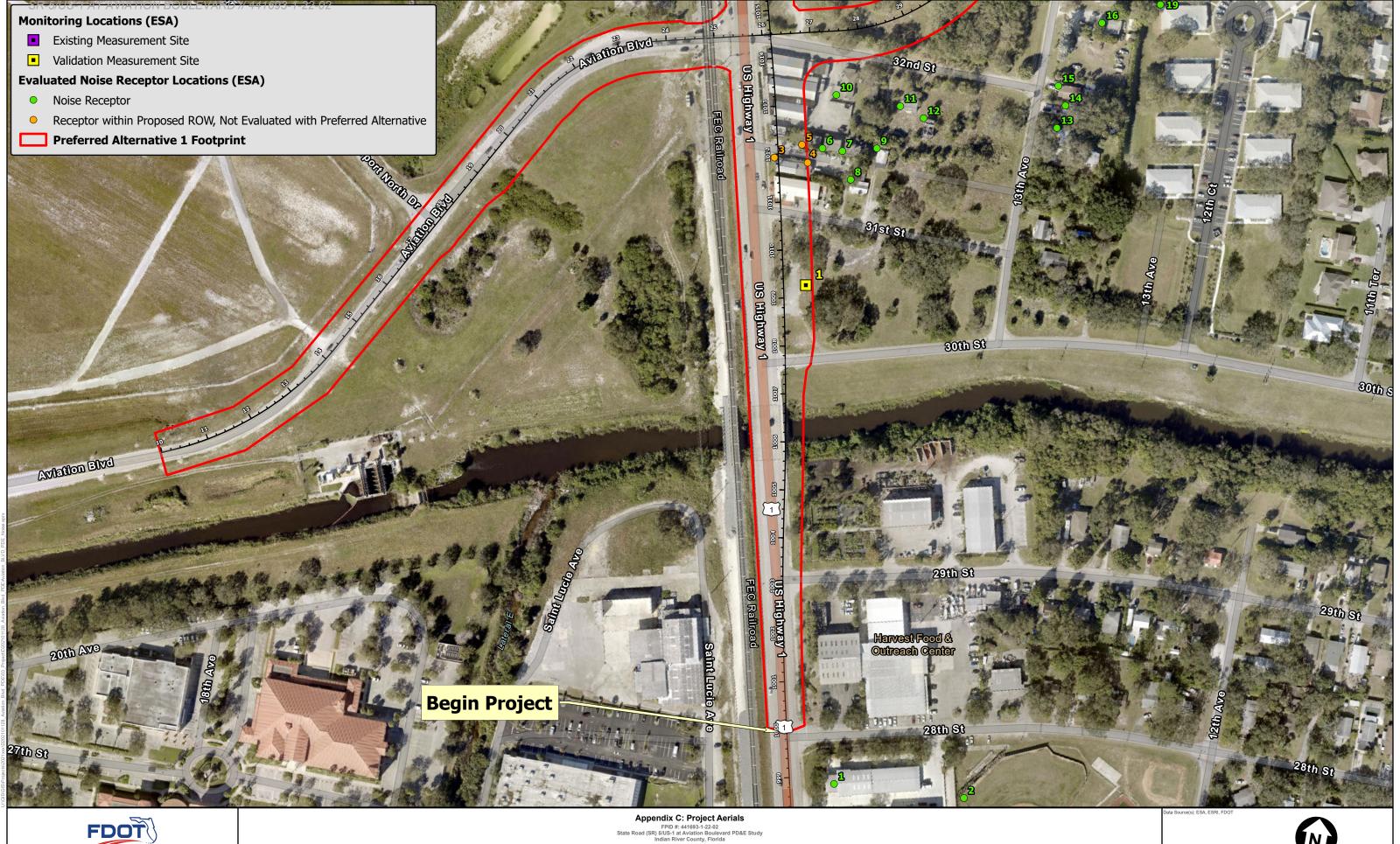
SR 5/US 1 at Aviation Boulevard FM 441693-1-22-02 Indian River County, FL

National Flood Hazard Layer FIRMette Map

Physical Resources Appendix

Contents:

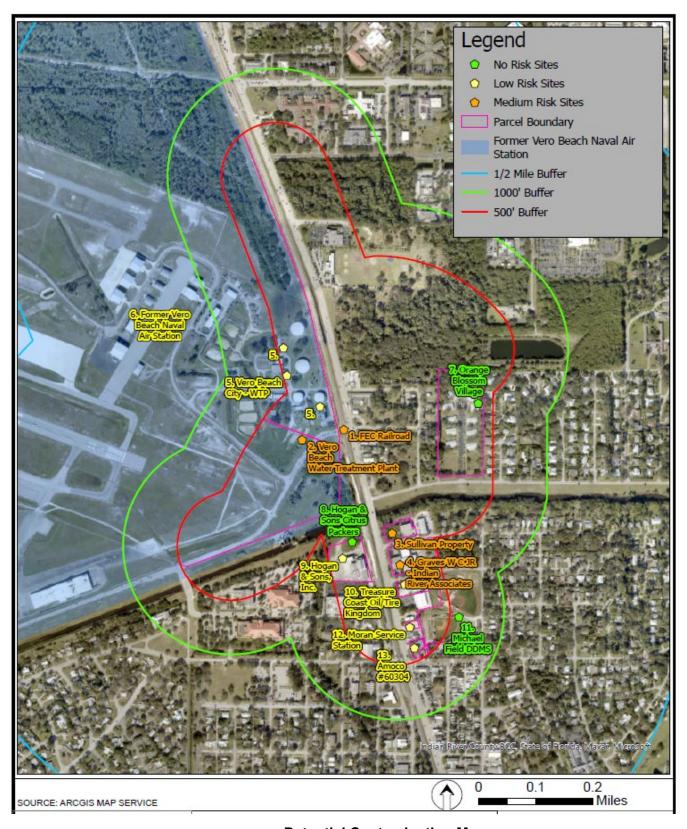
Noise Receptor Map Potential Contamination Site Map











Potential Contamination Map