

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR 501 FROM MICHIGAN AVENUE TO INDUSTRY ROAD

District: FDOT District 5

County: Brevard County

ETDM Number: 13120

Financial Management Number: 433605-1-22-01

Federal-Aid Project Number: D524-034-B

Project Manager: Jeanette Maldonado-Ambler

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.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), 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:

A handwritten signature in blue ink, appearing to read 'K. Stal', is written over a solid black horizontal line.

March 24, 2026

Director Office of Environmental Management
Florida Department of Transportation

For additional information, contact:

Jeanette Maldonado-Ambler, PE, LEEP AP
Project Manager
Florida Department of Transportation
719 S Woodland Boulevard
DeLand, FL 32720
386-943-5211
Jeanette.Maldonado@dot.state.fl.us

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 [08/14/2014](#) the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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1. Project Information

1.1 Project Description

A Project Development and Environment (PD&E) Study for Clearlake Road (State Road (SR) 501) from Michigan Avenue to Industry Road evaluates widening the existing two-lane roadway to a four-lane divided urban roadway with multimodal transportation improvements, including continuous shared use paths on both sides of the corridor, a distance of approximately 1.1-miles. The project is located within the City of Cocoa in Brevard County. The project location map is shown in Figure 1.1.1.

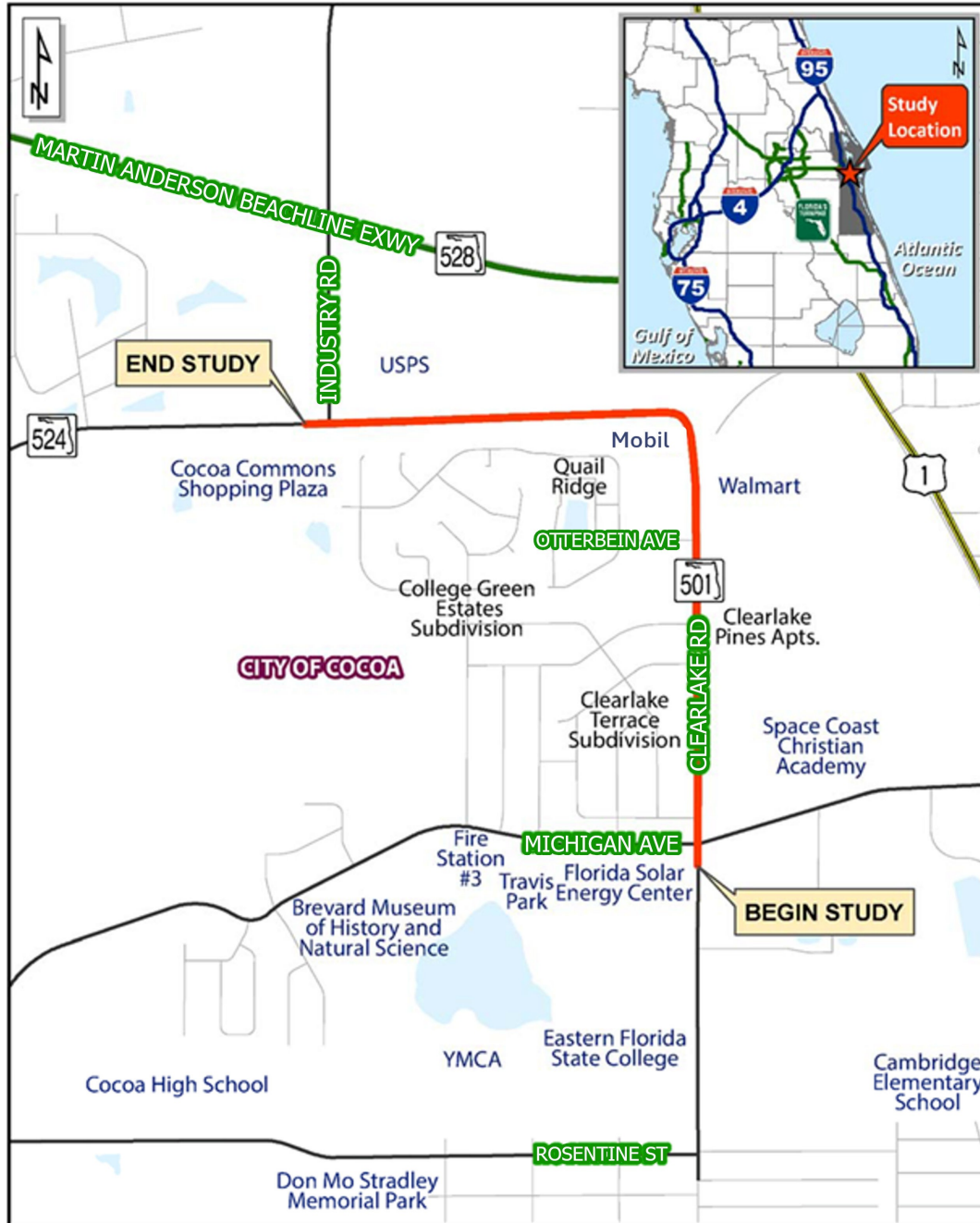


Figure 1.1.1: Project Location

SR 501 between Michigan Avenue to the south and Industry Road to the north is classified as an Urban Minor Arterial. The existing typical section varies due to roadway improvements required by adjacent developers. The road is oriented north-south for 0.6 miles north of Michigan Avenue then turns east-west with a 90-degree curve for the remaining 0.5 miles of the study corridor. Starting at the south end of the corridor, SR 501 is a four-lane roadway with a 12-foot-wide bi-directional center left turn lane, and curb and gutter for 0.14 miles, followed by a 0.46-mile section with one southbound 12-foot lane, one 12-foot wide bi-directional center left turn lane, and two northbound 12-foot lanes, with curb and gutter in both directions. For the last 0.53 miles, the roadway has two 12-foot travel lanes, one in each direction, with four-foot paved shoulders. The posted speed limit varies from 40 to 45 miles per hour (mph). Currently, from Michigan Avenue to Otterbein Avenue (0.43 miles), there is sidewalk located on the east side of SR 501. North of Otterbein Avenue to the 90-degree curve (0.12 miles), sidewalk is present on both sides of the roadway. From this point to Industry Avenue (0.55 miles), a sidewalk is only present on the north side of SR 501. From Michigan Avenue to the 90-degree curve, there are no bicycle lanes present on SR 501. The segment of SR 501 from the 90-degree curve to Industry Road consists of four-foot paved shoulders which can be used as undesignated bicycle lanes. The existing right-of-way (ROW) along the study corridor varies from 73 feet to 239 feet. The existing typical sections are shown in Figures 1.1.2, 1.1.3, and 1.1.4.

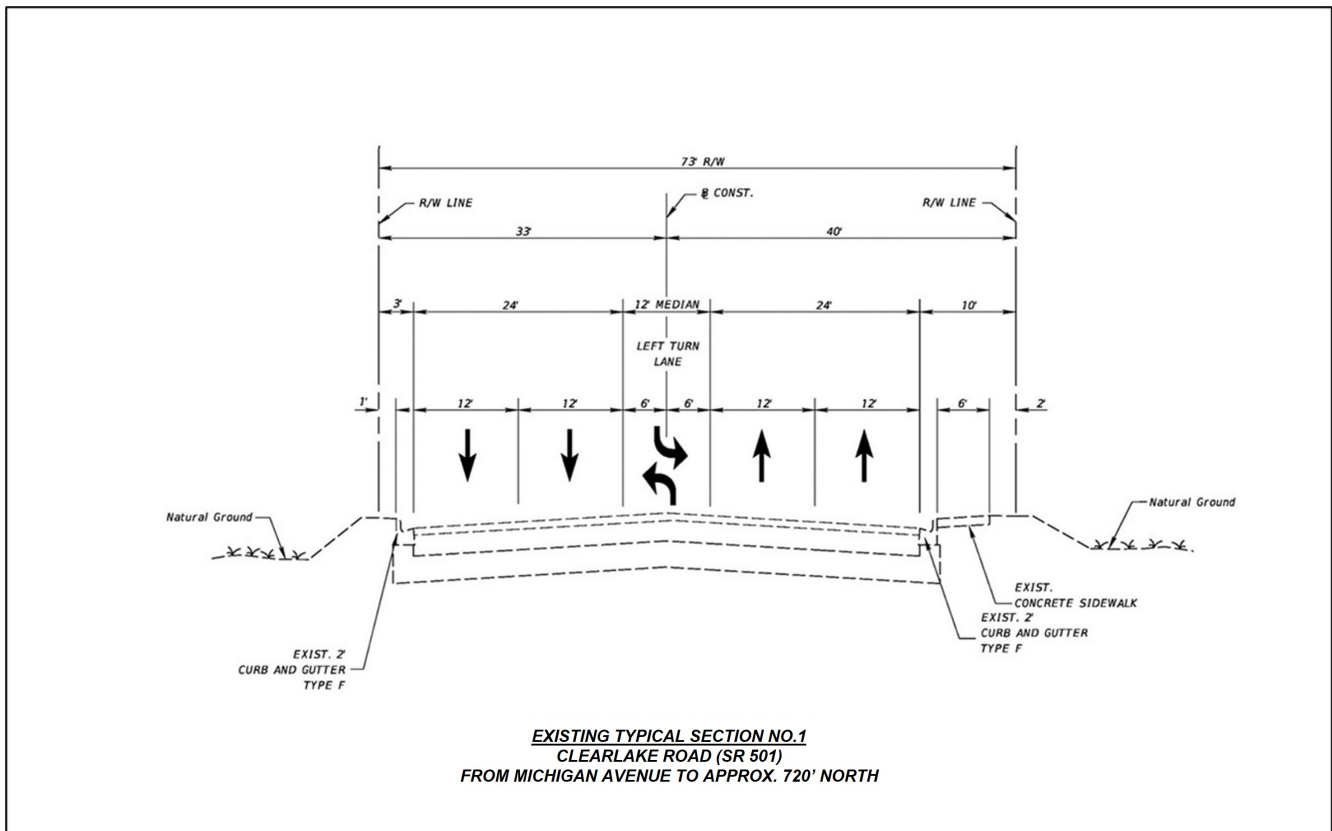


Figure 1.1.2: Existing Typical Section - From Michigan Avenue to Approximately 720 feet North

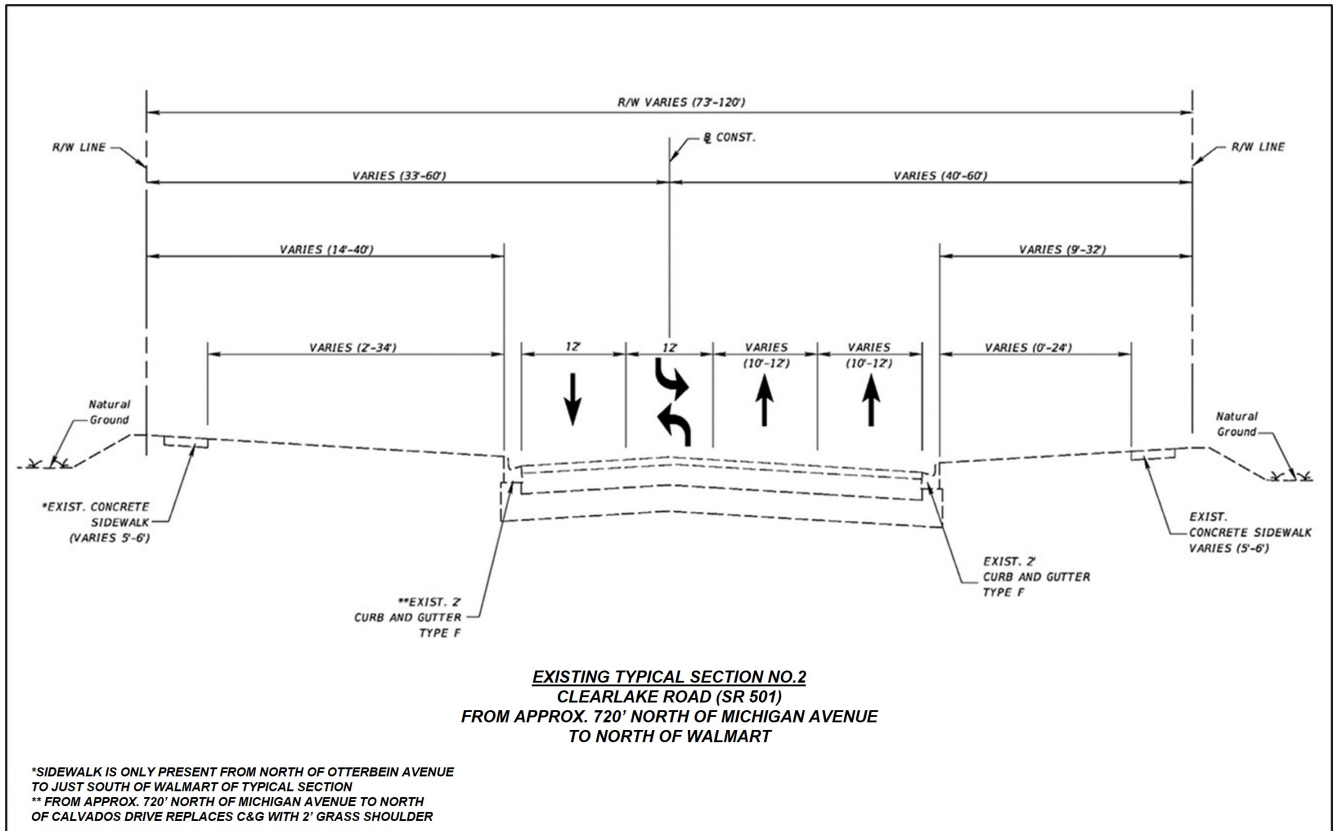


Figure 1.1.3: Existing Typical Section - From Approximately 720 ft North of Michigan Avenue to North of Walmart

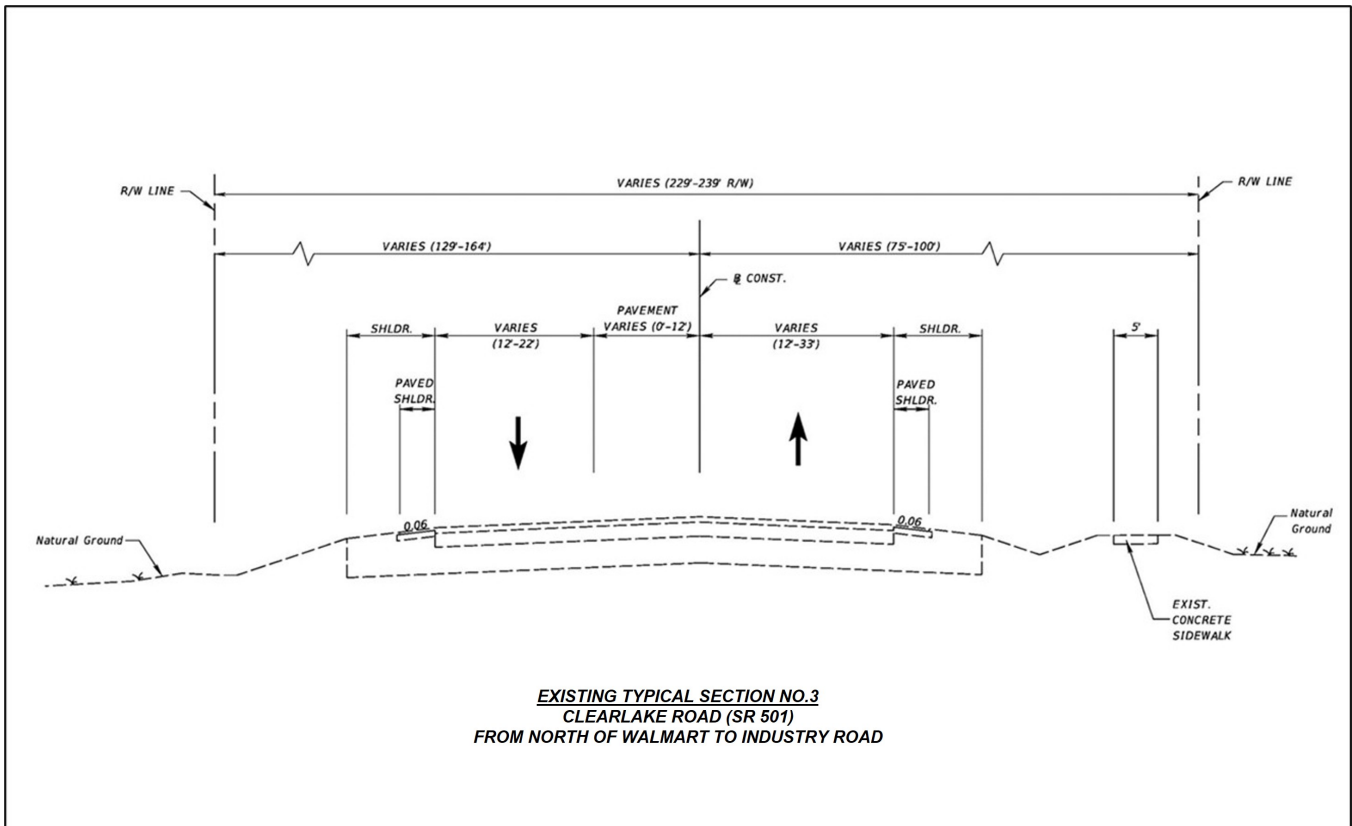


Figure 1.1.4: Existing Typical Section - From North of Walmart to Industry Road

Preferred Alternative

The Preferred Alternative generally reflects a conventional two-lane to four-lane arterial widening improvement. The typical section from Michigan Avenue to Industry Road incorporates the FDOT's criteria for a four-lane divided urban facility. It is comprised of two, 11-foot-wide travel lanes in each direction with a 22-foot-wide median with curb and gutter, and a shared use path on both sides of SR 501 that is typically 14 feet, with some areas reduced to 10 feet to minimize ROW impacts. This typical section will require a minimum of 104 feet of ROW in order to accommodate mainline improvements. Therefore, ROW for the mainline is required at the south end of the project where there is 73 feet of existing ROW. Within these limits (Michigan Avenue to Otterbein Avenue) the Preferred Alternative holds the existing east ROW line and approximately 31 feet of ROW is required from the west side of SR 501. The typical section for the Preferred Alternative is shown in Figure 1.1.5.

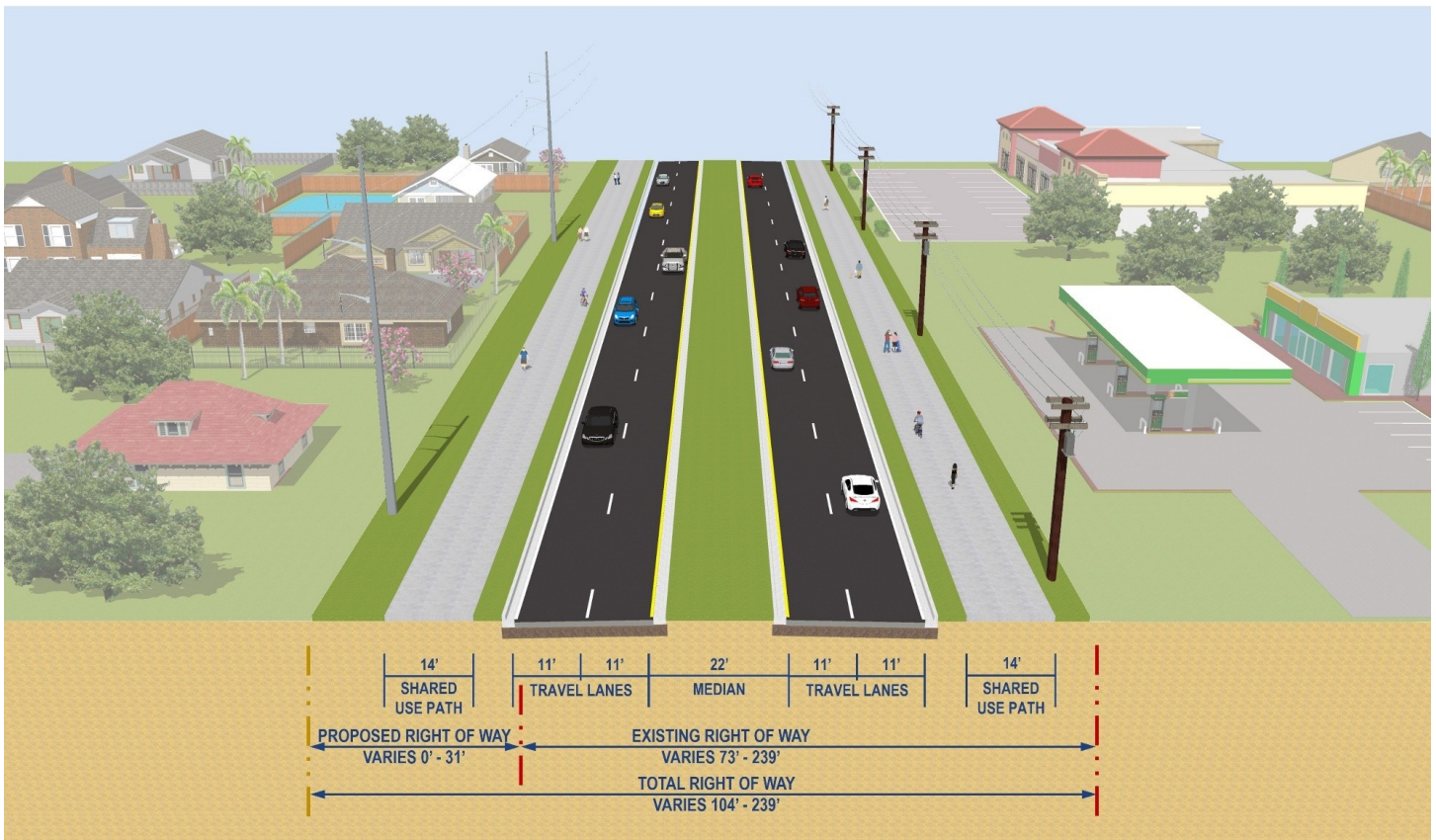


Figure 1.1.5: Preferred Alternative Typical Section

The Preferred Alternative replaces the 90-degree curve located at the northern Walmart entrance with a roundabout, as shown in Figure 1.1.6. The design speed for the roundabout is 30 mph, while the rest of the corridor is 35 mph.

Five offsite pond sites are proposed as part of the Preferred Alternative to accommodate stormwater improvements. Four of the ponds are linear ponds that are located within the proposed roadway ROW and one pond utilizes the remainder of the Mobil gas station that is impacted by the proposed roundabout.

The Preferred Alternative also includes the construction of a 16-foot-tall noise wall along the south side of SR 501 between Industry Road and Quail Ridge Court to reduce noise at the College Green Estates.



Figure 1.1.6: Preferred Alternative Roundabout

The Preferred Alternative does not require any design variations or exceptions, but will require additional ROW along the west side of SR 501 from just south of Michigan Avenue to just north of Otterbein Avenue. The additional ROW will impact 4 business parcels, 17 residential parcels, and 1 unimproved parcel. The 17 residential parcels impacted will all result in relocations. Also, additional ROW will be needed for the roundabout which will result in a complete acquisition of the Mobil gas station parcel. In total, 28 parcels, comprised of 6.7 acres are impacted by the Preferred Alternative resulting in 17 residential relocations and 2 business displacements.

1.2 Purpose and Need

The purpose of this project is to provide increased capacity on SR 501 between Michigan Avenue and Industry Road, located in the City of Cocoa.

The primary need for the project is to accommodate projected capacity demand, with secondary needs focused on improving modal interrelationships and safety within the study area.

Capacity/Transportation Demand

The 2014 Annual Average Daily Traffic (AADT) for SR 501 from Michigan Avenue to Industry Road is 20,000 vehicles per day (vpd). This traffic volume results in a level of service (LOS) C from Michigan Avenue to Otterbein Avenue and from Otterbein Avenue to Industry Road, a LOS D northbound / westbound and LOS C southbound/eastbound in the AM and PM peak hours. The FDOT LOS target for an urban roadway is LOS D. The projected AADT in the year 2043 is 26,000

vpd from Michigan Avenue to Industry Road. The entire study corridor is anticipated to operate at LOS (E/F) in the AM and PM peak hours in the design year 2043 if no improvements are made.

The SR 501 PD&E Traffic and Safety Technical Memorandum from September 2025 found that the projected AADTs along SR 501 are consistent with the previous study, but the LOS varies throughout the corridor due to the variation of context classifications. The technical memorandum shows that the segment of SR 501 from Michigan Avenue to Calvados Drive does not meet the target LOS D in the updated design year of 2050 with a LOS of E under the No-Build conditions. The remainder of the SR 501 study area meets LOS D in the design year. The observed traffic volumes are consistent with the anticipated increase in demand associated with the projected growth.

Modal Interrelationships

Currently along SR 501, from Michigan Avenue to Otterbein Avenue, there is only sidewalk located on the east side of the roadway. North of Otterbein Avenue, sidewalks are present on both sides of the roadway up to the 90-degree curve. From this point to Industry Road, a sidewalk is only present on the north side of SR 501. The study segment does not have existing bicycle facilities (on-street marked bike lanes, marked sharrows, buffered bike lanes, cycle tracks, and shoulders with a width of five-feet or greater).

The Eastern Florida State College - Cocoa Campus, located just south of Michigan Avenue, is a major employer for Brevard County. There is potential for high pedestrian volumes within the study area from students and staff commuting to and from campus. One of the key goals outlined in the 2019 Space Coast TPO Bicycle and Pedestrian Master Plan (BPMP) is to connect major employment centers, such as the college and the Walmart located near the 90-degree curve, to the surrounding areas through enhanced pedestrian and bicycle facilities.

The entire corridor has been identified in the BPMP as a priority corridor for pedestrian and bicycle improvements. The corridor is also identified as part of the recommended Primary East Coast Greenway Alignment, which is a multi-use path stretching 3,000 miles from Maine to Florida, connecting some of the most populated cities in the country. Therefore, continuous bicycle and pedestrian facilities are needed within the study area.

Safety

The SR 501 Design Traffic Technical Memorandum (DTTM) (February 2015) has identified a Truck Factor of 7.1% along the study corridor. Trucks along the study corridor pose a concern for passing, particularly in the section where there is only one southbound lane. The Space Coast TPO Vision Zero Action Plan has identified the segment of SR 501 from Otterbein Avenue to the north Walmart entrance as a vehicle high injury corridor (ranked 21st in 2020).

The crash analysis from the Traffic and Safety Technical Memorandum (September 2025) revealed a total of 167 crashes between 2019 and 2023, with no fatalities, 63 injury crashes, and 104 property damage only crashes. Rear-end collisions were the most common crash type (29%), followed by head-on collisions (23%). Most crashes occurred during daylight hours (53%) and under dry pavement conditions (63%).

In addition to the frequency analysis used to identify crash trends, segment crash rates were calculated and compared with statewide averages for similar highway facilities throughout Florida to determine whether the segment was considered a high crash segment during the analysis period. The segment of SR 501 from the northern Walmart access point to Industry Road was a high crash segment during the study period with an actual crash rate (6.43) that is nearly five times greater than the statewide average (1.29) for similar facilities. The 90-degree curve approximately 900 feet north of Otterbein Avenue accounted for 13 crashes (14% of crashes in the high-crash segment), with speeding and wet pavement conditions noted as key contributing factors.

Project Status

FDOT is currently updating the design for the SR 501 widening to include a roundabout at the 90-degree curve east of Industry Road. The project is not yet funded for ROW acquisition or construction. In order to expand funding opportunities, the PD&E study documents are being updated to comply with federal standards, providing the ability to advance future project phases using federal funding options.

The Space Coast Transportation Planning Organization (TPO) 2050 Long Range Transportation Plan (LRTP) (Final October 2025) identifies the segment of SR 501 from Michigan Avenue to Industry Road as being widened from two to four lanes with a roundabout. The project and funding phases (PD&E and Design) are identified in the adopted (July 11, 2024) and current version (Amendment # 4, February 13th, 2025) of the Space Coast TPO Transportation Improvement Program (TIP) Fiscal Years (FY) 2026 - FY 2030 as Financial Project ID: 433605-1. The study is also identified in the State Transportation Improvement Program (STIP) which includes funding for the PD&E and Design phases.

1.3 Planning Consistency

Currently Adopted LRTP-CFP	COMMENTS			
Yes	Project is found in Table 7.13(B) in the 2040 LRTP Cost Feasible Plan. The planning consistency documentation including the LRTP, STIP, and TIP are attached. Future project funding can be found in the 2050 LRTP Cost Feasible Plan.			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$150,000 \$2,403,825	2018 2019	
STIP	Y	\$2,403,825	>2018	
R/W				
TIP				2050 LRTP Cost Feasible Plan shows \$38.6M in years 2036 to 2040
STIP				
Construction				
TIP				2050 LRTP Cost Feasible Plan shows \$26.8M in years 2041 to 2045
STIP				

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966, as amended	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG 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 (SCE) Evaluation Report was prepared for this project and is in the project file. Field reviews and existing Geographic Information System (GIS) data using a 1/4-mile radius around the centerline of the project limits were used to assess the socioeconomic characteristics and impacts associated with the project.

Community Focal Points

Community focal points are public or private locations, facilities, or organizations that are important to residents and communities. Community focal points include schools, religious facilities, community centers, parks, fire stations, law enforcement facilities, government buildings, healthcare facilities, cultural facilities, civic centers, social service facilities, cemeteries, and historic places. The community focal points located adjacent to SR 501 are summarized below.

Schools and Institutions

The Florida Solar Energy Center, a research institution, is directly adjacent to SR 501, located at the southwest corner of the SR 501 and Michigan Avenue intersection. Figure 3.1.1 shows the location of the institution in respect to the project corridor. A 0.09-acre section of the parcel is anticipated to be impacted by the project; these impacts will affect open green space on the property and will not affect any existing campus buildings or parking.

Access could temporarily be affected due to project construction along SR 501 and Michigan Avenue, but no permanent change in access is expected with the proposed widening.

Government Buildings

A United States Postal Service (USPS) building is located adjacent to SR 501, with the facility entrance directly accessible from SR 501. No direct impacts to the facility are anticipated, however access to the facility will be modified as the existing full median opening will be modified to a directional median opening as part of the project. Vehicles will be able to access the property from both the eastbound and westbound directions but vehicles attempting to proceed east will exit the property and will need to U-Turn at Industry Road, approximately 650 feet away. The location of the USPS building is shown on Figure 3.1.1.

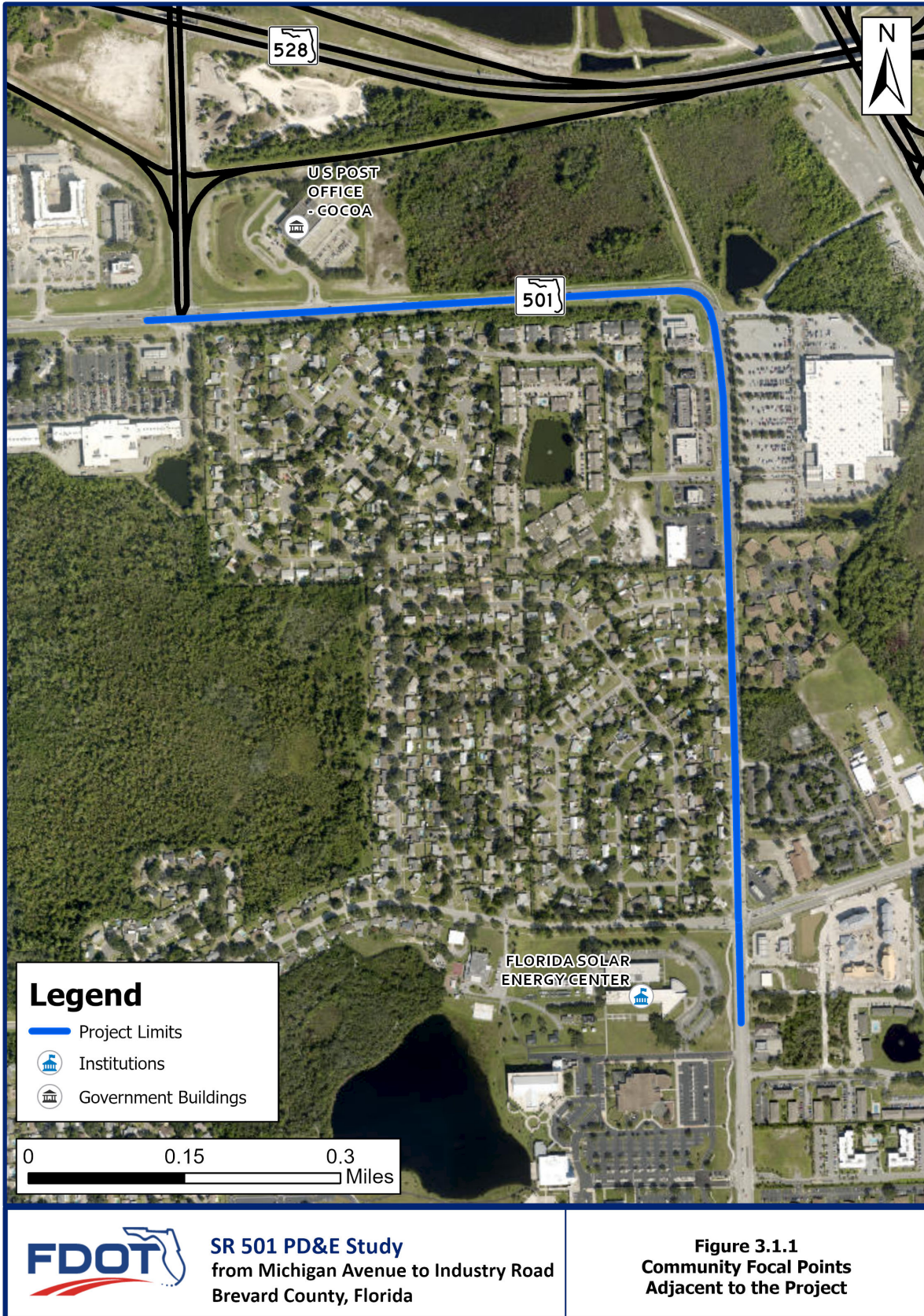


Figure 3.1.1: Community Focal Points Adjacent to the Project

Several community focal points are located within the study area; however, they are not adjacent to SR 501, and no impacts to these facilities are anticipated as a result of the project. These facilities include schools, religious institutions, social service facilities, community centers, parks, and healthcare facilities. There are no fire stations, law enforcement facilities, cultural facilities, civic centers, or cemeteries located within the study area. Refer to the SCE Evaluation Report, available in the project file, for more information regarding these community focal points.

Demographics

The 2022 American Community Survey (ACS) data was used to complete the demographic comparison and analysis contained in this document. Block groups are defined by the United States Census Bureau as "statistical divisions of census tracts and are generally defined to contain between 600 and 3,000 people." Census blocks are statistical areas bounded by visible features, such as streets, roads, streams, and railroad tracks, and by nonvisible boundaries, such as selected property lines and city, township, school district, and county limits.

The SCE study area intersects with five census block groups within Brevard County. However, it encompasses only a minimal portion of two of these groups, neither of which contain any residential or commercial properties. Consequently, only the remaining three census block groups were included in the demographic analysis, as illustrated in Figure 3.1.2. Tables 3.1.1 to 3.1.6 use the average from those three census block groups to compare specific demographic information related to the SCE study area to all of Brevard County.

Evaluation Criteria	Brevard County	SCE Study Area
Total population	610,723	5,600
Percent of the population that is White	72.0%	56.0%
Percent of the population that is Black	9.8%	21.7%
Percent of the population that is Hispanic	5.1%	12.2%
Percent of the population that is Asian	2.4%	3.4%
Percent of the population that is Other*	10.7%	6.7%
Percent of the population that is considered 'Minority'	28.0%	44.0%
Median population age	48.4	44.8
Percent of the population that is above 65 years old	12.6%	12.4%
*Other nationalities include: American Indian or Alaska native, Native Hawaiian or other Pacific islander, or two or more races.		

Table 3.1.1: Demographic Comparison: Population

Evaluation Criteria	Brevard County	SCE Study Area
Total acres	996,502	2,454
Population density (persons per acre)	0.61	2.28
Household density (houses per acre)	0.25	0.96
Percent of housing units occupied	82.3%	84.2%
Percent of housing units vacant	17.7%	15.8%
Average family size	3.2	3.3
Average household size	2.4	2.3

Table 3.1.2: Demographic Comparison: Density



Figure 3.1.2: Census Block Groups

Evaluation Criteria	Brevard County	SCE Study Area
Median Household Income (\$)	\$73,164	\$59,563
Median Family Income (\$)	\$91,473	\$88,430
Percent of households below the poverty line*	9.5%	6.0%
Percent of the population below the poverty line*	10.1%	4.8%
*The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered below the poverty line.		

Table 3.1.3: Demographic Comparison: Income

Evaluation Criteria	Brevard County	SCE Study Area
Percent of the population that commute to / from work via a car, truck, or van	84.8%	90.7%
Percent of the population that does not commute to/from work	11.6%	7.2%
Percent of the population that bikes, walks, or take public transportation to/from work	2.2%	2.1%
Percent of the population that travel to / from work via a motorcycle	0.4%	0.0%
Percent of the population that travels to work / from via "other" means	0.9%	0.0%
Percent of occupied housing units that do not have a vehicle	5.7%	7.3%

Table 3.1.4: Demographic Comparison: Transportation

Evaluation Criteria	Brevard County	SCE Study Area
Percent of the population that speaks only English	88.7%	84.5%
Percent of the population that speaks a language other than English and also speaks English "very well"	7.9%	15.5%
Percent of the population that is considered to be Limited English Proficient	3.4%	0.0%
Note: People with Limited English Proficiency speak English "less than very well" or "not at all." These people have a limited ability to read, write, speak, or understand English.		

Table 3.1.5: Demographic Comparison: Language

Evaluation Criteria	Brevard County	SCE Study Area
Percent of the population that is over 25 years old and has less than a 9th grade education	2.3%	0.9%
Percent of the population that is over 25 years old and has completed more than 9th grade but does not have a high school diploma	5.1%	9.1%
Percent of the population that is over 25 years old and has a high school diploma	92.7%	90.3%
Percent of the population that has some college or an associates degree	33.7%	42.3%
Percent of the population that has a bachelor's, master's, doctorate, or professional degree	33.0%	17.2%

Table 3.1.6: Demographic Comparison: Education

The percentage of population considered White is 16.0 percent lower in the SCE study area compared to Brevard County at 56.0 and 72.0 percent, respectively. The percentage of Black population is approximately 11.9 percent higher in the SCE study area compared to Brevard County at 21.7 and 9.8 percent, respectively. The study area also has a higher percentage of Hispanic (12.2 percent to 5.1 percent) and Asian (3.4 percent to 2.4 percent) residents when compared to Brevard County as a whole. As a result, the percentage of population that is considered "minority" is 16.0 percent higher in the SCE study area compared to the county (44.0 percent to 28.0 percent). Figure 3.1.3 shows the percent of population that is considered "minority" in the SCE study area.

The median household income in the SCE study area is \$59,563 which is lower than the median household income of Brevard County of \$73,164. The median family income in the SCE study area is also lower (\$88,430) than that of Brevard County (\$91,473). The percentage of households and individuals below the poverty line is lower in the SCE study area than in Brevard County. The percentage of households and population below the poverty line in the SCE study area are 6.0 and 4.8 percent, respectively. The percentage of households and population below the poverty line in Brevard County are 9.5 and 10.1 percent, respectively. Figure 3.1.4 shows the percentage of households below the poverty line.

The percentage of the population that commutes to and from work using a car, truck, or van is 5.9 percent higher in the SCE study area (90.7 percent) compared to Brevard County (84.8 percent). The SCE study area also has a lower percentage of people who do not commute to work and a slightly lower percentage of commuters who use bicycles, walk or use public transportation compared to Brevard County as a whole. The SCE study area has a higher percentage of occupied housing units which have no vehicle in the household (7.3 percent to 5.7 percent) than the county.

In the SCE study area-which includes two additional census blocks for analysis-the percentage of Limited English Proficient (LEP) individuals is lower than in Brevard County: 1.0 percent versus 3.4 percent.

Although ROW acquisition and relocations are anticipated as a result of this project, no changes to the population or demographic characteristics of the SCE study area are anticipated.

Community Cohesion

The project corridor is comprised of mostly residential properties with businesses and institutional properties at the southern project limit, near Michigan Avenue and businesses clustered around the 90-degree curve and the northern project limit. SR 501 provides a primary thoroughfare for residents, living in neighborhoods located south and west of the roadway, to access various retail businesses as well as access to SR 528 and other community focal points. SR 501 accommodates multiple modes of transportation including vehicles, pedestrians, and transit users. This project provides the opportunity to enhance community cohesion with new shared use paths, along both sides of the roadway, allowing for safer non-motorized travel within the project corridor. As part of the resurfacing, restoration, and rehabilitation (RRR) project on SR 501 from SR 520 to Industry Road (FM Number: 447085-1), the design speed of the roadway was reduced to 35 mph. The design speed of the roundabout will be 30 mph; this reduction in travel speed could result in increased safety for all road users in the area.

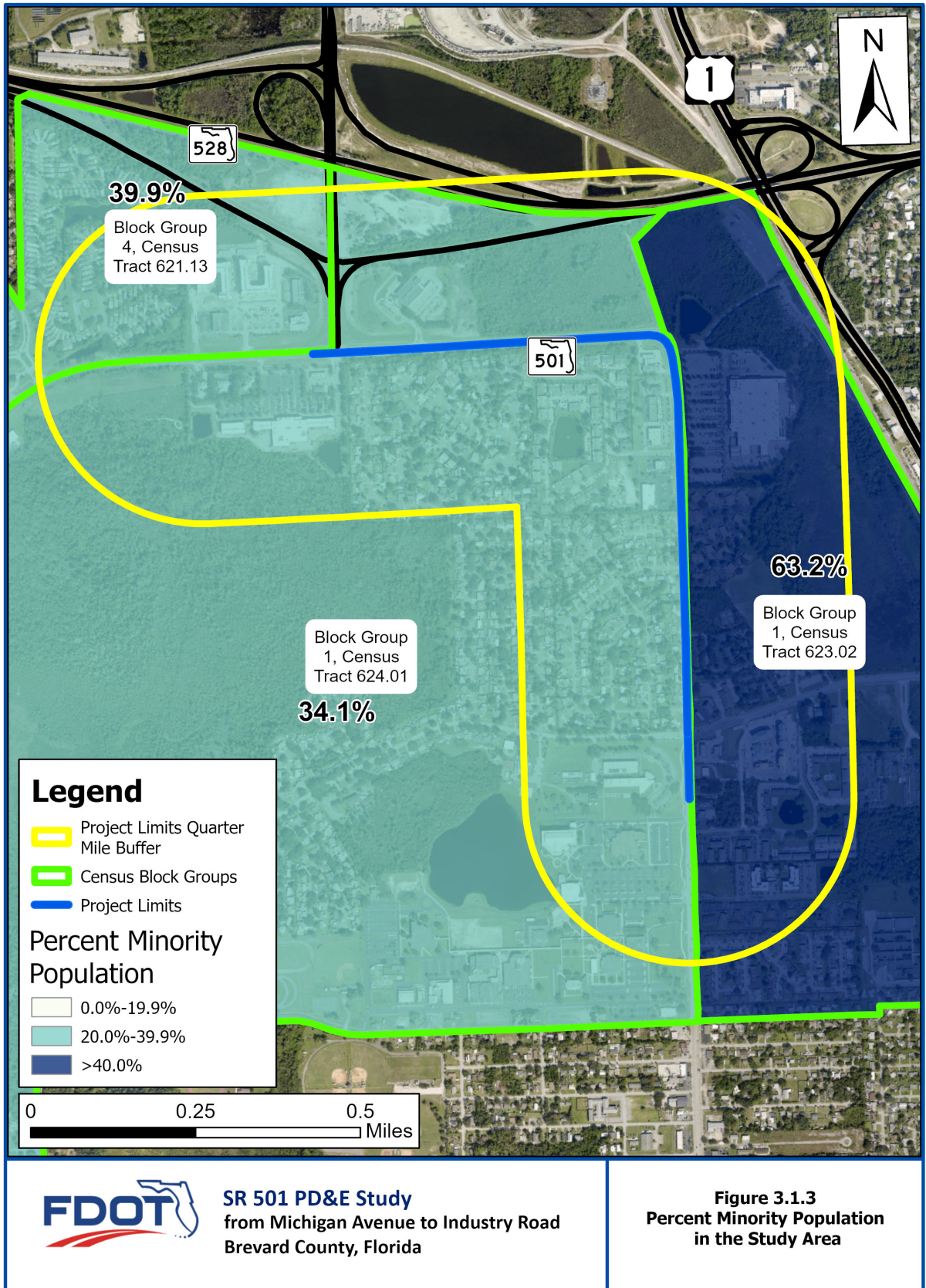


Figure 3.1.3: Percent Minority Population in the Study Area

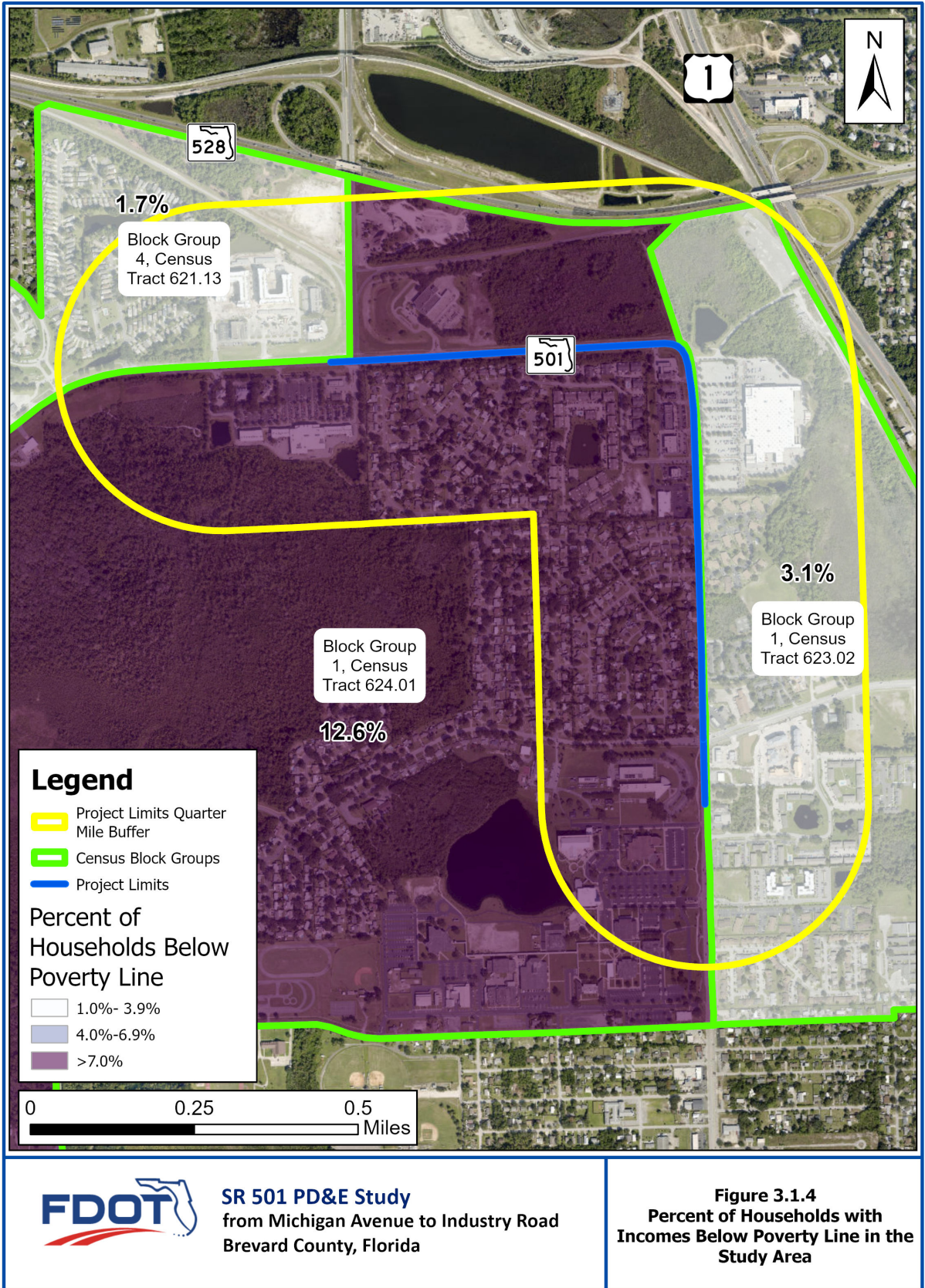


Figure 3.1.4: Percent of Households with Incomes Below Poverty Line in the Study Area

Safety

By widening the roadway from two to four lanes, the Preferred Alternative is expected to increase safety on the roadway with the addition of the median to reduce head-on collisions. The Preferred Alternative increases capacity in order to reduce traffic congestion which has been found to lower rear end crashes and adds shared use paths in order to reduce bicycle and pedestrian crashes by minimizing conflicts. The addition of the roundabout is expected to reduce crashes within the existing high crash segment of SR 501.

SR 501 is not a Strategic Intermodal System (SIS) or hurricane evacuation route. However, Industry Road has an interchange with SR 528 (Beachline Expressway) located just to the north which is a designated SIS facility connecting the City of Orlando and the Orlando International Airport to the west and Port Canaveral to the east. In addition, SR 528 is the only SIS facility in Brevard County other than I-95. These two roads serve as Brevard County's primary hurricane evacuation routes. The widening of SR 501 is anticipated to enhance connectivity to SR 528 which will lead to improved evacuation and response times. As a result, the safety of Brevard County residents will be enhanced.

Community Goals/Quality of Life

The widening of SR 501 will enhance the transportation network within the City of Cocoa and Brevard County by improving safety and traffic flow along the facility. Improvements to the roadway and infrastructure will improve access to community facilities, residences, businesses, and employment centers along the project corridor and in the surrounding region with improved access to the SR 528 (Beachline Expressway). The improvements will also enhance the quality of life of those living in the project area as well as commuters driving through this area.

Coordination with FDOT, Brevard County, City of Cocoa, and Space Coast TPO was conducted throughout the project to receive input regarding the project through coordination and progress meetings. Based on input received during the project development process and a review of the comprehensive plans of Brevard County, the City of Cocoa, and the long-range transportation plans of the Space Coast TPO, the project aligns with the community's vision.

3.2 Economic

SR 501 serves a key regional arterial as the facility connects to SR 528, I-95 (via SR 524), and US 1. The facility also serves as one of the main thoroughfares within the City of Cocoa, providing access to commercial, residential, and institutional sites within the city and is becoming more heavily used as population and employment increase within the city and Brevard County. The University of Florida's Bureau of Economic and Business Research (BEBR) projects that the population in Brevard County is estimated to grow from 640,773 (2023) to 784,500 (2050), a 22 percent increase. Traffic volumes on local roadways will likely increase along with the population growth. Efforts to improve safety and mobility within the corridor will not only support the current residents and businesses but will also better accommodate growth in future years. Improvements to safety, reduction in traffic congestion, and increased mobility for non-motorized travelers will help to increase the quality of life for residents and support the local economy by improving access to businesses, supporting employment growth, and access to educational opportunities throughout the area.

The project is anticipated to impact parts of 28 parcels, totaling approximately 6.7 acres. Two business displacements (Mobil Gas Station and Master Homemade Donuts) are expected to occur as a result of the construction of the project. Although the business relocations will temporarily reduce income and job availability within the City of Cocoa, there are suitable relocation options within the city to accommodate the relocation of these businesses. Therefore, no significant economic impacts are expected as a result of the business relocations.

Tax base impacts are anticipated since the project will require ROW acquisitions and relocations. Nineteen relocations are anticipated as a result of the construction of the project: 17 residential properties and two businesses. The tax base impacts were estimated using data from the Brevard County property appraiser. A relocation assumed the parcel value would be changed to zero and an impact assumed the percentage of the parcel being acquired would correlate to the percentage of value the parcel is worth. It is estimated that this project will impact \$4.3 million of the tax base.

Property acquisition provides an opportunity to redevelop and rehabilitate businesses currently located along SR 501, as well as potentially attracting new development and employment opportunities along the corridor which could result in an increased tax base in the future. Therefore, no significant tax base impacts are expected as a result of the business relocations for this project.

All existing business access will be maintained by providing right-in / right-out access to SR 501, while the Walmart south entrance will retain full access with left-turn movements at the signal. As previously stated, some businesses may have modified median access as a result of the project and vehicles destined for those businesses may have to travel further upstream to perform a U-turn to access the desired location.

3.3 Land Use Changes

Existing Land Use

Due to the non-contiguous city limits within the project corridor, the study area is located mostly within the City of Cocoa with a small section of unincorporated area under the jurisdiction of Brevard County. The study area is currently primarily comprised of suburban land uses such as medium to high density residential, retail commercial, and scattered areas of open green spaces such as wetlands and forested areas. There are no agricultural lands located within the study area. Table 3.3.1 shows the acreage of existing land currently designated for other uses that will be converted to transportation use as a result of the project. The land use directly adjacent to SR 501 consists of high-density residential, commercial retail, institutional, and open land/green space. Figure 3.3.1 shows an existing land use map of the project corridor, based on land cover data from St. Johns River Water Management District (SJRWMD).

Land Use Type	Acreage Converted
Residential	4.36
Commercial	2.20
Institutional	0.09
Total	6.65

Table 3.3.1: Potential Existing Land Use Acreage Converted to Transportation

Future Land Use

Figure 3.3.2 shows the future land use map for the project corridor based on the data provided by the East Central Florida Regional Planning Council (last updated March 2020). The predominate land uses within the project corridor on the future land use map are similar to the existing land use, primarily residential and commercial. The most significant difference in the existing to future land use maps is the conversion of open land to commercial development. The corridor is mostly built out and development is already planned and/or underway on the vacant properties along the corridor. Therefore, no significant changes to land use are anticipated as a result of the project.

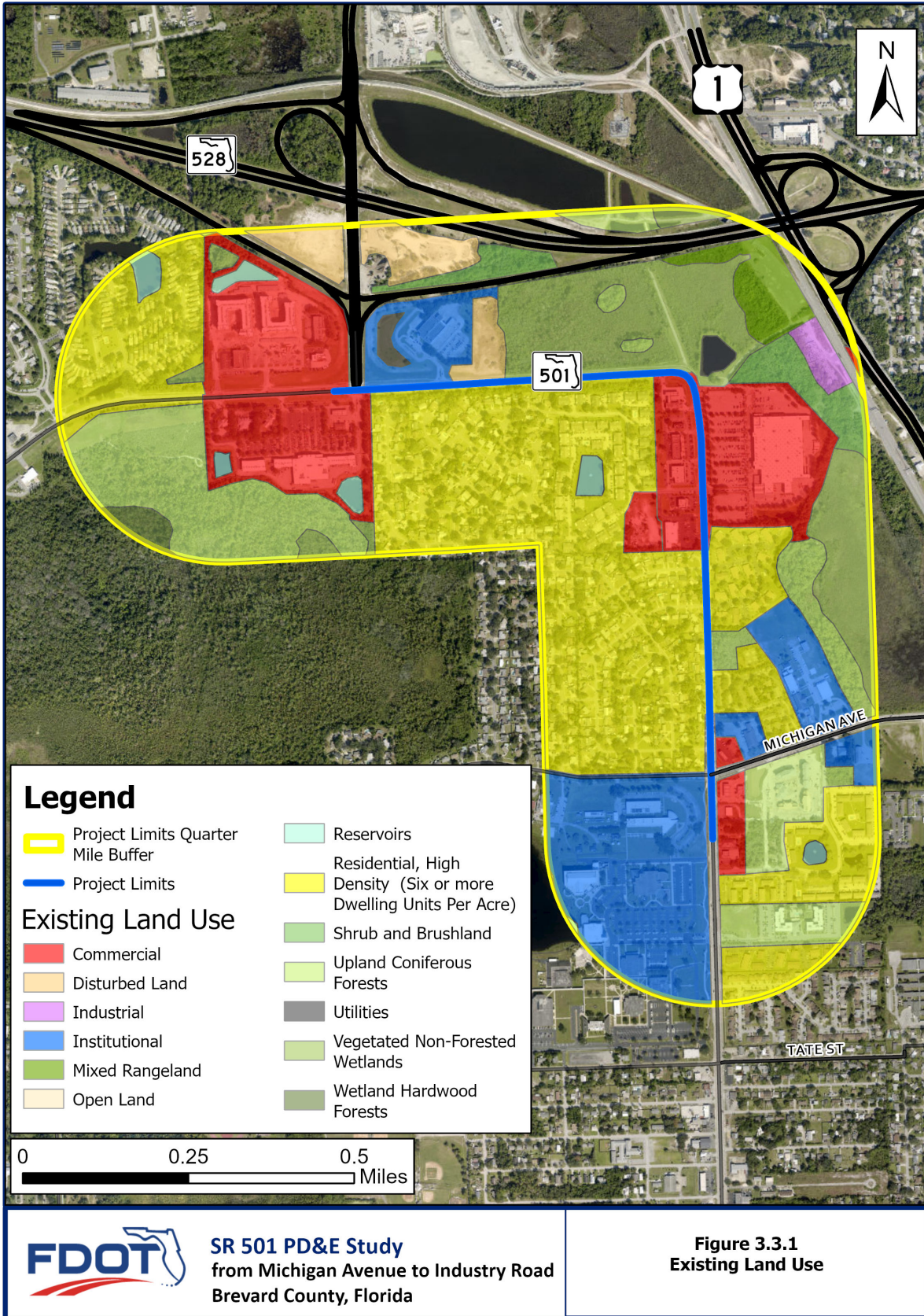


Figure 3.3.1: Existing Land Use

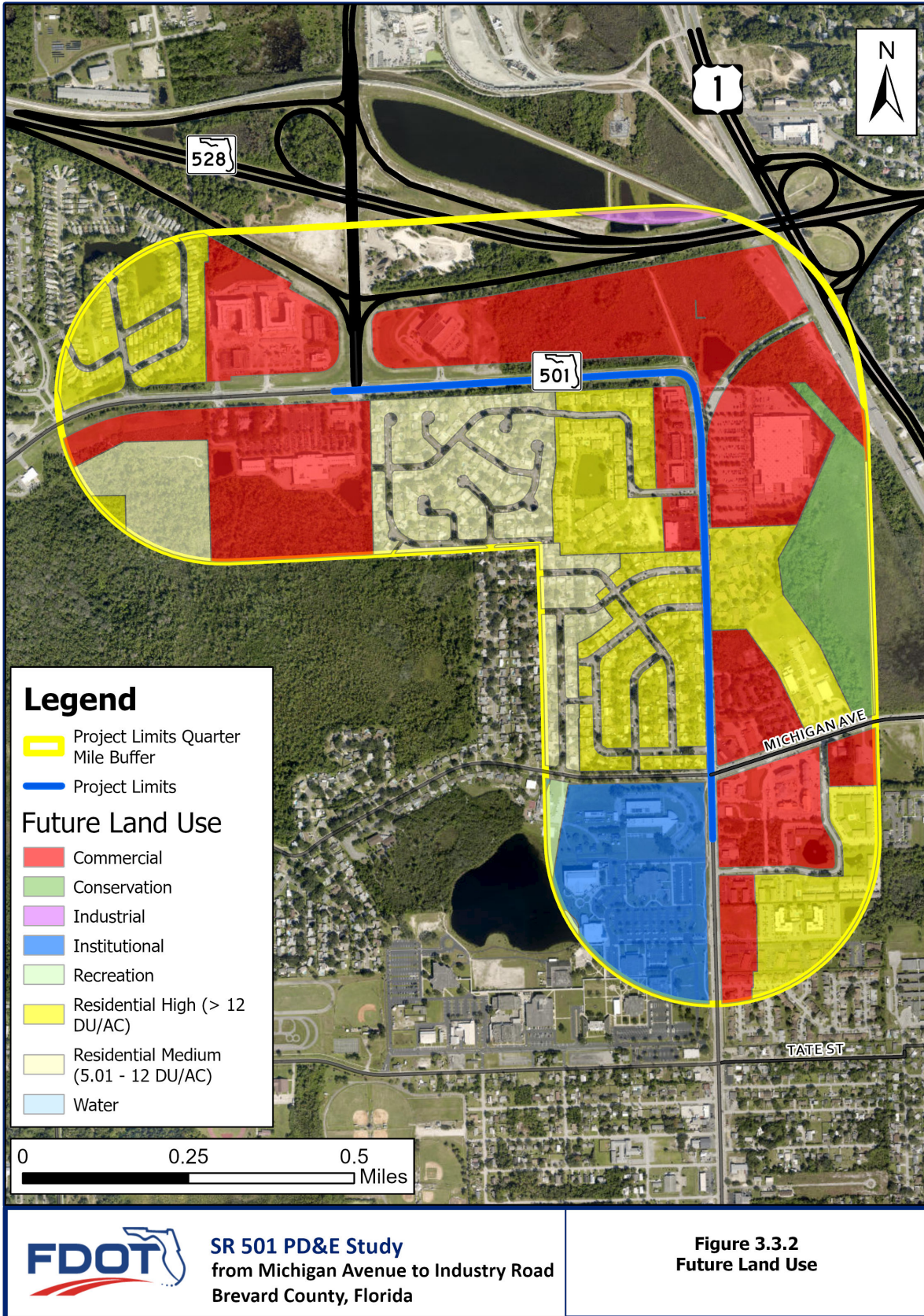


Figure 3.3.2: Future Land Use

3.4 Mobility

The proposed SR 501 widening will enhance pedestrian and bicycle mobility within the corridor by incorporating new Americans with Disabilities Act (ADA)-compliant shared use paths in each direction that are typically 14 feet, with some areas reduced to 10 feet to minimize ROW impacts. These paths will replace existing sidewalks where applicable, eliminating gaps in the sidewalk network and improving connectivity. Additionally, the shared use paths will enhance safety by separating bicyclists and pedestrians from vehicular traffic.

The Space Coast Area Transit operates transit and paratransit services within Brevard County. The Route 6 (Cocoa/Rockledge) bus route runs along the entire length of SR 501 from the Cocoa Commons Shopping Center to Barton Boulevard. Bus stops are located at the following locations within the project limits:

- Southeast corner of SR 501 and Michigan Avenue
- Northeast side of SR 501 and La Marche Drive
- Northwest corner of SR 501 and Otterbein Avenue
- In front of Walmart (along SR 501)
- North and south sides of SR 501 in front of the US Post Office

No impacts on this transit service are anticipated.

Traffic congestion along SR 501 results in user delays that will likely continue to worsen if no improvements are implemented. The proposed project will enhance mobility, reduce congestion, and promote regional connectivity by adding an additional lane in each direction, median openings to better manage access to the roadway, and a new roundabout to allow for safe and efficient travel throughout the corridor. The restrictive access will result in some vehicles needing to travel further in some cases on SR 501 before making a U-turn, and then turning right into their destination. Temporary traffic delays are anticipated during construction. Traffic will be maintained through Temporary Traffic Control Plans utilizing temporary asphalt and lane shifts; detours are not anticipated.

3.5 Aesthetic Effects

The SR 501 corridor currently contains minimal aesthetic features inside the existing ROW. The residences directly adjacent to southbound SR 501 between Michigan Avenue and just north of Calvados Drive will be impacted and relocated. After the 2016 Public Hearing, Brevard County requested that perimeter fencing be added to separate the parcels acquired along SR 501, as shown in Figure 3.6.1, from the rear of the adjacent property line to create a seamless look. Therefore, a perimeter wall on the west side of SR 501 from Michigan Avenue to just north of Calvados Drive (south of Aldi) is proposed to serve as a buffer for residents abutting the proposed improvements. There is currently a maintenance agreement in place between the County and FDOT which may be amended in order to include the project enhancements. Noise walls were found to be warranted along a section of SR 501 between Industry Road and Quail Ridge Court, along the rear of 13 properties in the College Green Estates neighborhood. The noise wall, as shown in the attached noise map, will provide a visual buffer for residents who live in the College Green Estates.

No landscaping plan has been developed as part of the PD&E study. A landscaping concept and design in conjunction with the proposed SR 501 improvements will be developed during the design phase to enhance the current landscaping schemes found with the study area. FDOT commits to coordinating with the City of Cocoa and Brevard County to implement a meandering sidewalk/shared use path and landscape improvements (to be maintained by the City/County) along the west side of SR 501 from Michigan Avenue to Otterbein Avenue.

It is anticipated that the project will be perceived by the community as consistent with the character and aesthetic values of the community. Input from the public on this topic was solicited at a series of public meetings. Comments reflected overall support, with individual feedback focused on potential property acquisitions, noise walls, and the recommended shared use paths.

3.6 Relocation Potential

The Preferred Alternative impacts 28 parcels for a total of approximately 6.7 acres of ROW acquisition for the roadway improvements and proposed pond sites, resulting in 17 residential relocations and 2 business displacements. No community focal points are anticipated to be relocated as a result of the project. Figure 3.6.1 shows the relocations required for the Preferred Alternative.

Residential

A total of 17 residential relocations, along the west side of SR 501 between Michigan Avenue and Calvados Drive, are anticipated as a result of this project. The surrounding area features sufficient inventory of residential properties where displaced residents could potentially relocate. An analysis of search results from redfin.com property listings on 5/5/2025 revealed 22 listed properties for sale that would be considered potential replacement properties. In addition to the properties for sale, 12 residential properties for rent were found in the same search area. The Conceptual Stage Relocation Plan (CSRP), available in the project file, provides more details on the anticipated residential relocations.

Although relocations are anticipated as a result of the project, no changes to the area population or demographic characteristics are anticipated.

Non-Residential

A total of two business displacements, Mobil Gas Station and Master Homemade Donuts, both located on the south quadrant of the 90-degree curve, are anticipated as a result of this project. A search of available comparable commercial sites was conducted on LoopNet on 5/5/2025 and identified one vacant parcel zoned for commercial for sale and two properties for lease that could accommodate the Master Homemade Donuts. No replacements gas station sites were available at the time of the review in the immediate area. However, the businesses are not location sensitive and could be relocated to alternate locations in the city; further, there are similar businesses within the local area which would continue to provide these services for nearby residents. The CSRP provides more details on the anticipated business displacements.

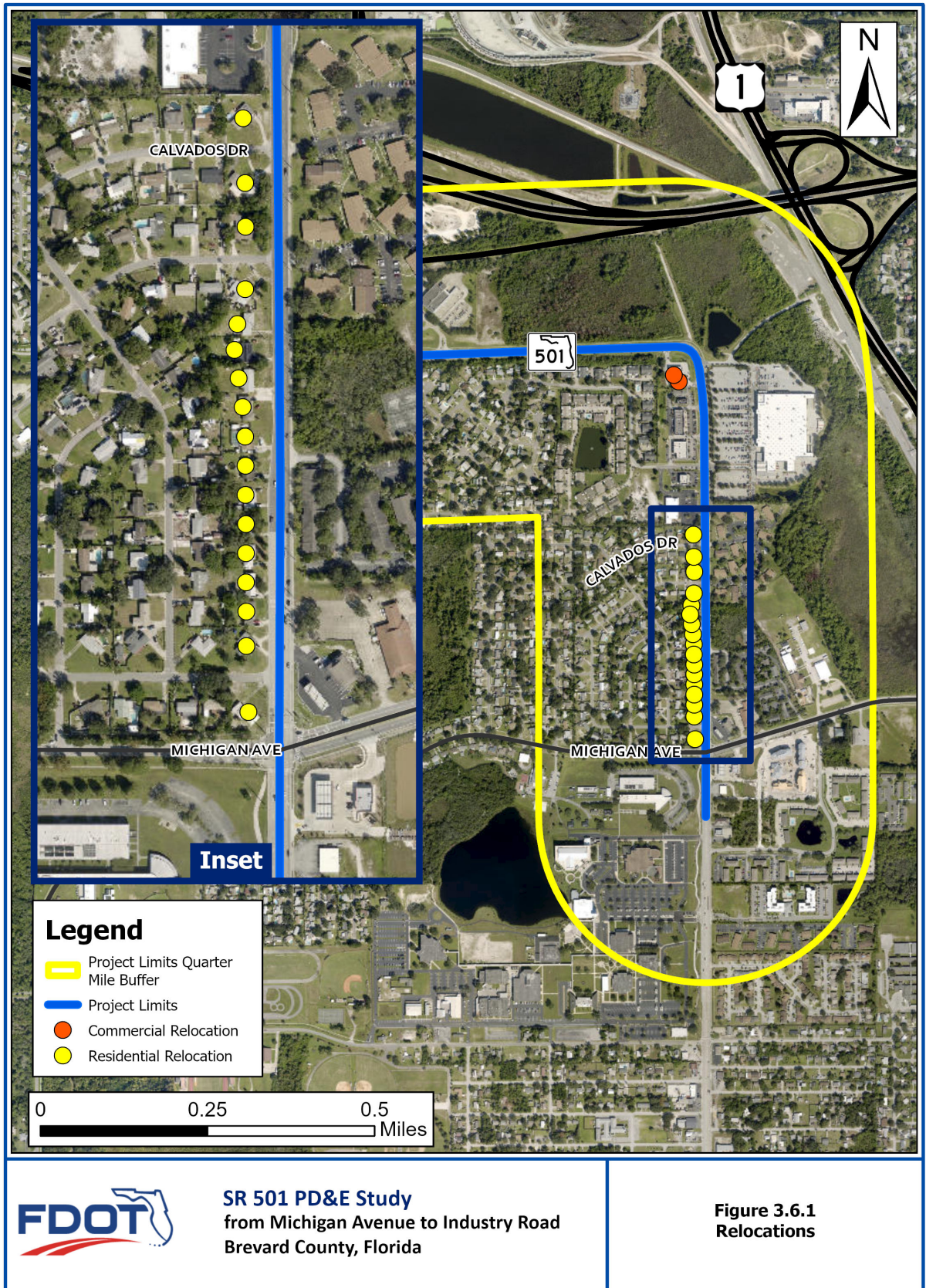


Figure 3.6.1: Relocations

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 Section 421.55, Florida Statutes, 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 Palm Bay - Melbourne 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 these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 08/19/2025. Therefore, FDOT, in consultation with SHPO has determined that the proposed project will result in No Historic Properties Affected.

The APE defines the area within which the proposed work and subsequent maintenance may cause physical, visual, audible, or atmospheric effects to historic properties. The archaeological APE for this project is defined as the existing and proposed ROW as well as the proposed pond footprints. The architectural history APE was extended to the back or side property lines of parcels adjacent to the ROW, or a distance of no more than 328 feet from the ROW line and the pond footprints plus a 100 foot buffer. For the purpose of the study, the "APE" is the combined archaeological APE and architectural history APE.

In 2015, a CRAS was prepared for the SR 501 corridor from Michigan Avenue to Industry Road (Florida Master Site File (FMSF) Survey No. 22376). The archaeological portion of the survey included pedestrian survey and systematic shovel testing. Two negative shovel tests were excavated within the current APE; further testing was prevented due to the high level of disturbance and urban development within the APE. A total of 31 historic buildings were recorded, all of which are within the current APE and are discussed below. No archaeological sites were identified within the current APE. The SHPO concurred with the findings in the CRAS in a letter on November 23, 2015, attached to this report.

A CRAS Addendum was prepared in 2016 (FMSF Survey No. 22744) which surveyed eight pond locations, four of which overlap the current archaeological APE. The archaeological portion of the survey included pedestrian inspection of the pond footprints. No shovel testing was conducted due to the heavily disturbed soils within the APE. The survey noted seven previously recorded resources and recorded six new historic buildings. No archaeological sites or other resources were identified within the current APE. The SHPO concurred with the findings in the CRAS Addendum in a letter for the eight ponds on March 16, 2016 (see attached).

FMSF data from April 2025 were reviewed to identify any previously recorded cultural resource surveys within the APE. The FMSF review indicates that seven previous cultural resource surveys have been conducted within the APE. Two of the surveys, FMSF Survey Nos. 22376 and 22744, are the original 2015 CRAS and 2016 CRAS Addendum conducted for this project, both available in the project file. These surveys encompass most of the current APE. A CRAS Addendum was prepared in July 2025 and represents an update to these CRAS.

Further review of the FMSF database in 2025 indicates that 38 previously recorded resources have been recorded within the APE. This includes 37 historic buildings and one linear resource.

Archaeological Resources

Three shovel tests were excavated within previously untested portions of the APE, and two no-dig points were marked where testing was not possible due to the presence of marked buried utilities. Existing conditions within and adjacent to the archaeological APE include residential and commercial development and undeveloped, wooded parcels. Shovel testing was restricted to two potential pond locations and one proposed corridor segment north of an existing parking lot access road in the northeastern part of the APE. The three shovel tests were negative for cultural material. No archaeological sites or archaeological occurrences were recorded within the APE.

Architectural Resources

The architectural history survey resulted in the identification and evaluation of 52 resources within the APE. Thirty-eight previously recorded resources were surveyed, including one linear resource (8BR04195) and 37 buildings (8BR03301-8BR03331 and 8BR03360-8BR03365). The survey also identified 14 newly recorded buildings (8BR04663- 8BR04676). The FDOT determined that all 52 resources are ineligible for listing in the NRHP, both individually and as contributors to a historic district.

No NRHP-listed or -eligible cultural resources were identified within the project APE. The project will result in *No Historic Properties Affected* and no further cultural resources work is needed. The SHPO concurred with the findings in the CRAS Addendum in a letter dated August 19, 2025, attached to this report. The CRAS was also sent to the Muscogee (Creek) Nation Cultural Preservation on August 12, 2025; no response has been received to date. For more information on the historic or archaeological survey for the pond sites, refer to the CRAS Addendum, available in 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 project area is identified as an unfunded segment of the Florida Shared-Use Nonmotorized (SUN) Trail Program which was created pursuant to Section 339.81, Florida Statutes (F.S.) in 2015 in coordination with the Florida Department of Environmental Protection (FDEP) to establish a statewide system of interconnected multi-use trails for bicyclists and pedestrians. Today, the SUN Trail network includes a combination of existing, planned, and conceptual multiple-use trails that increase the reliability of Florida's transportation system. The segment under discussion is a planned but unfunded future corridor. This unfunded segment of the SUN Trail Network is exempt from Section 4(f) in accordance with 23 CFR 774.13(f)(4): trails, paths, bikeways, and sidewalks that are part of the local transportation system, and which function primarily for transportation. However, the project's scope of work will have no impact on the constructability, connectivity, or function of the future segments of the SUN Trail Network or any additional recreational trail opportunities.

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

There are no other protected public lands in the project area

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 conducted for this project and is available in the project file. This project was evaluated for impacts on wildlife and habitat resources, including federally and state protected species.

Field reviews were conducted in October 2024 and consisted of vehicular surveys and detailed pedestrian surveys through natural areas and altered habitats with the potential to support protected species.

The project area is not within U.S. Fish and Wildlife Service (USFWS) designated critical habitat for any species. The project area is within the USFWS Consultation Areas of the Audubon's crested caracara (*Caracaras plancus audubonii*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Florida scrub-jay (*Aphelocoma coerulescens*), piping plover (*Charadrius melodus*), Atlantic salt marsh snake (*Nerodia clarkii taeniata*), West Indian manatee (*Trichechus manatus*), and wood stork (*Mycteria americana*). The Southeast U.S. distinct population segment (DPS) of wood stork will be removed from the Federal List of Endangered and Threatened Wildlife on March 12, 2026 as recorded in the Federal Register, Volume 91, No. 27 on Tuesday, February 10, 2026 and therefore is not discussed in the remainder of this report. Federal agencies (including FDOT under NEPA assignment) are no longer required to consult with USFWS under Section 7 of the Endangered Species Act (ESA) for the wood stork. The Brevard County Soil Survey, recent aerial imagery (2024), SJRWMD Florida Land Use, Cover and Forms Classification System (FLUCFCS), as well as general pedestrian surveys have been reviewed to determine habitat types present or absent within and adjacent to the project corridor.

Federally Listed Species

A total of 11 federally listed species and 2 proposed federally listed species have the potential to occur around or within the subject project area. However, during field reviews, no federally listed species were observed. All federally listed species, listing statuses, and effect determinations can be found in Table 5.1.1.

Species	Common Name	USFWS Status	Effect Determination	Potential for Occurrence
Birds				
<i>Aphelocoma coerulescens</i>	Florida scrub-jay	T	MANLAA	Moderate
<i>Laterallus jamaicensis</i>	Eastern black rail	T	No Effect	None
<i>Rostrhamus sociabilis plumbeus</i>	Everglade snail kite	E	No Effect	None
<i>Charadrius melodus</i>	Piping plover	T	No Effect	None
<i>Caracara plancus audubonii</i>	Audubon's crested caracara	T	No Effect	None
<i>Calidris canutus rufa</i>	Rufa red knot	T	No Effect	None
Reptiles				

<i>Drymarchon couperi</i>	Eastern indigo snake	T	MANLAA	Moderate
<i>Nerodia clarkii taeniata</i>	Atlantic salt marsh snake	T	No Effect	None
Mammals				
<i>Perimyotis subflavus</i>	Tricolored bat	P (E)	MANLAA	Moderate
<i>Trichechus manatus</i>	West Indian Manatee	T	No Effect	None
Insects				
<i>Danaus plexippus</i>	Monarch butterfly	P (T)	N/A	Moderate
Plants				
<i>Warea carteri</i>	Carter's mustard	E	MANLAA	Low
<i>Polygala lewtonii</i>	Lewton's polygala	E	MANLAA	Low
Ranking: P (T) - Proposed Threatened, P (E) - Proposed Endangered, E - Endangered, T - Threatened, MANLAA - May Affect Not Likely to Adversely Affect				

Table 5.1.1: Federally Listed Species

Florida Scrub-Jay

The Florida scrub-jay (*Aphelocoma coerulescens*) is listed as **threatened** by USFWS. The project falls within the consultation area of the Florida scrub-jay. Scrub habitat is present within the 300-foot project buffer in the form of shrub and brushland located west of Industry Road. The habitat covers approximately 0.33 acres and lies outside the proposed construction limits, therefore no direct impacts from the project are expected. During field reviews no Florida scrub-jays were observed. However, the Efficient Transportation Decision Making (ETDM) screening identified several documented Florida scrub-jay sightings from 2020 to 2025, with the closest observation approximately 500 feet from study area. A representative map of the documented observations can be found in Figure 5.1.1. Because suitable habitat for the species is limited within the project limits, a species survey is not warranted. Although the surrounding area includes limited suitable habitat to support the Florida scrub-jay, the combination of minimal available habitat and multiple past sightings leads to a "moderate" potential for occurrence. Due to project proximity to scrub jay activity, determination of **may affect, not likely to adversely affect** has been made for the Florida scrub-jay.

Eastern Black Rail

The Eastern black rail (*Laterallus jamaicensis ssp. jamaicensis*) is listed as **threatened** by USFWS. There is no suitable habitat within the project limits, and no historical observations within the project area. Due to the lack of suitable habitat present within the study area, the potential for occurrence is "none" and it has been determined that the project will have **no effect** on the Eastern black rail.

Everglades Snail Kite

The Everglade snail kite (*Rostrhamus sociabilis plumbeusis*) is listed as **endangered** by USFWS. No snail kites, evidence of snail kites, or suitable habitat was observed within the project area during field reviews. Due to the lack of suitable habitat within the study area, the potential for occurrence is "none" and it has been determined that the project will have **no effect** on the Everglade snail kite.

Piping Plover

The piping plover (*Charadrius melodus*) is listed as **threatened** by USFWS. Although the piping plover consultation area overlaps with the project area, there is no suitable habitat within the project footprint to support this species. Due to the lack of suitable habitat within the study area, the potential for occurrence is "none" and it has been determined that the project will have **no effect** on the piping plover.

Audubon's Crested Caracara

The Audubon's crested caracara (*Caracara plancus audubonii*) is a large, boldly patterned raptor with a crest that is listed as **threatened** by the USFWS. While the project is located within the consultation area, Florida Natural Areas Inventory (FNAI) data has not documented the species within three miles of the project study area. During field reviews, no suitable habitat is present for this species due to the lack of open pasture and dry prairies. Due to the lack of suitable habitat within the study area, the potential for occurrence is "none" and it has been determined that the project will have **no effect** on the Audubon's crested caracara.

Rufa Red Knot

The rufa red knot (*Calidris canutus rufa*) is listed as **threatened** by USFWS. While the project area is within the USFWS species range, the red knot has not been documented, nor has suitable habitat for the red knot been identified within the study area. Due to the lack of suitable habitat within the study area, the potential for occurrence is "none" and it has been determined that the project will have **no effect** on the rufa red knot.

Eastern Indigo Snake

The Eastern indigo snake (*Drymarchon couperi*) is federally listed as **threatened** by USFWS. This species has the potential to occur in disturbed habitats but is often found in habitats containing gopher tortoises. Although suitable habitat, such as disturbed lands, is present within the study area, no observations of the species were recorded. The Florida Fish and Wildlife Conservation Commission (FWC) Rare Snake Sightings GIS database was reviewed for Eastern indigo snake sightings and no sightings have been documented within the project area. However, due to the presence of suitable habitat, the species is assigned a "moderate" potential for occurrence. Based on the Eastern indigo snake Determination of Effect Key (A>B>C>D>E), it has been determined the project **may affect, not likely to adversely affect** this species. The most recent version of the USFWS standard protection measures of the Eastern indigo snake will be utilized.

Atlantic Salt Marsh Snake

The Atlantic salt marsh snake (*Nerodia clarkii taeniata*) is listed as **threatened** by USFWS. The project area falls within the consultation area for this species; however, it lacks the suitable habitat necessary to support its presence. Due to the lack of suitable habitat, the potential for occurrence is "none" and it has been determined that the project will have **no effect** on the Atlantic salt marsh snake.

Tricolored Bat

The tricolored bat (*Perimyotis subflavus*) is proposed as federally **endangered** under the ESA and is considered a 'Species of Greatest Conservation Need' in Florida. Multiple landscape trees are found within the project study area, some of which may be impacted due to this project. During field reviews conducted in October 2024, no signs of bats were discovered but suitable habitat is present within the project area. There are no existing bridges present at the project location that would provide potential suitable roosting habitat. However, there are culverts present throughout the project area that can provide suitable roosting habitat for the tricolored bat. There is a "moderate" potential of occurrence, therefore the project **may affect, not likely to adversely affect** the tricolored bat.

As the timeline for construction is better defined, FDOT will adhere to the applicable commitment below:

- (a) Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).
- (b) Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when temperature is below 45 degrees Fahrenheit,

then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, appendix K, Assessing Bridges Culverts for Bats, will be used.

* (i) If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for two years. Negative results for acoustic surveys are valid for five years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to USFWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures noted may be required if updated detections are reported and may result in reinitiation of consultation with USFWS.

* (ii) If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.

West Indian Manatee

The West Indian manatee (*Trichechus manatus*) is listed as **threatened** by USFWS. The West Indian manatee consultation area is within the study area because of the Indian River Lagoon being less than a mile away. However, there is no suitable habitat or critical habitat identified in the study area. The critical habitat for this species can be found approximately 0.57 miles east, within the Indian River Lagoon. Due to the lack of suitable habitat within the study area, the potential for occurrence is "none" and it has been determined that the project will have **no effect** on the West Indian manatee.

Monarch Butterfly

On December 12, 2024, the USFWS published a proposed rule to list the monarch butterfly (*Danaus plexippus*) as **threatened** under the ESA. Milkweeds, the monarch's host plant, occur within roadside, fields, and urbanized and suburbanized areas. The project area has the potential to sustain milkweed; therefore, the monarch butterfly has a "moderate" potential for occurrence within the project area.

If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, during the design and permitting phase of the proposed project, FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.

Federally Protected Plants

Carter's mustard (*Warea carteri*) and Lewton's polygala (*Polygala lewtonii*) are listed as federally **endangered** by USFWS. These species are typically found in upland scrub habitats. There is suitable scrub habitat within the study area, such as shrub and brushland. During the October 2024 field review, these species were not observed. Due to little suitable habitat present, the potential for occurrence is "low" and the project **may affect, not likely to adversely affect** the federally protected plants.

State Listed Species

There are 40 individual state listed plant species that have the potential for occurrence within the study area. Additionally, 12 state-designated wildlife species have the potential of occurrence within the study area. The only state listed species observed during the field reviews was the tricolored heron (*Egretta tricolor*). State listed species, their state listing status, and effect determinations can be found in Table 5.1.2.

Species	Common Name	FWC Status	Effect Determination	Potential for Occurrence
Birds				
<i>Egretta caerulea</i>	Little blue heron	T	No Adverse Effect Anticipated	Moderate
<i>Egretta tricolor</i>	Tricolored heron	T	No Adverse Effect Anticipated	Moderate
<i>Egretta rufescens</i>	Reddish egret	T	No Adverse Effect Anticipated	Moderate
<i>Antigone canadensis ssp. pratensis</i>	Florida sandhill crane	T	No Adverse Effect Anticipated	Moderate
<i>Platalea ajaja</i>	Roseate spoonbill	T	No Adverse Effect Anticipated	Moderate
<i>Falco sparverius paulus</i>	Southeastern American Kestrel	T	No Adverse Effect Anticipated	Low
<i>Athene cunicularia floridana</i>	Florida burrowing owl	T	No Effect Anticipated	None
<i>Haematopus palliatus</i>	American oystercatcher	T	No Effect Anticipated	None
<i>Rynchops niger</i>	Black skimmer	T	No Effect Anticipated	None
<i>Sternula antillarum</i>	Least tern	T	No Effect Anticipated	None
Reptiles				
<i>Pituophis melanoleucus mugitus</i>	Florida pine snake	T	No Adverse Effect Anticipated	Moderate
<i>Gopherus polyphemus</i>	Gopher tortoise	T	No Adverse Effect Anticipated	Moderate
Plants				
<i>Asclepias curtissii</i>	Curtiss' milkweed	E	No Adverse Effect Anticipated	Low
<i>Calamovilfa curtissii</i>	Curtiss' sandgrass*	T	No Adverse Effect Anticipated	Low
<i>Calopogon multiflorus</i>	Many-flowered grass-pink*	T	No Adverse Effect Anticipated	Low
<i>Centrosema arenicola</i>	Sand butterfly pea	E	No Adverse Effect Anticipated	Low
<i>Chrysophyllum oliviforme</i>	Satinleaf	T	No Adverse Effect Anticipated	Low
<i>Hexalectris spicata</i>	Spiked crested coralroot	E	No Adverse Effect Anticipated	Low
<i>Conradina grandiflora</i>	Large-flowered rosemary	T	No Adverse Effect Anticipated	Low
<i>Dicerandra thincicola</i>	Titusville balm	E	No Adverse Effect Anticipated	Low
<i>Cheiroglossa palmata</i>	Hand fern*	E	No Adverse Effect Anticipated	Low
<i>Drypetes lateriflora</i>	Guiana plum	T	No Adverse Effect Anticipated	Low
<i>Pinguicula caerulea</i>	Blueflower butterwort	T	No Adverse Effect Anticipated	Low

<i>Pinguicula lutea</i>	Yellow butterwort	T	No Adverse Effect Anticipated	Low
<i>Platanthera nivea</i>	Snowy orchid*	T	No Adverse Effect Anticipated	Low
<i>Euphorbia cumulicola</i>	Sand-dune spurge	E	No Adverse Effect Anticipated	Low
<i>Sacoila lanceolata</i> var. <i>lanceolata</i>	Leafless beaked ladiestresses	T	No Adverse Effect Anticipated	Low
<i>Sarracenia minor</i>	Hooded pitcherplant*	T	No Adverse Effect Anticipated	Low
<i>Spiranthes laciniata</i>	Lace-lip ladies' -tresses*	T	No Adverse Effect Anticipated	Low
<i>Glandularia maritima</i>	Coastal mock vervain	E	No Adverse Effect Anticipated	Low
<i>Gonolobus suberosus</i>	Angle pod*	T	No Adverse Effect Anticipated	Low
<i>Nemastylis floridana</i>	Celestial lily*	E	No Adverse Effect Anticipated	Low
<i>Harrisia fragrans</i>	Fragrant prickly-apple	E	No Adverse Effect Anticipated	Low
<i>Lantana depressa</i> var. <i>floridana</i>	Atlantic Coast Florida lantana	E	No Adverse Effect Anticipated	Low
<i>Lechea cernua</i>	Nodding pinweed	T	No Adverse Effect Anticipated	Low
<i>Lechea divaricate</i>	Pine pinweed*	E	No Adverse Effect Anticipated	Low
<i>Lilium catesbaei</i>	Pine lily*	T	No Adverse Effect Anticipated	Low
<i>Coelorachis tuberculosa</i>	Piedmont jointgrass*	T	No Adverse Effect Anticipated	Low
<i>Heliotropium gnaphalodes</i>	Sea rosemary	E	No Adverse Effect Anticipated	Low
<i>Nolina atopocarpa</i>	Florida beargrass	T	No Adverse Effect Anticipated	Low
<i>Garberia heterophylla</i>	Garberia	T	No Adverse Effect Anticipated	Low
<i>Myrcianthes fragrans</i>	Simpson's stopper	T	No Adverse Effect Anticipated	Low
<i>Opuntia stricta</i>	Erect pricklypear	T	No Adverse Effect Anticipated	Low
<i>Pecluma dispersa</i>	Widespread polypody	E	No Adverse Effect Anticipated	Low
<i>Tephrosia angustissima</i> var. <i>curtissii</i>	Curtiss's hoary-pea	E	No Adverse Effect Anticipated	Low
<i>Tillandsia fasciculata</i> Sw.	Common wild-pine	E	No Adverse Effect Anticipated	Low
<i>Tillandsia utriculate</i>	Spreading air-plant	E	No Adverse Effect Anticipated	Low

<i>Zephyranthes simpsonii</i>	Redmargin zephyrlily*	T	No Adverse Effect Anticipated	Low
<i>Schwalbea americana</i>	Chaffseed*	E	No Adverse Effect Anticipated	Low
<i>Scaevola plumieri</i>	Beachberry	T	No Adverse Effect Anticipated	Low
<i>Peperomia obtusifolia</i>	Blunt-leaved peperomia	E	No Adverse Effect Anticipated	Low
<i>Pteroglossaspis ecristata</i>	Giant orchid	T	No Adverse Effect Anticipated	Low
Ranking: E - Endangered T - Threatened *Wetland plant species				

Table 5.1.2: State Listed Species

Wetland Dependent Avian Species

This category includes state-listed, wetland-dependent avian species that have the potential to occur within the study area. These include the Florida sandhill crane (*Antigone canadensis ssp. pratensis*) and several protected wading birds: little blue heron (*Egretta caerulea*), reddish egret (*Egretta rufescens*), tricolored heron (*Egretta tricolor*), and roseate spoonbill (*Platalea ajaja*). These species are designated as **threatened** by the FWC.

The project is anticipated to impact approximately 4.85 acres of wetland hardwood forests and other surface waters. These habitats are suitable foraging areas for wading birds. However, these impact areas are not appropriate foraging and nesting habitat for the sandhill crane. Though there is a "moderate" potential for occurrence for these wetland dependent avian species, the project has **no adverse effect anticipated** for wetland dependent species.

Southeastern American Kestrel

The Southeastern American Kestrel (*Falco sparverius paulus*) is listed as **threatened** by the FWC. Potential nesting and roosting structures observed within the project study area include utility poles, wetlands, and open areas characterized by low-dominated grasses with minimal tree canopy cover. During a preliminary desktop review of the FNAI database, no documented occurrences of the Southeastern American Kestrel were found within one mile of the project.

However, field reviews revealed a lack of suitable snags (dead pine trees with cavities), which are crucial for this secondary cavity nester. Kestrels rely on snags for nesting, particularly abandoned woodpecker cavities in longleaf pine trees. While the project area offers foraging and perching habitat, the absence of suitable nesting sites, like snags, significantly reduces the likelihood of the Southeastern American Kestrel's presence within the study area. Therefore, considering the lack of suitable nesting structures and the absence of documented occurrences, the Southeastern American Kestrel is assigned a "low" likelihood of presence within the project study area, and **no adverse effect anticipated** from the proposed project.

Florida Burrowing Owl

The Florida burrowing owl (*Athene cunicularia floridana*) is state listed as **threatened**. During field reviews no burrows were observed that appeared to be indicative of burrowing owl presence. Although the project development area is within the Florida burrowing owl's range as determined by Florida's Imperiled Species Management Plan (ISMP), no suitable habitat exists within the study area. Due to the lack of suitable habitat within the study area, the potential for occurrence is "none" and it has determined that the project will have **no effect anticipated** on the Florida burrowing owl.

American Oystercatcher

The American oystercatcher (*Haematopus palliatus*) is protected by the MBTA and is listed as **threatened** by FWC. The project area does not have suitable habitat to support this species, as there are no beaches, sandbars, oyster reefs, and other environments adequate for American oystercatchers. Due to the lack of suitable habitat within the study area, the potential for occurrence is "none" and it has been determined that the project will have **no effect anticipated** on the American oystercatcher.

Black Skimmer

The black skimmer (*Rynchops niger*) is listed as **threatened** by FWC and is protected under the MBTA. The project area does not have suitable habitat to support this species. Due to the lack of suitable habitat within the study area, the potential for occurrence is "none" and it has been determined that the project will have **no effect anticipated** on the black skimmer.

Least Tern

The least tern (*Sternula antillarum*) is protected under the MBTA and is listed as **threatened** by FWC. While the project area is within the species range for the least tern, it does not have the suitable habitat to support this species. Due to the lack of suitable habitat within the study area, the potential for occurrence is "none" and it has been determined that the project will have **no effect anticipated** on the least tern.

Florida Pine Snake

The Florida pine snake (*Pituophis melanoleucus mugitus*) is a state listed **threatened** species. This species commonly uses gopher tortoise burrows as refugia. There is suitable habitat for this species within the study area, this includes pine flatwoods.

The area will be surveyed for gopher tortoise burrows prior to construction and if any burrows are located, a relocation permit for gopher tortoise from the FWC will be obtained. Any relocation of associated commensal species (such as the Florida pine snake) will be conducted in accordance with the most updated FWC requirements. With the implementation of these measures and the potential for occurrence within the study area being "moderate", it has been determined that the proposed project will have **no adverse effect anticipated** on the Florida pine snake.

Gopher Tortoise

The gopher tortoise (*Gopherus polyphemus*) is a large terrestrial tortoise, listed as **threatened** by the FWC. There is approximately 82.1% of highly suitable and 17.9% unsuitable soils present in the project area for gopher tortoises. During field reviews, no potentially occupied burrows were observed and through FWC database review no gopher tortoises have been documented or observed in the project area. The most recent FWC Gopher Tortoise Permitting Guidelines will be followed if gopher tortoises or their burrows are found within 25 feet of the limits of construction. If any gopher tortoises are discovered, a permit for gopher tortoise capture/release activities will be secured from the FWC before initiating any relocation work.

A 100 percent gopher tortoise survey will be conducted 90 days prior to construction to support the permit application per FWC's guidelines. With the implementation of these measures and presence of suitable habitat, it has been determined that the species has a "moderate" potential for occurrence and will result in **no adverse effect anticipated** on the gopher tortoise.

State Protected Plants

There were no state-protected plants observed during October 2024 field review. There is suitable habitat present within and adjacent to the ROW for all species. However, the existing ROW is generally not conducive to supporting these listed plants given regular maintenance activities including mowing and nuisance/exotic species management.

Wetland Plants

A total of 13 listed plants have the potential to occur in wetlands and the edges of other surface waters. These habitat types exist in the study area and are mixed wetland hardwoods, lakes, and reservoirs. Although there is existing suitable habitat, no individuals were observed during field reviews. The field reviews were conducted outside of Florida's typical flowering season, which occurs from May to July. Given that wetland communities are protected by state and federal regulations, land management activities in wetlands tend to be of more limited scope as compared to upland areas. Therefore, these species have a "low" potential for occurrence and the project will have **no adverse effect anticipated** on state listed wetland plants.

Upland Plants

The 27 state-listed plant species associated with other upland habitat types, such as mesic flatwoods and upland hardwood forests, may occur in open, grassy areas, particularly where recent maintenance activities like mowing have taken place. Although these habitats are present within the study area, no individuals were observed during field surveys. Surveys are typically conducted during species-specific flowering seasons, which for many state-listed plants occur between spring and summer, often peaking from May through July.

As needed, during the design and permitting phases of this project, a general plant survey during flowering season will be conducted. If any protected plants are located, FDOT will coordinate with the Florida Department of Agriculture and Consumer Services (FDACS) prior to construction for possible conservation efforts for protected plants. Therefore, these species have a "low" potential for occurrence and the project will have **no adverse effect anticipated** on state listed upland plants.

Other Protected Species and Habitats

The following species are listed under protection of the *Bald and Golden Eagle Protection Act (BGEPA)*, *MBTA*, or *Florida Black Bear Conservation Rule (BCR) 68A-4.009*, *Florida Administrative Code (F.A.C.)*. The BGEPA and MBTA acts prohibit anyone without a permit from the USFWS from "taking" any part of these birds, their eggs, or their nests. Additionally, the BCR protects bears by stating it is illegal to take, possess, injure, collect, or sell black bears. Protected species and their potential for occurrence within the project area can be found in Table 5.1.3.

Bald Eagle

The bald eagle (*Haliaeetus leucocephalus*) is protected by the BGEPA and the MBTA. During the October 2024 field review, a bald eagle was observed flying overhead at the intersection of Industry Road and SR 501. In review of the Audubon Eagle Watch Database, the closest documented bald eagle nest is BE110 which is located at the corner of SR 501 and Industry Road. A representative map of the location of the bald eagle nest can be found in Figure 5.1.1.

The nest is located within the study area, placing it within the 330-foot protective buffer. During field reviews the nest was observed, however, no bald eagles were seen utilizing the nest. The nest is located on a wood pole with a platform and upon inspection the nest has some characteristics that more closely resembled as an osprey nest, such as straw-like bedding and a radius of approximately 2 feet. Additionally, the nest is shallow, approximately 3-6 inches in depth. The nest is listed in the Audubon Eagle Watch Database as a bald eagle's nest and will be treated as such unless signs of ospreys are evident in subsequent field reviews.

Buffer zones are recommended in the USFWS Bald Eagle Management Plan (BEMP) and are based on the nature and magnitude of the project or activity. No construction activities can occur, including staging of equipment, within the 330 foot buffer zone of any active bald eagle nest during nesting season without a permit. Additionally, construction activities located less than 660 feet from a nest will be completed during the non-nesting season. Monitoring will begin no later than October 1 and continue through fledging, if activity is anticipated or planned to occur within 660 feet of the nest tree during the nesting season. The USFWS Bald Eagle Monitoring Guidelines provide information for whenever proposing construction activities within 660 feet of an active bald eagle nest during the nesting season. If the nest is determined to be active during the design phase, a permit will be obtained.

Surveys to update locations of active bald eagle nest sites will be conducted during the design phase, and permits will be acquired if there will be unavoidable impacts during construction. Coordination with USFWS will take place if impacts within regulatory buffers are proposed. Based on the proximity to a documented bald eagle nest, it has been determined the species has a "high" potential for occurrence. As the nest is located within the 330-foot protective buffer, a USFWS permit is needed for activities with the potential to disturb nesting bald eagles, or to remove or "take" a bald eagle nest.



Figure 5.1.1: Listed Species Documented Occurrences

Osprey

The osprey (*Pandion haliaetus*) is protected by the MBTA and is included in the FWC Imperiled Species Management Plan. During the October 2024 field review no osprey was observed. There is suitable habitat present within the project limits, including reservoirs. Since a permit is not required for removing inactive nests, any required nest removal will be scheduled to occur during times of non-nesting. Surveys to update locations of active osprey nest sites will be conducted during the design phase, and permits will be acquired if there are unavoidable impacts during construction. Coordination with USFWS and FWC will take place as necessary. The osprey is assigned a "high" potential for occurrence.

Florida Black Bear

The Florida black bear (*Ursus americanus floridanus*) is protected through the BCR 68A-4.009, F.A.C. The project occurs within the common black bear range. The Bear Special Provision (SP0070104-1) will be implemented during the design phase as the project is within the species common range. There have been no documented mortalities in the project limits, however there is one Florida black bear related call just outside of the project limits in the Coventry of Cocoa community. A representative map of the documented calls can be found in Figure 5.1.1.

Although suitable habitat occurs surrounding the project area, this project is not anticipated to result in an increase in the chance for road-associated mortalities given the existing developed nature of the transportation corridor. Therefore, it has been determined the species has a "low" potential for occurrence.

Species	Common Name	Potential for Occurrence
Birds		
<i>Haliaeetus leucocephalus</i>	Bald eagle	High
<i>Pandion haliaetus</i>	Osprey	High
Mammals		
<i>Ursus americanus floridanus</i>	Florida black bear	Low

Table 5.1.3: Managed and Protected Species

Strategic Habitat Conservation Areas

Strategic Habitat Conservation Areas (SHCA) are defined as regions not in public ownership, which are recommended for protection to maintain biological diversity. These SHCA designations are intended to indicate that the existing land use should be maintained to conserve state-wide biodiversity. Several parcels in the vicinity of the study area are designated as SJRWMD Regulatory Conservation Easements. There is one parcel that encompasses a large portion of Wetland 1. This conservation easement was granted under SJRWMD Permit #4-009-0616A-ERP on a 16.13-acre parcel in February 2000.

There are 1.14 acres of the conservation easement within the proposed construction limits. The overlap between the easement and the study area occurs north of SR 501 near the point where SR 501 turns south and becomes a north-south road. The habitat type within the conservation easement is comprised entirely of mixed wetland hardwoods, which is identified as Wetland 1.

The NRE was submitted to FWC and USFWS on November 3, 2025. FWC agreed with the effect determinations on November 25, 2025 and supports the project's implementation measures and protected species commitments. Additional coordination may be required during future species-specific surveys and project permitting. USFWS concurred on the effect determinations on December 2, 2025. The NRE was also submitted to FDACS, Florida Forest Service (FFS) Plant Conservation Program, on November 13, 2025, and concurrence was received on December 2, 2025. The FWC, USFWS,

and FDACS (FFS) response letters are attached and available in the project file.

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.

Wetland boundaries were approximated using the U.S. Army Corps of Engineers (USACE) Manual for Identifying and Delineating Jurisdictional Wetlands (1987), Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (2010), and the FDEP Florida Wetland Delineation Manual 1995. Wetlands were classified using the *USFWS's Classification of Wetlands and Deepwater Habitats Classification* methodology and the FLUCFCS.

The potential impacts to wetlands and surface waters for the Preferred Alternative are shown in Table 5.2.1 and Figure 5.2.1. The anticipated wetland impacts are approximately 4.72 acres and other surface waters 0.13 acres.

Wetland ID	FLUCFCS Classification	FLUCFCS Description	USFWS Classification	Impact Acreage
Wetlands				
WL 1 (direct)	6170	Mixed Wetland Hardwood	PEM1F	1.98
WL 2 (direct)	6170	Mixed Wetland Hardwood	PEM1F	0.07
WL 3 (direct)	6170	Mixed Wetland Hardwood	PEM1F	1.30
WL 1 (secondary)	6170	Mixed Wetland Hardwood	PEM1F	0.80
WL 2 (secondary)	6170	Mixed Wetland Hardwood	PEM1F	0.10
WL 3 (secondary)	6170	Mixed Wetland Hardwood	PEM1F	0.47
Total Wetland Impacts				4.72
Other Surface Waters				
OSW 2	5100	Streams and Waterways	N/A	0.11
OSW 3	5100	Streams and Waterways	N/A	0.02
Total Surface Water Impacts				0.13
Overall Total Impacts				4.85

Table 5.2.1: Preferred Alternative Wetland Impacts

Avoidance and Minimization

Avoidance and minimization measures include utilizing existing roadway fill areas for roadway widening and stormwater treatment outside of wetland areas to the extent practicable. Additionally, impacts were minimized by adjusting slopes where possible and stormwater ponds will be located so as to avoid wetland impacts to the extent practicable. Due to the incorporation of stormwater treatment facilities, the proposed project will not result in the degradation of water quality in the wetlands and other surface waters of the project area. Additionally, sedimentation and erosion control measures (i.e., silt fences, turbidity barriers) will be implemented during construction to minimize soil exposure and siltation into the water column.

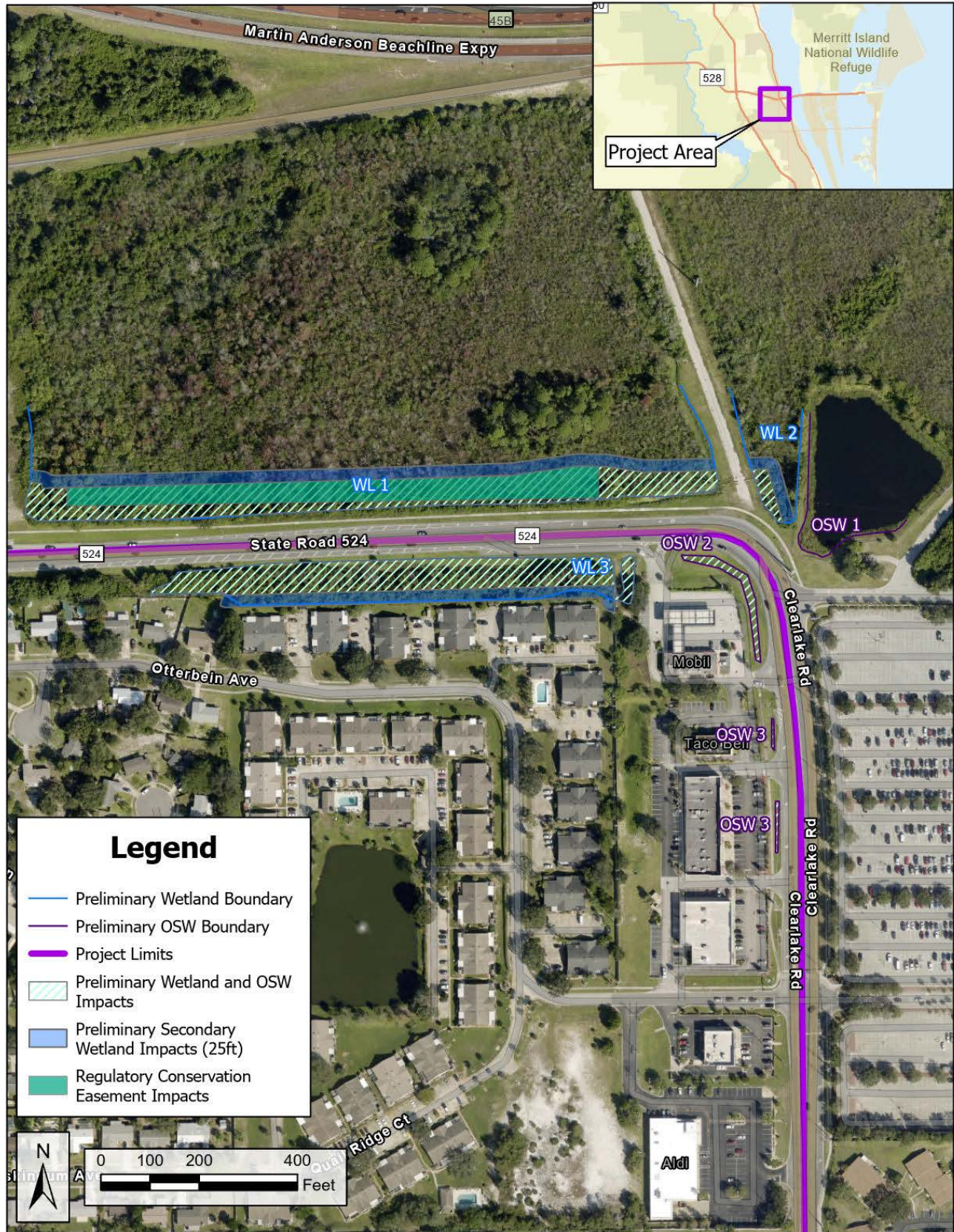


Figure 5.2.1: Wetland and Other Surface Water Impacts

Indirect and Cumulative Effects

Indirect effects are reasonably foreseeable effects that occur because of an action but occur later in time or are removed from the action location. Indirect impacts resulting from construction of the project include secondary wetland and other surface water impacts in the proposed project area. These impacts are anticipated to be minor since they are already associated with the existing roadway. The habitats along the edge of the existing roadway were disturbed when these areas were constructed and have since experienced constant disturbance from ROW maintenance and exposure to nuisance/exotic species. This "edge effect" will continue with the construction of the proposed project but would migrate to the new transitional area between remaining wetlands and new construction. Therefore, these disturbed edges are not expected to increase in areas where the roadway already exists. A 25-foot secondary impact review was completed for potential indirect impacts that could occur from dredge and fill activities.

Cumulative effects result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Since wetland impacts resulting from the construction of this project will be mitigated, no cumulative impacts are anticipated to occur.

The FDOT will minimize direct and indirect impacts to the extent practicable to reduce potential contribution to the cumulative effects. Unavoidable impacts to wetland function and value will be offset at an approved mitigation bank which is within the service area and drainage basin of the impacts.

Wetland Functional Analysis

Functional loss was calculated by wetland and other surface water habitat type for the project using the Uniform Mitigation Assessment Method (UMAM) method. Table 5.2.2 provides a summary of the UMAM evaluation for wetlands anticipated to be impacted by the proposed project. These scores are subject to agency review and revisions are anticipated during the permitting process.

Wetland Identification	Wetland Type	UMAM Score (Delta Value)	Impact Acreage	Functional Loss
WL 1 (direct)	Mixed Wetland Hardwood	0.50	1.98	0.99
WL 1 (secondary)	Mixed Wetland Hardwood	0.07	0.80	0.06
WL 2 (direct)	Mixed Wetland Hardwood	0.50	0.07	0.04
WL 2 (secondary)	Mixed Wetland Hardwood	0.07	0.10	0.01
WL 3 (direct)	Mixed Wetland Hardwood	0.50	1.30	0.65
WL 3 (secondary)	Mixed Wetland Hardwood	0.07	0.47	0.03
Total			4.72	1.78

Table 5.2.2: UMAM Summary

The project is located within the Southern St. Johns River mitigation drainage basin. Previously, mitigation coordination was conducted with the SJRWMD in March 2020. A total of 1.22 herbaceous and 0.27 forested federal mitigation credits were purchased from Mary A and Tosohatchee mitigation bank. The executed permit from SJRWMD (permit # 157745-1) can be found in the project file. The credit purchase letter can also be found in the project file.

The proposed project is anticipated to impact an existing CE owned by the SJRWMD. The Preferred Alternative is expected to impact approximately 1.14 acres of the CE. Based on the total amount of mitigation covered under the permit (157745-1) and the new functional loss estimate for the Preferred Alternative, an additional 0.53 credits will be needed to offset the additional wetland impacts discussed above.

Wetland Findings

The project has been evaluated in accordance with Executive Order 11990 - "Protection of Wetlands". There are no practical avoidance alternatives to the construction of the proposed project within wetland areas. Wetland impacts will be further refined during future project phases and minimization/avoidance measures will be implemented to the extent practicable as discussed above.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. Compensatory mitigation for this project will be completed using mitigation banks and any other mitigation options that satisfy state and federal requirements. The proposed project will have no significant short-term or long-term adverse impacts on wetlands because any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetland function.

The NRE was sent to the SJRWMD and USACE through the Environmental Screening Tool (EST) on November 6, 2025. SJRWMD's review confirmation email is available in the project file. Further information about wetlands and other surface waters can be located in the NRE, available in the project file.

5.3 Essential Fish Habitat (EFH)

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

5.4 Floodplains

There are no floodplains present in the project area.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

An evaluation of the potential water quality and stormwater impacts was completed for this project and the results of the evaluation are detailed in the Water Quality Impact Evaluation (WQIE) checklist dated November 2015 and the Pond Siting Report (PSR) completed in December 2016. The results were reviewed and determined to still be valid, as documented in the Pond Siting Technical Memorandum dated September 2025. All documents are available in the project file.

The project is located within the SJRWMD North Indian River Lagoon Basin. The overall drainage patterns within the immediate area historically run from west to east. This particular portion of SR 501 discharges into either wet detention ponds or wetland/preserve areas through a series of lateral ditches, swales, and inlets and ultimately discharges into the Indian River Lagoon, WBID2963D, which is impaired for nutrients and dissolved oxygen.

The proposed stormwater system is designed to attenuate runoff from SJRWMD's 25-year/1-day storm event. Post-development conceptual analyses were completed based on the four-lane, divided, urban typical section. The standard impervious width for the urban typical section footprint is 78 feet for the entire project corridor. Calculations show that the post-development runoff will be slightly higher than pre-development levels, which was accounted for in the pond's storage conceptual calculations.

The preferred stormwater treatment systems along the north/south segment of SR 501 consist of a collection of dry detention systems located within the proposed ROW (i.e., south of La Marche Drive (Basin No. 1)), along with wet detention systems that are located offsite, immediately adjacent to the roadway corridor. The preferred stormwater systems along the north/south segment of SR 501 consist of two dry, interconnected detention areas (Ponds 1-1 and 1-2). The proposed stormwater treatment systems along the east/west segment of SR 501 consist of a collection of interconnected, dry retention roadside facilities, situated within the existing ROW, that treat and convey runoff to the historical outfalls. Basin No. 2 is treated and attenuated in Pond 2 located on the Mobil gas station property and covers the project area from La Marche Drive to the 90-degree curve. For Basin No. 3 (90-degree curve to Industry Road), interconnecting ponds (Ponds 3-1 and 3-2) are proposed for final treatment due to the available green space outside the proposed roadway footprint. Basin No. 4 (west of Industry Road), where approximately 0.30 acres of impervious is anticipated to be added will be treated in Ponds 3-1 and 3-2. The preferred pond site locations are shown in Figure 5.6.1.

Three of the four existing roadside ditches in Basin No. 4 are proposed to be re-graded. No treatment or attenuation is provided as the flood stage increases were insignificant and contained within the ROW. All Pre-Post discharge rates have been met and overall reduction in peak flow rates while attaining more water quality than required in an area that previously provided no water quality benefit to the Indian River Lagoon. The amount of treatment volume resulting from 2.4 acres of additional impervious was exceeded and in turn all ponds meet water quantity and exceed the SJRWMD presumptive water quality criteria volumes.

Applicable Best Management Practices (BMPs) for water quality considerations and stormwater impacts will be adhered to during the construction phase of the project. The use of BMPs (e.g., standard silt fencing, floating turbidity barriers, etc.) as necessary will protect the water quality of downstream systems.

The entirety of the project is located within the regulatory authority of the SJRWMD; therefore, an Environmental Resource Permit will be secured through this district. Erosion and sedimentation will be treated in accordance with the FDEP's National Pollutant Discharge Elimination System Permit and Stormwater Runoff Control Concept (SRCC).

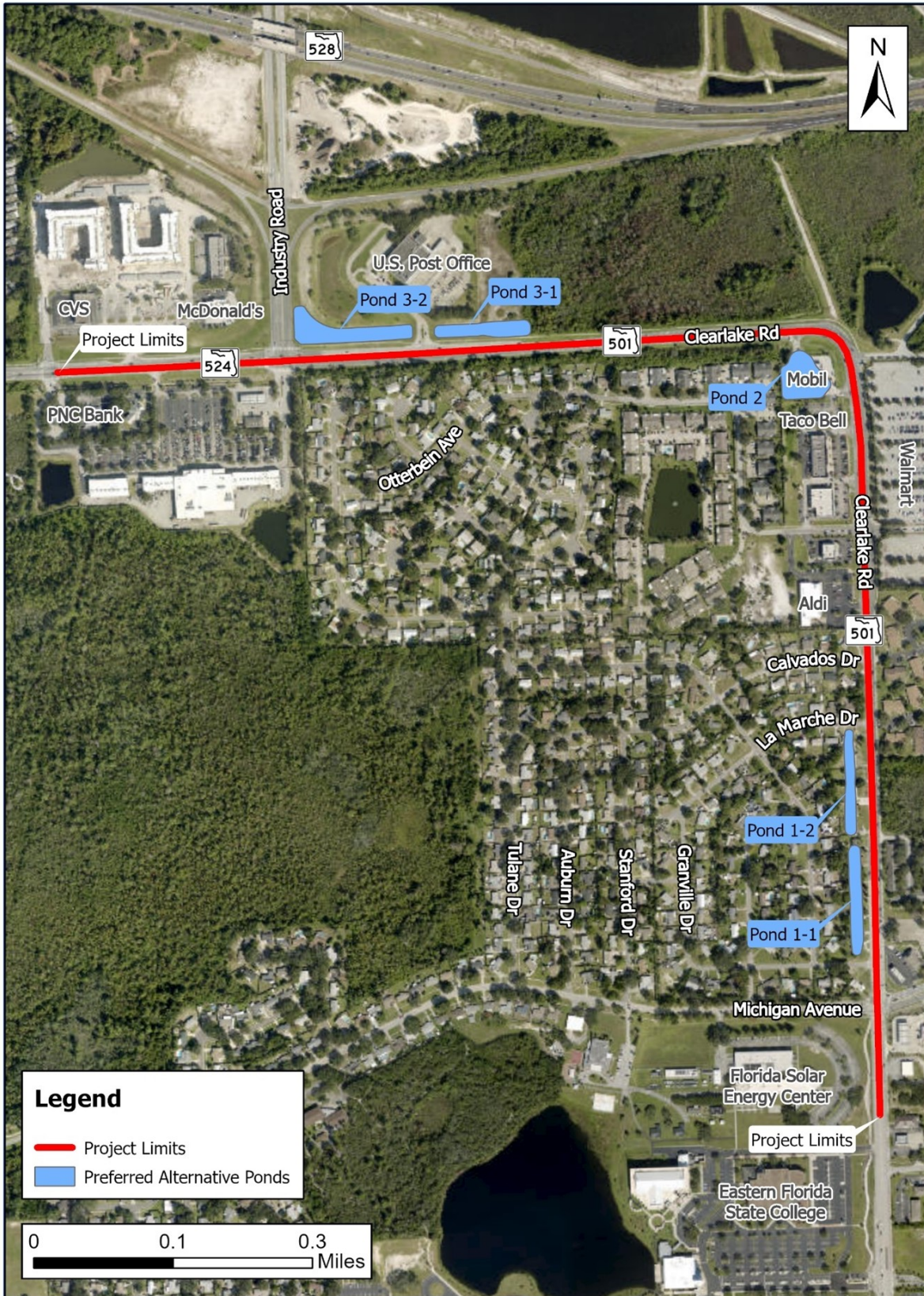


Figure 5.6.1: Preferred Ponds

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

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).

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 traffic noise study was performed for this Type I project and is documented in a Noise Study Report (NSR) and a Noise Technical Memorandum, available in the project file.

A total of 109 noise sensitive receptors were evaluated within 4 common noise environments (CNEs). Common noise environments are groups of receptors of the same activity category and whose impacted receptors would benefit from the same noise barrier. The four CNEs included:

- CNE 1 - Residences within the Clear Lake Terrace neighborhood on the west side of SR 501 between Michigan Avenue and Otterbein Avenue.
- CNE 2 - The tennis courts at the office complex on the east side of SR 501 between Michigan Avenue and Otterbein Avenue.
- CNE 3 - Residences within the Clearlake Pines Apartments on the east side of SR 501 between Michigan Avenue and Otterbein Avenue.
- CNE 4 - Residences within The College Green Estates neighborhood and the Courtyard Condominiums on the south side of SR 501 and east of Industry Road.

Of the 109 evaluated receptors, 108 represented residential land uses (Activity Category B), and 1 represented a recreational (tennis courts) area (Activity Category C). For these land use categories, exterior traffic noise levels are considered to impact the uses of the sites and noise abatement measures are considered if the traffic noise levels are determined to be 66 dB(A) or more, or if exterior traffic noise levels were predicted to increase 15 dB(A) or more from existing levels.

The results of the traffic noise analysis for the proposed improvements indicate that existing (2014) exterior traffic noise levels range from 53.4 to 68.5 dB(A) and future 'No-Build' (2043) exterior traffic noise levels are predicted to range from 54.5 to 69.6 dB(A). In the future with the proposed improvements ('Build' 2043), exterior traffic noise levels are predicted to range from 54.3 to 68.0 dB(A).

With the proposed improvements, 14 of the 109 evaluated receptors are predicted to be impacted by traffic noise. One of these receptors represents a residence located in the Clear Lake Terrace neighborhood (CNE 1), eight represent residences at the Clearlake Pines Apartments (CNE 3), and five represent residences within the College Green Estates Neighborhood (CNE 4), as shown in the attached noise map.

When compared to the existing condition, traffic noise levels are not predicted to increase more than 4.3 dB(A) above existing conditions at any of the evaluated receptors. As such, the project would not substantially increase traffic noise (i.e., increase traffic noise 15 dB(A) or more). Notably, some receptors (e.g., within Clearlake Pines Apartments and

Courtyard Condominiums) are predicted to have traffic noise levels that decrease when compared to the existing condition due the proposed roadway alignment moving farther away from these receptors.

Noise abatement measures were considered for the impacted residences. The measures were traffic management, alternative roadway alignments, and noise barriers. The review of these measures indicates that although feasible, traffic management and alternative roadway alignments are not reasonable methods of reducing predicted traffic noise impacts at the impacted sites. Therefore, the feasibility and reasonableness of noise barriers were evaluated to mitigate for noise impacts to impacted residences.

To be considered feasible, an abatement measure must benefit at least two impacted receptors. As such, a noise barrier was not evaluated for the impacted residence located within Clear Lake Terrace (CNE 1) because it is the only impacted receptor at this location. Within CNE 1, 17 residences are proposed for relocation, and a perimeter wall will be constructed; however, this wall will serve privacy and aesthetic purposes only and is not intended for noise abatement. Additionally, a noise barrier was not evaluated for the impacted residences at Clearlake Pines Apartments (CNE 3) due to sight distance issues at both accesses to the community and insufficient ROW due to the presence of utilities (overhead power lines).

A noise barrier was evaluated for the five impacted residences within College Green Estates (CNE 4). A noise barrier height of 16 feet is recommended because all five of the impacted receptors achieve the noise reduction of 5 dB(A), four of the five impacted receptors achieve the noise reduction design goal of 7 dB(A) while still maintaining cost reasonableness.

The FDOT is committed to the construction of the feasible and reasonable noise abatement measures identified in Table 4-1 of the 2016 NSR, contingent upon the following conditions:

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process.
- Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement.
- Cost analysis indicates that the cost of the noise barrier will not exceed the cost-reasonable criterion.
- Community supporting the types, heights, and locations of the noise barrier(s) is provided to the District Office.
- Safety and engineering aspects related to the roadway user and the adjacent property owner have been reviewed, and any conflicts or issues have been resolved.

During construction of the project, there is the potential for noise impacts to be greater than those resulting from normal traffic operations because heavy equipment is typically used to build roadways. In addition, construction activities may result in vibration impacts. The project area includes residential, commercial, and institutional land uses. Construction noise and vibration impacts will be minimized by adherence to the controls in the latest edition of the FDOT Standard Specifications for Road and Bridge Construction. However, should unanticipated noise or vibration issues arise during the construction process, the Project Manager, in conjunction with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

6.2 Air Quality

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

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

Because the project is in an attainment area and the project would reduce congestion, the proposed improvements will not have an impact on local or regional air pollutant/pollutant precursor emissions or concentrations. The Preferred Alternative and No-Build alternatives were analyzed using the FDOT's air quality screening model, CO Florida 2012. Estimates of carbon monoxide (CO) were predicted at worst-case receptor locations. Based on the results from the screening model, the highest predicted CO one- and eight-hour concentrations would not exceed the NAAQS regardless of alternative or year of analysis. Therefore, the project "passes" the screening test.

For additional information regarding air quality, refer to the Air Quality Technical Memorandum, available in the project file.

6.3 Contamination

A Contamination Screening Evaluation Report (CSER) was completed in 2016 and CSER Technical Memorandum was completed in 2025. These documents reviewed environmental databases and aerial photographs, and assigned potential contamination ratings for each source located in the applicable buffers defined in the PD&E manual, within the project corridor. Both reports are available in the project file. Through this process, nine potential contamination sites were identified, as shown in Table 6.3.1. In general, the environmental databases indicated these sources were associated with former drycleaners, grocery stores, current petroleum/spill sites, retail department stores, and residences. Evaluation of each site's history and characteristics identified six Medium and three Low contamination risk-rated sources.

The Preferred Alternative was designed to avoid or minimize involvement with known or potential contamination sites, where possible. However, some sites could not be avoided, and ROW acquisition is required from some of the sites. Petroleum facilities have the potential to impact soil and groundwater in the vicinity of their storage tanks. Based on the age of 13 of the 17 residences proposed for acquisition, there is also a potential that hazardous building materials (e.g., asbestos, Lead-based paint) may impact air quality and human health if disturbed. Therefore, a Level II assessment of soil and groundwater in the vicinity of medium potential contamination sites will be conducted prior to construction. Additionally, since asbestos and lead-based paint have the potential to affect air quality, an asbestos and lead-based paint survey will be conducted for the residences planned for demolition.

Construction activities near Low-risk sites generally have no concerns for encountering contamination; therefore, a Level II Contamination Assessment is not warranted for those sites. For more information, refer to the Contamination Screening Evaluation Report Technical Memorandum, available in the project file.

Map ID	Site	Street Address	Site Type	Risk Rating
1	Former 60 Minute Cleaners	2300 SR 524, Suite #102	Former Drycleaner	Low
2	7-Eleven #37235	2201 SR 524	Active Gas Station	Medium

3	Publix Super Market #760	2301 SR 524, Suite #150	Grocery Store	Low
4	Sunshine Food Mart #121 (Mobile)	1907 SR 524	Active Gas Station	Medium
5	PowerSecure - Walmart 174 / Walmart Supercenter #174	2700 Clearlake Road	Retail Department Store	Low
6	La Marche Drive and Clearlake Road Residences	1601 La Marche Drive and odd addresses between 2401 and 2443 Clearlake Road	Residences	Medium
7	CRH-Cocoa / Sunrise Food Mart #88 / Former Huntley Jiffy Food Stores #526	1990 Michigan Avenue / FLD984192195	Active Gas Station	Medium
8	Murphy Express #8967	1680 Clearlake Road	Active Gas Station	Medium
9	Marathon-Clearlake #027	1600 Clearlake Road	Active Gas Station	Medium

Table 6.3.1: Contamination Sites Risk Ratings

6.4 Utilities and Railroads

Utilities

A Utility Assessment Technical Memorandum was completed in 2025 and is available in the project file. Preliminary identification of utility owners within the SR 501 study corridor were gathered through a detailed review of existing SR 501 plans, contacting Sunshine 811 One, and utility coordination with local utility owners during the PD&E process. Table 6.4.1 lists agencies that responded to having utilities along SR 501 from Michigan Avenue to Industry Road.

Initial utility contact letters to utility owners that were identified in the preliminary identification were mailed out in August 2015. Additionally, a Utility Pre-Design Meeting was held on July 18, 2017, for the SR 501 PD&E Study. Below is a summary of the utility agencies anticipated to have impacts to existing utilities.

AT&T Distribution - AT&T identified overhead fiber optic cables (FOC) within the project area. As a result, AT&T may need to reroute their facilities behind the proposed ponds on the west of SR 501 and Michigan Avenue. The utility is evaluating how to cross Michigan Avenue and reconnect with the existing ROW along SR 501.

Bright House Networks, LLC - Bright House Networks, LLC identified overhead (television) utilities and buried FOC within the project area. Most of the facilities are in conflict with the proposed improvements, and the disposition of the overhead facilities will be contingent upon Florida Power & Light's (FP&L's) final pole and line relocation plans.

City of Cocoa - The City identified having water, sewer, and reclaimed water lines within the study limits. The City indicated it will seek reimbursement for any required utility relocations outside of the FDOT ROW and plans to participate in a Utility Work by Highway Contractor Agreement (UWHC). Due to aging infrastructure, such as cast-iron force mains, asbestos cement pipes, and PVC pipes, the City intends to upgrade these facilities as part of this project and will need to bring a contractor on board.

Florida City Gas - Florida City Gas has a gas line that generally runs along the east side of SR 501. It was discussed at the Utility Pre-Design Meeting, improvements near the 90-degree curve will require muck removal, raising concerns about potential impacts to the gas main. Florida City Gas anticipates approximately 1,000 feet of gas main relocation in that area, along with a few additional 100-foot sections elsewhere.

FP&L Distribution - Transmission lines are located on the west side of SR 501, with poles located between Michigan Avenue and the north side of the Otterbein Avenue intersection. A total of 12 poles are anticipated to be impacted by the project, primarily along the west side of SR 501. Due to access challenges, FP&L may propose relocating some poles to the east side of the corridor, while others may need to be shifted farther west onto private properties. A 15-foot utility easement is needed for the relocated poles and that could be located within the FDOT ROW.

Verizon - Microwave Communications, Inc. (MCI) - Verizon-MCI responded to having utilities within the study area which may be in conflict with the proposed improvements.

Utility/Agency Owner	Utility Type
AT&T Distribution	Fiber
Bright House Networks, LLC (Formerly Charter Communications and Spectrum)	Television, Fiber
City of Cocoa - Utilities	Water, Sewer, and Reclaimed Water
Florida City Gas	Gas
Florida Gas Transmission - Melbourne	Gas
Florida Power & Light - Distribution	Electric
Florida Power & Light - Transmission	Electric
Verizon - MCI	Fiber

Table 6.4.1: Responsive Utility Agency/Owners

Railroads

There are no railroad crossings in the project study area. However, the Florida East Coast Railway corridor which serves freight and Brightline passenger rail is located just east of SR 501 and crosses Michigan Avenue approximately 2,900 feet east of the intersection of SR 501 and Michigan Avenue.

6.5 Construction

Construction activities for the project may have short-term air, noise, vibration, water quality, traffic flow, and visual effects for those residents and travelers within the immediate vicinity of the study corridor.

The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from unpaved roads and earthwork.

Noise and vibration impacts may be generated from heavy equipment movement and construction activities. Noise control measures will include those contained in FDOT's Standard Specifications for Road and Bridge Construction. Specific noise level problems that may arise during construction will be addressed by the FDOT's Construction Engineer in cooperation with the appropriate District Environmental specialist.

Water quality impacts resulting from erosion and sedimentation during construction will be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction and using BMPs. Erosion and sedimentation will be treated in accordance with the FDEP's National Pollutant Discharge Elimination System Permit and SRCC.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout construction. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities, which could inconvenience the community so that motorists, residents, and business persons can plan travel routes in advance. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling.

For the residents living along the study corridor, some of the materials stored for the project may be displeasing visually; however, this is a temporary condition.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the 2026 Preliminary Engineering Report .

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

Status

Permit received

To be acquired

Permits Comments

The final permit from SJRWMD (permit # 157745-1) and FDEP Coordination is in the project file. A modified ERP will be required since it will expire September 15, 2026 (prior to anticipated construction).

Species specific permits may be necessary, depending on the outcome of species surveys. Regarding other managed species like the osprey, a permit is needed if an active nest with eggs or young will be impacted. Coordination with USFWS Region 4 Migratory Bird Permit Office will be required to determine what federal authorization or permits are required for any activity involving non-listed and listed migratory bird species, their nests, and any part thereof.

9. Public Involvement

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

Summary of Activities Other than the Public Hearing

Public Kick-Off Meeting

A Public Kick-Off Meeting was held on March 31, 2015, from 5:30 p.m. to 7:30 p.m. at the Eastern Florida State College - Cocoa Campus, Community Dining Room (Building 11, Room 129), located at 1519 Clearlake Road, Cocoa, Florida 32922. In addition to the study team, there were 22 other attendees. Study information was displayed in an open house format, which provided the opportunity for the public to review information displayed throughout the meeting as well as to discuss specific items with the study team members.

Several notification techniques were used to publicize the Public Kick-Off Meeting. Generally, the meeting was publicized through advertisements (Florida Administrative Register and Florida Today), website announcements (FDOT public meetings page and the SR 501 project website), direct mailings (emailed letters with Newsletter #1 to elected and appointed officials as well as mailed letters to property owners with Newsletter #1), hand distributions of Newsletter #1 to corridor businesses, and a news release (emailed to Brevard County media outlets).

Written comments were shared with the study team through the submittal of six completed comment forms on March 31, 2015; one email received before the Public Kick-Off Meeting; and three emails submitted after the Public Kick-Off Meeting. Overall, comments focused on: project elements to consider, concerns about property impacts, bicycle and pedestrian features, and requests to be added to the study mailing list.

The meeting summary, newsletters, notifications, mailing list, exhibits, and comment/responses are included in the Public Involvement Program (2016), under a separate cover and available in the project file.

Public Alternatives Workshop

A Public Alternatives Workshop was held on October 20, 2015 which presented the alternative alignment concepts and related evaluations. This meeting was held at Eastern Florida State College - Cocoa Campus Community Dining Room. In addition to the study team, there were 31 attendees. The purpose of this meeting was to present PD&E Study information and to obtain comments on the alternatives being considered. This meeting was conducted as an informal open house with a study presentation running on a continuous loop throughout the meeting. Individuals were also able to review displayed information at their own pace as well as have "one-on-one" conversations with PD&E Study team members.

Several notification techniques were used to publicize the Public Alternatives Workshop. Generally, the meeting was publicized through advertisements (Florida Administrative Register and Florida Today); website announcements (FDOT public meetings page and the SR 501 project website); direct mailings (emailed letters with Newsletter #2 to elected and appointed officials as well as mailed letters to property owners with Newsletter #2); hand distributions of meeting notices to corridor businesses; and a news release (emailed to Brevard County media outlets).

Written comments were shared with the study team through the submittal of ten completed comment forms on October 20, 2015 and four emails received through October 30, 2015. Overall, comments focused on: alternatives, roadway features, potential impacts, general comments, and requests to be added to the study mailing list.

The meeting summary, newsletters, notifications, mailing list, exhibits, presentation, and comment/responses are included in the Public Involvement Program (2016), under a separate cover and available in the project file.

Post Public Hearing Coordination and Decisions

Based on comments received as part of the Public Hearing, two design changes were considered:

- Consideration for adjusting the alignment to impact the Mobil gas station property based on input from the Mobil gas station owners.
- Consideration for meandering sidewalks/enhancement area - This consisted of a drainage evaluation for moving the proposed sidewalk on the west side of SR 501 away from the proposed curb and gutter in order to meander behind proposed retention ponds from Michigan Avenue to Otterbein Avenue with additional landscaping in order to create an enhanced and more visually appealing setting.

As a follow-up to the above-mentioned considerations, the following meetings were held after the Public Hearing.

Mobil Gas Station (Former BP Gas Station) Meeting

A meeting with FDOT and the owners of the former BP gas station, now a Mobil gas station, located across from Walmart was held on March 29, 2016 in order to receive input regarding the possible realignment of SR 501 through the gas station resulting in a full acquisition of the property. Below is a summary of key topics that were discussed.

The BP gas station owners indicated that they are in favor of a complete acquisition of the gas station property in order to accommodate a 35-mph curve which will minimize impacts to wetlands, provide increased stormwater capacity, and likely be more cost effective. They indicated that there are no open releases on the property or known contamination issues. The gas station was built in the early 2000's and there was no previous gas station on the property. It was discussed that currently, there is no funding for ROW acquisition or construction and the project is not identified in FDOT's Five Year Work Program. The project was ranked number 7 in the Space Coast TPO priority list. FDOT requested a letter from the BP gas station owners indicating their willingness to sell the entire property. In April 2016, a letter was received from the owner's attorney, stating they do not object and were agreeable to the FDOT acquiring the full property to meet the project's ROW needs.

Local Agency Meeting

A meeting with FDOT, the Space Coast TPO, Brevard County, City of Cocoa, and Space Coast Area Transit staff was held on August 2, 2016 in order to receive concurrence on the Preferred Alternative and incorporating the County's "vision" of an enhancement area with meandering sidewalks and dry, interconnected ditches. Below is a summary of key topics that were discussed related to the Preferred Alternative.

It was discussed that the Preferred Alternative was refined following the Public Hearing to include a 35-mph curve which runs through the Mobil gas station property and consists of a complete acquisition of the property which will also be used for a drainage pond, thus eliminating a need to expand the existing drainage pond located just north of Walmart. None of the meeting attendees opposed these refinements.

FDOT agreed to support the County's recommendation for linear ponds with meandering sidewalks which would consist of eight-foot sidewalks and two, linear, dry ditches within the parcels of proposed acquisition between Michigan Avenue and Otterbein Avenue. With regard to upgraded landscaping, FDOT will provide landscape architect services and construct the proposed improvements with an agreement that the County maintains the enhancements. A perimeter wall is proposed to serve as a buffer for residents abutting the proposed improvements. Graffiti removal will need to be included in the maintenance agreement. There is currently a maintenance agreement in place between the County and FDOT which may

be amended in order to include the project enhancements. It was agreed at the meeting that there will not be any benches within the enhancement area and that this area is not to be designated as a park.

PD&E Study Update Coordination Meetings

As part of the PD&E Study Update, coordination meetings with stakeholders were held to discuss proposed engineering changes, including the roundabout, as well as other planned projects within the surrounding area. The meetings are summarized on Table 9.1.1.

Date	Topic	Attendees
November 13, 2023	Stakeholder Plans Update Meeting	City of Cocoa, Space Coast TPO, Brevard County
March 5, 2024	Brightline Station and SR 501 Roundabout Discussion	City of Cocoa, Space Coast TPO
June 20, 2024	Brightline Station and SR 501 Roundabout Progress; Discussion about property owned by Walmart, Brightline, and City of Cocoa	Space Coast TPO
October 2, 2024	Connector Road from Brightline Station to SR 501 Roundabout Discussion	City of Cocoa, Space Coast TPO, KEITH Engineering
January 14, 2025	SR 501 Roundabout and Connector Road Coordination	City of Cocoa, Space Coast TPO, KEITH Engineering

Table 9.1.1: PD&E Study Update Coordination Meetings

Public Information Open House (PD&E Update)

A Public Information Open House was held on January 12, 2026, from 5:30 p.m. to 7:00 p.m. at the Travis Park Community Center in Cocoa, Florida. The meeting was also conducted virtually, via GoToWebinar.

Public meeting notifications were sent by e-mail to elected officials on December 15, 2026, and to appointed officials and interested parties on December 16, 2025. Notifications were also sent via U.S. postal mail on December 18, 2025, to property owners and tenants located within 300 feet of the SR 501 centerline and all residences within the surrounding subdivisions and neighborhoods. The Public Information Open House was advertised in advance with a display ad in the Florida Today on Sunday, December 28, 2025. A meeting notification was placed in the Florida Administrative Register (FAR) on January 5, 2026, Volume 52 / Number 2. A public notice was posted on the FDOT public notice website on December 29, 2025, and a media release was distributed by FDOT to major local news outlets on December 29, 2025.

The in-person open house meeting began at 5:30 p.m. Attendees were able to review display boards with maps and other project information, watch a narrated looping presentation about the project, and engage with the PD&E project team as well as representatives from FDOT District Five to answer questions. The meeting concluded at 7:00 p.m.

Eight project boards were presented at the meeting, including: Welcome, NEPA Compliance, Title VI, Project Location Map, Typical Section, FDOT Project Development Process, Project Information QR Code and Project Manager Contact Information, and Thank You. In addition, one 1" = 200' scale exhibit board of the Preferred Alternative, two 1" = 100' scale exhibit boards of the Preferred Alternative, and a 1" = 50' scale detailed roundabout overview exhibit board were displayed.

Fifty individuals attended the in-person public meeting, and 15 comment forms were submitted. Overall, the comments were supportive of the project, with the most frequent topics relating to lane widths, the proposed roundabout, noise walls, and shared use paths. Other comments included the potential construction timeline and potential property acquisitions

during the ROW phase.

The virtual portion of the open house also began at 5:30 p.m. where attendees viewed a narrated presentation about the project and were encouraged to submit comments and/or questions via the GoToWebinar Question feature. Virtual attendees were also able to view the same boards and displays that were shown at the in-person meeting. Thirteen individuals pre-registered for the virtual event and six attended. One question was received regarding potential impacts to a home located within the project corridor which was answered during the session.

In addition to the 16 comments received at the open house, seven other comments/questions were received via emails from the project website or direct phone calls and emails to the FDOT Project Manager. These comments were generally focused on potential property acquisitions by FDOT during the ROW, noise walls, and shared use paths.

The mailing list, sign-in sheets, exhibits, presentation and comment/responses are located in the Public Involvement Summary Report (2026), under a separate cover and available in the project file.

Date of Public Hearing: 02/25/2016

Summary of Public Hearing

A formal Public Hearing was conducted on February 25, 2016, to seek input before finalizing the Preferred Alternative. The hearing provided an overview of the Preferred Alternative and effects, the study schedule, and summary of the remaining steps of the study. The hearing was held at the Eastern Florida State College Community Dining Room.

A half-hour open house preceded the formal portion of the hearing. The public was given the opportunity to ask questions and provide comments to the FDOT representatives in a one-on-one setting. A court reporter was present to receive oral comments from the public. Written comments were also accepted. The Preferred Alternative (consisting of a four-lane divided urban typical section) was displayed on aerial photography of the study area. A matrix with potential environmental impacts and cost estimates was presented. An audiovisual presentation describing the engineering and environmental components of the Preferred Alternative was given. After the presentation, the public was given an opportunity to offer oral comments to the FDOT hearing moderator.

All property owners within at least 300 feet of either side of the centerline of the Preferred Alternative were notified of the hearing by newsletter. Tenants of the Clearlake Pines Apartments and persons who requested to be on the mailing list were also notified. Several notification techniques were used to publicize the Public Hearing. Letters were mailed to 920 property owners and tenants on February 2, 2016 with Newsletter #3 as an attachment. Letters were emailed to 100 government partners on February 2, 2016 and to 33 elected leaders on January 28, 2016 with Newsletter #3 as the email attachment. Twenty-five (25) copies of Newsletter #3 were provided to the Eastern Florida State College Library and 25 copies provided to the Central Brevard Public Library (in Cocoa). In addition, 110 copies of the meeting notice were hand delivered to businesses and to key gathering spots within the corridor on February 16, 2016. The meeting was announced on the study website as well as the FDOT website ("Public Notices" page). The FDOT Public Information Office emailed a news release on February 17, 2016 to Brevard County media outlets. A newspaper ad was published in Florida Today on February 4, 2016 and on February 15, 2016 with a digital version published on February 8, 2016. The hearing was advertised in the Florida Administrative Register on February 16, 2016. A complete set of the draft project documents were available for public review from February 4, 2016 through March 7, 2016 at: Eastern Florida State College Library, Central Brevard Public Library (in Cocoa), and www.clearlakeroadstudy.com. A total of 31 citizens including agency representatives attended the Public Hearing.

Sixteen written comments were shared with the study team through the submittal of two completed comment forms at the public hearing; two statements made during the public testimony portion of the public hearing; eight emails; and four local board actions received through March 10, 2016. Public input on the project reflected overall support, including unanimous approval from the Cocoa City Council. Several comments provided suggestions focused on improving sidewalk placement, creating a more visually appealing corridor, refining the design, and ensuring coordination with future transit and land use plans. Additional comments requested project information, updates, and clarification on funding and the public involvement process.

The meeting summary, newsletter, notifications, mailing list, exhibits, presentation, and comment/responses are included in the Public Involvement Program (2016). The Public Hearing Transcripts and Public Hearing Certification Document are attached and available in the project file.

10. Commitments Summary

1. FDOT commits to coordinate with the City of Cocoa and Brevard County to implement meandering sidewalk/shared use paths and landscape improvements (to be maintained by the City/County) along the west side of SR 501 from Michigan Avenue to Otterbein Avenue.
2. FDOT will construct a perimeter wall on the west side of SR 501 from Michigan Avenue to just north of Calvados Drive.
3. The anticipated effect determination is may affect not likely to adversely affect for the tricolored bat. As the timeline for construction is better defined, FDOT will adhere to the applicable commitment below:
 - (a) Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).
 - (b) Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, appendix K, Assessing Bridges Culverts for Bats, will be used.
 - * (i) If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for two years. Negative results for acoustic surveys are valid for five years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to USFWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures noted may be required if updated detections are reported and may result in reinitiation of consultation with USFWS.
 - * (ii) If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.
4. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, during the design and permitting phase of the proposed project, the FDOT commits to reinitiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.
5. The most recent version of the USFWS standard protection measures for the Eastern indigo snake will be utilized during construction.
6. Surveys to update locations of active osprey and/or bald eagle nest sites will be conducted during the design phase, and permits will be acquired if there are unavoidable impacts during construction. Coordination with USFWS and FWC will take place as necessary.

7. FDOT will require contractors to remove garbage daily from the construction site or use bearproof containers for securing food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear. Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922).
8. The FDOT is committed to the construction of the feasible and reasonable noise abatement measures identified in Table 4-1 of the 2016 NSR, contingent upon the following conditions:
 - Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process.
 - Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement.
 - Cost analysis indicates that the cost of the noise barrier will not exceed the cost-reasonable criterion.
 - Community supporting the types, heights, and locations of the noise barrier(s) is provided to the District Office.
 - Safety and engineering aspects related to the roadway user and the adjacent property owner have been reviewed, and any conflicts or issues have been resolved.

11. Technical Materials

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

2026 Sociocultural Effects Evaluation Report
2025 Conceptual Stage Relocation Plan
2016 Cultural Resources Assessment Survey Ponds Technical Memorandum
2025 Cultural Resource Assessment Survey Addendum
2015 Cultural Resources Assessment Survey
2025 Pond Siting Technical Memorandum
2025 Natural Resources Evaluation Report
2016 Final Pond Siting Report
2016 Final Location Hydraulic Report
2025 Location Hydraulic Technical Memorandum
2015 Water Quality Impact Evaluation
2016 Noise Study Report
2016 Air Quality Technical Memorandum
2016 Contamination Screening Evaluation Report
2025 Contamination Screening Evaluation Technical Memorandum
2025 Noise Technical Memorandum
2025 Utility Assessment Technical Memorandum
2015 Design Traffic Technical Memorandum
2025 Traffic and Safety Update Technical Memorandum
2026 Preliminary Engineering Report
2025 Typical Section Package
2016 Public Involvement Program
2024 Public Involvement Plan
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TABLE 7.13 (A): STRATEGIC INTERMODAL SYSTEM PROJECTS in millions YOY \$s

FACILITY	FROM	TO	PROJECT	SOURCE	2016-2020				2021-2025				2026-2030				2031-2035				2036-2040				2016-2040 TOTAL	
					PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST		
I-95 (SR 9)	SR 406	SR 46	Add Lanes & Rehabilitate Pvmnt	ACNP				\$ 0.21																\$ 0.21		
I-95	0.5 mile N of SR 46	Volusia Co Line	Add Lanes & Rehabilitate Pvmnt	ACNP				\$ 0.57																\$ 0.57		
SR 528 (Beachline)	East of SR 524 (Industry)	East of SR 3	Add Lanes & Reconstruct	DIH,DI,DDR SIS			\$ 7.71							\$ 7.72	\$ 644.54									\$ 652.26		
SR 528	East of SR 3	Port Canaveral Interchange	Add Lanes & Reconstruct	DIH,DI,DDR SIS			\$ 7.00							\$ 9.89	\$ 406.39									\$ 416.28		
I-95 Int	at Ellis Rd/St Johns Heritage Pkwy		Interchange (New)	DIH,TCSP,DDR,ACSA,DI,DS, ACNP			\$ 3.64	\$ 10.40	\$ 44.47															\$ 58.51		
St Johns Heritage Pkwy/Ellis Rd	John Rhodes Blvd	W of Wickham	Widen to 4 lanes	SA SIS Other Arterial			\$ 5.61						\$ 9.53	\$ 12.66										\$ 22.19		
SR 405 Spaceport Connector SIS Intersection Improvements			Add Left Turn Lane(s)	ACNP			\$ 1.06		\$ 2.17															\$ 3.23		
SR 405	at Sisson Rd Spaceport Connector		Add Left Turn Lane(s)	ACNP			\$ 0.94	\$ 0.65																\$ 1.59		
SR 528 Beachline East Widening PD&E Study	SR 520	SR 524 (Industry Road)	Add Lanes & Reconstruct	PKVI,DI SIS	\$ 5.30									\$ 6.69	\$ 134.26									\$ 140.95		
I-95 Int	at St Johns Heritage Pkwy/Palm Bay Pkwy N of		Interchange (New)	LF S129,ACNP,DDR			\$ 14.84		\$ 34.50															\$ 34.87		
I-95 Interchange	at Viera Blvd		Interchange (New)	PVT DIH,DDR,DS			\$ 12.60		\$ 7.32															\$ 12.60		
NASA Causeway Bridges*	West Roadway Approach	East Roadway Approach	Bridge Replacement	NASA	\$ 3.30	\$ 1.50																				
SR 401 Bridges (3 Bascule) *	SR 401/SR 528 Interchange	Cape Canaveral Air Force Station	Bridge Replacement	SIS	\$ 5.00																					
Space Commerce Way*	NASA Pkwy W	Kennedy Pkwy N	Widen to 4 lanes	SIS									1.11	3.32		24.04								\$ 28.47		
* Federal or State Grants being pursued for remaining phases					SUBTOTAL - Misc. State/Federal				\$ 8.60	\$ 23.08	\$ 16.96	\$ 89.89	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 138.53	
					SUBTOTAL - Misc. local funds				\$ -	\$ -	\$ 14.84	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14.84	
					SUBTOTAL - SIS				\$ 5.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9.53	\$ 12.66	\$ 1.11	\$ 3.32	\$ 24.30	\$ 1,209.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,265.15
					SUBTOTAL - Other Arterial				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28.58	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28.58	
					SUBTOTAL - Developer				\$ -	\$ -	\$ 12.60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12.60	

TABLE 7.13 (B): OTHER ARTERIAL (STATE/FEDERAL FUNDS) in millions YOY \$s

FACILITY	FROM	TO	PROJECT	SOURCE	2016-2020				2021-2025				2026-2030				2031-2035				2036-2040				2016-2040 TOTAL				
					PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST					
SR 5 (US 1)	N of Pine St	N of Cidco Rd	Add Lanes & Reconstruct	DS				\$ 0.15																\$ 0.15					
SR 514 (Malabar Rd)	Babcock St	US 1	PD&E/EMO Study	DS,DIH,DDR Other Arterial			\$ 4.01						\$ 5.26		\$ 31.05									\$ 36.31					
SR 501	Michigan Avenue	Industry Road	PD&E/EMO Study	DS,DIH,DDR Other Arterial			\$ 2.55					\$ 1.66	\$ 6.65											\$ 8.31					
SR 514	Weber Rd	Corey Rd	Add Left Turn Lane(s)	DDR,DS,DIH			\$ 0.11	\$ 0.55	\$ 2.22															\$ 2.89					
Cocoa Operations Complex Phase I			Fixed Capital Outlay	FCO			\$ 0.01																	\$ 0.01					
Cocoa Operations Complex Phase Major Phase I & Phase II Construction			Fixed Capital Outlay	FCO				\$ 16.00																\$ 16.00					
SR 5 (US 1)	at Suntree Blvd		Intersection (Modify)	DIH,HSP			\$ 0.61	\$ 0.86																\$ 1.46					
A1A	at SR 520		Intersection improvements	Other Arterial					\$ 0.01	\$ 0.02	\$ 0.03	\$ 0.13												\$ 0.19					
Eau Gallie Blvd	at US 1		Left turn lane	Other Arterial					\$ 0.01	\$ 0.02	\$ 0.03	\$ 0.13												\$ 0.19					
International Dr	A1A	Atlantic Ave	Intersection realignment	Other Arterial					\$ 0.04	\$ 0.11	\$ 0.16	\$ 0.80												\$ 1.11					
Sarno Rd	at US 1		Right turn lane	Other Arterial					\$ 0.01	\$ 0.04	\$ 0.06	\$ 0.28												\$ 0.39					
US 1	Pineda Causeway	Park Ave	Widen to 6 lanes and improve interchange at Pineda (SR 404)	DIH, DDR Other Arterial	\$ 1.76								\$ 2.63	\$ 7.89	\$ 10.96				\$ 64.74					\$ 86.22					
US 1	Barnes Blvd	Park Ave	Widen to 6 lanes	Other Arterial					\$ 0.84	\$ 2.51	\$ 3.49					\$ 20.60								\$ 27.44					
SR 524	South Friday Rd	Industry Rd	Widen to 4 lanes	Other Arterial						\$ 3.24	\$ 4.49	\$ 22.47												\$ 30.20					
South St (SR 405)	Existing 4 lane section	State Road 50	Widen to 4 lanes	Other Arterial												\$ 1.99	\$ 5.96	\$ 9.73	\$ 48.64					\$ 66.32					
US 192	Wickham Rd	Dairy Road	Widen to 6 lanes	Other Arterial												\$ 1.07	\$ 5.25				\$ 3.22	\$ 26.23		\$ 35.77					
US 192	St. Johns Heritage Pkwy (SIHP)	Wickham Rd	Widen to 6 lanes	Other Arterial Developer												\$ 0.76	\$ 3.72				\$ 2.28	\$ 18.61		\$ 25.37					
US 1	Malabar Rd	RJ Conlan	Widen to 6 lanes	Other Arterial												\$ 0.76	\$ 3.72				\$ 2.28	\$ 18.61		\$ 25.37					
					SUBTOTAL - Other Arterial				\$ -	\$ -	\$ -	\$ -	\$ 3.54	\$ 13.83	\$ 26.14	\$ 30.46	\$ -	\$ -	\$ -	\$ 116.39	\$ 5.78	\$ 11.84	\$ 28.29	\$ 48.64	\$ -	\$ 5.50	\$ -	\$ 92.81	\$ 383.22
					SUBTOTAL - Misc. State/Federal				\$ 1.76	\$ 7.28	\$ 0.55	\$ 19.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28.82			
					SUBTOTAL - Developer				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25.37			

Space Coast TPO Transportation Improvement Program - FY 2016 - 2020

Phase	Fund Source	2016	2017	2018	2019	2020	Total
Proj# 4336051 SR 501 FROM MICHIGAN AVENUE TO INDUSTRY ROAD					Length: 1.123 MI	*Non-SIS*	*RSP*
Type of Work: PD&E/EMO STUDY					LRTP#: Page 13		
Description: STATE FUNDED ONLY							
PE	DS	0	0	150,000	0	0	150,000
PE	DIH	0	0	0	5,000	0	5,000
PE	DDR	0	0	0	2,398,825	0	2,398,825
Total		0	0	150,000	2,403,825	0	2,553,825
<i>Prior Years Cost</i>		<i>1,196,000</i>	<i>Future Years Cost</i>		<i>Total Project Cost</i>		<i>3,749,825</i>
Proj# 4336541 SR 500/US 192 AT WICKHAM RD					Length: .020 MI	*SIS*	
Type of Work: ADD TURN LANE(S)					LRTP#: page 76		
PE	SU	187,010	0	0	0	0	187,010
PE	ACSU	304,990	0	0	0	0	304,990
Total		492,000	0	0	0	0	492,000
<i>Prior Years Cost</i>			<i>Future Years Cost</i>		<i>Total Project Cost</i>		<i>492,000</i>
Proj# 4336551 SR 500/US 192 AT HOLLYWOOD BLVD					Length: .002 MI	*SIS*	
Type of Work: ADD TURN LANE(S)					LRTP#: page 76		
PE	SU	575,000	0	0	0	0	575,000
ROW	DIH	0	0	0	0	50,000	50,000
ROW	DDR	0	0	0	0	4,728,500	4,728,500
Total		575,000	0	0	0	4,778,500	5,353,500
<i>Prior Years Cost</i>			<i>Future Years Cost</i>		<i>Total Project Cost</i>		<i>5,353,500</i>
Proj# 4361231 SR 405 AT SISSON RD SPACEPORT CONNECTOR SIS INTERSECTION IMPROVEMENTS					Length: .384 MI	*SIS*	
Type of Work: ADD LEFT TURN LANE(S)					LRTP#: PAGE 76		
ROW	ACNP	0	940,000	0	0	0	940,000
CST	ACNP	0	0	0	0	646,287	646,287
Total		0	940,000	0	0	646,287	1,586,287
<i>Prior Years Cost</i>		<i>410,000</i>	<i>Future Years Cost</i>		<i>Total Project Cost</i>		<i>1,996,287</i>

=====
HIGHWAYS
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ITEM NUMBER:433605 1 PROJECT DESCRIPTION:SR 501 FROM MICHIGAN AVENUE TO INDUSTRY ROAD *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:PD&E/EMO STUDY
PROJECT LENGTH: 1.123MI

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	GREATER THAN 2018	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	1,156,000	0	0	0	0	1,156,000
DIH	0	35,000	0	0	0	0	35,000
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	0	0	0	2,398,825	2,398,825
DIH	0	0	0	0	0	5,000	5,000
TOTAL <N/A>	0	1,191,000	0	0	0	2,403,825	3,594,825
TOTAL 433605 1	0	1,191,000	0	0	0	2,403,825	3,594,825
TOTAL Project:	0	1,191,000	0	0	0	2,403,825	3,594,825

ITEM NUMBER:433654 1 PROJECT DESCRIPTION:SR 500/US 192 AT WICKHAM RD *SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:ADD TURN LANE(S)
PROJECT LENGTH: .020MI

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	GREATER THAN 2018	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	0	0	716,720	0	716,720
DIH	0	0	0	0	5,000	0	5,000
TOTAL <N/A>	0	0	0	0	721,720	0	721,720
TOTAL 433654 1	0	0	0	0	721,720	0	721,720
TOTAL Project:	0	0	0	0	721,720	0	721,720

2026 LoPP Project Rank	Roadway	Limits	Description	Project Length / Units	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Source	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2045	Year of Expenditure (YOE) 2046 - 2050	Total 2050 LRTP (20 Years)
3 RS	SR 501 (Clearlake Rd)	Michigan Ave to SR 524 (Industry Rd)	Widen to 4 Lanes with Roundabout & Sidewalk	1.11	PD&E / NEPA	\$ -	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	State	\$ -	\$ -	\$ -	\$ -	
						\$ -	Transit	\$ -	\$ -	\$ -	\$ -	
					PD&E / NEPA - TOTAL	Funded	All	\$ -	\$ -	\$ -	\$ -	
						PE & Permitting	\$ -	Federal	\$ -	\$ -	\$ -	
							\$ -	State	\$ -	\$ -	\$ -	
					\$ -		Transit	\$ -	\$ -	\$ -		
					PE & Permitting - TOTAL	Funded	All	\$ -	\$ -	\$ -	\$ -	
						ROW	\$ 18,600,000	Federal	\$ -	\$ 29,946,000	\$ -	
							\$ 5,400,000	State	\$ -	\$ 8,694,000	\$ -	
					\$ -		Transit	\$ -	\$ -	\$ -		
					ROW - TOTAL	\$ 24,000,000	All	\$ -	\$ 38,640,000	\$ -		
						CST & CEI	\$ -	Federal	\$ -	\$ -	\$ -	
							\$ 13,000,000	State	\$ -	\$ -	\$ 26,780,000	
\$ -	Transit	\$ -	\$ -	\$ -								
CST & CEI - TOTAL	\$ -	Local	\$ -	\$ -	\$ -							
	\$ 13,000,000	All	\$ -	\$ -	\$ 26,780,000							
	\$ 26,780,000	All	\$ -	\$ -	\$ 26,780,000							
4 RS	SR A1A	Long Point Rd to George King Blvd	Complete Street with Curb & Gutter / Median	1.18	PD&E / NEPA	\$ -	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	State	\$ -	\$ -	\$ -	\$ -	
						\$ -	Transit	\$ -	\$ -	\$ -	\$ -	
					PD&E / NEPA - TOTAL	Funded	All	\$ -	\$ -	\$ -	\$ -	
						PE & Permitting	\$ -	Federal	\$ -	\$ -	\$ -	
							\$ -	State	\$ -	\$ -	\$ -	
					\$ -		Transit	\$ -	\$ -	\$ -		
					PE & Permitting - TOTAL	Funded	All	\$ -	\$ -	\$ -	\$ -	
						ROW	\$ 10,500,000	Federal	\$ -	\$ -	\$ 21,630,000	
							\$ 10,500,000	State	\$ -	\$ -	\$ 21,630,000	
					\$ -		Transit	\$ -	\$ -	\$ -		
					ROW - TOTAL	\$ 21,000,000	All	\$ -	\$ -	\$ 43,260,000		
						CST & CEI	\$ 25,630,000	Federal	\$ -	\$ -	\$ 52,797,800	
							\$ -	State	\$ -	\$ -	\$ -	
\$ -	Transit	\$ -	\$ -	\$ -								
CST & CEI - TOTAL	\$ -	Local	\$ -	\$ -	\$ -							
	\$ 25,630,000	All	\$ -	\$ -	\$ 52,797,800							
	\$ 52,797,800	All	\$ -	\$ -	\$ 52,797,800							
5 RS	SR 405 (South St)	SR 50 (Cheney Hwy) to US 1	Widen to 4 Lanes with Multimodal Improvements (TBD)	5.44	PD&E / NEPA*	\$ -	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	State*	\$ 11,299,926	\$ -	\$ -	\$ -	
						\$ -	Transit	\$ -	\$ -	\$ -	\$ -	
					PD&E / NEPA* - TOTAL	\$ 11,299,926	Local / Other	\$ -	\$ -	\$ -		
						PE & Permitting*	\$ -	Federal	\$ -	\$ -	\$ -	
							\$ -	State*	\$ 17,785,074	\$ -	\$ -	
					\$ -		Transit	\$ -	\$ -	\$ -		
					PE & Permitting* - TOTAL	\$ 17,785,074	Local	\$ -	\$ -	\$ -		
						ROW	\$ -	Federal	\$ -	\$ -	\$ -	
							\$ -	State	\$ -	\$ -	\$ -	
					\$ -		Transit	\$ -	\$ -	\$ -		
					ROW - TOTAL	\$ 26,685,362	Local	\$ -	\$ -	\$ -		
						CST & CEI	\$ -	Federal	\$ -	\$ -	\$ -	
							\$ -	State	\$ -	\$ -	\$ -	
\$ -	Transit	\$ -	\$ -	\$ -								
CST & CEI - TOTAL	\$ -	Local	\$ -	\$ -	\$ -							
	\$ 58,707,796	All	\$ -	\$ -	\$ -							
	\$ -	All	\$ -	\$ -	\$ -							

Cultural Resources Appendix

Contents:

2025 SHPO Concurrence

2025 Native American Coordination

2016 CRAS Roadway SHPO Concurrence Letter

2016 CRAS Ponds SHPO Concurrence Letter



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

August 6, 2025

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

RE: Section 106 Stipulation VII Submission
SR 501 FROM MICHIGAN AVENUE TO INDUSTRY ROAD
Brevard County
FM # 433605-1-22-01
DHR CRAT Number: 202504437

Dear Ms. Lotane,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey Addendum in Support of the Clearlake Road (SR 501) PD&E Study, Brevard County, Florida*. This report presents the findings of a CRAS in support of proposed roadway work and five preferred pond locations in Brevard County, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway work along State Road (SR) 501 (Clearlake Road). Proposed work includes milling and resurfacing, roadway widening within existing and proposed rights-of-way (ROW), construction of small sidewalk segments to connect with existing, construction of new sidewalk with detectable warnings, removal of existing drainage structures, construction of five new ponds, installation of new concrete ditch pavement and pipe, construction of new perimeter and noise walls, construction of new concrete traffic separator, installation of new traffic monitoring sites, construction of new gravity wall and guiderail, and installation of guiderail.

The current project represents an update to the 2015 SEARCH survey titled Cultural Resource Assessment Survey of Clearlake Road (SR 501) From Michigan Avenue to Industry Road, Brevard County, Florida (Florida Master Site File [FMSF] Survey No. 22376) and the 2016 SEARCH survey Technical Memorandum: Cultural Resource Assessment Survey of Eight Proposed Ponds in Support of the Improvements to Clearlake Road (SR 501), Brevard County, Florida (Florida Master Site File [FMSF] Survey No. 22744).

The Area of Potential Effects (APE) defines the area within which the proposed work and subsequent maintenance may cause physical, visual, audible, or atmospheric effects to historic properties. The archaeological APE for this project is defined as the existing and proposed ROW as well as the proposed pond footprints. The architectural history APE was extended to the back or side property lines of parcels adjacent to the ROW, or a distance of no more than a 100 meters (m) (328 feet [ft]) from the ROW line and the pond footprints plus a 30 m (100 ft) buffer. For the purpose of the enclosed report, the "APE" is the combined archaeological APE and architectural history APE.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2024), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals. The Principal Investigator for this project meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended.

The archaeological survey consisted of systematic shovel testing and pedestrian survey within the project ROW and pond footprints. The subsurface testing included three shovel tests, all of which were negative for cultural material. No archaeological sites or archaeological occurrences were recorded within the APE. No further archaeological survey is recommended in support of the proposed improvements.

The architectural history survey resulted in the identification and evaluation of 52 resources within the APE. Thirty-eight previously recorded resources were surveyed, including one linear resource (8BR04195) and 37 buildings (8BR03301-8BR03331 and 8BR03360-8BR03365). The survey also resulted in the identification of 14 newly recorded buildings (8BR04663-8BR04676). All 52 resources are recommended ineligible for listing in the NRHP, both individually and as contributing to a historic district.

No NRHP-listed or eligible cultural resources were identified within the project APE. The project will result in *No Historic Properties Affected* and no further cultural resources work is recommended.

Based on the review summarized above, FDOT has determined that this project 433605-1-22-01 will result in **No Historic Properties Affected**. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Catherine Owen on August 6, 2025

The Florida State Historic Preservation Officer (SHPO) reviewed the submission referenced above and finds the document contains sufficient information and concurs with the information provided for the above referenced project.

In accordance with the *Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida (2023 PA)*, and appended materials, if providing concurrence with a finding of **No Historic Properties Affected** for a whole project, or to **No Adverse Effect** on a specific historic property, SHPO shall presume that FDOT may pursue a *de minimis* use of the affected historic property in accordance with Section 4(f) as set forth within 23 CFR. 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO/FDHR Comments



August 19, 2025

Signed

Date

Alissa S. Lotane, Director

Florida Division of Historical Resources

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

Submitted Documents

- [43360512201-CE2-D5-433605-1_SR_501_SEARCH_CRAS_Addendum_FINAL-2025-0620.pdf](#) (Cultural Resources Assessment Survey (CRAS))
 433605-1_SR 501_SEARCH_CRAS Addendum_FINAL
- [43360512201-CE2-D5-433605-1_FMSF_Forms-2025-0626.zip](#) (Florida Master Site File Forms)
 433605-1_FMSF Forms
- [43360512201-CE2-D5-433605-1_SR_501_SEARCH_CRAS_Addendum_FINAL_Digital_SHPO_Package-2025-0620.zip](#)
 (Florida Master Site File Forms)
 433605-1_SR 501_SEARCH_CRAS Addendum_FINAL_Digital SHPO Package
- [43360512201-CE2-D5-433605-1_SEARCH_RAI_Response_Memo-2025-0707.pdf](#) ()
 433605-1_SEARCH_RAI Response Memo
- [43360512201-CE2-D5-433605-1_SR_501_SEARCH_CRAS_Addendum_FINAL_07-25-2025-2025-0725.pdf](#) (Cultural Resource Assessment Survey (CRAS) Addendum)
 433605-1_SR 501_SEARCH_CRAS Addendum_FINAL_07-25-2025



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

JARED W. PERDUE, P.E.
SECRETARY

August 12, 2025

Historic and Cultural Preservation Department
Muscogee (Creek) Nation Cultural Preservation
PO Box 580
Okmulgee, OK 74447
section106@mcn-nsn.gov

RE: Cultural Resource Assessment Survey Addendum
Clearlake Road (SR 501) Project Development and Environment (PD&E) Study
Brevard County, Florida
Financial Management No.: 433605-1-52-01

Dear Sir or Madam,

Enclosed please find the report titled *Cultural Resource Assessment Survey Addendum in Support of the Clearlake Road (SR 501) PD&E Study, Brevard County, Florida*. This report presents the findings of a CRAS in support of proposed roadway work and five preferred pond locations in Brevard County, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway work along Clearlake Road (SR 501). Proposed work includes milling and resurfacing, roadway widening within existing and proposed rights-of-way (ROW), construction of small sidewalk segments to connect with existing, construction of new sidewalk with detectable warnings, removal of existing drainage structures, construction of five new ponds, installation of new concrete ditch pavement and pipe, construction of new perimeter and noise walls, construction of new concrete traffic separator, installation of new traffic monitoring sites, construction of new gravity wall and guiderail, and installation of guardrail.

The current project represents an update to the 2015 SEARCH survey titled Cultural Resource Assessment Survey of Clearlake Road (SR 501) from Michigan Avenue to Industry Road, Brevard County, Florida (Florida Master Site File [FMSF] Survey No. 22376) and the 2016 SEARCH survey Technical Memorandum: Cultural Resource Assessment Survey of Eight Proposed Ponds in Support of the Improvements to Clearlake Road (SR 501), Brevard County, Florida (Florida Master Site File [FMSF] Survey No. 22744). These documents were provided to you in 2016; subsequently the PD&E Study was placed on hold.

Muscogee (Creek) Nation Cultural Preservation

August 12, 2025

FM # 433605-1

Page 2

The Area of Potential Effects (APE) defines the area within which the proposed work and subsequent maintenance may cause physical, visual, audible, or atmospheric effects to historic properties. The archaeological APE for this project is defined as the existing and proposed ROW as well as the proposed pond footprints. The architectural history APE was extended to the back or side property lines of parcels adjacent to the ROW, or a distance of no more than 100 meters (m) (328 feet [ft]) from the ROW line and the pond footprints plus a 30 m (100 ft) buffer. For the purpose of the enclosed report, the “APE” is the combined archaeological APE and architectural history APE.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT’s PD&E Manual (revised July 2024), FDOT’s Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources’ (FDHR) Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals. The Principal Investigator for this project meets the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended.

The archaeological survey consisted of systematic shovel testing and pedestrian survey within the project ROW and pond footprints. The subsurface testing included three shovel tests, all of which were negative for cultural material. No archaeological sites or archaeological occurrences were recorded within the APE. No further archaeological survey is recommended in support of the proposed improvements.

The architectural history survey resulted in the identification and evaluation of 52 resources within the APE. Thirty-eight previously recorded resources were surveyed, including one linear resource (8BR04195) and 37 buildings (8BR03301-8BR03331 and 8BR03360-8BR03365). The survey also resulted in the identification of 14 newly recorded buildings (8BR04663-8BR04676). All 52 resources are recommended ineligible for listing in the NRHP, both individually and as contributing to a historic district.

Muscogee (Creek) Nation Cultural Preservation

August 12, 2025

FM # 433605-1

Page 3

No NRHP-listed or eligible cultural resources were identified within the project APE. The project will result in *No Historic Properties Affected* and no further cultural resources work is recommended. This report is being provided concurrently to the State Historic Preservation Officer (SHPO).

We are respectfully seeking your review and opinion regarding this study and look forward to continuing consultation regarding this project. If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resources Coordinator, at (386) 943-5383 or me at (386) 943-5436.

Sincerely,

A handwritten signature in blue ink, appearing to read "Catherine Owen".

For: Casey Lyon, M.S.
Environmental Manager
FDOT, District Five



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

JIM BOXOLD
SECRETARY

November 3, 2015

Mr. Robert Bendus
State Historic Preservation Officer
Office of Cultural and Historical Programs
Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attn: Ms. Ginny Jones, Transportation Compliance Review Program

RE: *Cultural Resource Assessment Survey of Clearlake Road (SR 501) from South of Michigan Avenue to West of Industry Road, Brevard County, Florida*
Financial Management # 433605-1

Dear Mr. Bendus,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey of Clearlake Road (SR 501) from South of Michigan Avenue to West of Industry Road, Brevard County, Florida*. This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of improvements to Clearlake Road (State Road [SR] 501) in Brevard County, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing multiple alternatives to accommodate traffic improvements to Clearlake Road from south of Michigan Avenue to west of Industry Road. Alternatives included a proposed four-lane divided urban alignment as well as four subalternatives: a 45 mph curve, a 35 mph curve, a roundabout, and a "jug handle" curve. The project includes the addition of right-of-way along Clearlake Road from Michigan Avenue to Industry Road, bicycle lanes in each direction, sidewalks on both sides, and off-site ponds.

To encompass all potential improvements, the Area of Potential Effect (APE) was defined to include the existing and proposed right-of-way from approximately 850 feet south of Michigan Avenue to approximately 1,000 feet west of Industry Road. This APE was extended to the back or side property lines of parcels adjacent to the right-of-way or a distance of no more than 100 meters (330 feet) from the right-of-way line. The archaeological survey was conducted within the existing and proposed right-of-way. The historic structure survey was conducted within the entire APE. The proposed off-site ponds were not included in the present study and will be addressed by a forthcoming CRAS addendum.

The archaeological survey consisted of a pedestrian survey and shovel testing within the current and proposed right-of-way. No artifacts were recovered and no archaeological sites or

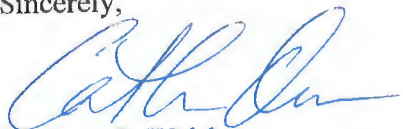
Mr. Bendus, SHPO
November 3, 2015
Page 2

occurrences were identified within the APE. No further archaeological survey is recommended in support of the proposed Clearlake Road improvements.

The architectural survey resulted in the identification and evaluation of 31 newly recorded historic resources (8BR03301-8BR03331) within the Clearlake Road APE. The newly recorded resources include 31 historic buildings (8BR03301-8BR03331). All 31 resources identified within the Clearlake Road APE lack the architectural distinction and the significant historical associations necessary to be considered for listing in the NRHP and are recommended ineligible. No existing or potential historic districts were identified. No further architectural history survey is recommended.

I respectfully request your concurrence with the findings of the enclosed report. If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,

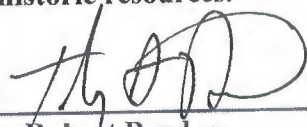


For William G. Walsh
Environmental Manager
FDOT, District Five

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ does not concur with the findings and recommendations contained in this cover letter and the enclosed report.

does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/ 
For: Robert Bendus

Florida State Historic Preservation Officer

Date 11/23/15

2015-5439
DHR Project No.



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 S. Woodland Blvd.
DeLand, FL 32720

**JIM BOXOLD
SECRETARY**

February 24, 2016

Mr. Timothy A. Parsons, Ph.D.
Interim Director, State Historic Preservation Officer
Office of Cultural and Historical Programs
Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32399-0250

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2016 FEB 29 P 1:49

Attn: Mr. Dan McClarnon, Transportation Compliance Review Program

RE: *Technical Memorandum: Cultural Resource Assessment Survey of Eight Proposed Ponds in Support of the Improvements to Clearlake Road (SR 501), Brevard County, Florida*
Financial Management # 433605-1

Dear Mr. Parsons,

Enclosed please find one copy of the report titled *Technical Memorandum: Cultural Resource Assessment Survey of Eight Proposed Ponds in Support of the Improvements to Clearlake Road (SR 501), Brevard County, Florida*. This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of improvements to Clearlake Road (State Road [SR] 501) in Brevard County, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing multiple alternatives to accommodate traffic improvements to Clearlake Road from south of Michigan Avenue to west of Industry Road. This technical memorandum serves as an addendum to the 2015 SEARCH report titled *Cultural Resource Assessment Survey of Clearlake Road (SR 19) from Michigan Avenue to Industry Road, Brevard County, Florida* (SEARCH 2015, Florida Master Site File [FMSF] Survey No. 22376).

The Area of Potential Effect (APE) was defined to include eight proposed pond footprints in addition to a 100-foot buffer of each. The archaeological survey was conducted within the proposed pond footprints. The historic structure survey was conducted within the entire pond APE.

The archaeological survey consisted of a pedestrian inspection of eight proposed pond footprints, as field conditions precluded the excavation of subsurface tests. It is the opinion of the District that, based on the heavily disturbed nature of the soils, there is no potential for intact archaeological sites to be located within the proposed pond footprints. No further archaeological survey is recommended in support of the proposed Clearlake Road (SR 501) ponds.

Dr. Parsons, SHPO
February 24, 2016
Page 2

The architectural survey resulted in the identification and evaluation of 13 historic resources within the Clearlake Road (SR 501) Ponds APE. The 13 historic resources within the Clearlake Road (SR 501) Ponds APE lack the architectural distinction and the significant historical associations necessary to be considered for listing in the National Register of Historic Places (NRHP) and are recommended ineligible. No further architectural work is recommended.

It is the opinion of the District, the proposed undertaking will have no effect on cultural resources listed or eligible for listing on the NRHP. I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,

William G. Walsh
Environmental Manager
FDOT, District Five

FW

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ does not concur with the findings and recommendations contained in this cover letter and the enclosed report.

does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/

For: Timothy A. Parsons, Ph.D.
Interim Director, Division of Historical Resources
Florida State Historic Preservation Officer

3/16/16
Date

2015.5439
DHR Project No.

Natural Resources Appendix

Contents:

FWC Species Response Letter

USFWS Species Response Letter

FDACS (FFS) Species Response Letter



Florida Fish and Wildlife Conservation Commission

Commissioners
Rodney Barreto
Chairman
Coral Gables

Steven Hudson
Vice Chairman
Fort Lauderdale

Preston Farris
Tampa

Gary Lester
Oxford

Albert Maury
Coral Gables

Gary Nicklaus
Jupiter

Sonya Rood
St. Augustine

Office of the
Executive Director
Roger A. Young
Executive Director

Charles "Rett" Boyd
Assistant Executive Director

George Warthen
Chief Conservation Officer

Jessica Crawford
Chief of Staff

Division of Habitat and
Species Conservation
Melissa Tucker
Director

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resources for their long-term
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Tallahassee, Florida
32399-1600
Voice: 850-488-4676

Hearing/speech-impaired:
800-955-8771 (T)
800 955-8770 (V)

MyFWC.com

November 25, 2025

Deysia Roberson
Florida Department of Transportation District 5
719 S Woodland Boulevard
Deland, FL 32720
Deysia.Roberson@dot.state.fl.us

Re: SR 501 from Michigan Avenue to Industry Road, Natural Resource Evaluation, Brevard County

Dear Ms. Roberson:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) report in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Florida Department of Transportation (FDOT) District 5 is conducting a Project Development & Environment (PD&E) Study Update (ETDM 13120) for State Road (SR) 501/Clearlake Road from Michigan Avenue to Industry Road in the City of Cocoa. The study update is to address two engineering changes made to the approved preferred alternative of widening an approximately 1.1-mile segment of SR 501 from two to four lanes. A new roundabout is proposed to replace a conventional driveway connection at the northern Walmart entrance as well as construction of 14-foot-wide shared use paths on both sides of SR 501 as opposed to sidewalks and bicycle lanes. The proposed project construction will require additional right-of-way as was previously documented.

The NRE report was prepared as part of the PD&E study to document and summarize the wetlands, surface waters, protected species, critical habitat, and essential fish habitat within the project's corridor; evaluate potential impacts associated with the proposed project; provide effect determinations for protected species; identify mitigation needs, and coordinate with federal and state regulatory and resource agencies. FWC staff agrees with the effect determinations and supports the project implementation measures and commitments for protected species. Further coordination could be required during future species-specific surveys and project permitting.

For specific technical questions regarding the content of this letter, please contact Kristee Booth at (850) 363-6298 or Kristee.Booth@MyFWC.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,

Laura DiGruttolo
Land Use Planning Supervisor
Office of Conservation Planning Services

ld/kb

SR 501 from Michigan Avenue to Industry Road NRE_64294_11252025



Florida Department of Transportation

RON DESANTIS
GOVERNOR


719 South Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

October 30, 2025

Zakia Williams
US Fish and Wildlife Service
North Florida Ecological Services Office
7915 Baymeadows Way, Suite 200
Jacksonville, FL 32256-7517

RE: Natural Resources Evaluation Report
Clearlake Road (S.R. 501)
Brevard County, Florida
Financial Management Number: 433605-1-22-01
USFWS Project Code: 2025-0149999

	Florida Ecological Services Field Office
	Service Project Code No. 26-TA-0017040
<p>The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the Florida Ecological Services Field Office.</p> <p>This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.</p>	
<p>JOSE RIVERA Digitally signed by JOSE RIVERA Date: 2025.12.02 11:38:33 -05'00'</p>	
Supervisor	

Dear Ms. Zakia Williams,

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study Update for Clearlake Road (State Road (S.R.) 501) from Michigan Avenue to Industry Road. A PD&E Study for the two- to four-lane widening of this approximate 1.1-mile segment of S.R. 501 within the City of Cocoa in Brevard County was originally completed in 2017 with the approval of a State Environmental Impact Report (SEIR). FDOT is now conducting a PD&E Update for the S.R. 501 project to refresh the environmental analysis and to comply with the federal National Environmental Policy Act (NEPA) to be eligible for federal funding for the project construction.

This study update is also addressing two engineering changes to the approved Preferred Alternative. A new roundabout is proposed to replace a conventional driveway connection at the northern Walmart entrance. Also, the sidewalk and buffered bicycle lanes are being replaced with 14-foot shared use paths on both sides of S.R. 501. The PD&E study also involves the addition of stormwater management systems, including ponds. As part of the PD&E study, a Natural Resources Evaluation (NRE) has been developed to assess potential impacts to wetlands and protected species. A courtesy copy of the NRE has been provided for your use.

The study analyzed the potential for nine (9) federally protected animals, two (2) federally protected plants, and two (2) proposed species to occur within the project area. The project area

is located within the US Fish and Wildlife Service (USFWS) Consultation Area for the Audubon's crested caracara (*Caracara plancus audubonii*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Florida scrub-jay (*Aphelocoma coerulescens*), piping plover (*Charadrius melodus*), Atlantic salt marsh snake (*Nerodia clarkii taeniata*), and West Indian manatee (*Trichechus manatus*). The USFWS Information for Planning and Consultation (IPaC) Resource List and Florida Natural Areas Inventory (FNAI) Biodiversity Matrix Standard Data Report identified other federally protected species that may be present in the project area including the tricolored bat (*Perimyotis subflavus*), red-cockaded woodpecker (*Dryobates borealis*), bald eagle (*Haliaeetus leucocephalus*), Eastern black rail (*Laterallus jamaicensis*), wood stork (*Mycteria americana*), rufa red knot (*Calidris canutus rufa*), Eastern indigo snake (*Drymarchon corais couperi*), monarch butterfly (*Danaus plexippus*), Carter's mustard (*Warea carteri*), and Lewton's Polygala (*Polygala lewtonii*).

Effect determinations were based on the results of general presence/absence surveys, data collection, and USFWS' effect determination keys. As there is no suitable habitat and no documented occurrences within the project area, and these species were not observed during field reconnaissance, it has been determined that the project will have **no effect** on the eastern black rail, Everglade snail kite, piping plover, Audubon's crested caracara, rufa red knot, Atlantic salt marsh snake, and West Indian manatee.

The monarch butterfly is a candidate species proposed for federal listing, and therefore, an effect determination has not been determined. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and project area is located within the consultation area, during the design and permitting phase of the proposed project, FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly. This species, and its associated effect determinations, are discussed in the enclosed NRE.

A **may affect, but is not likely to adversely affect** determination was made for the wood stork, Florida scrub-jay, Eastern indigo snake, tricolored bat, Carter's mustard, and Lewton's polygala. The tricolored bat is a candidate species for proposed for federal listing, through FDOT tricolored bat consultation guidance an anticipated effect determination was made. As the timeline for construction is better defined, FDOT will adhere to the applicable commitments outlined in the NRE. These species, and their associated effect determinations, are discussed below and in the enclosed NRE.

Eastern Indigo Snake - The presence of suitable habitat including potential presence of gopher tortoise burrows and other holes and cavities for indigo snake refuge was confirmed within the project area. Considering the potential for the Eastern indigo snake to be present within the area, the FDOT will commit to implementation of the USFWS Standard Protection Measures for the Eastern Indigo Snake (2021) during construction. Use of the Eastern Indigo Snake Programmatic Effect Determination Key leads to a determination (A>B>C>D>E) that the proposed project **may affect, but is not likely to adversely affect** the Eastern indigo snake.

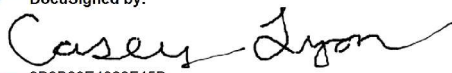
Wood Stork - Based on USFWS data updated in 2023, there are no active wood stork nesting colonies occurring within a 15-mile radius of the study areas. The wood stork was not observed during field reconnaissance. However, field reconnaissance determined a few areas with suitable foraging habitat are present within the project area. The project is anticipated to impact more than 0.5 acres of Suitable Foraging Habitat (SFH). Wetland mitigation credits were previously purchased in 2019 from the Mary A. Ranch Mitigation Bank, an approved service-area bank, to offset impacts to wood stork SFH. No additional mitigation is anticipated, as the current impacts to SFH are less than those identified in the 2019 assessment. Use of the USFWS Wood Stork Effect Determination Key (2008), leads to a determination (A>B>C) that the proposed project **may affect, but is not likely to adversely affect** the wood stork.

Bald Eagle - During the October 2024 field review, a bald eagle was observed flying near the intersection of Industry Road and State Road 501. The Audubon Eagle Watch Database identifies nest BE110 at this intersection, located within the project study area and inside the 330-foot protective buffer. The nest, constructed on a wooden utility pole with a platform, appeared inactive at the time of observation and exhibited some characteristics similar to an osprey nest. However, it will continue to be treated as a bald eagle nest unless future surveys confirm otherwise.

In accordance with the USFWS National Bald Eagle Management Guidelines, no construction or staging will occur within 330 feet of an active nest during the nesting season. Additional monitoring and coordination with USFWS will occur if activities are proposed within 660 feet of the nest. If the nest is confirmed active during the design phase, the appropriate eagle take permit will be obtained prior to construction.

If you have any questions, feel free to contact either Edward Northey at (386) 943-5047, Edward.Northey@dot.state.fl.us or me at (386) 943-5436, Casey.Lyon@dot.state.fl.us at your convenience. Thank you for your assistance with this project.

Sincerely,

DocuSigned by:

3B9B80E4828F45B...

Casey Lyon
Environmental Manager
FDOT, District Five

cc:

Nathan Silva, RS&H
Alexandria Gagne, RS&H

EXTERNAL SENDER: Use caution with links and attachments.

Hi Jennifer,

Thank you for the opportunity to learn about this project. The Natural Resources Evaluation conducted by FDOT appears to be thorough and thoughtful. The assessment methodology is appropriate and complete. As I understand the project, the existing length of S.R. 501 from the Michigan Avenue and S.R. 501 intersection to the Industry Road and S.R. 501 intersection will be modified in three ways. (1) A new roundabout to replace a conventional driveway connection at the northern Walmart entrance, (2) modifications to the sidewalk and buffered bicycle lanes, and (3) the addition of stormwater management systems, including ponds. This will allow for better traffic flow and also include continuous bicycle and pedestrian facilities. This work may impact federal, state and managed species. The natural resources evaluation determined for the federally listed species, *Warea carteri* (Carter's mustard) and *Polygala lewtonii* (Lewton's Polygala) **"may affect, not likely to adversely affect"**, I concur with that determination as both species are mostly known from the Lake Wales Ridge region. The NRE also determined **"no adverse effect anticipated"** for all state regulated plant species. I concur with this finding. *Dicerandra thiniicola* (Titusville balm) is endemic to Brevard County, please notify DPI should you identify this species. Of course, if you become aware of the presence of other regulated species, let us know if we need to coordinate any plant rescues.

Best wishes for a successful project,

Ayress D. Grinage, Ph.D., Botanist

Entomology, Nematology and Plant Pathology

Division of Plant Industry

Florida Department of Agriculture and Consumer Services

352/395-4701

ayress.grinage@FDACS.gov

1911 SW 34th Street

Gainesville, FL 32608

Please note that Florida has a broad public records law (Chapter 119, Florida Statutes). Most written communications to or from state employees are public records obtainable by the public upon request. Emails sent to me at this email address may be considered public and will only be withheld from disclosure if deemed confidential pursuant to the laws of the State of Florida.

From: Allcock, Jennifer <Jennifer.Allcock@dot.state.fl.us>
Sent: Thursday, November 13, 2025 3:26 PM
To: Grinage, Ayress <Ayress.Grinage@fdacs.gov>
Cc: Jenkins, Michael <Michael.Jenkins@fdacs.gov>; Kiser, Mark <William.Kiser@fdacs.gov>; Vau, Silvia <Silvia.Vau@fdacs.gov>; Roberson, Deysia <Deysia.Roberson@dot.state.fl.us>; Maldonado, Jeanette <Jeanette.Maldonado@dot.state.fl.us>
Subject: 433605-1 Clearlake Road (SR 501) from Michigan Avenue to Industry Road - Natural Resource Evaluation (NRE)

Some people who received this message don't often get email from jennifer.allcock@dot.state.fl.us. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Ayress,

The Florida Department of Transportation is conducting a Project Development and Environment (PD&E) Study Update for Clearlake Road (State Road (S.R.) 501) from Michigan Avenue to Industry Road. A PD&E Study for the two- to four-lane widening of this approximate 1.1-mile segment of S.R. 501 within the City of Cocoa in Brevard County was originally completed in 2017 with the approval of a State Environmental Impact Report (SEIR). FDOT is now conducting a PD&E Study Update for the S.R. 501 project to refresh the environmental analysis and to comply with the federal National Environmental Policy Act (NEPA) to be eligible for federal funding for the project construction. This study update is also addressing two engineering changes to the approved Preferred Alternative. A new roundabout is proposed to replace a conventional driveway connection at the northern Walmart entrance. Also, the sidewalk and buffered bicycle lanes are being replaced with 14-foot shared use paths on both sides of S.R. 501. The PD&E Study also involves the addition of stormwater management systems, including ponds.

The FDOT has prepared a Natural Resource Evaluation (NRE) report to address potential impacts to protected species including plants, and this report provides the supporting

documentation for the proposed effect determinations. A copy has been attached for your review.

Based on the evaluation and documentation in the NRE an effect determination of “may affect, not likely to adversely affect” was recommended for the following plant species:

- Carter’s Mustard
- Lewton’s Polygala

Based on the evaluation and documentation in the NRE an effect determination of “no adverse effect anticipated” was recommended for the following plant species:

- Curtiss’ milkweed
- Curtiss’ sandgrass
- Many flowered grass-pink
- Sand butterfly pea
- Satinleaf
- Spiked crested coralroot
- Large-flowered rosemary
- Titusville balm
- Hand fern
- Guiana plum
- Blueflower butterwort
- Yellow butterwort
- Snowy Orchid
- Sand-dune spurge
- Leafless beaked ladiestresses
- Hooded pitcherplant
- Lace-lip ladies’-tresses
- Coastal Mock Vervain
- Angle pod
- Celestial lily
- Fragrant prickly-apple
- Atlantic Coast Florida lantana
- Nodding pinweed
- Pine pinweed
- Pine lily
- Piedmont jointgrass
- Sea rosemary

- Florida beargrass
- Garberia
- Simpson's stopper
- Erect pricklypear
- Widespread polypody
- Curtiss's hoary-pea
- Common wild-pine
- Spreading air-plant
- Redmargin zephyrlily
- Chaffseed
- Beachberry
- Blunt-leaved peperomia
- Giant orchid

The FDOT respectfully requests for FDACS to provide their concurrence with the effect determinations above by 12/8/2025. If you have any questions or require additional information, please let me know.

Thank you. Have a great day.

Jennifer Allcock, FCCM

Environmental Specialist
District ETDM Coordinator
Florida Department of Transportation - District Five
Environmental Management Office
719 S. Woodland Blvd. Deland, FL 32720
386-943-5413
Jennifer.Allcock@dot.state.fl.us



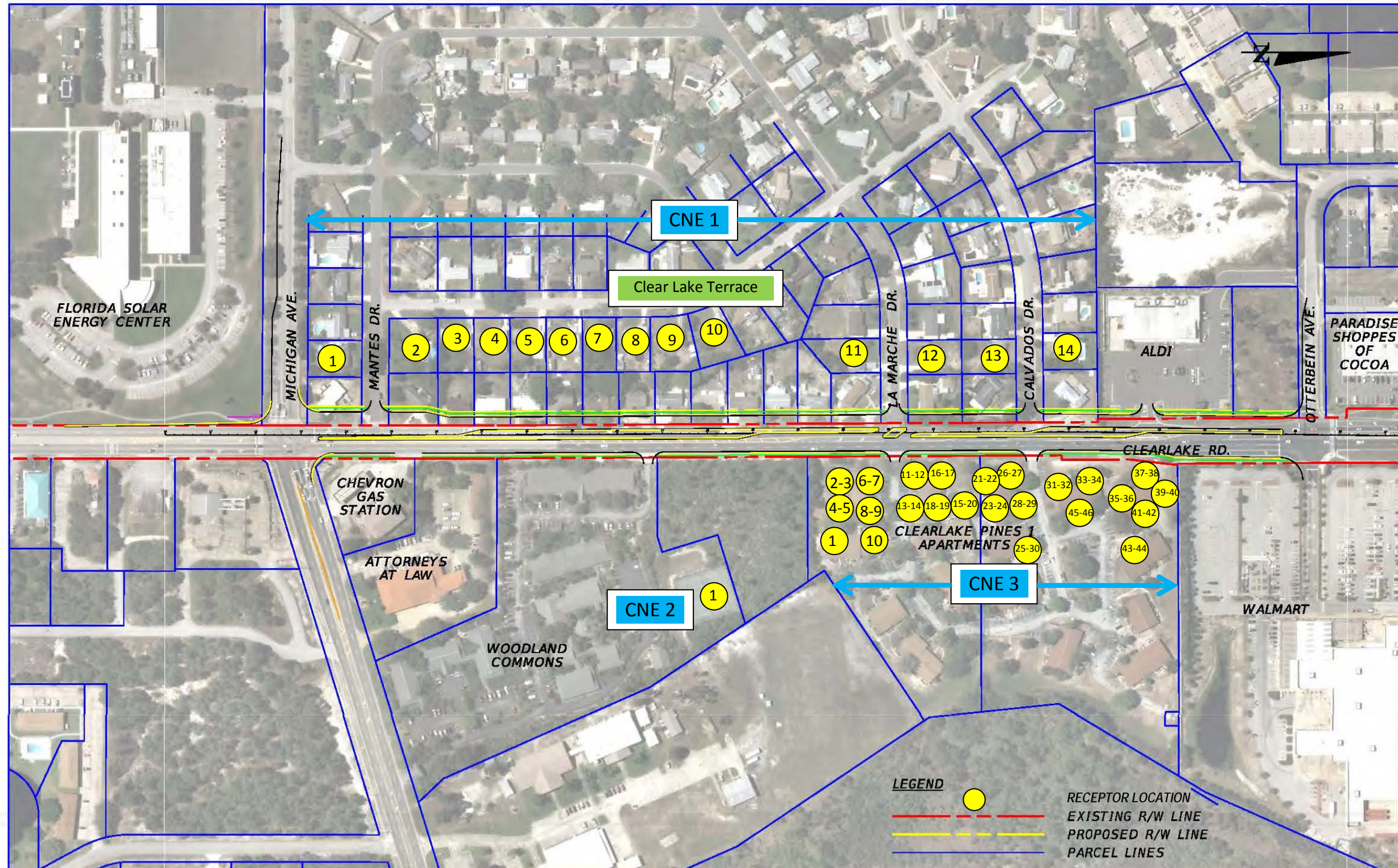
www.TargetZeroFL.com

Florida has a very broad public records law. Most written communications to or from state officials regarding state business are public records available to the public and media upon request. Your email communications may therefore be subject to public disclosure.

Physical Resources Appendix

Contents:

Noise Map

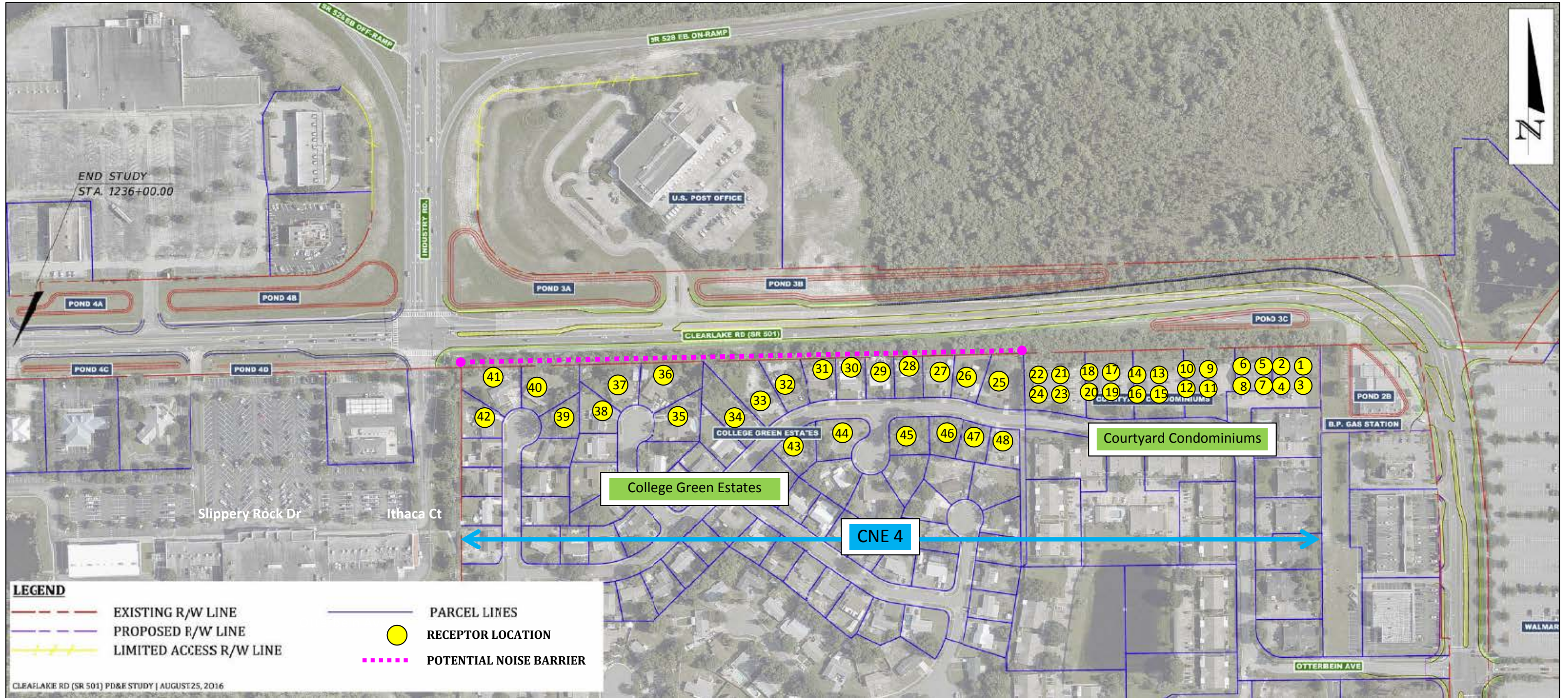


REVISIONS	
DATE	DESCRIPTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID

ALTERNATIVE 1: WEST ALIGNMENT

SHEET NO.



LEGEND

- EXISTING R/W LINE
- PROPOSED R/W LINE
- LIMITED ACCESS R/W LINE
- PARCEL LINES
- RECEPTOR LOCATION
- POTENTIAL NOISE BARRIER

CLEARLAKE RD (SR 501) PD&E STUDY | AUGUST 25, 2016

Clearlake Road (SR 501) PD&E Study
 From Michigan Avenue to Industry Road
 Brevard County

Subalternative: 35 mph Curve Eliminating the BP Gas Station

FPID: 433605-1-22-01



Public Involvement Appendix

Contents:

Public Hearing Certification and Transcript

PUBLIC HEARING CERTIFICATION

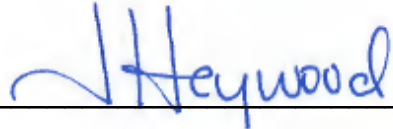
Project Description: SR 50 Clearlake Road) Project Development & Environment Study
Financial Project ID: 433605-1-22-01; ETDM Number: 13120
Brevard County, Florida

Hearing Location: Eastern Florida State College – Community Dining Room
Building 11 (Room 129)
1519 Clearlake Road
Cocoa, Florida 32922

Date and Time: February 25, 2016
5:00 p.m. Informal Open House
5:30 p.m. Formal Presentation & Public Testimony

CERTIFICATION

I certify, at the time and place mentioned above, I presided over a Public Hearing for the above mentioned project. This Public Hearing was conducted relative to the economic and social effects of the location and design concept and its impact on the environment. A transcript was made, and is included herein.



Jazlyn Heywood, P.E.
Project Manager, Environmental Management Office
Florida Department of Transportation
District Five

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CLEARLAKE ROAD (STATE ROAD 501)
PROJECT DEVELOPMENT & ENVIRONMENT (PE&E) STUDY
Financial Project ID No. 433605-1-22-01
Federal Aid Project No. N/A ETDM No. 13120

DATE TAKEN: February 25, 2016
TIME: 5:30 p.m. - 5:59 p.m.
PLACE: 1519 Clearlake Road
Cocoa, Florida 32922

Proceedings taken before:
Patricia A. Migliaccio, RMR, CRR, CLR, FPR
Court Reporter
and Notary Public, State of Florida at Large.

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PRESENTERS

JAZLYN HEYWOOD, PE, DOT Project Manger
ANIRUDDHA GOTMARE, PE, Scalar Consulting Group, Inc.

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1 MS. HEYWOOD: Good evening,
2 everybody. Welcome to the public hearing for
3 the Clearlake Road PD&E study. The Florida
4 Department of Transportation would like to
5 welcome you to the public hearing for the
6 Clearlake Road or State Road 501 PD&E study,
7 and access management classification change of
8 the roadway.

9 My name is Jazlyn Heywood. I'm the
10 project manager for the PD&E study. And this
11 public hearing is relative to financial
12 management project No. 433605-1-22-001.

13 The proposed improvement includes
14 widening Clearlake Road to four lanes in each
15 direction from south of Michigan Avenue to west
16 of Industry Road. In addition, bicycle lanes
17 and sidewalks are proposed on both sides of the
18 roadway.

19 The project also involves drainage
20 improvements and access management
21 reclassification.

22 This hearing is being held to provide
23 you with the opportunity to comment on this
24 project.

25 Here with me tonight is Rudy Gotmare

1 and he is the project manager from the
2 consultant firm, Scalar Consulting. And here
3 with me also are other representatives from
4 Scalar and FDOT.

5 At this time we would like to
6 recognize any federal, state, county, or city
7 officials who may be present tonight. Are
8 there any officials present that would like to
9 be recognized?

10 UNIDENTIFIED AUDIENCE MEMBER: That's
11 Cocoa.

12 MS. HEYWOOD: We will now begin the
13 presentation.

14 (The following presentation was conducted
15 via video.)

16 The State of Florida, Department of
17 Transportation, also known as FDOT, would like
18 to welcome you to the public hearing for the
19 State Road 501, Clearlake Road, Project
20 Development & Environment Study.

21 This public hearing is being held
22 relative to FDOT financial project ID No.
23 433605-1-22-01, and efficient transportation
24 decision-making No. 13120. This hearing is
25 also being conducted for the proposed access

1 management classification change to Class 5.

2 This public hearing was advertised
3 consistent with federal and state requirements,
4 and is being conducted consistent with the
5 Americans With Disabilities Act of 1990.
6 Advertisements for this public hearing included
7 letters to elected and agency officials,
8 letters to property owners, newspaper ads,
9 notifying local media, and advertising in the
10 Florida Administrative Register.

11 The Florida Department of
12 Transportation is required to comply with
13 various non-discrimination laws and regulations
14 including Title IV of the Civil Rights Act of
15 1964.

16 This hearing is being held to give
17 all interested persons the right to understand
18 the project and comment on their concerns to
19 the Department. Public participation at this
20 hearing is solicited without regard to race,
21 color, national origin, age, sex, religion,
22 disability, or family status.

23 Persons wishing to express their
24 concerns about Title IV may do so by contacting
25 the individuals listed on this slide which is

1 also provided in the project newsletter and on
2 a board displayed at this hearing.

3 The proposed improvement involves
4 widening Clearlake Road to four lanes, two in
5 each direction, from Michigan Avenue to
6 Industry Road, and the addition of bicycle
7 lanes and sidewalks on both sides. The project
8 also involves drainage improvements and access
9 management reclassification.

10 The purpose of this public hearing is
11 to share information with the general public
12 about the alternatives under consideration, the
13 proposed improvements, and their potential
14 environmental impacts.

15 This public hearing also serves as an
16 official forum providing an opportunity to the
17 public to express their opinions and concerns
18 regarding the location, conceptual design, and
19 potential social, economic, and environmental
20 effects of the proposed improvement on the
21 community.

22 There is a court reporter present at
23 this hearing, and tonight's proceedings are
24 being recorded. An official transcript of the
25 hearing will be produced.

1 Following this presentation the floor
2 will be open for public comments. All written
3 material received at this public hearing and at
4 the Florida Department of Transportation office
5 post-marked no later than March 6, 2016 or
6 through the project website will become a part
7 of the public record for this hearing.

8 The Project Development & Environment
9 Study or PD & E is the second step of the
10 project development process that the Florida
11 Department of Transportation follows to
12 evaluate social, cultural, economic, and
13 environmental impacts associated with the
14 planned transportation improvement project.

15 The PD&E process was established by
16 the FDOT as the state's procedure for complying
17 with the National Environmental Policy Act or
18 NEPA of 1969 and Florida statutes. NEPA is a
19 United States environmental law that requires
20 federal agencies to assess the environmental
21 effects of the proposed actions prior to making
22 decisions.

23 This phase involves the preparation
24 of all preliminary engineering and
25 environmental documentation required for study,

1 approval, and subsequent funding.

2 During a PD&E study several
3 alternatives are developed to meet the purpose
4 and need for the project. These alternatives
5 are developed with input from the public, local
6 government, and environmental agencies
7 throughout the study process. Keeping the
8 public involved and informed throughout the
9 study is paramount to the success of a PD&E
10 study.

11 The study limits are along Clearlake
12 Road from south of Michigan Avenue to west of
13 Industry Road. This study proposes to widen
14 the existing Clearlake Road to four lanes and
15 provide bicycle and pedestrian facilities
16 throughout the corridor.

17 The study corridor is approximately
18 1.35 miles in length and is located in Brevard
19 County. An access management classification
20 change is proposed which will provide for
21 raised median.

22 The Space Coast Transportation
23 Planning Organization works with the Florida
24 Department of Transportation and local
25 governments to fund and implement projects

1 identified through various plans developed by
2 the TPO. It should be noted that the Clearlake
3 Road project was number eight on the Space
4 Coast TPO priority list adopted July 9, 2015.

5 The Space Coast Transportation
6 Planning Organization 2035 Cost Feasible Plan
7 identifies the segment of Clearlake Road from
8 Michigan Avenue to Industry Road as being
9 widened from two to four lanes. The project
10 and funding is identified in the adopted Space
11 Coast TPO Transportation Improvement Program,
12 and the study is also identified in the State
13 Transportation Improvement Program.

14 The purpose of this study is to
15 accommodate future traffic needs based on
16 anticipated population and employment growth
17 and enhanced safety and mobility along the
18 study corridor.

19 A portion of the study corridor is
20 near capacity and will not meet the travel
21 demands of feature design year 2043 traffic.
22 The widening of Clearlake Road to four lanes
23 from Michigan Avenue to Industry Road is
24 proposed in order to meet design year 2043
25 predictive traffic volumes. In addition, the

1 proposed roadway project will provide for
2 sidewalks and bicycle lanes on both sides of
3 the roadway.

4 The goal of this study is to maintain
5 acceptable levels of service along the corridor
6 for the design year 2043. Levels of service
7 are measured on an A through F grading scale
8 with A being the best and F failing.

9 Drivers will experience levels of
10 service E and F under the no-build condition in
11 the design year 2043, and levels of service A
12 and B under the four lane widening improvements
13 of the recommended build alternative.

14 Typical sections are detailed
15 cross-section depictions of a roadway's
16 principal elements that are standard between
17 certain segment limits and show typical
18 conditions only.

19 The existing corridor has three
20 typical sections. The first is from Michigan
21 Avenue to 720 feet north Michigan Avenue
22 consisting of two lanes in each direction with
23 center left turn lanes and a posted speed limit
24 of 45 miles per hour. There is a sidewalk on
25 the east side of the roadway, but no designated

1 bicycle lanes are present within these limits.
2 The existing right-of-way is 73 feet wide.

3 The second typical section is from
4 720 feet north Michigan Avenue to north of
5 Walmart and consists of two northbound lanes
6 with one southbound lane and center left turn
7 lanes. The posted speed limit within these
8 limits is 40 miles per hour and consists of
9 sidewalks on both sides of the roadway but no
10 designated bicycle lanes. The existing
11 right-of-way varies between 73 and 120 feet.

12 The third typical section is from
13 north of Walmart to Industry Road and consists
14 of one lane in each direction with paved
15 shoulders and a median which varies in width
16 from zero to approximately 12 feet. The posted
17 speed limit within these limits is 45 miles per
18 hour and consists of a sidewalk on the north
19 side of Clearlake Road. The existing
20 right-of-way varies between 229 and 239 feet.

21 The following is a summary of
22 meetings and presentations held with local
23 agencies to date to discuss the study which
24 includes the City of Cocoa, Brevard County, and
25 the Space Coast TPO.

1 A project website,
2 www.clearlakeroadstudy.com, was developed to
3 allow the public to communicate with the study
4 team and provide comments. A public kick-off
5 meeting was held on March 31, 2015. Eighteen
6 members of the public attended this meeting,
7 and ten written and e-mailed comments were
8 received.

9 An alternatives public meeting was
10 held on October 20, 2015. Twenty-one members
11 of the public attended this meeting, and 14
12 written and e-mailed comments were received.

13 Public input from these meetings has
14 factored into the study decision-making
15 process. Today's hearing will provide the
16 public with another opportunity to comment on
17 the proposed improvements under consideration.

18 A no-build TSM&O and build
19 alternative are being considered as part of
20 this PD&E study.

21 The no-build alternative maintains
22 the existing facility as-is. No improvements
23 are made, and there is no congestion relief
24 along the corridor. The corridor will remain
25 undivided without complete sidewalks and the

1 designated bicycles lanes on both sides of
2 Clearlake Road. The no-build alternative is
3 also evaluated as a baseline for comparison
4 with the build alternative.

5 An evaluation matrix comparing the
6 no-build alternative with the recommended
7 roadway build alternative is on display here
8 tonight.

9 We will now discuss the recommended
10 build alternative which proposes to widen
11 Clearlake Road to a divided four-lane facility
12 and adds pedestrian and bicycle facilities on
13 both sides of the corridor.

14 First we will discuss the recommended
15 alternative related to the segment of the
16 corridor which is between Michigan Avenue and
17 Otterbein Avenue.

18 The proposed typical section within
19 these limits consists of four eleven-foot wide
20 lanes, two in each direction, with seven-foot
21 wide buffered bicycle lines and six-foot wide
22 sidewalks on both sides of the roadway, and a
23 22-foot wide median. The minimum right-of-way
24 width required to accommodate this typical
25 section is 104 feet.

1 East, west, and center widening
2 options were evaluated for the build
3 alternative. Based on right-of-way impacts,
4 the west widening option was the most feasible
5 for the segment from Michigan Avenue to
6 Otterbein Avenue. Holding the eastern
7 right-of-way line and shifting the alignment to
8 the west will generally require an additional
9 31 feet of right-of-way from the west side of
10 Clearlake Road.

11 The second recommended alternative
12 segment is from Otterbein Avenue to Industry
13 Road. Similar to segment one, the proposed
14 typical section within these limits also
15 consists of four eleven-foot wide lanes, two in
16 each direction, with seven-foot wide buffered
17 bicycle lanes and six-foot wide sidewalks on
18 both sides of the roadway, and a 22-foot wide
19 median. The minimum right-of-way width
20 required to accommodate this typical section is
21 104 feet.

22 Within these limits the existing
23 curve in front of Walmart is proposed to be
24 realigned.

25 A bulb-out type of alignment is

1 proposed which replaces the existing curve with
2 a 35-mile per hour bulb-out curve which
3 requires additional right-of-way from vacant,
4 privately owned land on the north side of
5 Clearlake Road. This proposed alignment avoids
6 impacts to the Walmart shopping center and the
7 BP gas station properties. This alternative
8 was developed based on value engineering
9 analysis conducted as part of this study.

10 As part of the final design, a wider
11 median will be developed within the proposed
12 curve to allow for potential landscaping and
13 serve as a traffic calming feature similar to
14 the graphic shown in this slide and on the
15 aerial displays here tonight.

16 The existing drainage systems will be
17 enhanced to accommodate stormwater runoff from
18 the proposed roadway improvements. The
19 stormwater management systems proposed by this
20 study have been designed to meet the current
21 discharge attenuation requirements of the St.
22 John's River Water Management District along
23 with Chapter 62-302 of the Florida
24 Administrative Code.

25 Stormwater treatment will be provided

1 in a selection of dry retention ditches located
2 on-site and west retention ponds located
3 off-site. The treatment facilities at
4 locations are on exhibit here this evening as
5 well as in the documents on display.

6 In accordance with the current FDOT
7 standards for road and bridge construction, all
8 best management practices for erosion control
9 and water quality considerations will be
10 adhered to during the construction phase of the
11 project.

12 Pond siting evaluation criteria were
13 developed to screen the various potential pond
14 sites. Each of the criteria are evaluated for
15 impacts which are then used for comparison in
16 order to identify overall suitability and
17 select recommended ponds.

18 The pond sites in blue are the
19 recommended pond locations for this study.

20 An intersection capacity analysis was
21 performed for the three signalized
22 intersections along the study corridor at
23 Michigan Avenue, Otterbein Avenue, and Industry
24 Road.

25 At the intersection of Clearlake Road

1 and Michigan Avenue the existing southbound
2 through right turn lane is proposed to be a
3 southbound through lane with the addition of an
4 exclusive right turn lane.

5 At the intersection of Clearlake Road
6 and Otterbein Avenue an additional through lane
7 in the southbound direction is proposed.

8 At the intersection of Clearlake Road
9 and Industry Road an additional through lane in
10 the eastbound and westbound directions is
11 proposed.

12 In addition, dual left turn lanes are
13 proposed for eastbound Clearlake Road to
14 northbound on Industry Road.

15 These intersection configurations are
16 presented as part of the exhibits shown here
17 tonight.

18 To comply with various executive
19 orders and other federal and state
20 requirements, engineering and environmental
21 information was reviewed and evaluated to
22 determine if there were any substantial impacts
23 to social and economic, cultural, physical, and
24 natural resources that may result from
25 construction of the proposed improvements.

1 The project improvements will have
2 positive socioeconomic impacts on the study
3 area as it improves mobility and relieves
4 congestion.

5 An archeological survey was performed
6 within the existing and proposed right-of-way.
7 The results indicate that there are no
8 archeological sites or artifact occurrences
9 within the study limits. No adverse effects to
10 cultural resources are anticipated.

11 The project was evaluated in
12 accordance with Executive Order 11990 entitled
13 Protection of Wetlands.

14 Four wetland areas and one surface
15 water area were identified and mapped within
16 the project area.

17 There are approximately 3.48 and
18 10.33 acres of direct and secondary wetland
19 impacts respectively associated with the
20 recommended alternative.

21 This project was evaluated for
22 impacts to wildlife and habitat resources
23 including protected species in accordance with
24 Title 50, Code of Federal Regulations, Part 402
25 of the Endangered Species Act of 1973 as

1 amended. It was determined that the project
2 may affect, but is not likely to adversely
3 affect, any federal or state listed species.

4 To avoid and/or minimize impacts to
5 wildlife FDOT will continue to coordinate with
6 the US Fish & Wildlife Service and the Florida
7 Fish & Wildlife Conservation Commission. FDOT
8 will also conduct monitoring and assessment for
9 specific species during design and construction
10 phases.

11 The proposed stormwater facilities
12 will designed to meet the current requirements
13 of the St. John's River Water Management
14 District. Stormwater treatment will be
15 provided by a combination of dry on-site ponds
16 and wet off-site ponds. The pond locations are
17 on exhibit here this evening as well as in the
18 documents on display.

19 In accordance with Executive Order
20 11988 entitled Floodplain Management, a
21 floodplain analysis was performed. It was
22 determined that no floodplain impacts are
23 anticipated.

24 Traffic noise impacts were predicted
25 to occur at Lake Terrace, the Clearlake Pines

1 Apartments, and the College Green Estates.
2 Based on the results of a noise barrier
3 evaluation a noise barrier appears to be a
4 reasonable and feasible noise abatement method
5 for College Green Estates.

6 Potentially contaminated sites in the
7 vicinity of the project corridor were
8 identified and evaluated to determine if
9 impacts would occur as a result of the proposed
10 improvements. Four potential contamination
11 sites have been identified and are all ranked
12 as low risk.

13 An air quality analysis was performed
14 on the project. The analysis was conducted
15 using the established FDOT air quality
16 screening model. Air quality impacts are not
17 expected to occur as a result of this project.

18 Access management is the practice of
19 managing the location, number and spacing of
20 driveway connections, median openings, and
21 traffic signals. The evaluation and the
22 implementation of proper access management
23 techniques can result in improved movement of
24 traffic, reduce crashes, and fewer vehicle
25 conflicts.

1 The recommended typical section
2 includes the provision of a raised median along
3 Clearlake Road which changes the existing
4 access management classification from four,
5 non-restrictive, to five, restrictive.

6 With a raised median, full and
7 directional median openings are recommended at
8 different locations along the corridor. All
9 proposed median openings are displayed on the
10 aerials available here tonight.

11 Right-of-way acquisition is
12 anticipated for the recommended alternative for
13 roadway and drainage improvements.
14 Approximately 4.25-acres of additional
15 right-of-way is anticipated for roadway
16 improvements, and approximately 1.54 acres of
17 additional right-of-way is anticipated for
18 off-site ponds.

19 In addition, there is a potential for
20 17 residential relocations. These anticipated
21 relocations are displayed on the aerials
22 available at tonight's hearing.

23 All right-of-way acquisition will be
24 conducted in accordance with the Federal
25 Uniform Relocation Assistance and Real Property

1 Acquisition Act of 1790 and FDOT Real Estate
2 Acquisition Process. Right-of-way requirements
3 for the project are on display here tonight.

4 One of the unavoidable consequences
5 on a project such this is the necessary
6 relocation of families or businesses. On this
7 project we anticipate the relocation of 17
8 families and no businesses.

9 All right-of-way acquisition will be
10 conducted in accordance with the Federal
11 Uniform Relocation Assistance and Real Property
12 Acquisition Policies Act of 1970, commonly
13 known as the Uniform Act.

14 If you are required to make any type
15 of move as a result of a Department of
16 Transportation project you can expect to be
17 treated in a fair and helpful manner and in
18 compliance with the Uniform Relocation
19 Assistance Act. If a move is required you'll
20 be contacted by an appraiser who will inspect
21 your property. We encourage you to be present
22 during inspection and provide information about
23 the value of your property.

24 You may also be eligible for
25 relocation advisory services and payment

1 benefits. If you're being moved and you are
2 unsatisfied with the Department's determination
3 of your eligibility for payment or the amount
4 of that payment you may appeal that
5 determination. You will be promptly furnished
6 necessary forms and notified of the procedures
7 to be followed in making that appeal.

8 A special word of caution: If you
9 move before you receive notification of the
10 relocation benefits that you might be entitled
11 to your benefits may be jeopardized.

12 The relocation specialists who are
13 supervising this program are Jorge Colon and
14 Amy Weinbender. They will be happy to answer
15 your questions, and will also you furnish you
16 with copies of relocation assistance brochures.

17 The estimated total cost for the
18 recommended alternative will be approximately
19 \$24.7 million. This includes \$11.2 million for
20 construction and utility relocations,
21 \$7.5 million for right-of-way acquisition
22 associated with roadway improvements, \$709,000
23 for right-of-way acquisition associated with
24 off-site ponds, \$1.78 million for wetland
25 mitigation, \$709,400 for noise barriers, and

1 \$2.8 million for final design and construction
2 inspection.

3 Over the next several months FDOT
4 will continue to finalize the analysis and will
5 seek to approve the documents and improvements
6 presented here at tonight's public hearing.

7 Following approval FDOT will continue
8 with design, right-of-way acquisition, and
9 construction phases. Currently there is no
10 funding available for the right-of-way
11 acquisition or construction phases.

12 The study is anticipated to be
13 completed in April, 2016. Design is fully
14 funded for this segment of Clearlake Road and
15 is running concurrently with this PD&E phase.

16 Draft documents for this public
17 hearing were available for review starting
18 February 4, 2016 and will remain on display
19 until March 6, 2016 at the Eastern Florida
20 State College Library, the Central Brevard
21 Public Library, and also on the study website,
22 www.clearlakeroadstudy.com. These documents
23 are also on display here tonight.

24 No final decisions will be made until
25 after we review your comments. You may provide

1 your comments in several ways. You may provide
2 an oral statement to the court reporter present
3 here tonight, complete a speaker card and make
4 an oral statement at the microphone during the
5 public comment period, complete a comment form
6 and drop it in the comment box provided here at
7 hearing, or mail your comments to the FDOT
8 project manager at the address shown on the
9 comment form.

10 You may e-mail your comments to FDOT
11 at the address shown on the comment form, or
12 visit the project web site and submit comments
13 electronically. There's a dedicated page on
14 the website for comments. Click on the e-mail
15 update link, then fill out the form, and click
16 submit.

17 All written material received at this
18 public hearing and at the Florida Department of
19 Transportation office post-marked no later than
20 ten days following the date of this public
21 hearing or through the project website will
22 become a part of the public record for this
23 hearing.

24 This concludes our presentation.
25 Thank you.

King Reporting and Video Conference Center
321-242-8080 www.kingreporting.com

1 (The video concluded at this time.)

2 MR. GOTMARE: Now we will start the
3 public comment. So far we have received one
4 speaker card. If anyone wishes to make
5 comments, there are cards available.

6 Those of you who want to make a
7 comment or a statement at this time will be
8 called upon to the podium one by one in the
9 order the speaker cards were received. In
10 order to hear everyone's statement each speaker
11 will be limited to three minutes.

12 As I call each speaker's name please
13 go to the podium located in the front. Before
14 you begin your comments please state your name
15 and address. Be sure to talk into the
16 microphone so your comments can be heard and
17 recorded by the court reporter.

18 During this public testimony period
19 of the public hearing we will be listening to
20 your comments and statements. Any questions
21 that are asked will be answered in written and
22 not at this time.

23 So far I have received one card. Jay
24 Small.

25 MS. HEYWOOD: Would anybody like a

1 card? Okay.

2 MR. GOTMARE: Would anybody like a
3 card?

4 UNIDENTIFIED AUDIENCE MEMBER: Just a
5 as a point of clarification. We can ask
6 questions but we won't have any answers, is
7 that correct?

8 MR. GOTMARE: Only your comments will
9 be taken at this point, and we will send you
10 the responses afterwards. We will respond to
11 your comments at this date today.

12 Jay. Go ahead.

13 MR. SMALL: Good evening. For the
14 record, my name is Jay Small. I'm with the law
15 firm of Mateer & Harbert. I'm here on behalf
16 my client, M & R United, Inc. My mailing
17 address for the record is Suite 600, 225 East
18 Robinson Street, Orlando, Florida.

19 I also represent Scarpella
20 Development, Clayton Costetta, (Phonetic) and
21 Marginal Investments. But I'm here
22 specifically to address a concern that we have
23 concerning that segment of the project from
24 Otterbein to Industry Road.

25 We have submitted on behalf of M & R

1 United, Inc. a proposal to the Department's
2 right-of-way staff concerning a redesign of
3 that project in that segment, the corner which
4 is right by the Walmart.

5 A couple of advantages that we
6 believe our redesign creates or has over the
7 preferred alignment that was presented this
8 afternoon is that initially based on your
9 exhibits it appears that our proposal has fewer
10 wetland impacts than what the Department's
11 currently proposing with the bulb-out
12 alignment.

13 In addition, for the record, we
14 provided this information to the Department
15 yesterday afternoon in response to a question
16 that we received from the Department. On that
17 site there is no record of any contamination or
18 releases of any petroleum products on the
19 property.

20 The proposed redesign that we have
21 suggested involves a proposed acquisition of
22 that property. I suspect that in your value
23 engineering matrix, which was prepared in the
24 exhibits that we have seen, proposed a partial
25 acquisition of that property. You didn't

1 consider in that matrix a total acquisition of
2 the property which would decrease the cost
3 because you wouldn't be paying severance
4 damages. There would be no issue as results to
5 business damages.

6 The other geometric advantages that
7 our proposal has is that it reduces length of
8 the project of construction by about 175 feet.
9 It decreases about two-and-a-half acres of land
10 acquisition primarily to the property to the
11 north of Clearlake Road as it traverses to the
12 west. Also it increases the pond area surface
13 storage volume by about .72 acres or so.

14 It's our understanding that the
15 Department will have a meeting with us so we
16 can further get these redesign options, and we
17 look forward with the Department to coming up
18 with some workable solutions which will
19 decrease the overall project acquisition costs,
20 accelerate the project, and link to a solution
21 which we think will be beneficial to the
22 Department. Thank you.

23 MR. GOTMARE: Thank you. The next
24 card is --

25 UNIDENTIFIED AUDIENCE MEMBER: Throw

1 it out. I don't have anything.

2 MR. GOTMARE: WC Jones.

3 MR. JONES: Yeah, that's fine. I
4 decided I don't have anything to say.

5 MR. GOTMARE: Okay. Thank you.

6 Is there anyone else who would like
7 to make a statement tonight?

8 MRS. JONES: I just have a question.
9 The design phase --

10 MR. GOTMARE: Could you state your
11 name and address, and also when you get a
12 chance fill out the card? Thank you.

13 MRS. JONES: Carla Jones, 2401
14 Clearlake Road, Cocoa. I was just trying to
15 understand the design phases funded. When is
16 the acquisition phase projected to be funded or
17 projected to start?

18 MR. GOTMARE: As indicated in the
19 presentation, at this stage there is no
20 construction or right-of-way acquisition
21 funding available for this project.

22 MRS. JONES: For this year you mean?

23 MR. GOTMARE: In the work program for
24 future.

25 MRS. JONES: For the foreseeable

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future. Okay. Thank you.

MR. GOTMARE: If no one else would like to make a statement, at this point it's 5:59 p.m. Thank you for taking the time to attend this public hearing for the Clearlake Road PD&E study. We appreciate your interest and participation in this important project. This public hearing is now closed. Thank you.

MS. HEYWOOD: The public hearing is closed, but if you have any other questions for us please ask the project team. We are going to stick around until all the questions are answered. Thank you for attending.

(These proceedings concluded.)

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CERTIFICATE OF REPORTER

STATE OF FLORIDA)

COUNTY OF BREVARD)

I, PATRICIA A. MIGLIACCIO, RMR, CRR, CLR, FPR, Court Reporter, do hereby certify that the foregoing transcript is a true and correct record of my stenographic notes.

I FURTHER CERTIFY that I am not a relative, employee, or attorney, or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with the action, nor am I financially interested in the action.

Dated this 4th day of March, 2016
at Melbourne, Brevard County, Florida.

Patricia A. Migliaccio



Patricia A. Migliaccio
CRR, RMR, CLR, FPR