

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

I-95 INTERCHANGE AT PIONEER TRAIL

District: FDOT District 5

County: Volusia County

ETDM Number: 14193

Financial Management Number: 436292-1-21-01

Federal-Aid Project Number: N/A

Project Manager: Mary McGehee

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 December 14, 2016 and executed by the Federal Highway Administration and FDOT.

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

Signature below constitutes Location and Design Concept Acceptance:



January 27, 2021

Director Office of Environmental Management
Florida Department of Transportation

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Stantec

Consulting Project Manager:
Luis Diaz, PE

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 12/06/2017 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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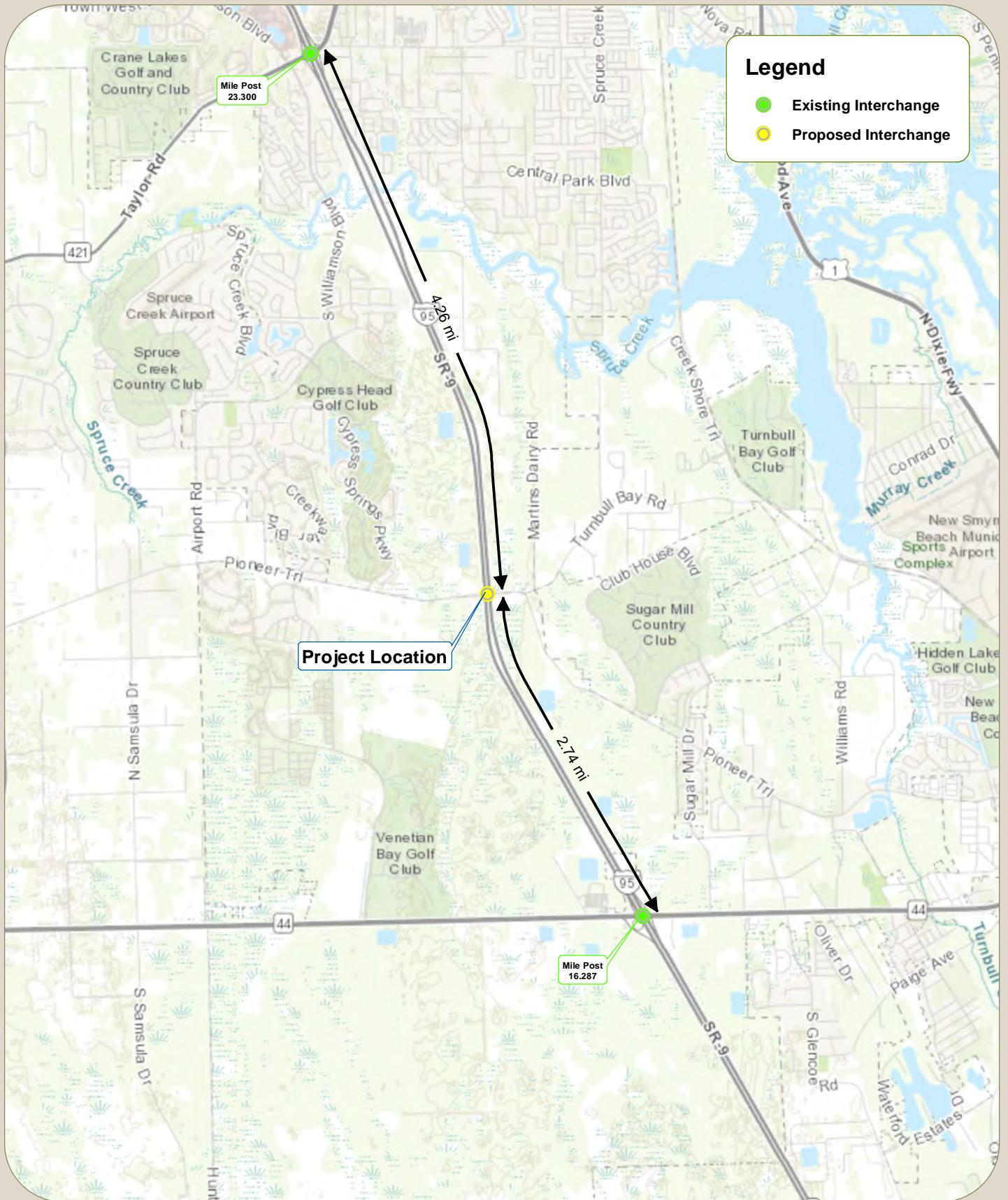
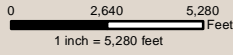
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I-95 at Pioneer Trail Interchange PD&E Study

West of Williamson Boulevard to East of Turnbull Bay Road
FPID No. 436292-1-22-01 | ETDM No. 14193



Legend

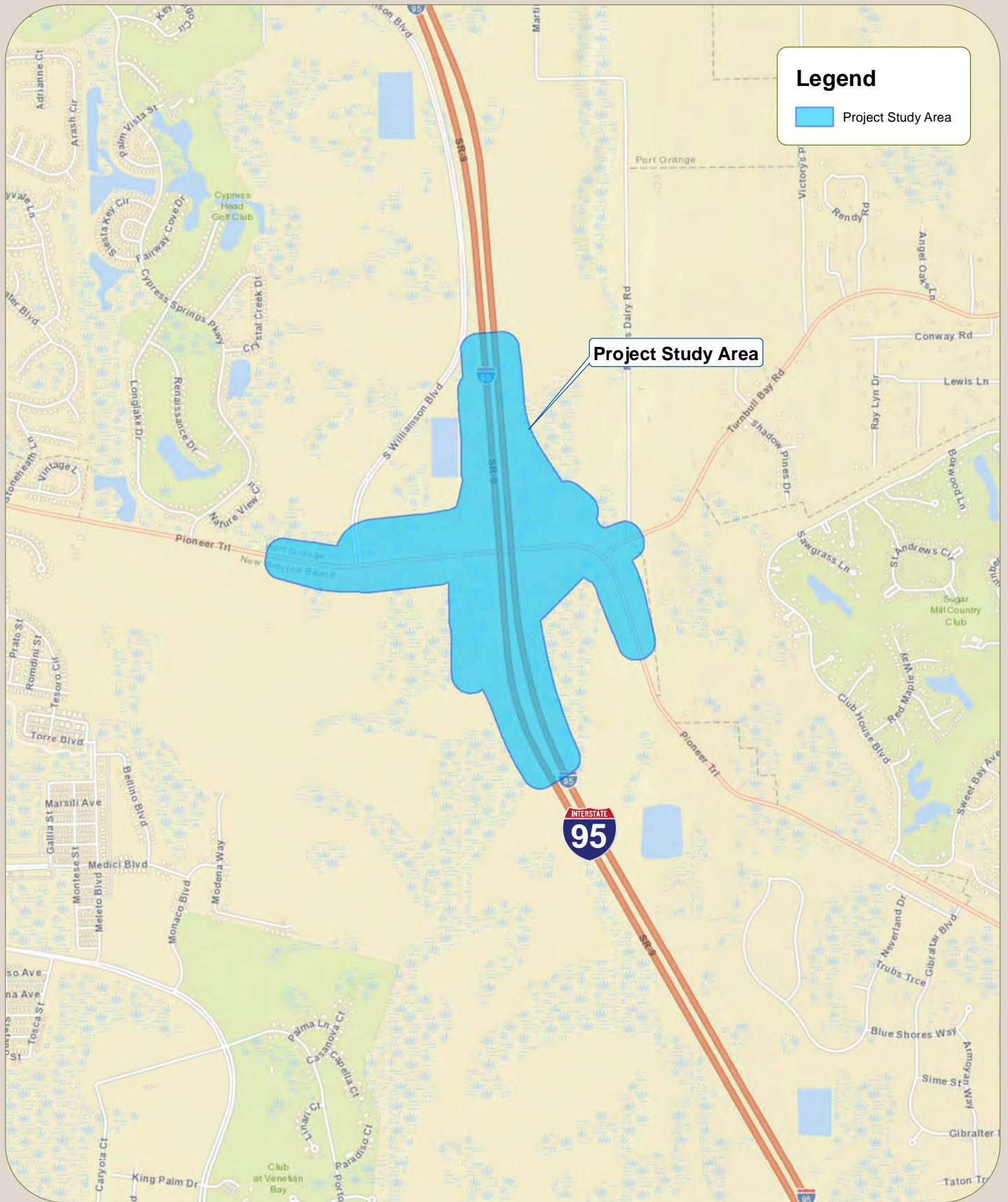
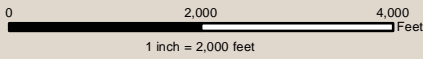
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Project Location

PROJECT LOCATION

I-95 at Pioneer Trail Interchange PD&E Study

West of Williamson Boulevard to East of Turnbull Bay Road
FPID No. 436292-1-22-01 | ETDM No. 14193



STUDY AREA

1. Project Information

1.1 Project Description

This project consists of a new interchange along Interstate 95 (I-95) at Pioneer Trail (County Road 4118) at Milepost (MP) 19.032 in Volusia County, Florida. The proposed interchange would be located between two existing interchanges on I-95: State Road 421 / Dunlawton Avenue at MP 23.300, approximately 4.26 miles to the north, and at State Road 44 / Lytle Avenue at MP 16.287, approximately 2.74 miles to the south.

The existing roadway typical section for I-95 in the vicinity of Pioneer Trail provides three 12-foot wide travel lanes with 12-foot inside and outside shoulders (10 feet paved) in each direction and a posted speed limit of 70 miles per hour (mph) in the project study area. The northbound and southbound lanes are separated by a grassed median that varies in width but is typically 100 feet. The right of way width is typically 350 feet.

Pioneer Trail is a county-maintained roadway that within the study area, is a two-lane undivided roadway that has an east/west alignment and posted speed limit of 45 mph west of Turnbull Bay Road. At the junction of Turnbull Bay Road, Pioneer Trail turns the bend and follows a northwest to southeast alignment with a decreased speed limit of 40 mph. The existing roadway typical section for Pioneer Trail approaching the bridge over I-95 includes two 11-foot lanes with 8-foot wide shoulders. The total width of the typical section for this segment of Pioneer Trail varies but is typically 120 feet. The existing bridge typical section for the Pioneer Trail Bridge over I-95 includes two 11-foot lanes with 4-foot wide shoulders. The total width of the existing bridge is 32 feet.

The proposed improvements along Pioneer Trail include a typical section design that accommodates multi-modal facilities. The preferred alternative typical section for Pioneer Trail consists of a four-lane, divided urban collector roadway with two 12-foot travel lanes, 5-foot paved shoulders (for bicycle use), curb and gutter and a sidewalk in each direction separated by a variable width median. The design speed is 45 mph. An 8-foot sidewalk is provided on the north side and a 5-foot sidewalk is provided on the south side of the roadway. The right of way varies but is typically a minimum 120 feet. The Pioneer Trail bridge section over I-95 will feature two 11-foot left turn lanes, two 12-foot travel lanes and 6.5-foot paved shoulders in each direction separated by an 11-foot median. An 8-foot sidewalk on the north side and a 5-foot sidewalk on the south side with concrete traffic railing separating the sidewalk from the shoulder are also provided. The preferred alternative for Pioneer Trail is anticipated to impact 16 parcels totaling approximately 79.5 acres of right of way, of which approximately 42.3 acres are required for the roadway improvements and approximately 37.2 acres are for stormwater and/ or floodplain compensation ponds. There is some overlap in impacts with eight of the 16 parcels being required for both roadway and pond improvements.

1.2 Purpose and Need

The purpose of the proposed interchange at I-95 and Pioneer Trail is to relieve traffic congestion on the two adjacent interchanges north and south of the project: I-95 at State Road 421 (SR 421)/Dunlawton Avenue and I-95 at State Road 44 (SR 44)/Lytle Avenue. The project also aims to support economic development associated with existing and approved developments, including three Developments of Regional Impact (Farmton, Restoration, and Pavilion at Port Orange).

The objective of the study is to evaluate roadway and interchange alternatives associated with a new interchange at I-95 and Pioneer Trail. The study will analyze and assess the proposed project's impact on the social, economic, cultural, natural, and physical environment, in order to develop the location and design concept of the project in accordance with

FDOT policy, procedures and requirements.

The need for the project was identified in the previously approved Interchange Justification Report (IJR, April 2017) and IJR Reevaluation (October 2020) prepared by FDOT and can be summarized into four primary categories:

Reduce Congestion at Adjacent Interchanges

SR 421 to the north is currently operating at or near capacity with extended queues during the peak hours and is constrained in terms of possible improvements to the existing configuration. The SR 44 interchange to the south is identified as one of the highest crash locations in Volusia County. A new interchange at Pioneer Trail would be located midway between existing interchanges and is projected to provide relief to the existing operation conditions at the SR 421 interchange and serve as an alternative to both the SR 421 and SR 44 interchanges in the future.

Regional Mobility

The I-95 at Pioneer Trail interchange has a long history of being identified as a regional transportation need. It was included in the 2025 Cost Feasible Roadway projects and the 2035 Needs Plan of the Volusia County Long Range Transportation Plan (LRTP). The proposed interchange was also identified in the 2040 River-to-Sea LRTP SIS Cost Feasible Plan. Several previously conducted studies demonstrated the importance and need for the Pioneer Trail interchange.

Emergency Evacuation

Pioneer Trail contributes to the regional network and provides direct and indirect connections to all of the major arterials in the surrounding area. This includes SR 421 to the north, US 1 to the east, SR 44 to the south, Tomoka Farms Road to the west, and I-4 using SR 44 to the west. An interchange at Pioneer Trail would provide easily accessible interchange termini and improved evacuation capacity to the area. This additional access has the potential to save valuable time for evacuating residents by providing additional access to the interstate system.

Support Economic Viability Associated with Future Development

An economic impact analysis was completed as part of the initial IJR to determine the economic impacts and associated effects of the construction of the proposed interchange. These impacts include short-term construction impacts as well as long-term benefits created from the permanent infrastructure improvement including jobs, wages and total economic output or activity, for direct, indirect and induced economic effects.

A copy of the IJR is available in the project file.

1.3 Planning Consistency

Currently Adopted LRTP-CFP	COMMENTS
Yes	Page 67 of Table 28 - 2045 LRTP SIS Cost Feasible Project List, of the River to Sea 2040 Long Range Transportation Plan. Table 6-12: Connect 2045 SIS Cost Feasible Projects, page 6-20 in <i>Connect 2045</i> , River to Sea 2040 Long Range Transportation Plan adopted September 23, 2020.

	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$190,095	2020/2021	Page 60 of the River to Sea Transportation Planning Organization Fiscal Year 2020/21 FY 2024/25 Transportation Improvement Program (TIP), Adopted June 24, 2020.
STIP	Y	\$190,095	2021	The Design Phase as shown in the approved STIP. (Page 487)
R/W				
TIP	Y	\$3,730,000	2021/2022	The R/W as shown in the adopted TIP.
STIP	Y	\$3,730,000	2021/2022	The ROW Phase as shown in the approved STIP. (Page 487)
Construction				
TIP	N			The construction phase is currently not programmed in the TIP but the Department and the TPO are working to fund the construction phase during the next work program tentative cycle for Fiscal Years 2022 - 2026.
STIP	N			The construction phase is currently not programmed in the STIP but the Department and the TPO are working to fund the construction phase during the next work program tentative cycle for Fiscal Years 2022 - 2026.

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 type="checkbox"/>	<input checked="" 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 referenced attachment(s).

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

The area immediately surrounding the Pioneer Trail corridor is largely undeveloped. The current development within the study area is sparse, mainly open space/vacant land. Adjacent to I-95, the southeast quadrant of the proposed interchange is presently a dairy/feed lot and the southwest quadrant has a new power substation. The remainder of the Pioneer Trail study corridor is vacant. Some residential land uses exist further to the west (west of Williamson Boulevard) and further east/ southeast, near Turnbull Bay Road. No residences will be directly impacted by this project.

A detailed economic impact analysis was completed in 2016 that evaluated potential social and economic benefits including the following: job creation due to construction activity, new roadway infrastructure benefits such as improved mobility/access and reduction in travel time and congestion, and further real estate development providing new employment and housing opportunities. The results of the economic impact analysis showed that the interchange planning, design and construction activity was projected to have total economic impacts of \$23.5 million. Further, real estate construction and other development activity was projected to add over 10,000 homes and 1.7 million square feet of commercial space, resulting in impacts of \$2.5 billion while continuously employing 700 workers. Finally, permanent, ongoing impacts in the design year were projected to reach \$775 million per year while adding more than 13,000 to the employment base.

A summary of the various concerns that were expressed by local residents and stakeholders during the public involvement program and how the concerns were addressed is provided in Section 9.

3.2 Economic

Steady growth has been occurring within the surrounding areas over the last two decades. According to the US Census Bureau and University of Florida, Bureau of Economic and Business Research (BEBR, 2018), the average annual growth rate was 2.2% for New Smyrna Beach and 1.1% for Port Orange, based on the population change between 2010 and 2018. Comparatively, the average annual growth rate was 0.92% for Volusia County as a whole and 1.35% for the state of Florida for the same time period.

Volusia County's long-term planning and commitment for development is evident with the socioeconomic data identified in the 2040 LRTP and development projects included in the City of Port Orange and New Smyrna Beach future land use plans. The area surrounding the proposed interchange is currently undeveloped; however, all of the interchange quadrants are anticipated to be developed in the near future as part of the development occurring in this fast-growing region of the County. Based on data from current planning divisions of the cities of Port Orange and New Smyrna Beach, portions of the adjacent vacant lands are under various phases of development including planning, zoning and/or construction. In the northwest and northeast quadrants of the proposed interchange, the Woodhaven 983-acre Planned Unit Development (PUD) for which a master development agreement has been executed proposes approximately 1,300 dwelling units and 650,000 square feet of non-residential use including an outdoor village shopping district. The southwest

quadrant is proposed as a 745-lot residential subdivision (Shell Pointe Colony) with two village shopping centers. East of the southeast quadrant, the approximate 870-acre Coastal Woods PUD is planned for 1,330 residential units and commercial uses that include 341,000 square feet for a regional shopping center, 407,000 sq. ft. of office, industrial and public/civic land uses and a 98-room hotel.

Based on these designated future land uses, the project is expected to enhance economic conditions by providing support for economic and development initiatives within the study area. The increased access provided by the proposed Pioneer Trail interchange includes potential economic impacts and associated effects from the construction of the interchange. These impacts include short-term construction impacts as well as long-term benefits created from the permanent infrastructure improvement including jobs, wages and total economic output or activity, for direct, indirect and induced economic effects.

3.3 Land Use Changes

The area immediately surrounding the Pioneer Trail corridor is largely undeveloped. The current development within the study area is sparse, mainly open space/vacant land. Adjacent to I-95, the southeast quadrant of the proposed interchange is presently a dairy/feed lot and the southwest quadrant has a new power substation. The remainder of the Pioneer Trail study corridor is vacant. The surrounding area includes a mixture of land use classifications including: agricultural, public/semi-public, residential, vacant residential, vacant non-residential and retail/office. Some residential land uses exist further to the west (west of Williamson Boulevard) and further east/ southeast, near Turnbull Bay Road.

Based on the planned residential, commercial, and retail development, the new interchange is anticipated to benefit the surrounding area with improved access and additional travel options and is expected to be compatible with these proposed nearby land uses. The zoning and land use development codes implemented by the Cities and County in the project's jurisdiction have requirements, including mitigation measures, that will be incorporated into the project to mitigate any potential incompatibility.

An Indirect and Cumulative Effects Analysis was conducted for this project. The analysis demonstrated that the proposed project may have some indirect and cumulative effects to the study area, but that primarily, impacts will be related to a number of large developments that have been planned independent of the proposed project. The amount of induced growth that may occur as a result of this project is limited, and the cumulative effects of the project on the study area are limited as well due to the regulatory requirements in place. Wetland impacts are the primary effect, though due to the large amount of available mitigation credits, the overall impact to the basin will be minimal. No adverse effects are anticipated to listed species and habitat from the project, and no impacts to public or conservation lands are anticipated.

3.4 Mobility

The results of the Build traffic operational analyses showed that with the proposed interchange, a decrease of up to 12% in total entering volumes can be expected at the SR 421 interchange and up to 14% reduction at the SR 44 interchange. Additionally, an overall reduction of up to 70% in total delay is expected at the SR 421 interchange and up to 75% at the SR 44 interchange.

All study area intersections are anticipated to operate at or better than the target Level of Service (LOS) during both peak hours for opening year 2025 and design year 2045 except for the SR 421 and Williamson Boulevard and SR 421 and Yorktowne intersections. Although these intersections are anticipated to operate below the target LOS for the projected future demand, the addition of a new access connection at Pioneer Trail would provide needed relief and benefits by reducing overall traffic demand. For example, the anticipated decrease in intersection delay at SR 421 and Williamson Boulevard is approximately 43% during the AM peak and 55% during the PM peak in design year 2045 under the Build alternative when compared to No Build. The new interchange is expected to be an enhancement to the safety/emergency response in the region.

The preferred alternative for Pioneer Trail features 5-foot paved shoulders on both sides of the roadway that may be used as undesignated bicycle lanes. An 8-foot sidewalk is provided on the north side and a 5-foot sidewalk is provided on the south side of the roadway. Along the bridge section over I-95, 6.5-foot paved shoulders are provided in each direction. The same sidewalk widths are maintained; however, a concrete traffic railing separates the sidewalk from the shoulder.

3.5 Aesthetic Effects

A landscaping opportunity analysis was produced as part of this study which included landscape diagrams displaying potential planting areas and a recommended plant list. The recommended plant list was developed in keeping with local preferences of Volusia County and the City of New Smyrna Beach. In addition to the appearance and size of the planting material, a focus was placed on the maintenance level, disease resistance, and overall hardiness of each material, specifically the abilities to withstand elements such as drought, high salinity, pH level, and high water table. There is an existing billboard to remain just north of the proposed southbound offramp, tag number BN980. It is suggested that plantings end just south of this view zone. A landscaping plan will be further refined during the design phase of the project.

3.6 Relocation Potential

The proposed project, as presently conceived, may potentially impact one parcel (a dairy/feed lot) which may require relocation. The relocation potential is due to the proposed I-95 Northbound off ramp in the Southeast quadrant of the interchange.

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

3.7 Farmland Resources

This project is not subject to the provisions of the Farmland Protection Policy Act of 1981 because the project area contains no soils designated as Prime Farmland.

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 09/25/2020. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

A Cultural Resource Assessment Survey (CRAS) was conducted in accordance with 36 CFR Part 800 to locate and evaluate the presence of resources within the project Area of Potential Effect (APE) that are listed in or considered eligible for listing in the National Register of Historic Places (NRHP). The archaeological survey included the excavation of 40 shovel tests within the project APE. No artifacts were recovered and no archaeological sites or occurrences were identified within the APE. The architectural survey resulted in the identification and evaluation of two previously recorded historic linear resources within the APE: Fort Kingsbury to New Smyrna Road (8VO07656) and Pioneer Trail (8VO07660). These resources follow the same route in the project APE. Based on the results of the current survey, SHPO concurred that these resources are locally significant under Criterion A, but lack the necessary historic integrity to convey their significance and therefore are recommended ineligible for listing in the NRHP. The State Historic Preservation Officer (SHPO) concurred on July 1, 2019 that no further archaeological survey is recommended in support of the project.

The CRAS report along with the FDOT's opinion that the proposed project will have no effect on NRHP-listed or eligible historic properties was submitted to SHPO in June 2019. SHPO issued their concurrence on July 1, 2019 (attached). A copy of this CRAS is available in the project file. The APE was expanded in 2020 to accommodate additional pond areas and included short segments of right-of-way not previously tested in the original survey. The updated archaeological survey included the excavation of 18 shovel tests within the proposed ponds and untested segments of right-of-way, all of which were negative for cultural material. No archaeological sites or archaeological occurrences were recorded, and no further archaeological survey is recommended. An addendum report that includes additional areas to the APE was submitted to SHPO for concurrence in September 2020. SHPO issued their concurrence to this addendum on September 25, 2020 (attached). A copy of this CRAS addendum is available in the project file.

Regarding tribal coordination on review of the CRAS, the Seminole Tribe of Florida stated (April 7, 2020) that they had no objections to the project, and the Muscogee (Creek) Nation concurred (December 1, 2020) that there should be no effects to any known historic properties. These correspondences are located in the project file.

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

There are no properties in the project area that are protected pursuant to Section 4(f) of the USDOT Act of 1966.

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 Report (NRE) was developed for this PD&E study to assess the potential impacts to state and federal protected species. The NRE included a comprehensive literature and database review as well as field surveys in accordance with the methodologies outlined by the U.S. Fish and Wildlife Service (FWS) and the Florida Fish and Wildlife Conservation Commission (FWC). A copy of the final NRE is available in the project file.

Comments from FWS and FWC were received through the FDOT's Efficient Transportation Decision Making (ETDM) screening regarding state and federal listed wildlife that could potentially occur within the project corridor. FWC assigned a moderate degree of effect for the project based on the known range and preferred habitat type of Eastern indigo snake, wood stork, gopher tortoise, Sherman's fox squirrel, southeastern kestrel, Florida pine snake, little blue heron, and the tricolored heron as well as the documented occurrence of Florida scrub-jay within one-mile of the project area. FWS assigned a minimal degree of effect and stated that suitable habitat for the wood stork should be avoided, or if not possible, mitigated for in coordination with FWS. FWS also commented that the Eastern indigo snake has large home ranges and surveys for the gopher tortoise should be conducted, and standard protection plans for both species should be enacted prior to construction. The National Marine Fisheries Service stated during the ETDM coordination that the project did not contain Essential Fish Habitat (EFH) resources.

In support of the NRE, general ground based biological surveys were conducted between the months of August 2017 through May 2020. A five-day survey for the Florida scrub-jay was conducted in late July and early August 2019. No federal listed species were observed during any of the surveys. With the exception of two gopher tortoise burrows, no state listed species were identified during the surveys. The closest documented bald eagle nest is approximately 2.5 miles to the east of the project study area. No designated Critical Habitat for any species, as defined by the Endangered Species Act, was identified within the project study area.

This study analyzed the potential for five (5) federally protected animals and three (3) federally protected plants to occur within the study area. A "may affect, but not likely to adversely affect" determination was made for three (3) of the animals (Eastern indigo snake, Florida scrub-jay and wood stork) and two (2) of the plant species (Rugel's pawpaw and Okeechobee gourd). A "no effect" determination was made for the Everglade snail kite, red-cockaded woodpecker, and fragrant prickly apple. Details on the effect determination rationale is as follows:

Eastern indigo snake: The FWS has a programmatic key for the indigo snake that was developed for establishing effect determinations for this species. Following this 2013 key, (A) the project is not located in open water or salt marsh, (B) the permit will be conditioned to use the Services Standard Protection Measures For the Eastern Indigo Snake during site preparation and project construction, (C) there are gopher tortoise burrows, holes, cavities, or other refugia where a snake could be buried or trapped and injured during project activities, (D) the project will impact less than 25 acres of xeric habitat supporting less than 25 acres of active and inactive gopher tortoise burrows, and (E) any permit will be conditioned

such that all gopher tortoise burrows, active or inactive, will be excavated prior to site manipulation in the vicinity of the burrow. Based on use of the programmatic key, FDOT has determined that this project would result in a "may affect, but not likely to adversely affect" determination for this species. FWS Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction.

Florida scrub-jay: A five-day scrub-jay survey was conducted during late July and early August of 2019. No scrub-jays were identified during the 5-day survey. Based on the marginal habitat within the project study area and lack of observations during field surveys, FDOT has determined that this project "may affect, but not likely to adversely affect" for the Florida scrub-jay.

Wood stork: The FWS has developed a programmatic effect determination key for the "Wood Stork in Central and North Peninsular Florida". According to this 2008 key, the project results in a "not likely to adversely affect" determination when project impacts to suitable foraging habitat are not within a Core Foraging Area of a colony site, and no wood storks have been documented foraging on site. The project study area does not occur within the core foraging radius of any wood stork rookery and no wood storks were observed during field reviews. Therefore, FDOT has determined that this project "may affect, but not likely to adversely affect" for the wood stork.

Federally Listed Plants: Field surveys were carried out to ascertain whether Federally listed plants occur within the corridor. No specimens of Rugel's pawpaw, Okeechobee gourd, or fragrant prickly apple were observed during any of these surveys. A "may affect, but not likely to adversely affect" determination was made for the Rugel's pawpaw and Okeechobee gourd because there is potential habitat within the corridor. A no effect determination was made for the fragrant prickly apple because the habitat which they are found within (coastal hammocks and shell middens) does not occur within the project corridor. An additional federal listed plant survey will occur during the design phase of this project.

The project study area also potentially contains nine (9) state protected animals and 32 state plants. With the exception of the gopher tortoise and the little blue heron, no state listed flora or fauna were observed within the corridor during multiple field reviews. Within 90 days prior to construction, surveys for gopher tortoises will be conducted within 100% of all available gopher tortoise habitats identified within 25 feet of the project corridor. All gopher tortoise burrows that are found within the project corridor will be excavated in accordance with a conservation permit by FWC. The little blue heron was observed foraging within a roadside ditch. Any potential reduction in foraging for this species would be temporary and would represent a small portion of the available foraging habitat for this species in this region. The closest wading bird rookery is over 5 miles to the southeast. As such, no adverse effects are anticipated with any of these state protected plants or animals.

A Draft NRE was provided to FWS North Florida Ecological Services Office and to the FWC, Office of Conservation Planning Service on February 25, 2020, requesting concurrence with FDOT's determinations of effect for listed species involvement within the project study area. FWS concurred with FDOT's effect determinations on March 26, 2020. No correspondence was received from FWC. The final NRE was provided to FWS, FWC, the US Army Corps of Engineers (USACOE), and St. Johns River Water Management District (SJRWMD) . The FWS again concurred with FDOT's effect determinations on October 22, 2020 and had no further comment. The USACOE provided additional data on available mitigation bank options. FWC and SJRWMD did not provide comment to the final NRE. The NRE is included as a Technical Material and the FWS/FWC letters are attached to this document.

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.

A NRE was developed for this PD&E study that assessed the proposed impacts to wetlands and surface waters as well as potential mitigation options to offset these impacts. Environmental scientists conducted field reviews of the project corridor between September 2018 and May 2020. The field investigations evaluated the potential for classification as a wetland or surface water based on vegetative composition, presence of hydric soils, and hydrological indicators. The landward extent of the wetlands and surface waters was established based on the Corps of Engineers Wetland Delineation Manual, 1987, and Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plan Region, 2010, and Chapter 62-340 of the Florida Administrative Code (F.A.C), Delineation of the Landward Extent of Wetlands and Surface Waters.

A total of 20 individual wetlands and 11 other surface waters (OSW) are located within the project study area. Seventeen wetlands and eight OSWs would be affected by the preferred alternative evaluated in the study resulting in 46.96 acres of wetland and 5.23 acres of OSW impacts. A qualitative analysis of the wetland impacts using the Uniform Mitigation Assessment Methodology (UMAM) indicates that the project anticipates a total loss of 27.53 functional units. At the time of this study, there are two permitted mitigation banks with ample credits that meet both the state and federal criteria to offset impacts associated with the project. Any surface water impact will be mitigated through on-site in-kind replacement. The proposed stormwater treatment and conveyance system will maintain existing surface water function. A final mitigation plan for the project will be developed during the design and permitting phase with input from FDOT, SJRWMD and USACE. 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.

The purpose of Executive Order (EO) 11990 is to "minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands".

Avoidance and minimization measures were considered as part of this study. Since the concept of the project is to place a new interchange at the intersection of I-95 and Pioneer Trail, there is no opportunity to look for alternative sites for the project. However, each alternative was designed to be as small as possible to achieve the appropriate function, and impacts were reduced or eliminated where feasible.

Although the No-Build Alternative would result in no direct impacts to the cultural, natural, and physical environment and would require no right of way acquisitions or relocations, it would not meet the purpose and need of the project. The No-Build Alternative would not address the existing and future traffic congestion levels at the adjacent interchanges along I-95. Additionally, the No-Build Alternative does not address regional mobility and evacuation needs due to the large spacing between the existing interchanges.

The alternatives evaluation matrix along with public and stakeholder input formed the basis of selection for the preferred Build alternative. Categories in the matrix that were expected to have equal or no impact among the three alternatives were eliminated from consideration. The alternatives evaluation matrix showed that the Diamond (Alt 1) and Partial Cloverleaf 2 (Alt 3) alternatives overall had a similar ranking with most factors that either ranked highest or lowest. Based on the engineering and environmental factors and public and agency input, the preferred alternative is the Partial Cloverleaf 2 as it provides the best balance between improved transportation service and minimization of the social,

physical and natural impacts associated with the proposed roadway improvements while gaining the most public support. Wetland impacts will be offset at a regional mitigation bank therefore eliminating significant short-term or long-term adverse impacts to wetlands.

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize impacts to wetlands which may result from construction of the preferred alternative.

5.3 Essential Fish Habitat (EFH)

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

5.4 Floodplains

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

The FEMA FIRM map (Number 12127C0517J dated February 19, 2014) for Volusia County was used to identify the floodplain and floodway limits associated with this project. FEMA Flood Zone A intermittently encroaches throughout the project area. Special Flood Hazard Zone A is defined as "No base flood elevation determined". Zone A are areas that have a 1% probability of occurring, (also known as the "100-year floodplain"), and where predicted flood water elevations have not been established. Most of the encroachments will be longitudinal. However transverse encroachments may occur at locations near the east side of the project (near the outfall boundary). As a result of the floodplain encroachments, five Floodplain Compensation (FPC) ponds are proposed for the preferred build alternative. In the proposed conditions, runoff from the on-site drainage basins will be treated in stormwater management facilities before discharging to Spruce Creek. The median ponds along I-95 will remain the same as the pre-development conditions. The existing cross drains under I-95 and Pioneer Trail that previously conveyed on-site and off-site runoff under the roadway will need to be abandoned and the existing eastbound/westbound ditches will be regraded. Therefore, the off-site runoff will be diverted to the north via roadside ditches and discharge to the Cypress head to the east before it ultimately discharges to Spruce Creek. A Location Hydraulics Report (LHR) was completed as part of this study and is in the file as a technical material.

Modifications to existing drainage structures (e.g., extending cross drains) included in this project will result in an insignificant change in their capacity to carry floodwater. These modifications will cause minimal increases in flood heights and flood limits which will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes as the result of modifications to existing drainage structures. Therefore, it has been determined that this encroachment is not significant.

It has been determined, through consultation with local, state, and federal water resources and floodplain management agencies that there is no regulatory floodway involvement on the project and that the project will not support base floodplain development that is incompatible with existing floodplain management programs.

5.5 Sole Source Aquifer

Volusia-Floridan Aquifer

The project limits lie within the boundaries of the Volusia-Floridan Sole Source Aquifer which includes all of Volusia County and portions of Flagler and Putnam Counties. As such, a request that this project will have no adverse impacts to this resource was submitted to EPA which included a Water Quality Impact Evaluation Checklist and Sole Source Aquifer Checklist. EPA concurrence was received on September 5, 2019 and is attached to this document.

5.6 Water Resources

The project study area is within the Spruce Creek Hydrologic Basin and will drain to Spruce Creek, an impaired water body for nutrients and a designated "Special Water" Outstanding Florida Water. Please note that the project drains to Spruce Creek but the actual project area does not contain any designated Outstanding Florida Water. This project study includes an assessment of water quality treatment as part of the Pond Siting Report (PSR) analysis and can be found in the file as a technical material. As part of the PSR analysis, potential stormwater management facilities have been identified within the project limits for each interchange alternative. The ponds and floodplain sites identified for consideration are based on field reconnaissance, ground and roadway elevations and existing land use. Wet detention facilities were warranted due to the shallow seasonal high water (SHW) table.

The stormwater ponds identified in the PSR represent the most suitable locations and are based on quantitative and qualitative engineering judgment. Due to the footprint of the proposed interchange improvement and the soil characteristics of the study area, locations for both pond sites and floodplain compensation ponds included as part of the preferred roadway alternative were located at what was determined as the optimum spot for these facilities based on a variety of factors that included maximizing available lands as a results of the roadway improvement, minimizing the number of properties being impacted, hydraulic characteristics of the area and avoidance of wetland impacts. The floodplain compensation ponds were placed in land locked parcel remnants of already impacted parcels that were hydraulically conducive for this intended purpose, thus reducing the need for impacts to additional property owners besides those already affected. Given the constraints of the study area previously noted, it was determined that placement of additional pond and floodplain compensation site alternatives on parcels other than those parcels already impacted was not feasible.

The analysis estimates wet detention ponds within the interchanges. The preferred alternative yields a total of six new wet ponds and one existing pond modification. In addition to the detention system providing the capacity for the appropriate treatment volume of stormwater specified, the ponds do not drawdown more than one-half of this rate within the first 24 hours. The wet ponds proposed also meet the maximum pond depth of 12 feet with a mean depth between 2 to 8 feet as required by the St. Johns River Water Management District (SJRWMD) rules for wet detention systems.

The existing cross drains under I-95 and Pioneer Trail will need to be abandoned to allow easement for large trucks. The power lines within this location will need to be relocated due to raising the road. Therefore, the off-site runoff will be diverted to the north via roadside ditches and discharge to the Cypress head to the east before it ultimately discharges to Spruce Creek.

Most of the proposed alignment is located within the Special Flood Hazard Zone A. As a result of the floodplain encroachments five Floodplain Compensation (FPC) ponds are proposed for the recommended build alternative.

The stormwater management facilities are located directly adjacent to the roadway, thus base clearance was investigated with respect to the anticipated design stage. FDOT's Flexible Pavement Manual allows for the base clearance to be reduced to 2-ft or 1-ft if the design resilient modulus is reduced by 25% or 50% respectively. As noted in Section 4.6.3, the required 3ft of clearance is not obtainable thus, a variance would need to be applied to reduce the base clearance along I-95 to 2 feet. Please refer to the Pond Siting Report for additional details regarding the proposed water quality treatment. The Water Quality Impact Evaluation (WQIE) checklist was filled out (in the file as part of the Sole Source Aquifer Coordination) for the project and the results confirm that the proposed stormwater facility design will include, at a minimum, the water quality requirements for the water quality impacts as required by the SJRWMD in Chapter 62-302 of the Florida Administrative Code. It is therefore anticipated that no adverse effects will occur to the water quality within the project area. The FDOT will continue to coordinate water quality and quantity impacts and stormwater management with the appropriate regulatory agencies as required throughout the design and permitting phases of the project, as well as during and after construction. Water quality impacts resulting from erosion and sedimentation during construction activities will be controlled in accordance with FDEP's National Pollutant Discharge Elimination System (NPDES) Permit including the preparation of a Stormwater Pollution Prevention Plan (SWPPP); the latest edition of the FDOT Standard Specifications for Road and Bridge Construction; and through the use of the Best Management Practices (BMPs) including temporary erosion features (e.g., turbidity barriers) during construction.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

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

5.9 Wild and Scenic Rivers

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

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

6. Physical Resources

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

6.1 Highway Traffic Noise

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

The Noise Technical Memorandum (in the file as a technical material) calculated existing noise 66 dB(A) and 71 dB(A) contour lines for the purposes of planning. However, since there are no noise sensitive areas or noise receptors within the project study area, noise impacts were not analyzed, and no noise abatement measures were considered.

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.

6.3 Contamination

The Contamination Screening Evaluation Report (CSER) was prepared to assess the risk of encountering petroleum or hazardous substance contamination of soil, groundwater, surface water or sediment that could adversely affect this project. The CSER identified five sites (1 Medium Risk and 4 Low Risk) with potential to have contamination issues or concerns. The five sites consist of the Tornelli Property (Medium risk) and the following low risk sites: USGS Site 1, USGS Well #8455, Sampling Station #27080084, and Sampling Station #27080085. A Level II Impact to Construction Assessment (ICA) during the design phase appears warranted for the Medium Risk Site (Tornelli Property) located at 3160 Pioneer Trail. A copy of the CSER is available in the project file. A Potential Contamination Site Map is attached.

6.4 Utilities and Railroads

A number of utilities occur within the project study area including overhead electric along the south side of Pioneer Trail, overhead distribution lines on the northside of Pioneer Trail, fiber optic cable along the west side of I-95, underground conduit along the north and south side of Pioneer Trail, and buried copper telephone wire. The majority of the utilities are located within the existing right of way by permit and the Florida Power and Light facility is an existing easement. The preferred alternative was designed to minimize impacts to existing utilities located within easements. The extent of utility impacts will be determined during the design phase of the project; further coordination with utility owners during the design phase will assist in minimizing impacts. There are no existing railroad crossings within the project limits. A copy of the Utility Impact Assessment is available in the project file.

6.5 Construction

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.

Noise control measures will include those contained in FDOT's Standard Specifications for Road and Bridge Construction.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the 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

FWC Gopher Tortoise Relocation Permit

Status

To be acquired

To be acquired

To be acquired

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 involvement activities were integrated into the PD&E study process providing the opportunity for property owners, residents, businesses, government entities and agencies to share their ideas and concerns with the study team. The Daytona Beach News-Journal and cflroads.com was also used to notify the public of the project and pending public meetings.

Local stakeholders expressed concerns with increasing traffic on the surrounding roadway network and that network not being able to handle the added volumes. The surrounding network is Volusia County jurisdiction and will be monitored as the approved and future developments occur. Some residents felt the interchange would create an alternate route to the beach (though this is a circuitous route and SR 44 and SR 421 would continue to be the main arterials to accommodate beach traffic). They also expressed concerns about the existing flooding that occurs on the local (Volusia County) roadways. Lastly, there were environmental concerns regarding wildlife (requesting a nature overpass) and environmental impacts (particularly the Doris Leeper Spruce Creek Preserve and Spruce Creek). The proposed stormwater management system was designed to minimize offsite impacts. Minimization of impacts includes prevention of damage to critical environmental resources and protection of existing developed areas from flooding.

The kickoff meeting for the I-95 at Pioneer Trail PD&E Study was held on Wednesday, June 13, 2018, from 5:30 p.m. to 7:30 p.m. at the Sugar Mill Country Club, New Smyrna Beach, Florida. This meeting was the first public meeting held for the study and was conducted in an open house format. A handout with project information and details was prepared and distributed to attendees. Ninety-eight (98) attendees and 24 project team members signed in at the public meeting. The comments included 17 opposed to the project, 11 in support and 13 with no preference.

The alternatives public meeting was held on Tuesday, April 30, 2019, from 5:30 p.m. to 7:30 p.m. at the Brannon Center, New Smyrna Beach, Florida. This meeting was the second public meeting and was conducted in an open house format with a looping presentation provided for public viewing at any time. A handout with project information and details was prepared and distributed to attendees. Several display boards were available for public review. The comments included 61 in support of an interchange (12 for Alt 1, 0 for Alt 2, 43 for Alt 3 and 6 with no preference) and 28 in support of the no build.

Ninety-nine (99) comment forms were received during and after the public meeting. These comments included the following:

- 61 in support of an interchange
 - 12 Diamond
 - Zero Partial Cloverleaf #1
 - 43 Partial Cloverleaf #2
 - 6 no preferred alternative
- 28 in support of the No Build alternative
- 10 other comments

Other comments received were related to environmental or wildlife impacts with the interchange, stating other roadways (Pioneer Trail and Williamson Boulevard) should be widened or extended and comments regarding the developments in the area. Verbal comments/questions received during the public meeting consisted of discussions of future developments and other roadway improvement projects and the study schedule.

Date of Public Hearing: 09/30/2020

Summary of Public Hearing

The public hearing for the I-95 at Pioneer Trail PD&E Study was held on Wednesday, September 30, 2020, from 5:30 p.m. to 7:30 p.m. at the Brannon Center, New Smyrna Beach, Florida. This meeting was the third public meeting held for the study. The same notification process to the public and media was implemented as with the initial kickoff public meeting and the alternatives public meeting. Due to the Covid-19 pandemic, the hearing was conducted in a "hybrid" format, offering an in-person hearing as well as an online Virtual Public Hearing. Prior to the public hearing, 43 people RSVP'd to attend the public hearing in-person and 157 people registered to attend via the virtual platform. Sixteen project team members signed in at the public hearing, including the FDOT District 5 Project Manager, Right-of-Way staff, and Environmental Management Office (EMO) staff, and the project consultants. A total of 167 people (including City and County representatives) attended the public hearing:

- 57 people attended in-person (37 RSVPs and 20 non-RSVP)
- 110 people attended virtually

The hearing presentation began at 5:45 p.m. and was narrated live by the FDOT and Consultant Project Managers, followed by a public comment period, where 14 of the in-person and 11 of the virtual attendees made a public comment.

Due to the hybrid format of this hearing, the public comment period was extended to 21 days. A total of 417 comments were received during the 21-day comment period following the public hearing regarding the I-95 at Pioneer Trail Interchange PD&E Study. An additional 83 comments were received after the comment period closed.

Comments received showed both support and opposition. Those who opposed the project referenced concerns for wildlife and environmental impacts with the interchange, stated that other roadways (Pioneer Trail and Williamson Boulevard) should be widened or extended, and/or commented on the future developments in the area.

As the proposed project is located near the Spruce Creek Basin, an Outstanding Florida Water, and the Doris Leeper Spruce Creek Preserve, additional environmental considerations were given for this area. The PD&E Study included an assessment of potential impacts to protected species as part of the Natural Resources Evaluation Report and no adverse effects are anticipated to protected species and habitat from the project. It is important to note federal and state agencies with jurisdiction over natural resources did not identify a concern with regards to wildlife and environmental impacts and the construction of the proposed interchange is not anticipated to alter the existing conditions along the I-95 corridor.

The surrounding roadway network is comprised mostly of 2-lane roadways maintained by local agencies (Volusia County or the Cities of New Smyrna Beach and Port Orange). The local agencies monitor these roadways and as future developments occur in the surrounding area, these roadways will be considered for improvement.

Of the total 417 comments received during the comment period, 313 comments were received through a third-party email service and are viewed as opposing the build alternative. An additional 80 comments were received through the third-party email service after the comment period closed.

An additional 107 comments were received, 104 prior to the closing of the comment period and three (3) after the comment period closed. These comments ranged from showing support (46 comments), opposing (59 comments) and no preference (two comments).

All comments and corresponding responses are also shown in **Appendix G**.

10. Commitments Summary

1. The Standard Protection Measures for the Eastern indigo snake will be implemented during construction.
2. A federally listed plant survey will be conducted during the design phase.

11. Technical Materials

The following technical materials have been prepared to support this environmental document.

- IJR Signed
- IJR Appendices
- Cultural Resources Assessment Survey (CRAS)
- Cultural Resources Assessment Survey (CRAS) Addendum
- Natural Resources Evaluation (NRE)
- Pond Siting Report (PSR)
- Location Hydraulics Report
- Contamination Screening Evaluation Report (CSER)
- Utility Impact Assessment Report
- Preliminary Engineering Report
- Public Involvement Plan

Attachments

Project Information

Existing Typical Sections
Proposed Typical Sections

Planning Consistency

Connect 2045- Strategic Intermodal System (SIS) Cost Feasible Projects and Costs-Year of Expenditure
River to Sea TPO Transportation Improvement Program-FY 2020/21-2024/25
FDOT Office of Work Program STIP Report
Table 6-12: Connect 2045 SIS Cost Feasible Projects

Social and Economic

Supporting Documentation Specific to Aesthetics
Planned Regional Development

Cultural Resources

SHPO Concurrence Letter Update
SHPO Concurrence Letter

Natural Resources

Sole Source Aquifer EPA Concurrence Letter
Wetlands and Surface Waters Within the Study Area Map
USACE concurrence and mitigation information
Species Concurrence Letter

Physical Resources

Potential Contamination Site Map

Public Involvement

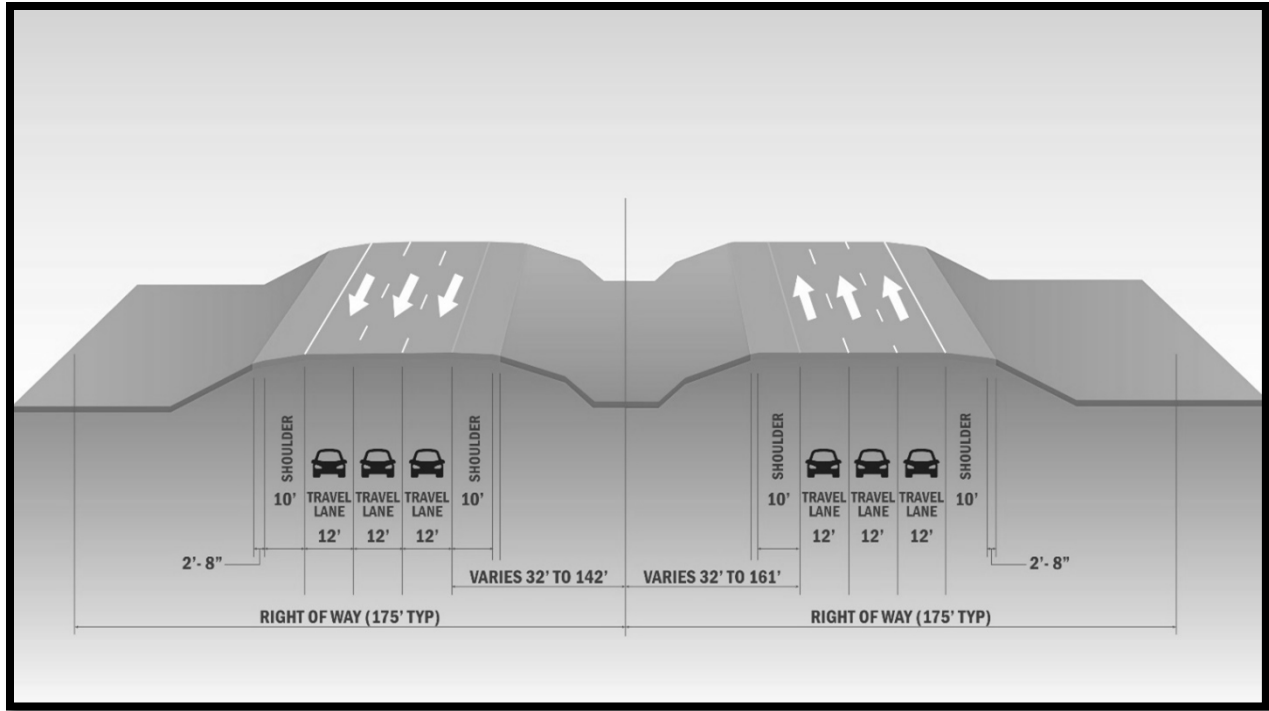
Public Hearing Transcript 093020
Public Hearing Certification

Project Information Appendix

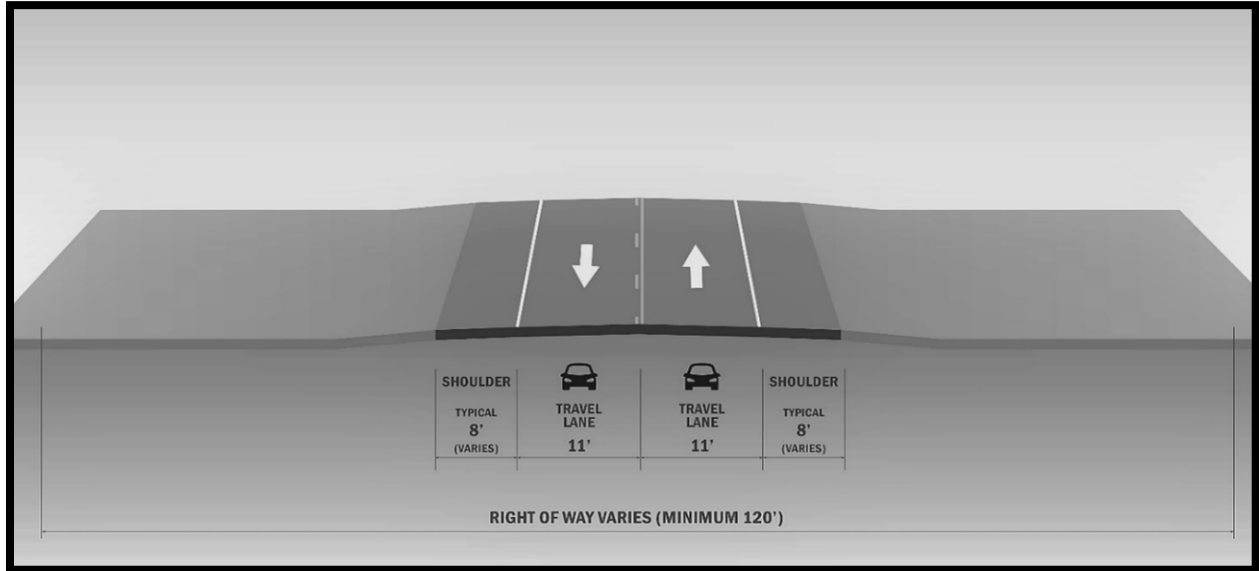
Contents:

Existing Typical Sections

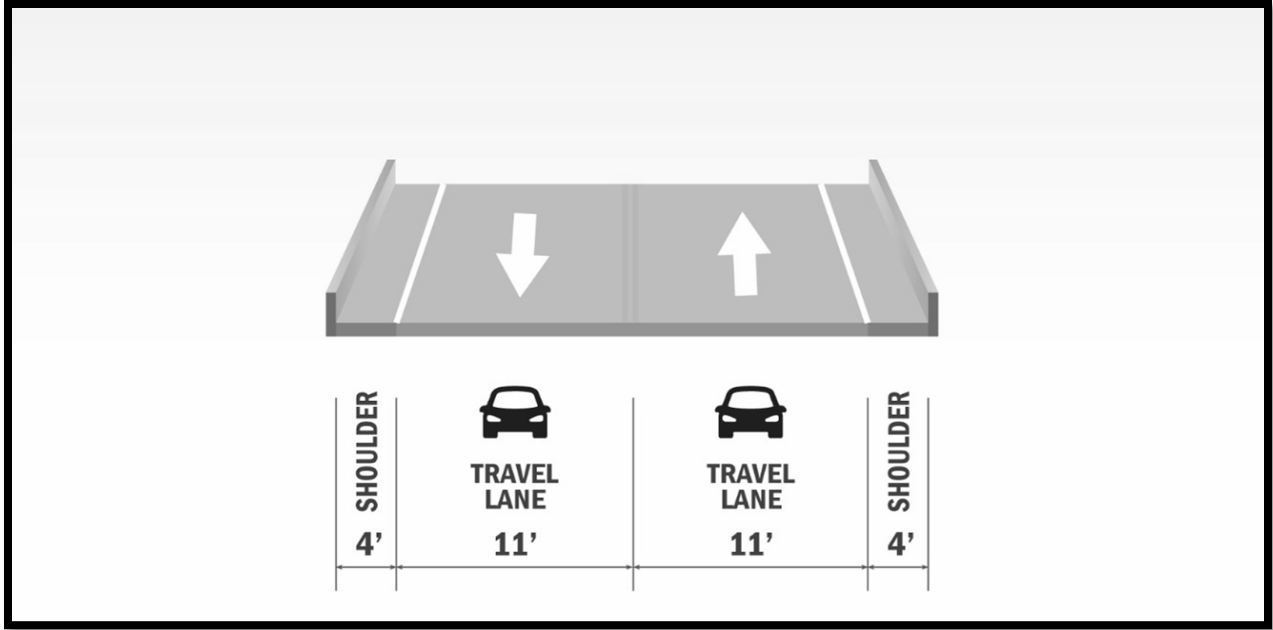
Proposed Typical Sections



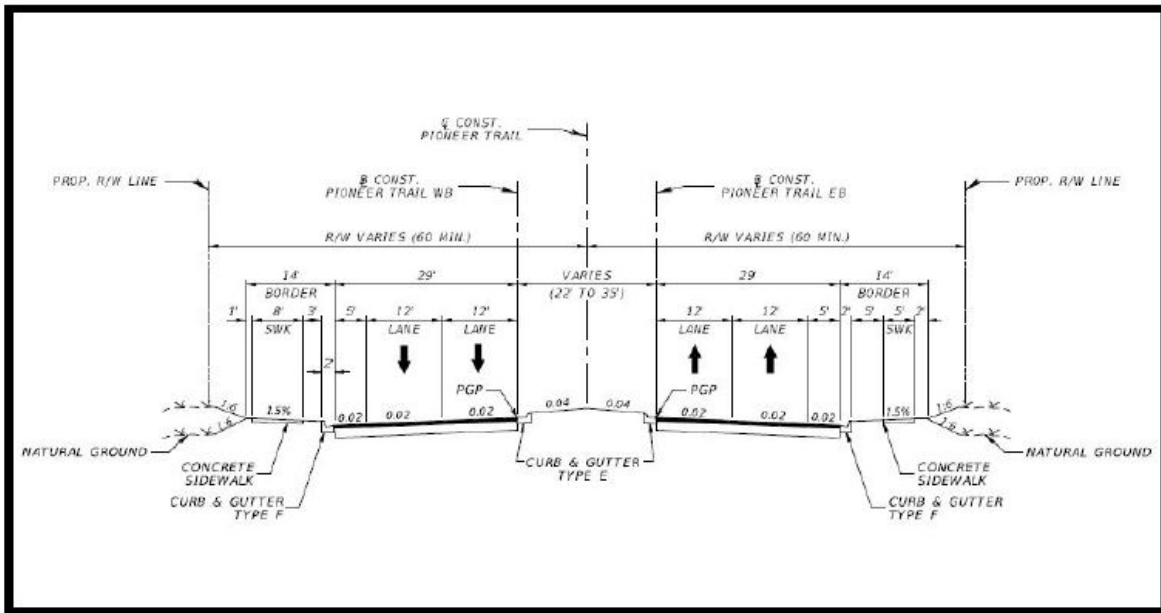
Existing I-95 Roadway Typical Section



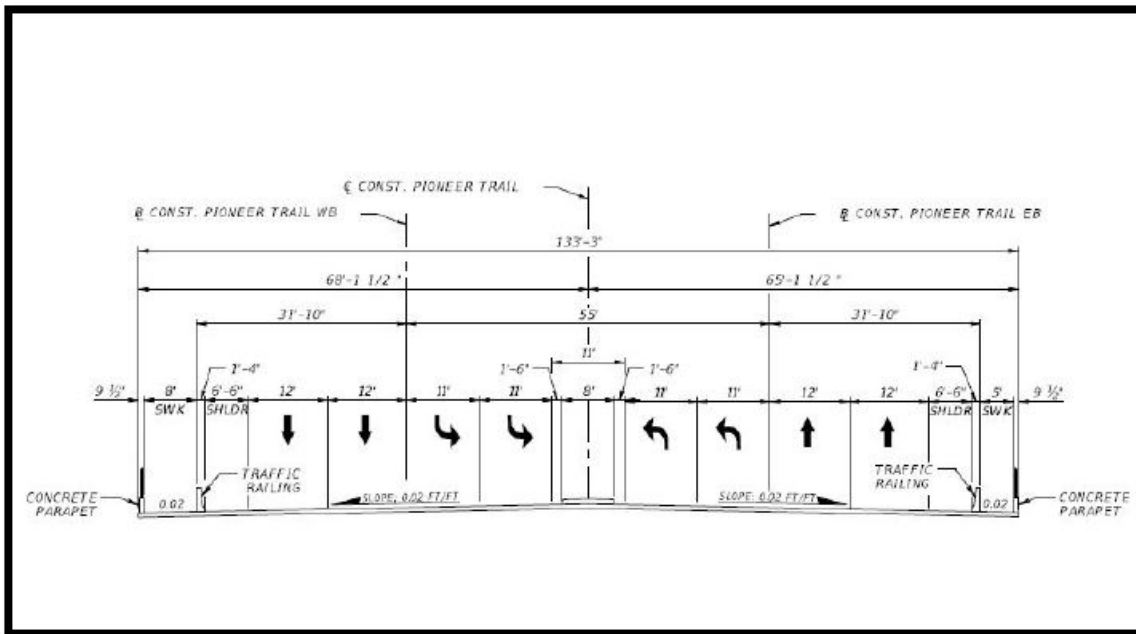
Existing Pioneer Trail Typical Section



Existing Pioneer Trail Bridge over I-95 Typical Section



Preferred Alternative - Pioneer Trail Typical Section



Preferred Alternative - Bridge Typical Section

Planning Consistency Appendix

Contents:

Connect 2045- Strategic Intermodal System (SIS) Cost Feasible Projects and Costs-Year of Expenditure

River to Sea TPO Transportation Improvement Program-FY 2020/21-2024/25

FDOT Office of Work Program STIP Report

Table 6-12: Connect 2045 SIS Cost Feasible Projects

Chapter 6 - Exhibit A
 Strategic Intermodal System (SIS) - Cost Feasible Projects and Costs - Year of Expenditure (YOE)

Map ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		Funding Status
					Time	YOE Cost	Time	YOE Cost	Time	YOE Cost	Time	YOE Cost	
A	I-4 / SR 400	Seminole C/L	0.5 MI E of SR 472	Managed Use Lanes (6F to 8F)	Complete	\$ -	Complete	\$ -	2031-2035	\$ 36,923,000	2031-2035	\$ 901,071,000	COST FEASIBLE
	SR 472	Graves Ave	Kentucky/MLK Blvd	4D-6D									COST FEASIBLE
	Saxon Blvd	I-4	Normandy Blvd	Ramp Improvements									COST FEASIBLE
	Rhode Island Extension	Veterans Memorial Pkwy	Normandy Blvd	New Road & ML Ramps									COST FEASIBLE
B	SR 15 (US 17)	Deleon Springs	SR 40	2U-4D	Complete	\$ -	Complete	\$ -	Programmed	\$ 9,090,704	2026-2030	\$ 65,862,017	COST FEASIBLE ¹
C	SR 40	Breakaway Trails	Williamson Blvd	4D-6D	Complete	\$ -	Programmed	\$ 2,750,000	Programmed	\$ 365,000	2036-2045	\$ 41,175,000	COST FEASIBLE
									2026-2030	\$ 5,955,000			
D	SR 40	W of SR 11	W of Cone Rd	2U-4D	Complete	\$ -	Complete	\$ -	Programmed	\$ 2,411,357	2031-2035	\$ 72,370,000	COST FEASIBLE
									2026-2030	\$ 181,000			
E	SR 40	SR 15 (US-17)	SR 11	2U-4D	Complete	\$ -	Complete	\$ -	Programmed	\$ 4,206,411	2031-2035	\$ 62,279,000	COST FEASIBLE
									2026-2030	\$ 319,000			
F	I-95/LPGA Blvd	Williamson Blvd	E of Tomoka Farms Rd	Interchange Improvement	Complete	\$ -	2031-2035	\$ 3,000,000	N/A	\$ -	2031-2035	\$ 29,480,000	COST FEASIBLE
G	I-95/Pioneer Trail New Interchange	At Pioneer Trail	Interchange / Intersection	Interchange Improvement	Programmed	\$ 4,000,000	Complete	\$ -	Programmed	\$ 3,730,000	2036-2045	\$ 33,134,000	COST FEASIBLE
H	I-95/US 1 Interchange	at US-1	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,050,000	2031-2035	\$ 4,200,000	TBD	TBD	2036-2045	\$ 50,148,000	COST FEASIBLE
I	SR 100	Old Kings Rd	Belle Terre Pkwy	4D-6D					2031-2035	\$ 3,170,000	2036-2045	\$ 56,775,000	COST FEASIBLE
J	I-95/SR 44	at SR 44	Interchange / Intersection	Interchange Improvement	2031-2035	\$ 2,250,000	TBD	TBD	TBD	TBD	TBD	TBD	COST FEASIBLE
K	I-95 Interchange (Farmton Interchange)	At Maytown Rd	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,550,000	Developer Funded						COST FEASIBLE - DEVELOPER FUNDED
L	Tomoka River Bridge (LPGA Blvd)	West of Champions Dr	E of Tomoka Farms Rd	Bridge to match interchange configuration	2036-2045	\$ 3,000,000	TBD	TBD	TBD	TBD	TBD	TBD	PARTIALLY FUNDED ²

SHS = State Highway System; CFP = Cost Feasible Plan; Imprv = Improvement; PDV = Present Day Value; LOPP = List of Priority Projects; SIS = Strategic Intermodal System; OA = Other Arterials
 U = Undivided; D = Divided; F = Freeway; TBD = To be determined

¹ It is anticipated that this US-17 (SR 15) widening will be a SIS-funded project. \$ 10,000,000 is identified in the OA table for funding to show local commitment and priority.

² It is anticipated that the Tomoka River Bridge will be a SIS-funded project. \$ 3,000,000 is identified in the OA table for funding 30% to show local commitment and priority.

4362921

I-95 Interchange at Pioneer Trail

SIS



Work Summary: INTERCHANGE (NEW) **From:** I-95 Interchange at Pioneer Trail

To:

Lead Agency: Florida Department of Transportation

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
RRU	DDR	666,278	0	0	0	0	666,278
PE	DIH	3,796	0	0	0	0	3,796
PE	SU	161	0	0	0	0	161
PE	ACSA	186,138	0	0	0	0	186,138
ENV	DDR	4,000,000	0	0	0	0	4,000,000
PDE	DIH	7,248	0	0	0	0	7,248
ROW	ACFP	0	3,730,000	0	0	0	3,730,000
Total		4,863,621	3,730,000	0	0	0	8,593,621

Prior Cost < 2020/21: 6,813,812

Future Cost > 2024/25: 0

Total Project Cost: 15,407,433

Project Description: I-95 interchange at Pioneer Trail. (Reference 2040 Long Range Transportation Plan, table 28 on pg 67.)

PAGE 487
AS-OF DATE: 07/01/2020

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT

DATE RUN: 07/07/2020
TIME RUN: 08.40.59
MBRSTIP-1

=====

	SU							
TOTAL D518 077 B	528,131	0	0	0	0	0	0	528,131
TOTAL 435596 1	705,478	8,846	0	0	0	0	0	714,324
TOTAL Project:	1,039,182	47,110	0	0	0	0	0	1,086,292
	1,039,182	47,110	0	0	0	0	0	1,086,292

ITEM NUMBER:436292 1 PROJECT DESCRIPTION:I-95 INTERCHANGE AT PIONEER TRAIL *SIS*
DISTRICT:05 COUNTY:VOLUSIA TYPE OF WORK:PD&E/EMO STUDY
PROJECT LENGTH: 2.000MI

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	113,592	7,248	0	0	0	0	120,840
DS	1,502,220	0	0	0	0	0	1,502,220
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	4,957	0	0	0	0	0	4,957
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACFP	0	0	3,730,000	0	0	0	3,730,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	666,278	0	0	0	0	666,278
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	4,000,000	0	0	0	0	4,000,000
TOTAL <N/A>	1,620,769	4,673,526	3,730,000	0	0	0	10,024,295

FEDERAL PROJECT NUMBER: D519 049 B

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSA	313,862	186,138	0	0	0	0	500,000
DDR	3,820,000	0	0	0	0	0	3,820,000
DIH	59,342	3,796	0	0	0	0	63,138
SA	20,000	0	0	0	0	0	20,000
SU	979,839	161	0	0	0	0	980,000
TOTAL D519 049 B	5,193,043	190,095	0	0	0	0	5,383,138
TOTAL 436292 1	6,813,812	4,863,621	3,730,000	0	0	0	15,407,433
TOTAL Project:	6,813,812	4,863,621	3,730,000	0	0	0	15,407,433

Table 6-12: Connect 2045 SIS Cost Feasible Projects

Map ID	Facility	Improvement	Cost (Year of Expenditure)
A	I-4/SR 400 from Seminole County Line to East of SR 472	Managed Lanes	\$937.99 M
	SR 472 from Graves Avenue to Kentucky/MLK Boulevard	Widen to 6 lanes	
	Saxon Boulevard from I-4 to Normandy Boulevard	Widen and Ramp Improvements	
	Rhode Island Avenue Extension from Veterans Memorial Parkway to Normandy Boulevard	New Road and Ramps	
B	SR 15 (US 17) from DeLeon Springs to SR 40	Widen to 4 lanes	\$65.86 M
C	SR 40 from Breakaway Trails to Williamson Boulevard	Widen to 6 lanes	\$49.39 M
D	SR 40 from West of SR 11 to West of Cone Road	Widen to 4 lanes	\$79.92 M
E	SR 40 from SR 15 (US-17) to SR 11	Widen to 4 lanes	\$68.94 M
F	I-95/LPGA Boulevard Interchange from Williamson Boulevard to Tomoka Farms Road	Interchange Improvement	\$32.48 M
G	I-95 Interchange at Pioneer Trail	New Interchange	\$18.50 M
H	I-95/US-1 Interchange	Interchange Improvement	\$32.20 M
I	SR 100 from Old Kings Road to Belle Terre Parkway	Widen to 6 lanes	\$59.95 M
J	I-95/SR 44 Interchange	Interchange Improvement	\$2.25 M
K	I-95 Interchange at Maytown Road (Farmton Interchange)	New Interchange	Developer Funded
L	Tomoka River Bridge (LPGA Boulevard) from West of Champions Drive to East of Tomoka Farms Road	Bridge	




Social and Economic Appendix

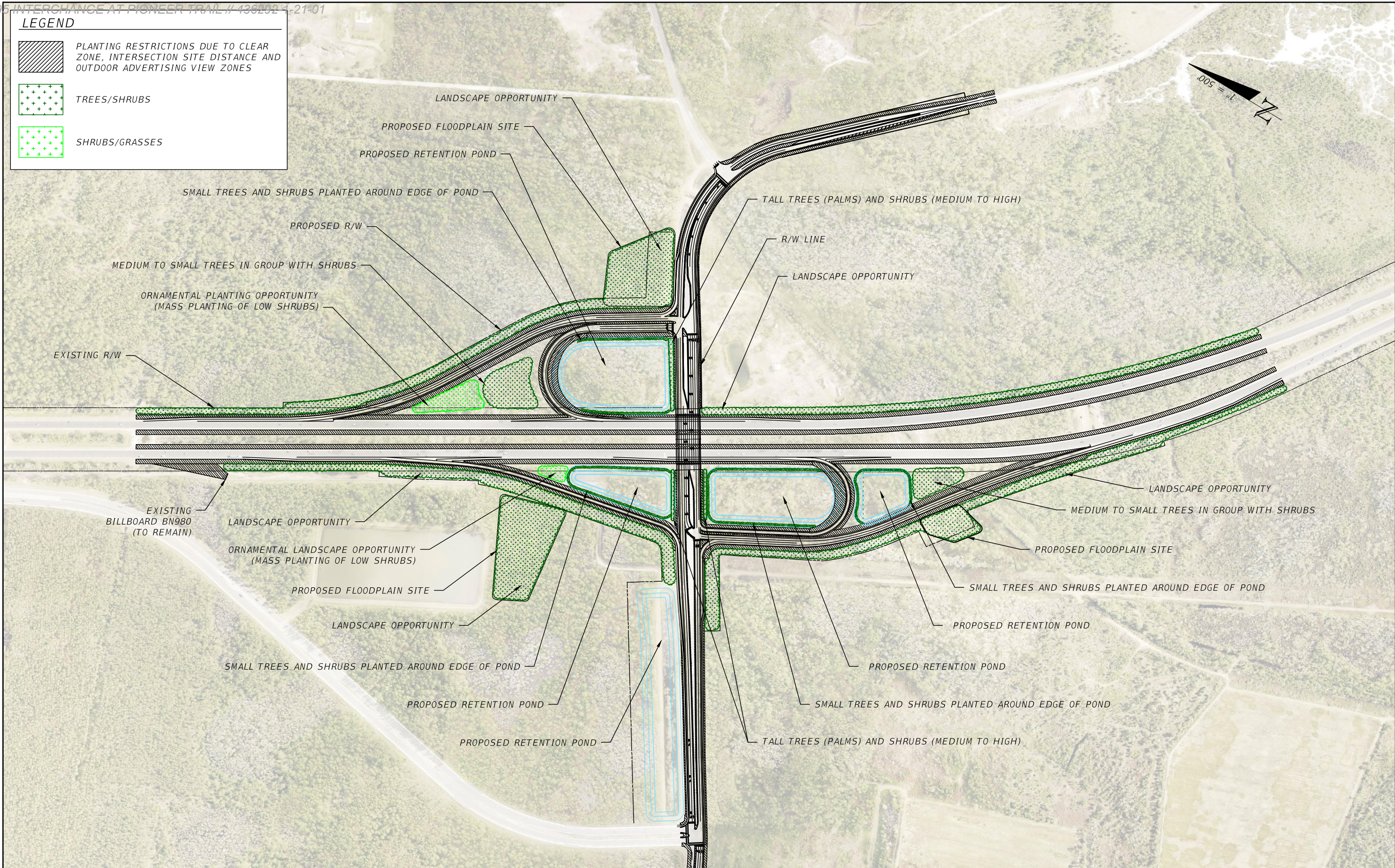
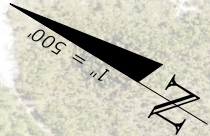
Contents:

Supporting Documentation Specific to Aesthetics

Planned Regional Development

LEGEND

-  PLANTING RESTRICTIONS DUE TO CLEAR ZONE, INTERSECTION SITE DISTANCE AND OUTDOOR ADVERTISING VIEW ZONES
-  TREES/SHRUBS
-  SHRUBS/GRASSES



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
---	---	---	---

RICHARD L. POORE, R.L.A.
 R.L.A. LICENSE NUMBER LA533
 NEWKIRK ENGINEERING, INC.
 1230 NORTH US-HIGHWAY 1, SUITE 3
 ORMOND BEACH, FL 32174
 CERTIFICATE OF AUTHORIZATION 30209

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
95	VOLUSIA	436292-1-32-01

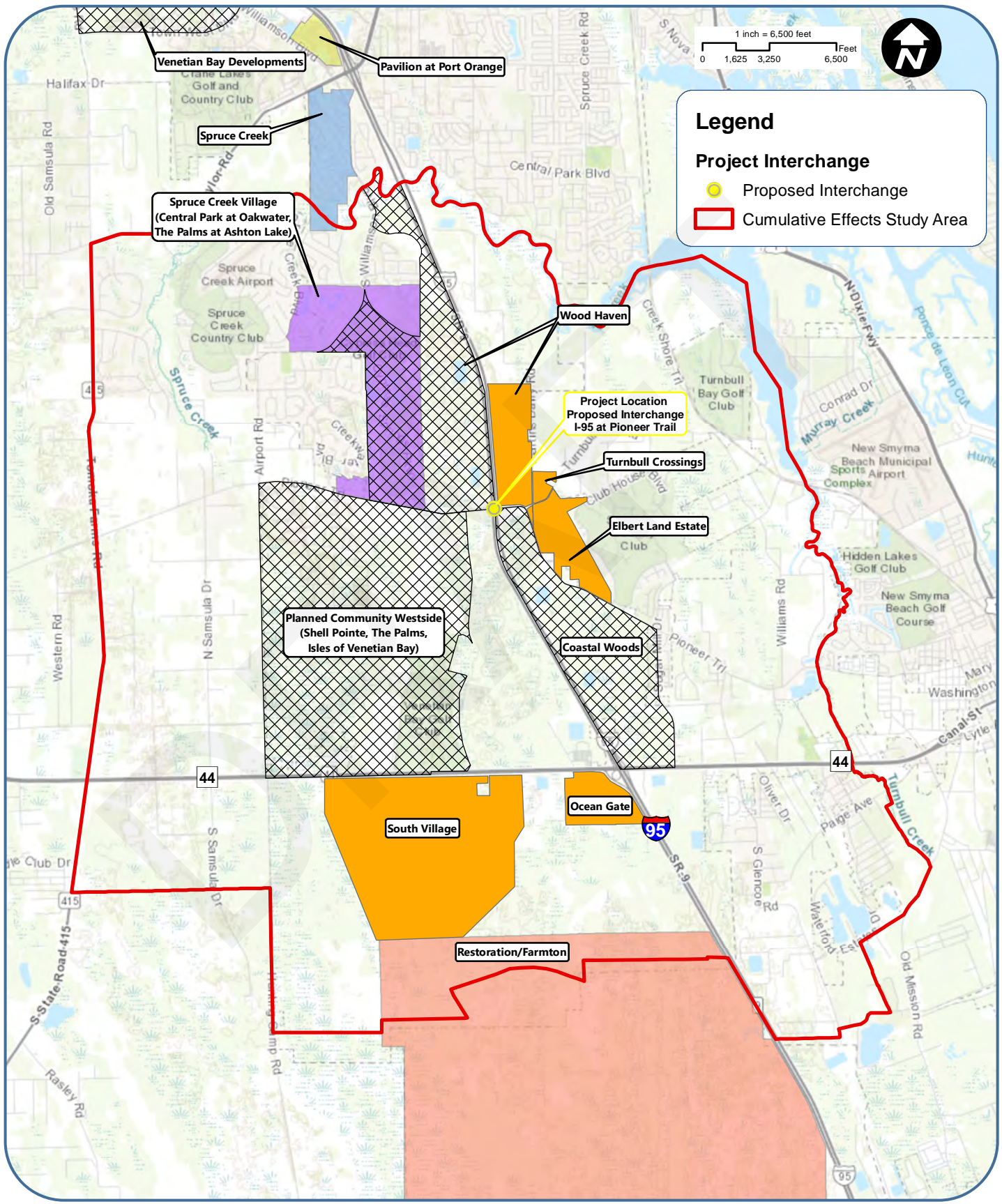
**LANDSCAPE OPPORTUNITY
DIAGRAM**

SHEET NO.
1

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



REGIONAL PLANNED DEVELOPMENTS
I-95 at Pioneer Trail Interchange PD&E Study
FM 436292-1-22-01 / ETDM 14193 / Volusia County



Cultural Resources Appendix

Contents:

SHPO Concurrence Letter Update

SHPO Concurrence Letter



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

KEVIN J. THIBAUT, P.E.
SECRETARY

June 3, 2019

Timothy A. Parsons, Ph.D.,
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

2019 JUN -5 2:33
HISTORIC
FLORIDA
DIVISION
OF
ARCHAEOLOGY
AND
HISTORIC
PRESERVATION

Attn: Dr. Adrienne Daggett, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
I-95 Interchange at Pioneer Trail PD&E Study
Volusia County, Florida
Financial Management No.: 436292-1-21-01

Dear Dr. Parsons,

Enclosed please find one hard copy of the report titled *Cultural Resource Assessment Survey for the I-95 Interchange at Pioneer Trail, Volusia County, Florida*. This report presents the findings of a cultural resource assessment survey (CRAS) conducted in support of the proposed new interchange at Interstate 95 (I-95) and Pioneer Trail in Volusia County, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing to construct an interchange with retention ponds at Milepost 19.032 on I-95. This interchange will be constructed between two existing interchanges: State Road (SR) 421/Dunlawton Avenue, approximately 4.25 miles (6.8 kilometers) to the north, and SR 44/Lytle Avenue, approximately 2.75 miles (4.43 kilometers) to the south.

The Area of Potential Effects (APE) was defined to include parcels adjacent to the interchange alternatives, extending to the back or side property lines, or a distance no greater than 330 feet (100 meters) from the outermost edge of the interchange alternatives footprint. For the proposed ponds, the APE was defined to include the proposed pond footprint and a 100-foot (30-meter) buffer. The architectural history survey was conducted within the entire APE, while the archaeological survey was conducted only within the existing and proposed interchange right-of-way and pond footprints.

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

Dr. Parsons, SHPO
June 3, 2019
Page 2
FM# 436292-1-21-01

23 U.S.C. §327 and a Memorandum of Understanding (MOU) dated December 14, 2016, and executed by the Federal Highway Administration (FHWA) and FDOT.

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 January 2019), FDOT's Cultural Resource Manual, 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 1979, as amended.


The archaeological survey included the excavation of 40 shovel tests within the project APE. No artifacts were recovered and no archaeological sites or occurrences were identified within the APE. No further archaeological survey is recommended in support of the proposed project.

The architectural survey resulted in the identification and evaluation of two previously recorded historic linear resources within the I-95 at Pioneer Trail APE: Fort Kingsbury to New Smyrna Road (8VO07656) and Pioneer Trail (8VO07660). These resources follow the same route in the project APE. Based on the results of the current survey, it is the opinion of SEARCH that the segments of resources 8VO07656 and 8VO07660 within the I-95 at Pioneer Trail APE are locally significant under Criterion A, but lack the necessary historic integrity to convey their significance. Therefore, both are recommended ineligible for listing in the NRHP.

Based on the results of this study, it is the opinion of the District that the proposed undertaking will have no effect on NRHP-listed or -eligible historic properties. No further work 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

Dr. Parsons, SHPO
June 3, 2019
Page 3
FM# 436292-1-21-01

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and concurs / does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2019-3174. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the ACHP, SHPO and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

SHPO Comments:

FD
Timothy A. Parsons, PhD, Deputy SHPO
Timothy A. Parsons, PhD, Director, and
State Historic Preservation Officer
Florida Division of Historical Resources

7/1/2019
Date



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

KEVIN J. THIBAUT, P.E.
SECRETARY

September 10, 2020

Timothy A. Parsons, Ph.D.,
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

Attn: Dr. Adrienne Daggett, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey Update
Interstate 95 Interchange at Pioneer Trail
Volusia County, Florida
Financial Management No.: 436292-1

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Technical Memorandum: Cultural Resource Assessment Survey Update in Support of Interstate 95 Interchange at Pioneer Trail, Volusia County, Florida*. This report presents the findings of a cultural resource assessment survey (CRAS) conducted in support of the proposed Interstate 95 (I-95) pond construction and interchange improvements in Volusia County, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing to construct several retention ponds associated with improvements at the I-95 and Pioneer Trail interchange in Volusia County. This report serves as an addendum to the 2019 SEARCH survey titled *Cultural Resource Assessment Survey for I-95 Interchange at Pioneer Trail, Volusia County, Florida* (Florida Master Site File [FMSF] Survey No. 26148). This project is federally funded for construction in 2021.

The project Area of Potential Effects (APE) was defined as the existing I-95 and Pioneer Trail right-of-way and extended to the back or side property lines of adjacent parcels, or a distance of no more than 328 feet (100 meters). For the proposed ponds, the APE was defined as the pond footprints in addition to a 100-foot (30.5-meter) buffer. The archaeological survey was conducted within the proposed pond footprints and the existing right-of-way; the architectural history survey included the entire APE. All cultural resource survey was limited to those areas not tested as part of the 2019 CRAS (FMSF Survey No. 26148).

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

Improve Safety, Enhance Mobility, Inspire Innovation
www.fdot.gov

Dr. Parsons, SHPO
FM # 436292-1
September 10, 2020
Page 2

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 Project Development & Environment (PD&E) Manual (revised July 2020), 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 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 1979, as amended.

The archaeological survey included the excavation of 18 shovel tests, all of which were negative for cultural material. In addition, five "no-dig" points were used to document the pedestrian survey of areas that were unsafe to test. No archaeological sites or archaeological occurrences were recorded, and no further archaeological survey is recommended.

The architectural survey resulted in the identification of two previously recorded historic linear resources, the Fort Kingsbury to New Smyrna Road (8VO07656) and Pioneer Trail (8VO07660). Both resources were assessed as part of the 2019 CRAS (FMSF Survey No. 36148), and the State Historic Preservation Officer (SHPO) determined both segments within the APE to be ineligible for the National Register of Historic Places (NRHP). The current survey indicates that the condition of these resources has not changed since their previous recorded, and they should remain ineligible for the NRHP. One historic-aged bridge (FDOT Bridge No. 790066) is located within the APE; however, this bridge falls under the 2012 *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* and is excluded from Section 106 consideration. Finally, this section of I-95 is a historic-aged roadway, but falls under the 2005 *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System* and is exempt from Section 106 consideration. No further architectural history survey is recommended.

Based on the results of this study, it is the opinion of the District that the proposed undertaking will have no effect on NRHP-listed or -eligible historic properties. No further work 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.

Dr. Parsons, SHPO
FM # 436292-1
September 10, 2020
Page 3

Sincerely,



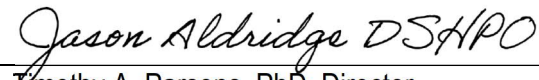
William G. Walsh
Environmental Manager
FDOT, District Five

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and concurs / does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2019-3174B. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the ACHP, SHPO and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

SHPO Comments:

Empty box for SHPO Comments



Timothy A. Parsons, PhD, Director
Florida Division of Historical Resources

September 25, 2020
Date

Natural Resources Appendix

Contents:

- Sole Source Aquifer EPA Concurrence Letter
- Wetlands and Surface Waters Within the Study Area Map
- USACE concurrence and mitigation information
- Species Concurrence Letter



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

SEP 05 2019

William G. Walsh
Environmental Manager
Florida Department of Transportation, District 5
719 South Woodland Boulevard
DeLand, FL 32720

Subject: Sole Source Aquifer Review for Proposed Project - SR 9/I-95 Interchange at Pioneer Trail, ETDM# 14193.

Dear Mr. Walsh:

The U.S. Environmental Protection Agency, Region 4 received your request dated July 09, 2019 to review the above referenced project pursuant to Section 1424(e) of the Safe Drinking Water Act. The assessment is to determine if the project lies within the boundaries (recharge and streamflow source zones) of an EPA designated Sole Source Aquifer (SSA), and to determine if the project poses potential adverse health or environmental impacts. A SSA is the sole or principal water source for a designated area. If the aquifer is contaminated, there could be a significant hazard to public health and an economic burden for those using the aquifer as a drinking water source.

The project has been determined to lie **inside** the designated boundaries of the Volusia Aquifer and based on the information provided, is not expected to cause a significant impact to the aquifer system. However, it is requested that all debris from any demolition of the existing structures are properly contained and removed from the site prior to construction of the new structure. If applicable, all county flood plain management plans and public notification processes should be followed. During construction, it is EPA's understanding and expectation that those responsible for the project will strictly adhere to all Federal, State, and local government permits, ordinances, planning designs, construction codes, operation & maintenance requirements, and engineering as well as any contaminant mitigation recommendations outlined by federal and state agency reviews. All best management practices for erosion and sedimentation control should be followed. State and County environmental offices should be contacted to address proper drainage and storm water designs. Additionally, the project manager should contact State and local environmental officials to obtain a copy of any local Wellhead Protection Plans. <http://www.dep.state.fl.us/swapp/Default.htm>

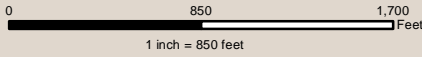
Please note that this "no significant impact" finding has been determined based on the information provided and under Section 1424(e) of the Safe Drinking Water Act only. If there are any significant changes to the project, it is requested that the EPA Region 4 office be notified for further review. Other regulatory groups within the EPA responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments.

Thank you for your concern with the environmental impacts of this project. If you have any questions, please contact Mr. Khurram Rafi at 404-562-9283 or Rafi.Khurram@epa.gov or Mr. Larry Cole at 404-562-9474 or Cole.Larry@epa.gov.

Sincerely,



Alanna Conley, Chief
Ground Water, UIC and GIS Section
Safe Drinking Water Branch



Other Surface Waters

OSW ID | Description | Acres

OSW 1	Stormwater / Drainage Features	1.37
OSW 2	Stormwater / Drainage Features	4.62
OSW 3	Ditch / Swale	0.27
OSW 4	Ditch / Swale	0.53
OSW 5	Ditch / Swale	0.11
OSW 6	Stormwater / Drainage Features	12.45
OSW 7	Stormwater / Drainage Features	0.65
OSW 8	Ditch / Swale	1.95
OSW 9	Ditch / Swale	0.23
OSW 10	Ditch / Swale	0.07
OSW 11	Ditch / Swale	0.02

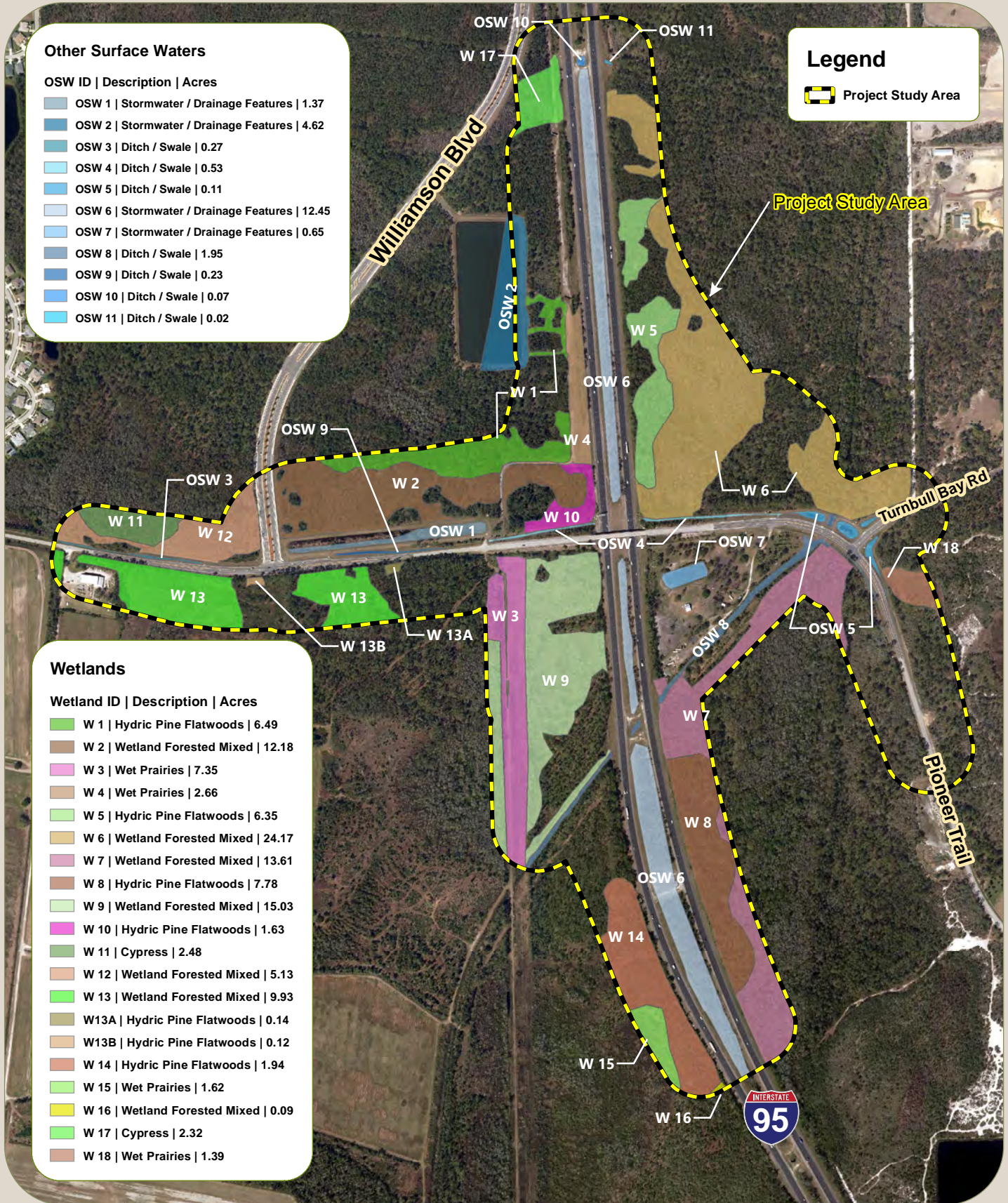
Legend

Project Study Area

Wetlands

Wetland ID | Description | Acres

W 1	Hydric Pine Flatwoods	6.49
W 2	Wetland Forested Mixed	12.18
W 3	Wet Prairies	7.35
W 4	Wet Prairies	2.66
W 5	Hydric Pine Flatwoods	6.35
W 6	Wetland Forested Mixed	24.17
W 7	Wetland Forested Mixed	13.61
W 8	Hydric Pine Flatwoods	7.78
W 9	Wetland Forested Mixed	15.03
W 10	Hydric Pine Flatwoods	1.63
W 11	Cypress	2.48
W 12	Wetland Forested Mixed	5.13
W 13	Wetland Forested Mixed	9.93
W13A	Hydric Pine Flatwoods	0.14
W13B	Hydric Pine Flatwoods	0.12
W 14	Hydric Pine Flatwoods	1.94
W 15	Wet Prairies	1.62
W 16	Wetland Forested Mixed	0.09
W 17	Cypress	2.32
W 18	Wet Prairies	1.39



WETLANDS AND SURFACE WATERS

From: admin@fla-etat.org <admin@fla-etat.org>
Sent: Friday, October 23, 2020 8:12 PM
To: Randy Turner <randy.l.turner@usace.army.mil>
Cc: Chasez, Heather <Heather.Chasez@dot.state.fl.us>
Subject: Document Review Confirmation for 436292_NRE_final21Sept20

EXTERNAL SENDER: Use caution with links and attachments.

A review was received for the following:

Event: Pioneer Trail Interchange NRE
Document: 436292_NRE_final21Sept20
Submitted By: Randy Turner
Sections: 4.0
Pages: 49-50
Paragraphs: 4.2-E

Comments:

The Corps generally concurs with the Wetlands and Surface Waters portions of the document and provides additional comments on the following Sections of the NRE document with the exception of the following:

Wetlands and Surface Waters:

Section 4.2-E: There is a total of three federally approved (permitted) mitigation banks that

has service areas that cover the proposed project's area of impacts to waters of the U.S.:

Farmton Mitigation Bank (WRAP Credits)

Palustrine: 4,563.17

Lake Swamp Mitigation Bank (UMAM Credits)

Palustrine Emergent: 0.72

Palustrine Forested: 29.39

Port Orange Mitigation Bank (WRAP Credits)

Palustrine Forested: 209.59

All banks are assessed in either WRAP or UMAM. Any unavoidable wetland impacts should be assessed using WRAP or UMAM dependent on the functional assessment of the bank that is proposed.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
Tallahassee, Florida 32304-6834

KEVIN J. THIBAUT I, P.E.
SECRETARY


February 25, 2020

Dr. Heath Rauschenberger, Deputy Field Superv
US Fish and Wildlife Service
North Florida Ecological Services Office
7915 Baymeadows Way, Suite 200
Jacksonville, FL 32256-7517



FWS Log No 2020-TA-0555

The Service concurs with your effect determination(s) for resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

 3/26/2020
Jay B. Herrington Date
Field Supervisor

Attention: Zakia Williams

RE: Request for Section 7 Informal Consultation...
I-95 Interchange at Pioneer Trail PD&E Study
Volusia County, Florida
Financial Management Number: 436292-1-22-01

The Florida Department of Transportation is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed construction of a new interchange along I-95 at Pioneer Trail near milepost (MP) 19.032 in Volusia County. As part of the study a Natural Resources Evaluation (NRE) has been developed to assess the project for its impacts to wetlands and protected species. Based upon the individual species effects determinations, described below, that resulted from this evaluation, informal consultation with the U.S. Fish and Wildlife Service (USFWS) for potential impacts is required.

The study area is either partially or wholly within several consultation areas, however, there is no suitable habitat for the following species: Everglade snail kite (*Rostrhamus sociabilis plumbeus*), red-cockaded woodpecker (*Picoides borealis*), and fragrant prickly apple (*Harrisia fragrans*). As there is no suitable habitat and no documented occurrences, it has been determined that the project will have "no effect" for any of these species.

There are four (4) federally protected animal species (eastern indigo snake, Florida scrub-jay, bald eagle, and wood stork) and two (2) federally protected plant species (Rugel's pawpaw and Okeechobee gourd) that have the potential to occur within the project area. These species, and their associated effects determinations, are discussed below:

Eastern Indigo Snake (*Drymarchon corais couperi*)-Two gopher tortoise burrows (a primary source of shelter) were identified within the project study area during field reviews. The majority of the upland habitat within the study area has a high-water table that does not provide the well-

Dr. Heath Rauschenberger
February 25, 2020

drained soil types typically used by gopher tortoise in north central Florida. The exception is the 4.37 acres of xeric oak community that occurs at the southeast terminus of the project. Documented occurrences of the eastern indigo snake were reviewed through our GIS databases and the closest documented sightings of the Eastern indigo snake is from 2003 within the New Smyrna coastal strand over 7 miles to the southeast.

The US Army Corps of Engineers (USACOE) and the FWS have a programmatic effect key for the indigo snake. Following this 2013 key, (A) the project is no located in open water or salt marsh, (B) the permit will be conditioned for use of the Services Standard Protection Measures For the Eastern Indigo Snake during site preparation and project construction, (C) there are gopher tortoise burrows, holes, cavities, or other refugia where a snake could be buried or trapped and injured during project activities, (D) the project will impact less than 25 acres of xeric habitat supporting less than 25 acres of active and inactive gopher tortoise burrows, and (E) any permit will be conditioned such that all gopher tortoise burrows, active or inactive will be excavated prior to site manipulation in the vicinity of the burrow. Based on use of the programmatic key, FDOT has determined that this project would result in a “may affect, but not likely to adversely affect” determination for this species.

Florida Scrub-Jay (*Aphelocoma coerulescens*)- Currently, the project study area contains approximately 4.37 acres of xeric oak at the southeast corner of the project study area. This habitat is suboptimal for the scrub jay as its relatively thick and the oak trees are mature and average over 10 feet in height making them too large for scrub-jay nesting. In addition, large pine trees within this community provide perches for scrub jay avian predators. Scrub jays were not observed during any field events.

A five-day scrub-jay survey was conducted during late July and early August of 2019. Survey stations were established along both sides of Pioneer Trail south of Turnbull Bay Road in areas of potential habitat. No scrub-jays were identified during the 5-day survey.

Based on the lack of observations during field surveys, FDOT has determined that this project is “may affect, but not likely to adversely affect” the Florida scrub-jay.

Wood Stork (*Mycteria americana*)-The FWS wood stork colony database was searched for active wood stork colonies located within 15-miles of the project area. According to the FWS wood stork colony website, the closest wood stork nesting colony is over 20 miles to the west (Hontoon Island). As such, the project study area does not occur within the core foraging radius of any wood stork rookery. Wood storks were not observed during field surveys.

The USACOE and the FWS have a programmatic Effect Determination Key for the Wood Stork in Central and North Peninsular Florida (FWS 2008). Based on this key, since the project study area does not occur within the core foraging radius of any wood stork rookery and no wood

Dr. Heath Rauschenberger
February 25, 2020

storks were observed during field reviews the FDOT has determined that the project “may affect, but not likely to adversely affect” the wood stork.

Bald eagle (*Haliaeetus leucocephalus*)-Bald eagle nests within Florida are closely monitored by the FWC that maintains a website of known bald eagle nest locations, which is current through the 2015-2016 nesting season. According to this database, there are no documented nest sites within one (1) mile of the project corridor. The closest documented eagle nest (VO121) is approximately 2.5 miles to the east of the project study area. The project study area is not located within the primary and secondary protection zone of any active bald eagle nest. Because the project’s corridor is located outside of the 660-foot zone of any nest site, no additional coordination with FWS with respect to the eagle is required. As a result, FDOT has been determined that the project is “may affect, but is not likely to adversely affect” the bald eagle.

Rugel’s pawpaw (*Deeringothamnus rugelii*)-No specimens of Rugel’s pawpaw were documented within a mile of the project study area. There is habitat (pine flatwoods) within the project study area that could support this species if it was properly managed with fire or even mowed. However, in its current condition, the pine flatwoods are far too overgrown. Field surveys were carried out to ascertain whether this species is within the corridor. No species of pawpaw were observed within the study area. It is FDOT’s determination that the project “may affect, but is not likely to adversely affect” the Rugel’s pawpaw.

Okeechobee Gourd (*Cucurbita okeechobeensis* spp. *okeechobeensis*)-The project corridor is over 20 miles east of the St. Johns River. Nonetheless, the large wetland forests within the floodplain area were inspected for this gourd. No specimens of Okeechobee gourd were found during field surveys. It is FDOT’s determination that the project is “not likely to adversely affect” the Okeechobee gourd.

We ask that USFWS review the enclosed NRE for this project and provide concurrence with FDOT’s determinations for these species. We appreciate the coordination effort and input already provided and look forward to continued consultation on this project. If you have any questions, feel free to contact either Heather Chasez at (386) 943-5393, heather.chasez@dot.state.fl.us or me at (386) 943-5411, william.walsh@dot.state.fl.us at your convenience. Thank you for your assistance with this project.

Sincerely,



William G. Walsh
Environmental Manager
FDOT, District Five

From: admin@fla-etat.org <admin@fla-etat.org>
Sent: Thursday, October 22, 2020 9:17 AM
To: zakia_williams@fws.gov
Cc: Chasez, Heather <Heather.Chasez@dot.state.fl.us>
Subject: Document Review Confirmation for 436292_NRE_final21Sept20

EXTERNAL SENDER: Use caution with links and attachments.

A review was received for the following:

- Event:** Pioneer Trail Interchange NRE
- Document:** 436292_NRE_final21Sept20
- Submitted By:** Zakia Williams
- Global:** Yes
- Comments:**

The Service commented on the draft NRE on March 26, 2020 and concurred with the FDOT's findings for listed species. In regards to the final NRE, the service concurs with the FDOT's findings for listed species and FWS has no further comments for the I-95 Interchange at Pioneer Trail.

Thank you

Physical Resources Appendix

Contents:

Potential Contamination Site Map



FIGURE 4

RISK RATING

- HIGH
- MEDIUM
- LOW

PLANT NURSERY (Pink)

TRUCK PARKING (Green)

RICHARD P. McCORMICK, P.G.
 P.G. LICENSE NUMBER 2096
 GEOTECHNICAL AND ENVIRONMENTAL
 CONSULTANTS, INC.
 919 LAKE BALDWIN LANE
 ORLANDO, FL 32814
 CERTIFICATE OF AUTHORIZATION 00005882

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-95	VOLUSIA	436292-1-22-01

**POTENTIAL CONTAMINATION
SITE MAP**

SHEET NO.

Public Involvement Appendix

Contents:

Public Hearing Transcript 093020

Public Hearing Certification

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CITY OF NEW SMYRNA BEACH
PUBLIC HEARING

I-95 at PIONEER TRAIL INTERCHANGE
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

DATE: Wednesday, September 30, 2020
TIME: 5:40 p.m. until 7:12 p.m.
PLACE: Brannon Center
105 South Riverside Drive
New Smyrna Beach, Florida
REPORTED BY: G. BROOKE TOFT
Court Reporter and Notary Public

1 APPEARANCES:

2 COLLEEN JARRELL, P.E.
3 Traffic Engineering Data Solutions, Inc.
4 80 Spring Vista Drive
5 DeBary, Florida 32713
6 (386)753-0558

7 MARY MCGEHEE, PROJECT MANAGER
8 Florida Department of Transportation
9 719 South Woodland Boulevard
10 DeLand, Florida 32720
11 (386)943-5063
12 mary.mcgehee@dot.state.fl.us

10

11

12 ALSO PRESENT:

12

13

14 LUIS DIAZ, STANTEC
15 DAVE CRIGGER, STANTEC

14

15

16

17

18

19

20 (This transcript is the product of the court
21 reporter and should not be produced and given free of
22 charge to any party unless under the direction, control,
23 and/or supervision of the certifying court reporter.)

21

22

23

24

25

1 COLLEEN JARRELL: Good evening. Before we
2 start the presentation, I will share a few items
3 with our virtual audience to help you participate in
4 this hearing. On your computer or device screen,
5 you should see something that looks like this
6 control panel in the upper right-hand corner. To
7 listen to the hearing, your computer or device
8 speakers are selected -- are muted -- computer or
9 device speakers are selected by default. If you
10 prefer to listen by phone, select "telephone" in the
11 audio pane of the control panel and dial in using
12 the information displayed.

13 All virtual attendees will be placed in "listen
14 only" mode throughout the hearing. Using the
15 control panel, you can comment or ask questions
16 during the hearing by typing in the questions pane.
17 If you'd like to make a verbal comment, please state
18 that in the questions pane. All verbal comments
19 will be allowed after the presentation and you will
20 be called upon and unmuted in order to state your
21 name, address, and provide your comment. We will
22 collect all verbal and typed comments and provide
23 written responses at a later date. For those who
24 have phoned in, you are also in "listen only" mode
25 and cannot be unmuted. Please submit your comments

1 to the FDOT project manager, Mary McGehee, via
2 e-mail at mary.mcgehee@dot.state.fl.us. or by phone
3 at (386)943-5063.

4 If you happen to experience technical issues
5 during the hearing, please type the issue in the
6 question pane on the control panel to report it.
7 Staff will do their best to assist you. This
8 hearing is being recorded and will be available
9 after the hearing.

10 MARY MCGEHEE: Welcome, everyone. Let's get
11 started. The time is now 5:45 on Wednesday,
12 September 30th, 2020, and this public hearing is
13 officially open. Good evening, everyone, and
14 welcome to the public hearing for Interstate I-95
15 interchange at Pioneer Trail Project Development and
16 Environment Study in Volusia County, Florida.
17 Financial Project ID Number 436292-1.

18 My name is Mary McGehee. I am the District 5
19 project manager for the Florida Department of
20 Transportation.

21 The purpose of this public hearing is to share
22 information with the general public about the
23 proposed improvement, its conceptual design, all
24 alternatives under study, and the potential benefit
25 and adverse social, economic, and environmental

1 impacts upon the community. I will be presenting
2 the information during the hearing tonight, as well
3 as Luis Diaz, the project consultant manager. As we
4 get started, I would like to thank all elected and
5 appointed officials for attending the public hearing
6 either virtually or in person here tonight.

7 Public notice for this public hearing,
8 including information on how to access the hearing
9 platform, was provided in letters to property owners
10 and tenants in the project area, a posting in the
11 Florida Administrative Register, in e-mails to
12 persons on the project contacts list, including
13 elected and non-elected officials, on social media
14 feeds, and other notification methods. Notice was
15 also posted on the project website at cflroads.com.

16 The Department encourages the public to
17 participate in the public hearing for the Interstate
18 95 interchange at Pioneer Trail Project Development
19 and Environment Study in Volusia County, Florida,
20 Financial Project ID Number 436292-1, by submitting
21 comments and questions. There are multiple ways to
22 do this. Virtual attendees can type comments or
23 request to speak in the questions pane. In-person
24 attendees will have an opportunity to provide verbal
25 comments either at the microphone or directly to the

1 court reporter. And anyone who would like to make a
2 verbal comment will be allowed to do so following
3 the end of this presentation. Everyone can submit
4 comments or questions after the hearing by
5 contacting me by mail at 719 South Woodland
6 Boulevard, DeLand, Florida, 32720, by phone at area
7 code (386)943-5063, or by e-mailing
8 mary.mcgehee@dot.state.fl.us. This information is
9 also available on our website, www.cflroads.com.
10 Click on the magnifying glass to access the project
11 search window and type 436292-1 in the search box
12 and then you can click on the project name.

13 Public participation is solicited without
14 regard to race, color, national origin, age, sex,
15 religion, disability, or family status. Persons
16 wishing to express their concern about Title VI may
17 do by so contacting the FDOT District 5 Title VI
18 coordinator, Jennifer Smith, by mail at 719 South
19 Woodland Boulevard, DeLand, Florida 32720, by phone
20 at area code (386)943-5367 or by e-mailing
21 jennifer.smith2@dot.state.fl.us. You can also
22 contact the FDOT Central Office Title VI
23 coordinator, Jacqueline Paramore, by mail at 605
24 Suwannee Street, Mail Station 65, Tallahassee,
25 Florida 32399, by phone at area code (850)414-4753,

1 or by e-mailing jacqueline.paramore@dot.state.fl.us.

2 The environmental review, consultation, and
3 other actions required by applicable federal
4 environmental laws for this project are being, or
5 have been, carried out by the Florida Department of
6 Transportation, FDOT, pursuant to Title 23, U.S.C.,
7 Section 327, and a Memorandum of Understanding dated
8 December 14th, 2016, and executed by the Federal
9 Highway Administration and FDOT. At this time I
10 will turn the presentation over to Luis.

11 LUIS DIAZ: Thank you, Mary.

12 For the record, my name is Luis Diaz and I am
13 the consultant project manager for this property.
14 The primary components to tonight's hearing include
15 the following: This presentation, which will
16 explain the project purpose and need, study
17 alternative, potential impacts, both beneficial and
18 adverse, and proposed methods to mitigate adverse
19 project impacts; and a formal comment period which
20 will follow this presentation. Both in-person and
21 virtual attendees will have the opportunity to
22 provide oral statements either at the microphone or
23 directly to the court reporter, while virtual
24 attendees will have the opportunity to speak after
25 the presentation. All attendee can also provide

1 comments in writing.

2 The project development process consists of
3 five steps, including long-range planning to
4 identify the project need, Project Development and
5 Environment Study, or PD&E study, project design,
6 right of way acquisition and construction. The PD&E
7 study is in the second phase of the project
8 development process where an engineering and
9 environmentally feasible alternative that meets the
10 community's transportation need is determined.

11 A PD&E study is an environmental and
12 engineering process used to document social,
13 economic, and environmental impacts associated with
14 a proposed transportation improvement project. A
15 PD&E study has three main components: an engineering
16 component which includes the identification and
17 analysis of potential design solutions, an
18 environmental component which evaluates potential
19 impacts to the natural, social, and physical
20 environments, and a public involvement component to
21 inform and involve all interested parties in the
22 development of the planned transportation project.
23 This process is mandated by the National
24 Environmental Policy Act, NEPA, and the Florida law.
25 It represents a combined effort by technical

1 professionals who analyze information and document
2 the best alternative for a community's
3 transportation needs.

4 The study area consists of Pioneer Trail, from
5 Williamson Boulevard to Turnbull Bay Road, and
6 considers providing a new interchange with I-95 and
7 Pioneer Trail, between the existing I-95/State Road
8 44 interchange to the south and the I-95 and
9 Dunlawton Avenue, or State Road 421, interchange to
10 the north.

11 The purpose of the new interchange is to
12 sustain projected future growth while preserving the
13 character of existing communities and the
14 environment. The new interchange aims to improve
15 regional mobility, improve traffic safety, and
16 enhance emergency evacuation. The new interchange
17 also supports the River to Sea Transportation
18 Planning Organization, or TPO, long-range
19 transportation plan.

20 The PD&E study considered many potential
21 solutions and formally evaluated four alternatives.
22 The "no build" alternative would leave I-95 and
23 Pioneer Trail as it is today and would not make any
24 improvements to the roadways. The three other
25 alternatives included a diamond interchange and two

1 different partial cloverleaf interchanges.

2 Opportunities for public engagement have been
3 provided during the PD&E study with the public kick
4 off meeting on June 13, 2018, and the alternative
5 public meeting on April 30th, 2019. Public
6 comments, both opposed and in support, were received
7 at both meetings. Comments were received at the
8 alternatives public meeting, with 28 in support of
9 the "no build" alternative and 61 in support of an
10 interchange. Most comments indicated a preference
11 to the Partial Cloverleaf Number 2 alternative.

12 Many evaluation factors were considered when
13 evaluating the study alternatives. These factors
14 include social and economic, cultural, natural,
15 physical, engineering, and cost.

16 The three design concepts, along with the "no
17 build" alternative, were evaluated and a summary of
18 the evaluation is shown here. For a closer review
19 of the results of the analysis, display boards are
20 provided at the live hearing, as well as in the
21 handout section of the webinar.

22 The preferred alternative is the Partial
23 Cloverleaf Number 2. This alternative consists of
24 one northbound off-ramp and two southbound
25 off-ramps; one southbound ramp for drivers to

1 continue westbound and a separate southbound loop
2 ramp for drivers to continue eastbound on Pioneer
3 Trail.

4 The preferred typical section for Pioneer
5 Trail, a Volusia County roadway, consists of a
6 four-lane divided roadway with two travel lanes and
7 5-foot paved shoulders in each direction separated
8 by a center grass median. Sidewalk would also
9 extend along both sides of the roadway.

10 The preferred bridge typical section includes
11 two travel lanes in each direction, two left turns
12 with access to the on-ramps, outside shoulders, and
13 sidewalks.

14 The social and economic category includes a
15 review for consistency with local transportation
16 plans and improvements, identify potential
17 relocations, and estimates the right-of-way needed.
18 The preferred alternative is consistent with local
19 plans at the River to Sea TPO, FDOT, and Volusia
20 County.

21 There is one potential relocation as a result
22 of this project. This project will increase access
23 and enhance mobility and support future development
24 and the local economy.

25 Right-of-way acquisition is anticipated for the

1 preferred alternative for roadway and drainage
2 improvements. Approximately 79.5 acres of
3 additional right-of-way is anticipated. As
4 previously stated, there is one potential relocation
5 as a result of this project. All right-of-way
6 acquisitions will be conducted in accordance with
7 the Federal Uniform Relocation Assistance and Real
8 Property Acquisition Act of 1970 and FDOT Real
9 Estate Acquisition Process. Right-of-way staff are
10 present at the live meeting tonight, and if any
11 virtual attendees wish to speak with the
12 right-of-way staff, please contact Mary. The
13 brochure shown on this slide is available at the
14 live hearing, is also provided in the handouts
15 section of the webinar and also on the project
16 website.

17 The purpose of the culture resources survey is
18 to identify historic resources and archaeological
19 sites eligible for the National Register of Historic
20 Places, NRHP. Two previously recorded historic
21 resources were identified and neither were
22 recommended for listing in the NRHP. No
23 archaeological sites or artifacts were identified.
24 The project will have no effect on NRHP listed or
25 eligible historic properties. Section 4(f) refers

1 to a portion of the U.S. Department of
2 Transportation Act of 1966, which requires the
3 consideration of parks, recreational lands, wildlife
4 and waterfowl refuges, and historic sites in
5 transportation project development. No Section 4(f)
6 properties have been identified.

7 The preferred alternative would impact
8 approximately 46.9 acres of wetlands and 7.7 acre
9 feet of floodplains. Two permitted mitigation banks
10 are available to offset the wetland impacts from the
11 project, and compensatory storage will be provided
12 to offset the floodplain impacts.

13 A natural resources evaluation was performed
14 and determined that the preferred alternative has
15 either a "no effect" or "may affect, but not likely
16 to adversely affect" determination for all federally
17 or state listed species that may be impacted by the
18 preferred alternative and no involvement with
19 essential fish habitat.

20 The preferred alternative is not predicted to
21 exceed National Ambient Air Quality Standards. A
22 detailed noise study was conducted in accordance
23 with Title 23, Code of Federal Regulations, Part
24 772: Procedures for Abatement of Highway Traffic
25 Noise and Construction; Part 2, Chapter 18 of the

1 FDOT PD&E Manual, and Chapter 335.17 under Florida
2 Statutes. This assessment also adheres to current
3 Federal Highway Administration traffic noise
4 analysis guidelines contained in Highway Traffic
5 Noise: Analysis and Abatement Guidance. No noise
6 sensitive sites were identified within the project
7 study area.

8 A contamination screening evaluation was
9 performed to identify locations where contamination
10 may be present. Of the five sites evaluated, the
11 preferred alternative may impact four low-risk sites
12 and one medium-risk site. These sites will be
13 further evaluated, and any impacts will be mitigated
14 as required by state and federal law prior to
15 construction.

16 There are multiple utilities located throughout
17 the project area. We have coordinated with the
18 utility companies to minimize impacts, and this
19 coordination will continue during the design phase.

20 A stormwater drainage analysis evaluated
21 potential pond locations based on constructability,
22 maintenance requirements, and environmental factors.
23 Six new and one existing modified pond site and five
24 proposed floodplain compensation sites were selected
25 as part of the preferred alternative. These are

1 shown on the preferred alternative display board
2 available at the live hearing, in the handout
3 section of the webinar, and on the project website.

4 The project cost estimate includes the major
5 cost components for the preferred alternative and is
6 estimated to be \$58.1 million.

7 There are a few steps remaining for the PD&E
8 study. We have already completed several steps in
9 the PD&E process and are currently at the public
10 hearing. The study will be complete in winter of
11 2021. After the comment period closes and your
12 input has been considered, a final decision will be
13 made on a preferred alternative and the final PD&E
14 documents will be submitted to the FDOT Office of
15 Environmental Management, which, based on the
16 memorandum of understanding signed with the Federal
17 Highway Administration on December 14, 2016, they
18 have approval authority for this project for
19 granting location and design concept acceptance, or
20 LDCA. Primarily design services are currently being
21 provided during the study phase. After the study is
22 approved, final design services will be continued
23 and be completed in early 2021. Right-of-way
24 acquisition costs are unfunded; however,
25 construction costs are unfunded.

1 Draft documents for this public hearing were
2 available for review starting September 9, 2020, and
3 will remain on display until October 21st at the New
4 Smyrna Beach Regional Library, the DeLand Public
5 Library, and also online at www.cflroads.com. Click
6 on the magnifying glass to access the project search
7 window and type 436292-1 in the search box and
8 clicking on the project name. Documents will remain
9 available online.

10 MARY MCGEHEE: Your comments are important and
11 will be incorporated into the decision-making
12 process. All written and verbal material received
13 at this public hearing, at the FDOT office, or
14 through the project website will become a part of
15 the public record for this hearing. Written or
16 verbal comments submitted by October 21st, 2020,
17 will be included in the public record for this
18 hearing. As said earlier, written responses to all
19 comments and questions will be provided at a later
20 date. All comments and questions submitted through
21 these options are part of the public record for this
22 public hearing and will be considered by the
23 department during the decision-making process. The
24 recording of this hearing will be linked to a
25 follow-up e-mail to all registered virtual

1 attendees. The public hearing video link will also
2 be posted at www.cflroads.com. The public comment
3 period for his public hearing will remain open
4 through October 21st, 2020, to accommodate the
5 public who view the hearing presentation after
6 tonight. Outside the public comment period for the
7 hearing, the department welcomes comments regardless
8 of the project at any time.

9 You may provide your comments in several ways.
10 Virtual attendees can type their comments and
11 questions in the question panes or request to make a
12 verbal statement. You will be called upon and
13 unmuted in order to provide your comment. In-person
14 attendees can complete the speaker card to make an
15 oral statement at the microphone during the public
16 comment period or provide an oral statement to the
17 court reporter present here tonight. Again, for
18 those who have phoned in, you are also in
19 listen-only mode and cannot be unmuted. Please
20 submit your comments to me via e-mail at
21 mary.mcgehee@dot.state.fl.us or by phone at area
22 code (386)943-5063.

23 It is now 6:05 and we will begin the formal
24 comment period. We will first call upon the virtual
25 attendees who have requested to provide comments.

1 We will then go to those in-person attendees who
2 have turned in speaker cards. When you're called
3 upon, please state your full name and address. If
4 you represent an organization, municipality, or
5 other public body, please provide that information
6 as well. We ask that you limit your input to three
7 minutes. This is not to be combined with others. A
8 microphone will be provided to the in-person
9 attendees so the court reporter will be able to get
10 a complete record of your comment.

11 Dave, can you please identify the first virtual
12 speaker?

13 DAVE CRIGGER: Thank you, Mary. Our first
14 comment of the evening comes from Robert Yurks. And
15 I think on deck we have Jackson Hurst. We ask that
16 all speakers ensure that they are -- that their
17 microphones are unmuted before they begin.

18 Mr. Yurks, you may begin your three-minute
19 comment period now.

20 Okay. We'll move on to Mr. Jackson Hurst.
21 Mr. Hurst, are you here, please? Mr. Hurst, we can
22 hear you. Go ahead and start speaking.

23 Okay. We'll move on to Fred Isaac. Fred
24 Isaac?

25 Okay. We've got a few people that have

1 registered ahead of time to participate that may not
2 have been able to make it this evening.

3 We'll move on to the next person, a Kathleen
4 Healey with Anita Hutchinson on deck.

5 Kathleen, go ahead when you're ready.

6 Ms. Healey, you're going to need to unmute yourself
7 locally at your computer. We've unmuted you here;
8 you just need to do it locally. Thank you.

9 Ms. Healey, are you unable to unmute? You appear to
10 be in attendance, and you seem to be trying to make
11 your comment now.

12 KATHLEEN HEALEY: Yeah. Okay. It's on.

13 DAVE CRIGGER: We can hear you now. Thank you
14 very much. Go ahead.

15 KATHLEEN HEALEY: Okay. Thank you. I'm a new
16 resident of Cypress Head in Port Orange. I admit
17 that this process is new to me. The lifeblood of my
18 -- our existence is out the back gate at Cypress
19 Head, Williamson, Turnbull. I'm also currently
20 president of the New Smyrna Beach Garden Club,
21 which, I'm sure you're aware, is a viable community
22 organization. My concern is how long -- I'm asking
23 beginning questions here. How long will the
24 construction take? The environmental studies, the
25 gentleman said, have been accomplished. I'm very

1 concerned about those, the wildlife, et cetera. I'm
2 asking beginner questions, but if you would be so
3 kind as to summarize a brief reply to my concerns.
4 How long will the construction take? What is the
5 environmental impact? I'm a newbie and very
6 concerned. Thank you.

7 DAVE CRIGGER: Okay. Thank you, Anita.

8 Up next -- oh, I'm sorry -- Kathleen.

9 Up next we have Anita Hutchinson. Anita will
10 be followed by Rene Morrow, so be ready to go Rene.
11 And we'll start you now, Anita.

12 Ms. Hutchinson, we don't seem to hear you just
13 yet, so please make sure that you're unmuted there
14 locally and then we can go ahead and begin your
15 comment.

16 ANITA HUTCHINSON: Am I on?

17 DAVE CRIGGER: We can hear you now great.
18 Thank you.

19 ANITA HUTCHINSON: Basically I live off of
20 Turnbull Bay Road and one of my big concerns is, of
21 course, the traffic that's going to be generated
22 from the cars and semis coming off of 95. I'm just
23 concerned about -- especially the semis coming
24 through downtown -- down Turnbull Bay Road and
25 trying to get to US-1. That's my big concern. And

1 traffic at the end of Turnbull and Pioneer. So if
2 you can help me be more relax -- comfortable with
3 that situation. Thank you.

4 DAVE CRIGGER: Thank you very much,
5 Ms. Hutchinson.

6 Next to speak that we have on the list here is
7 Rene Morrow, and I believe we have Deb Denys is up
8 on deck.

9 Rene Morrow, go ahead and begin when you're
10 ready. Please make sure that you're unmuted
11 locally.

12 RENE MORROW: Yes. Can you hear me?

13 DAVE CRIGGER: Yes, ma'am, we can.

14 RENE MORROW: Okay. Thank you. My name is
15 Rene Morrow. I live at 1751 Hideaway Forest Trail
16 off of Turnbull Bay Road. My concern is similar to
17 the last one. We're already seeing congestion
18 trying to get from out of my road onto Turnbull Bay
19 and from Turnbull Bay onto Pioneer Trail. There's a
20 bunch of houses going in -- I'm not sure what the
21 exact number is -- on Pioneer Trail on Turnbull Bay
22 Road, and we know we're going to be experiencing
23 some traffic conditions that are not going to be
24 good, so we're going to dump some more cars on
25 there. And my concern is what are we going to do

1 about the roads being neither one of those roads has
2 good shoulders? I mean, it's going to be a mess.
3 And are we going to handle that before we start
4 dumping traffic on there? And I got into this late,
5 so I don't know if you covered that earlier, but
6 that is my concern. Thank you very much.

7 DAVE CRIGGER: Thank you, Ms. Morrow.

8 I believe we have up next -- is that
9 Councilwoman Deb Denys? Ready? Please go ahead and
10 unmute yourself. Okay. I guess -- I guess
11 Ms. Denys was unable to attend.

12 The next on the list we have Theresa Terry.
13 Theresa Terry, if you're here, please unmute
14 yourself and your comment period will begin now.

15 Okay. Next on our list we've got Susan Dixon.
16 Ms. Dixon, if you're here, please go ahead and leave
17 your comment now. If you're in attendance,
18 Ms. Dixon, will you please unmute yourself locally
19 and we'll go ahead and start your comment period.
20 Ms. Dixon, we show that you're here. It looks like
21 you may be trying to get to the unmute button. But
22 if you can do so, we can start your three-minute
23 period now.

24 Okay. Moving on to the next person on our
25 list. We've got Robert Reinhausen. I'm sorry if I

1 mispronounced that. Reinhagen. Robert, if you're
2 in attendance, please unmute yourself and your
3 comment period will begin now.

4 ROBERT REINHAGEN: I'm unmuted. Can you hear
5 me?

6 DAVE CRIGGER: Yes, sir, we can. Thank you
7 very much.

8 ROBERT REINHAGEN: Okay. I am concerned about
9 and would like to see a full cloverleaf with a --
10 full cloverleaf vehicle entry and exiting the
11 freeway does not have to cross a lane of traffic.
12 This eliminates the need for a traffic light. As we
13 see on the Dunlawton interchange, traffic lights
14 create terrible congestion problems. So I think
15 that the short-term costs for a full cloverleaf are
16 well and way -- outweighed by the benefits from
17 having a full cloverleaf that eliminates traffic
18 lights. Thank you.

19 DAVE CRIGGER: Thank you, Mr. Reinhagen.

20 I believe that Mr. Robert Yurks (phonetic) was
21 able to work out his audio issue, and if he would
22 like to go ahead and begin his comment period, he
23 can begin so now.

24 Next up on the list we have -- I believe it's
25 Christopher Salzar. Christopher Salzar will be on

1 deck. Mr. Yurks, are you still with us?

2 Okay. Well, we're going to go ahead and move
3 on to a Mr. Christopher Salzar with Dawn Ratican on
4 deck.

5 Mr. Salzar, you're ready to go. Please unmute
6 yourself locally and we'll get you started in your
7 comment period now.

8 Okay. I guess we'll move on to Dawn Ratican,
9 R-A-T-I-C-A-N. Dawn Ratican, please start your
10 comment period now.

11 SUE DIXON: Can you hear me?

12 DAVE CRIGGER: We can. Thank you so much.

13 SUE DIXON: This is Sue Dixon. I just figured
14 it out also. May I have permission to speak?

15 DAVE CRIGGER: Please do. Thank you, Sue.

16 SUE DIXON: Question about -- and I am new to
17 this process also, but wondering why the diamond
18 interchange wasn't considered? From what I
19 understand and know about those interchanges, not
20 only do they take up less acreage, but they are much
21 safer and traffic flow is a lot better with those
22 interchanges versus a cloverleaf. Why has it been
23 decided to do a partial cloverleaf?

24 DAVE CRIGGER: Okay. Thank you, Sue.

25 Next up is Dawn Ratican. Dawn Ratican, please

1 unmute yourself locally if you're in attendance and
2 leave your comment now. It appears that Dawn
3 Ratican has left.

4 The next name on our list is James Stowers
5 (phonetic). James Stowers, if you're in attendance,
6 please unmute yourself locally and announce your
7 first name and address, please. We're going to
8 ahead and go through this process for public record
9 and make sure that we've got everybody listed
10 appropriately. So James Stowers, if you're in
11 attendance, please start your comment period as soon
12 as you get yourself unmuted. Thank you.

13 Okay. Next on our list is a Bill Heaney,
14 H-E-A-N-E-Y. Bill Heaney, your three-minute time
15 period starts now. Please unmute yourself locally
16 if you're in attendance. Mr. Heaney, if you're
17 here, please unmute yourself locally and start your
18 comment now.

19 Okay. Next up we've got Julia Littlejohn,
20 followed by Tom Wright. Julia Littlejohn, please
21 unmute yourself locally and begin your comment
22 period now. Thank you.

23 Okay. Last on our list here from the virtual
24 webinar is James Zeiler. James Zeiler is
25 Z-E-I-L-E-R. James, if you'd like to leave a

1 comment, please unmute yourself locally and start
2 your three-minute comment period now.

3 Okay. Mary, that seems to wrap up the list of
4 names that were pre-registered to leave comments on
5 the webinar. We'll look through the question pane
6 to find out if there were any new attendees that
7 would like to go ahead and list themselves as
8 somebody to make a comment, and we can go ahead and
9 proceed to the in-person and we'll come back to
10 these folks once we've compiled all of the names.

11 MARY MCGEHEE: Thank you, Dave.

12 Colleen, would you please identify the first
13 speaker that we have here at the Brandon Center
14 tonight?

15 COLLEEN JARRELL: Okay. First I want to thank
16 everybody for their patience while we're going
17 through that. If you weren't aware, we're actually
18 doing a live webinar. Sorry. I just wanted to
19 thank everybody for their patience while we went
20 through that.

21 Can you hear me? Is that better? I just want
22 to thank you all for your patience while we're going
23 through that. We're actually doing a live webinar
24 so everybody can participate at the same time. And
25 a lot of folks pre-registered, but, as you can see,

1 they may have been having some technical
2 difficulties on their end unmuting themselves.

3 So I've got about 10 speaker cards here that
4 we'll go through, and I'll call the person in order
5 in which I received them. If you have one filled
6 out and you want to speak, just feel free to bring
7 it up. And you can hand it to me at the end. We'll
8 go through and add anybody else who hasn't given me
9 a card.

10 So the first person we have is Joseph Andreano,
11 and the next person up will be Derek LaMontagne.

12 JOSEPH ANDREANO: Thank you. My name is Joe
13 Andreano.

14 COLLEEN JARRELL: If you could state your name
15 and address, too.

16 JOSEPH ANDREANO: Yes. Joseph Andreano, 724
17 Green Road, New Smyrna Beach, Florida.

18 I've been a resident here in New Smyrna Beach
19 for about 40 years and have seen more growth than I
20 prefer with the development of several thousand
21 homes and more to come, not only in New Smyrna, but
22 Port Orange and Edgewater. What I don't see is
23 plans for roads and sewers. To plan an interchange
24 and not include a plan to handle the traffic in the
25 adjacent areas, to me, seems a little backward.

1 Apparently -- and I'm not blaming DOT, but
2 apparently they work alone, and I think things are
3 backwards to the detriment of the public. Okay. I
4 don't see where the public was really listened to
5 and, unfortunately, I think that's really very
6 wrong. Thank you.

7 COLLEEN JARRELL: We have Derek LaMontagne, and
8 then up next we have Joe Dlubac.

9 DEREK LAMONTAGNE: My name is Derek LaMontagne,
10 Geiger Drive, Port Orange, Florida, and I am one of
11 this year's candidates for the mayor of the City of
12 Port Orange, and today I rise in opposition to this
13 interchange project.

14 UNIDENTIFIED SPEAKER: Can you ask him to speak
15 up, please? We can't hear over here.

16 DEREK LAMONTAGNE: So my name is Derek
17 LaMontagne, and I am one of this year's candidates
18 for the mayor of City of Port Orange, and I rise in
19 opposition to this interchange project. And today
20 I'm also speaking on behalf of members of the
21 nonprofit Sweetwater Coalition of Volusia County.

22 We believe that the proposed highway
23 interchange at Interstate 95 and Pioneer Trail is
24 not in the public's best interest and that the "no
25 build" alternative is the one that should be

1 implemented at this time for sure. Our concerns
2 stem mainly from the extreme costs to taxpayers, the
3 reduction in quality of life, and most importantly,
4 negative impacts to the environment that such a
5 development would bring, especially the Spruce Creek
6 waterway and the preserve that surrounds it.

7 It was also mentioned in the state of reasons
8 of this project that they wish to support certain
9 DRI projects that we are also opposed to, one of
10 them being the Pavilion in Port Orange, which has
11 drastically reduced the quality of life by bringing
12 immense traffic and taxes that we do not like to see
13 in our city, and really just a bit of an eyesore, I
14 believe, to our city. And I believe the citizens of
15 New Smyrna Beach probably do not want to become
16 another Port Orange. So I stand with you in that.

17 Like I said, if it is built, though, however,
18 one of the alternatives did not mention that there
19 would be any kind of nature overpass or any kind of
20 connectivity, and that's one thing that could be
21 done for sure, and it needs to be looked at, needs
22 to be evaluated. I believe it needs to be reevaluated
23 to see if there's a way to have a nature crossing at
24 some place for animals in the Spruce Creek Preserve
25 to get to the rest of the state. That's important

1 for, you know, species diversity and propagation.

2 Finally, if the road is built, there doesn't
3 need to be a grass median. I really hope that
4 that's not the final plan because, again, that is a
5 lot of maintenance and cost and really just
6 unnecessary clearing of land.

7 And so the rest of my comments will be provided
8 in writing, and please recommend the "no build"
9 alternative. Thank you.

10 COLLEEN JARRELL: All right. We have Joe, and
11 then Barbara Frappier is up next.

12 JOE DLUBAC: Good evening. My name is Joe
13 Dlubac, 3587 Casalta Circle, New Smyrna Beach. We
14 who live here noticed that there was a recent
15 upgrade exactly in the place where they're talking
16 about doing the interchange. They did an upgrade to
17 the west to Pioneer Trail and to the east, probably
18 at a cost of 2- to \$5 million, and all of that goes
19 away when we put this interchange in. So there's
20 something wrong with the fiscal responsibility going
21 on there.

22 As mentioned earlier, there are large
23 developments going in both to the east and to the
24 west of I-95 and Pioneer Trail. Having this
25 interchange at that same location is just going to

1 incredibly impact those issues.

2 With respect to the conceptual drawings that we
3 see, the bridge over 95 is 130 feet wide. It then
4 transitions to a four-lane highway that is 100 feet
5 wide. That then transitions into Pioneer Trail,
6 which is 30 feet wide. All of that occurs in the
7 span of a 100- to 200 feet. There's going to be
8 issues with accidents, fatalities, and injuries.

9 We didn't see it here tonight, but by DOT's own
10 predictions, they suggested at previous meetings
11 that, in fact, over the course of the next -- we
12 will see in 2048 a reduction in the impact at 44 and
13 up at Dunlawton in the vicinity of numbers that are
14 less than 10. I'm a mathematician and statistician,
15 and I know that if you tend to predict any further
16 than five years in the future, five to ten percent
17 is in the margin of error. And to do that for 30
18 years in advance is bogus.

19 It turns out that the Pioneer Trail exchange is
20 only one or two miles north of 44. I don't know how
21 many other places along 95 you'll see two exchanges
22 that are that close apart.

23 The price tag that we've seen today -- in fact,
24 when I originally wrote these notes, the price tag
25 estimate was around \$50 million. We saw here on the

1 board it's closer to 60 million. By the time this
2 gets done, it's going to be up near 70-, 80 million.

3 This event, in this pandemic environment that
4 we have, just doesn't seem to make financial sense.
5 And I think we have to realize that DOT has a
6 fiduciary responsibility to the people of the State
7 of Florida.

8 And, lastly, we saw here two-thirds of the land
9 that's going to be acquired. Fifty acres is
10 wetlands that are going to be impacted, and I'm not
11 sure where -- I don't see the compensation for that
12 elsewhere to account for our animals, our birds, and
13 our wildlife. Thank you.

14 COLLEEN JARRELL: I have Barbara up next, and
15 then we have Joe Piper.

16 BARBARA FRAPPIER: Thank you very much. I'm
17 Barbara Frappier, Edgewater Avenue, New Smyrna
18 Beach. And I will be brief by saying I heartily
19 ditto the speaker that preceded me. He had a lot of
20 things to say that I'd like to say.

21 One of the things about the road where it has
22 the wide bridge and then it gets to the couple
23 hundred feet of two-lane Pioneer Trail, what you're
24 doing is trying to squeeze a lot of crap into a
25 funnel, and at the end of the funnel is New Smyrna

1 Beach. And all the crap is coming down from Daytona
2 and Port Orange and from the west, and it's all
3 going to squeeze into New Smyrna Beach and trash us.
4 And I think that's sad. The people that live on
5 Pioneer Trail, Turnbull Bay Road, and the
6 neighborhoods there, they live in a beautiful
7 neighborhood. It's rural, it's quiet, it's
8 peaceful, and they have a quality of life. And what
9 we're trying to do -- and I'm ashamed that DOT is
10 complicit in this -- is to reward bad behavior,
11 reward greedy, ill-thought development that will
12 bring nothing but loss of quality of life.

13 And there's one thing that can be -- you can
14 read about is crime. One of the most attractive
15 areas for criminals is highway interchanges that
16 empty out into residential areas. Those are prime
17 spots. They crop off the highway; they run down;
18 they do their breaking and entering; they dump their
19 bodies or their trash and then get right back on the
20 highway and escape. It's a real problem in
21 residential areas near highway interchanges. So
22 there's another aspect of why people in most
23 neighborhoods -- beautiful neighborhoods that we all
24 appreciate are going to be ruined.

25 And the four lanes on Pioneer Trail probably,

1 hopefully not in my lifetime, are going to become
2 four lanes further down and further down and further
3 down. And it shouldn't be built. And the sad part
4 about it is it's obviously a (inaudible) complete
5 and it's going to get built and I probably should
6 have stayed home and watched Jeopardy.

7 COLLEEN JARRELL: Thank you. Joe Piper, and
8 then up next is Claudia Vanderhorst.

9 JOE PIPER: My name's Joe Piper. I live at
10 2677 Old Smyrna Trail, New Smyrna Beach 32168. My
11 beautiful wife is back there doing some needlepoint.
12 And we moved back to New Smyrna Beach. My wife grew
13 up here a long time ago. We came back to New Smyrna
14 Beach, and we've lived out west out there off of
15 Turnbull Bay Road. And we've heard a lot about this
16 interchange since we moved there, and we know the
17 interchange is going to come sometime. Is it needed
18 now? I don't believe so. We don't believe so.

19 We believe that what needs to happen is the
20 continuation of Williamson Boulevard to 44 first,
21 and then after that's completed by the developers
22 who are going to make money off all this and should
23 be paying for it instead of the state and taxpayers
24 paying for it, that they should go ahead and put
25 through -- the road through from Williamson -- from

1 Pioneer Trail to 44. And then we do other traffic
2 studies after that and see what is needed and so
3 forth. Because I believe that will change the
4 dynamics of what's going on out there and what needs
5 to happen, and if we might avoid interchange for a
6 few years, if not 10, 15 years. Thank you.

7 COLLEEN JARRELL: Claudia Vanderhorst, and then
8 up next we'll have Vincent Tornelli.

9 CLAUDIA VANDERHORST: Hello. Claudia
10 Vanderhorst, 562 Aeolian Drive, New Smyrna Beach.

11 New Smyrna Beach has a population of 29,000.
12 Port Orange has a population of 64,000. The
13 interchange is not designed to support New Smyrna
14 Beach; it's designed to relieve the density and the
15 traffic that has been allowed to be created in Port
16 Orange. I don't think that it should be on the
17 backs of New Smyrna Beach residents because the
18 reality is they're not just going to stop at the
19 interchange. They're going to continue down Pioneer
20 Trail through the neighborhood, through the rural
21 area that is there and the two-lane road that will
22 become a two-lane Dunlawton. It's a given. And
23 then if that -- and that dead-ends into a nice,
24 quiet, little street in our historical neighborhood.
25 But if they don't want to do that, then they'll

1 shoot up Sugar Mill; they'll shoot up Glencoe;
2 they'll shoot up Mission and hit 44, which anybody
3 who lives in New Smyrna Beach knows what 44 is like
4 on any given day.

5 The meaning behind what I'm saying is it isn't
6 right to continue to dump all of the overdevelopment
7 from DeLand, DeBary, Orlando, Port Orange into New
8 Smyrna so people can access the beach and go other
9 places. The interchange shouldn't happen. The
10 option of no development is, in my opinion, the way
11 to go because it's going to be on our tax dollar to
12 maintain those roads that are going to be used by
13 everybody coming off that interchange. It's going
14 to be our tax dollar that's going to be required to
15 provide police, rescue, fire, emergency services,
16 and road repair.

17 I haven't heard anything in this project that
18 talks about the impact to area roads that are going
19 to be traveled very heavily by all these people
20 using this interchange. Who's going to pay for
21 that? It's those of us who own property in New
22 Smyrna Beach.

23 So my solution, my suggestion, my preference is
24 that this does not happen. It needs to happen in
25 Port Orange, not in New Smyrna Beach, because we're

1 the small potato here. The density has been allowed
2 to occur in Port Orange -- is what's creating this
3 problem. They have a smaller land mass than New
4 Smyrna with more than twice the population. It's
5 not for us to pay for that.

6 That's my opinion, and that's what I'd like to
7 see happen is that the interchange not go through.
8 Thank you.

9 COLLEEN JARRELL: We have Vincent Tornelli, and
10 then up next Noreen Brownson.

11 VINCENT TORNELLI: Hello. I'm Vince Tornelli.
12 I own the property at 3160 Pioneer Trail. I have a
13 farm there, and it's 15 and a half acres. The most
14 recent proposal, they're going to take essentially
15 all of my property and just leave me with a strip of
16 wetlands, making it completely unusable. I don't
17 think that that's fair. I think that the tracts
18 across the street from mine are -- it's a 1200-acre
19 tract is my understanding. The one on the -- I own
20 the southeast corner of I-95 and Pioneer Trail. The
21 tract on the west side -- both of those tracts are,
22 like, 4,000 acres apiece. I mean, why can't they
23 put their water retention on those pieces of
24 property? Wouldn't even have any impact on them at
25 all. And they're going to take a hundred percent of

1 the usable property from me. I don't think that's
2 fair, and I'm not going to allow them to do it if I
3 can.

4 Also, I'd like to point out that there's a
5 flooding problem. When they widened the turn there
6 on Pioneer Trail -- when they did that, the culvert
7 that they put in was not big enough. When I saw it,
8 I called Scott Martin, the engineer, and told him
9 that wasn't going to hold the water that flows
10 through there. And it doesn't and it backs up and
11 it floods a corner of my property. It floods, like,
12 three or four acres, and it's only because that
13 culvert's too small. You can see it when you go out
14 there. That's all.

15 COLLEEN JARRELL: Marvel Richards -- Noreen
16 Brownson -- sorry -- and then Marvel Richards.

17 NOREEN BROWNSON: Thank you. That culvert and
18 the water that's flowing through it that Vinny just
19 mentioned, nowhere on FDOT paperwork or any of the
20 paperwork since I've been battling this since 2005
21 does it say that is historically Blackwater Creek.
22 And they have denied and denied -- all the
23 bureaucrats, when they would come along, we'd say,
24 That's a historic creek that comes through there.
25 It used to flood before those roads were there. And

1 that's why, Vinny, your culvert's not working. It's
2 a creek that they don't want to know about.

3 My name is Noreen Brownson and I live on
4 Turnbull Bay Road. And I want to thank the
5 gentleman -- the lady, Barbara, who mentioned crime.
6 I'm a single woman who lives in that area, and I
7 really never even thought about it until she brought
8 that up tonight. If you read about me in the
9 newspaper from the crime there, you'll know exactly
10 what happened and who the girl is. There's a park
11 right down the street, and a lot of nefarious things
12 go on in that park, Spruce Creek Park, right down
13 Martin's Dairy Road from me. So the sheriff isn't
14 going to put any more people out there to patrol it.
15 They cover Port Orange when they do. So crime, I do
16 believe, Barbara -- and thank you for mentioning it
17 because I think it's a very important thing for us
18 all out there.

19 I want to start by saying Volusia needs plenty
20 of new interchanges, if you want to turn I-95 into a
21 local traffic roadway. We need one at Willow Run,
22 which that property has all its cattle on. Port
23 Orange isn't going off that to put one there, are
24 they? We could use one at Madeline, but, again,
25 it's who owns that surrounding land. We're not

1 getting one there anytime soon. We need one at Hand
2 Avenue for the poor folks up at Ormond Beach that
3 have to deal with Tanger Outlets. And we need one
4 in this forthcoming Farmington that's coming south.
5 But I do believe -- I believe it was Joe. The
6 gentleman mentioned, we need Williamson Boulevard to
7 be continued on to 44. FDOT should have put its
8 weight behind getting that done. They had the staff
9 to help organize, get the utilities commission on
10 board to move the utilities, but they haven't. And
11 the state's not. It's only little New Smyrna Beach.
12 And then it does need to continue, Williamson, down
13 to Farmington.

14 The Pioneer interchange concept has only been
15 able to get this far not because of good regional
16 planning, because it sure isn't, not with
17 dead-ending on Williamson Boulevard and Pioneer, but
18 it's because of influential developers who own the
19 surrounding land, grasping politicians who champion
20 it, and road-building bureaucrats who should know
21 better, but they have to work for a paycheck. They
22 think they can push it through and hoodwink the
23 public. It is the wrong interchange in the wrong
24 area. The Pioneer interchange is truly -- and I
25 want you to remember this -- it's the interchange to

1 nowhere. And where do I get that from? In 1985
2 there was a bridge that was built in Alaska, and
3 they coined it "the bridge to nowhere." It was
4 floated by influential backers from Florida --
5 hello -- and was built with taxpayer money just as
6 the Pioneer interchange concept is -- or they hope
7 it is. Funding issues, now we find, have changed.
8 The times have changed. We were told by the county
9 years ago, Oh, the developer's going to pay for it.
10 Oh, federal money's going to pay for it. We're
11 going to get state money. Well, guess who's going
12 to pay for it? The county of Volusia taxpayers know
13 is continuing to champion this interchange, and it's
14 us that are going to pay for it, not them. Us.

15 COLLEEN JARRELL: Ms. Brownson?

16 NOREEN BROWNSON: Yes.

17 COLLEEN JARRELL: Your three minutes is up.

18 NOREEN BROWNSON: Can I have anyone else's
19 time? Can I have a little bit of it?

20 COLLEEN JARRELL: I have several more --

21 NOREEN BROWNSON: Can I have some of your time?
22 Thank you. I think the people need to hear it.

23 It would be a great mistake for FDOT to build a
24 Pioneer interchange. We know Williamson currently
25 dead-ends, and we know it needs to be continued

1 through. FDOT has spent millions so far. They're
2 saying it's 58 million. I know they paid 225,000
3 for a cert study that was buried, because the
4 results came out the way they didn't really expect
5 it to, showing that this interchange really wasn't
6 alleviating that much traffic.

7 When the County took over championing this
8 interchange, it thereby gave cover to Port Orange.
9 We were told, Don't worry about it. So, remember,
10 citizens, when you curse the traffic and you wish
11 for an interchange -- not this audience, but there
12 are those that do -- so they cut 15 minutes off
13 their trip to Daytona Beach, tell them we should not
14 have to lose the soul of our communities in New
15 Smyrna Beach so you can save 15 minutes to get to
16 Daytona.

17 The interstate is not a local road. This
18 interchange is not compatible with our area. That's
19 it.

20 COLLEEN JARRELL: Up next is Marvel Richards,
21 and on deck is Robert Wynne.

22 MARVEL RICHARDS: I'm Marvel Richards. I'm the
23 liaison to the City for Sugar Mill Country Club
24 community. We have 800 homes in there.

25 COLLEEN JARRELL: Can you say your address for

1 me for the record?

2 MARVEL RICHARDS: 1099 Club House Boulevard,
3 New Smyrna Beach. I am 100 percent opposed to this
4 project, as is our community. We live at Pioneer
5 Trail and Club House Boulevard, very close to where
6 this is going to be. This is not being built, as
7 others have said, to help New Smyrna Beach. It's
8 being built to help Port Orange. We've had property
9 here for 37 years. This was a charming small beach
10 town. We're still small, but it's growing way too
11 fast. And what FDOT wants to do to us is just
12 despicable. They are going to destroy us. They are
13 going to destroy our quality of life. There's
14 absolutely no way that that traffic can come onto
15 Pioneer, a two-lane road headed into the beach.
16 There's no way it's going to be able to handled.
17 We're not going to be able to get out of our
18 community. We're not going to be able to go
19 anywhere.

20 We have an interchange. We have an interchange
21 onto 44. We don't need another one. Please, I'm
22 asking you to consider this seriously. I understand
23 how the politics work. I worked on Capitol Hill at
24 one point. I get it. That's how this is getting
25 pushed through. It's developer money and it's

1 politics. The voting booth, I guess.

2 I'm very disappointed tonight in the fact that
3 no one's questions have been answered. The
4 questions posed -- many were posed by the virtual
5 people and no one just, Thank you; Thank you,
6 Marvel; Thank you, Noreen; Thank you. I really
7 almost feel that tonight is a sham. It was like to
8 placate us, but it hasn't worked.

9 COLLEEN JARRELL: Up next we have Robert Wynne,
10 and then Lisa Martin after Mr. Wynne. And just to
11 let everybody know, anybody who made a comment or
12 made a statement or asked a question, you will
13 receive a written response and all of those compiled
14 into a public document so it's available for
15 everyone.

16 ROBERT WYNNE: Thank you for that. I'm not
17 accustomed to public speaking. This is my second
18 time in front of a microphone. The first time was a
19 few months after we moved in. My wife and I moved
20 into Sugar Mill.

21 UNIDENTIFIED SPEAKER: Bring the mic up. We
22 can't hear you.

23 ROBERT WYNNE: Sorry. This is the second time
24 in front of a microphone for me. The first time was
25 in a city council meeting after all the trees were

1 taken down on the west side of Sugar Mill Drive at
2 44. We had just -- my wife and I had just moved in.
3 Surprise, surprise.

4 Number one, we're from Miami-Dade, Florida. I
5 don't know how many people have been there, but it
6 is crowded, extremely crowded. We got out and moved
7 up here to get away from the crowds.

8 Number two, I want to say quite clearly I
9 oppose this project entirely. I've got five or six
10 or seven questions here that I don't expect answers
11 about. And this meeting is a great meeting. It's
12 not about questions and answers; it's about opinion.
13 I didn't come here expecting any answers. And I
14 left my glasses on my motorcycle. All right.

15 COLLEEN JARRELL: You want my readers?

16 ROBERT WYNNE: All right. How many more lanes
17 are we going to get on Pioneer? Four? Two more?
18 How long is it going to take? Our beaches are going
19 to be more full than they already are. Is 44 going
20 to be just as crowded and we have Pioneer just as
21 crowded as 44 also?

22 Like I said, I live in Sugar Mill and -- which
23 is not more than five minutes away from Pioneer, and
24 I know when it rains, Pioneer is flooded on the
25 south side west of Sugar Mill Road. All the

1 gullies -- what are called culverts up here --
2 they're not sufficient to -- you know, once there's
3 houses and roofs on all that land that the trees
4 were cut down from, there's not going to be any
5 water absorption. It's all going to be culverted
6 somewhere.

7 Now, like I said, I ride a motorcycle. I get a
8 little higher view than people in a car. I'm
9 heading west on 44 the other day and I'm looking
10 over into the culvert and I'm seeing white water.
11 Water is rushing east towards the ocean. Where is
12 that water coming from? I mean, white water, waves.
13 What in the heck was that?

14 That's it for me. That's it for me. One
15 question that I want to pose, who and when was this
16 decided that this interchange -- that this should be
17 put here? Who and when decided that? When I first
18 came here and complained about all the trees being
19 taken down, I was told by the city council, Oh, well
20 it was in the pipeline 15 years ago, 10 years ago.
21 Well, you know, what can you say? Thank you very
22 much for your indulgence.

23 COLLEEN JARRELL: Lisa Martin and then Ed
24 Ellison. And if there's anyone else who wants to
25 speak, you can give me your card at any time.

1 LISA MARTIN: I'm Lisa Martin, 618 South Pine
2 Street. And the gentleman before me alluded to my
3 biggest concern. I've got many concerns, but
4 regarding the Pioneer interchange, we are already
5 aware of the flooding that's taking place because of
6 the construction methodology for the houses and
7 association streets surrounding that. We know that
8 we can no longer make ponds or culverts sufficient
9 to hold all the rainwater and stormwater that is
10 produced when we concrete over so much of our land.
11 It's out of sync.

12 In reference to the many homes and
13 neighborhoods along that road, I am obviously in the
14 "no build" camp, and the biggest concern, again, is
15 the flooding. Thank you.

16 COLLEEN JARRELL: Thank you. We have Ed
17 Ellison and then Randy Herman.

18 ED ELLISON: My name is Ed Ellison. I've been
19 a long-time resident of New Smyrna. I've lived --
20 well, I've had an address on 44 since it was a dirt
21 road. The entranceway to the shopping center is
22 Eddie Road. That was a gift my dad gave me when he
23 built the subdivision there in the early '50s.

24 But, you know, we keep talking about what we
25 need and what we don't need. You know, we've been

1 letting people come and share our nice little beach
2 for years, but we keep finding a recurring problem.
3 Everybody that comes here wants to shut the door and
4 not let anybody else in. Well, there's 50 million
5 baby boomers still yet to retire up North, and
6 they're going to want the same thing you all want.
7 They want to come to Florida, have nice weather, and
8 to go to the beach during the wintertime. And so,
9 yeah, we can't stop that.

10 I've watched New Smyrna try and stop growth all
11 of our lives, and that's why we have Port Orange
12 came across Spruce Creek. And the whole west side
13 of Pioneer Trail is actually Port Orange, both sides
14 of I-95. It just blew our minds that we're not New
15 Smyrna anymore. But we tried to not grow. You
16 can't stop growth. You manage growth.

17 And right now they're putting so many houses
18 out there. We don't have any arteries to New
19 Smyrna. We have 44. We have US-1. We need to
20 bring up Mission Road all the way to Edgewater to be
21 our truck route like Daytona made Nova Road. I
22 watched that years ago when it was a two-lane road
23 with a humongous ditch beside it.

24 And it's all growth. You just can't stop it.
25 And just to keep saying you don't want it, that's

1 ridiculous. It's here. It's coming. You know,
2 everybody says, Well, I hate the fact that they did
3 the little houses. I said, Look at Edgewater.
4 Edgewater is all manufactured housing. At least
5 these are actual homes with block foundations.

6 And the people coming from up North, they're
7 only going to be here six months out of the year.
8 They want to go back. They have families and
9 grandkids, and they want homes that are easy to take
10 care of. And so these zero lot lines are perfect
11 for the new baby boomers.

12 And New Smyrna -- I've been looking at those
13 trees out there all my life. You know, I'm glad
14 we're getting a nice big new hospital right on the
15 corner of 44. The big thing about the interchange
16 for everybody that lives on the north side of New
17 Smyrna -- for me to get out to 95 from Pioneer Trail
18 at Sugar Mill, it's two and a half miles up to 44
19 and two and a half miles back to get somewhere you
20 could have gotten a few hundred yards of driving if
21 you went onto the overpass to Daytona off of Pioneer
22 Trail. And it's time for it.

23 The Pioneer Trail is the old road to DeLand.
24 It's been there forever. It's cut through into all
25 the communities that are there, and we have to have

1 a way to take pressure off of 44. We already limit
2 how many people can get on our beach. That's no
3 problem anymore; we just don't let any more down
4 than what we want on there. So we're getting
5 control of the traffic from the beach. But it's
6 while at the beach, they're coming and going, the
7 locals, we're all held hostage because we have to
8 use these roads, and with everybody coming off 44
9 from Samsula Drive on in, onto Pioneer Trail --
10 Pioneer Trail, I mean, I remember when they called
11 44 the "kill zone," and I can't believe they let it
12 go on for years and people let their daughters and
13 kids drive over from Orlando on the horrible road.
14 There's no shoulders on Pioneer Trail anywhere out
15 through there. It's not safe now with the amount of
16 people that are out there, and you're going to put
17 more out there. So thank you.

18 COLLEEN JARRELL: Randy Herman and then William
19 Milewski.

20 RANDY HERMAN: Randy Herman. 108 Esther
21 Street, New Smyrna Beach 32169. There have been a
22 lot of important things said tonight. I appreciate
23 Mr. Ellison's comments on the pro of the project. I
24 think my biggest question, as I listened to people
25 tonight, is the assumption has been made that this

1 is an improvement. And I think that's what many of
2 us are questioning, and questioning are there not
3 alternative ways to address some of the kinds of
4 things that Mr. Ellison is talking about and also
5 questioning who is benefiting. Currently it looks
6 to me like it's developers and politicians that are
7 developing this area. It's not necessarily
8 enhancing community life. And the cost deferment to
9 New Smyrna Beach and to the residents is going to be
10 huge, and that has to be addressed. So if this does
11 go forward, who is going to continue widening
12 Pioneer? Who's going to deal with the traffic and
13 when it hits the historic west side? It's
14 already -- people are already using that to get to
15 the beach, and it's backing up.

16 So, I mean, if this is going forward, other
17 things have to be addressed to ensure that some of
18 these other things happen.

19 I think some of the comments that are hard to
20 hear is, Well, it won't affect noise. I do not see
21 how an interchange will not affect noise and light.
22 I live on beachside, and one of the things that's
23 really becoming more and more difficult is to see
24 the stars. You know, one of the things that came
25 out during the coronavirus shutdown is the number of

1 things that people began to see again and feel
2 again, and I don't think we need to go backwards.

3 The last thing I would like to talk about is
4 this is part of a long-range planning process. It
5 is part of government, and so they have been
6 mandated to make long-reach plans, but a lot of
7 things have happened this year that really have to
8 make us rethink those plans. We've had a major
9 pandemic; it's not over. We've had fires that we've
10 never had before. We have uprising tides and water
11 that we haven't had before. So we have to sit back
12 and say, yes, long-range planning is important; we
13 have to build into that the new realities. So I
14 challenge us all as we move forward, however this
15 goes, is to look broader and wider than this current
16 plan. Thank you.

17 COLLEEN JARRELL: Finally we have William
18 Milewski.

19 WILLIAM MILEWSKI: Hi. My name is William
20 Milewski. I live at 715 Wayne Avenue. And a lot of
21 you addressed part of it, what I want to talk about
22 tonight, and that's Pioneer Trail and Turnbull. But
23 another part of that is they put Halleck through
24 many, many years ago that connected Enterprise,
25 which runs into Pioneer Trail and Wayne Avenue, and

1 the traffic went up. And every day I fight these
2 idiots on my 30 mile-an-hour street that are going
3 40 and 50. And it's going to get worse.

4 There's no plans to widen Pioneer. There's no
5 plans to widen Turnbull Bay. All that's going to do
6 is cause more issues on both those roads with people
7 coming in from out of town on the weekends, during
8 the week, and my road's going to get affected even
9 more than it is.

10 Driving by the golf course, all the homes
11 there, right now we've got a median in the center
12 two lanes. I just see it all just going away. Yes,
13 we need some growth. I agree with you, sir. But,
14 again, a mile and a half and it is a Port Orange
15 project. People know the name of those developers.
16 People know the name of the county commissioner -- I
17 think she was here earlier -- who's very supportive
18 of all this. I know it's a little late to fight it,
19 but there's a heck of a lot more voices that seem to
20 be against it than for it.

21 Like I said, my concerns are who's going to
22 fund Pioneer Trail, Turnbull Bay, and all that, both
23 east and west for Pioneer Trail? It's going to be
24 the county and it's going to be us, the taxpayers.
25 All right. That's all I have to say. Thank you

1 very much.

2 COLLEEN JARRELL: That was the last comment we
3 have for people who wanted to speak. I wanted to
4 thank everyone for making their comments. We are
5 going to go back to the virtual because there's a
6 couple of people that had technical difficulties
7 that are now ready.

8 I also wanted to reiterate that all of the
9 comments, questions that were provided today will be
10 given written responses, so expect to see those in
11 the mail in the next couple of weeks.

12 MARY MCGEHEE: Thank you, Colleen.

13 Dave, I understand we have a few more attending
14 the virtual meeting that have indicated in the
15 question box that they would like to make a verbal
16 comment, so, at this time, would you please open up
17 their mics?

18 DAVE CRIGGER: Thanks, Mary. We actually have
19 one. Mr. Bill Heaney. We were able to work through
20 some audio issues that we got, and now Mr. Heaney
21 should be ready to go by pushing that red microphone
22 button locally on his computer, and we'll be able to
23 take his comment for the next three minutes. Thank
24 you.

25 BILL HEANEY: Great. Thank you very much. Can

1 you hear me now?

2 DAVE CRIGGER: Yes, sir, we can. Go ahead.

3 BILL HEANEY: Excellent. Thank you. I'm Bill
4 Heaney. I live at 238 Canterbury Circle in New
5 Smyrna Beach, and I'm relatively new to the area.
6 I've been here for about a year.

7 And so I'm new to this project as well. What I
8 hear in this project concerns me because it doesn't
9 seem to be particularly well thought out. I've
10 heard a lot of people today speaking about Turnbull
11 Bay Road and Pioneer Trail, and I certainly agree
12 with them. And I'm wondering where in this
13 environmental impact report have the Pioneer Trail,
14 Turnbull Bay Road areas been addressed? I would
15 suggest that it's not in there at all. But if you
16 could point me to where it is, I'd appreciate it.

17 Also, Pioneer Trail, in addition to the
18 concerns that others have had, in the little bit of
19 time that I've been here, it obviously floods and
20 there's new construction, but nobody's mentioned the
21 school buses that go up and down Pioneer Trail.
22 That's a tremendous concern to me because Pioneer
23 Trail has the potential of turning into another
24 Route 44. Maybe it will be 44 North or something.

25 And so I don't know how far down the road this

1 project is and if it can be stopped or how it can be
2 stopped or not, or maybe reconsidered. I like the
3 idea that somebody mentioned earlier tonight about
4 extending Williamson all the way to 44. That seems
5 to solve at least the concerns that I have and
6 obviously a lot of other people have as well.

7 So if you could address where it is in the
8 process and how it can be addressed and maybe
9 curtailed in some way or adjusted, I'd appreciate
10 it. Thank you very much for my second try at this.

11 DAVE CRIGGER: Great. Thank you very much.

12 Mary, back to you.

13 MARY MCGEHEE: Thank you very much, Dave.

14 It appears that there are no further comments,
15 so we will be closing the public hearing at this
16 point. The verbatim transcript of the hearing's
17 oral proceedings, together with all written material
18 received as part of the hearing record and all
19 documents, displays, and informational material
20 provided at the hearing, will be made a part of the
21 project decision-making process and will be made
22 available on the project website for the public.
23 Again, the department invites your comments and
24 questions, so please use one or more of the comment
25 options shown on the screen. For those on the

1 phone, you can mail comments to me, Mary McGehee, at
2 719 South Woodland Boulevard, DeLand, Florida 32720,
3 or call me at area code (386)943-5063, or e-mail me
4 at mary.mcgehee@dot.state.fl.us. The public comment
5 period will remain open through October 21st, 2020.
6 For virtual attendees, the question panel will
7 remain open for 15 minutes after the hearing ends in
8 order for virtual attendees to provide any
9 additional written comments. You will also receive
10 a follow-up e-mail within 24 to 48 hours with a link
11 to the recording of today's hearing. The recording
12 link will also be posted at www.cflroads.com.
13 Please remember to click the magnifying glass and
14 type 436292-1 in the search box.

15 Thank you for attending the I-95 at Pioneer
16 Trail Interchange PD&E Study public hearing and
17 providing your input into this project. It is now
18 7:12. I hereby officially close the public hearing
19 for the I-95 at Pioneer Trail Interchange PD&E
20 Study, FM Number 436292-1. Thank you for joining us
21 tonight, and have a good evening.

22 (Whereupon, the meeting was concluded at 7:12
23 p.m.)
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CERTIFICATE OF REPORTER

STATE OF FLORIDA)
COUNTY OF VOLUSIA)

I, G. Brooke Toft, Court Reporter, certify that I was authorized to and did stenographically report the foregoing proceedings, Pages 3 through 57; and that the transcript is a true and complete record of my stenographic notes.

I further certify that I am not a relative, employee, attorney, or counsel of any of the parties, nor am I a relative or employee of any of the attorneys or counsel connected with the action, nor am I financially interested in the action.

DATED this 21st day of October, 2020.

G. BROOKE TOFT, COURT REPORTER

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PUBLIC HEARING CERTIFICATION

I-95 INTERCHANGE AT PIONEER TRAIL

Project Development and Environment (PD&E) Study

from Williamson Boulevard to Turnbull Bay Road

Volusia County, Florida

Financial Management No.: 436292-1-21-01

I certify that a public hearing was conducted on 09/30/2020, beginning at 05:40 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Mary McGehee

(Name)

December 9, 2020

Date

Project Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on December 9, 2020 4:55:47 PM EST
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43629212101-CE2-D5-Public_Hearing_Transcript_093020-2020-1209.pdf](#)