

San Carlos Boulevard (SR 865)
Project Development and Environment (PD&E) Study

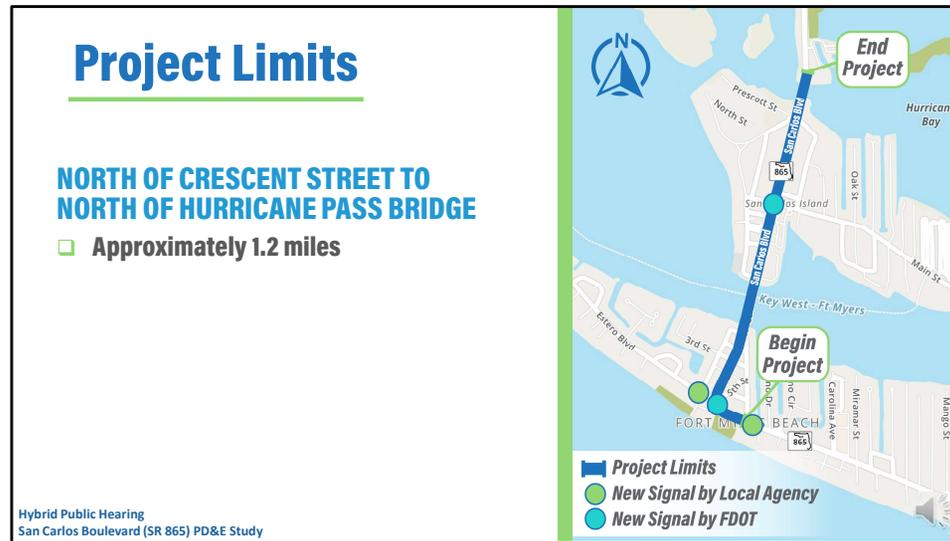
Financial Project ID: 433726-2-32-01
Federal Aid Project Number: D119-051-B

Welcome to the Hybrid Public Hearing

Public Hearing (doors open 5:00 PM – formal presentation 6:00 PM)
Thursday, February 3, 2022
Chapel by the Sea Presbyterian Church | 100 Chapel Street, Fort Myers Beach, Florida, 33931



The Florida Department of Transportation (FDOT) has created this video to help explain the San Carlos Boulevard (State Road 865) Project Development and Environment, or P D and E, study process, and the preferred alternative available for review and comment during the public hearing for the San Carlos Boulevard (State Road 865) PD&E Study from north of Crescent Street to north of Hurricane Pass Bridge, also known as Hurricane Bay Bridge.



The study begins north of Crescent Street and extends approximately 1.2 (one point two) miles in Lee County to north of Hurricane Pass Bridge.

The department proposes to provide mobility improvements by increasing the travel options along San Carlos Boulevard.

Project Limits



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The land use along San Carlos Boulevard is a mix of commercial, vacant, and residential development.

Project Goals

- ❑ **Improve Safety Conditions**
- ❑ **Improve Operational Conditions**
- ❑ **Relieve congestion by improving mobility**
 - ✓ **Increased transit ridership**
 - ✓ **Improve/add bicycle and pedestrian facilities**

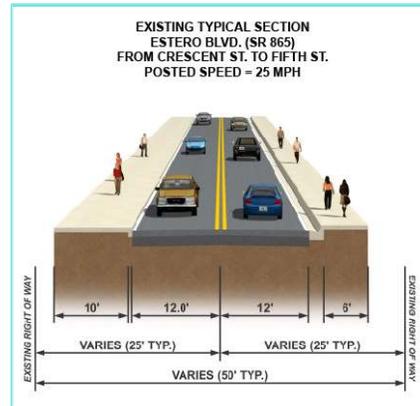
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The project goals of this study are to improve safety and operational conditions and relieve congestion by enhancing multimodal access along San Carlos Boulevard for pedestrians, cyclists, motorists, and transit riders.

The need for the proposed improvements for San Carlos Boulevard **is** indicated by a lack of pedestrian facilities and frequent congestion as vehicles access Fort Myers Beach, especially during peak season.

Existing Conditions

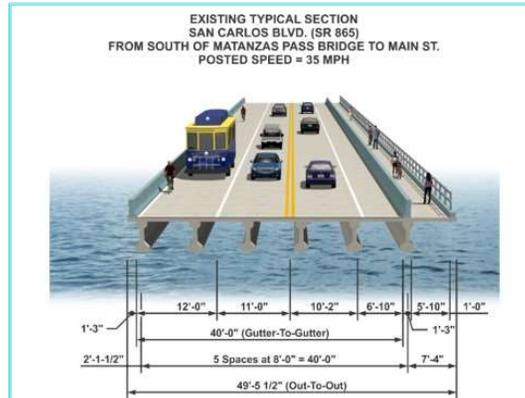


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- ❑ Two lane, undivided roadway
- ❑ 6-foot to 10-foot sidewalks on both sides of the roadway
- ❑ Existing signaled pedestrian crossing
- ❑ Left turn lanes at Crescent Street and Fifth Street

Within the project limits, San Carlos Boulevard from north of Crescent Street to the intersection at Fifth Street is a two-lane undivided roadway with 6-foot to 10-foot sidewalks on both sides of the roadway and a signaled pedestrian crossing. There are also left turn lanes onto Crescent Street and Fifth Street.

Existing Conditions



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- ❑ Two lane, undivided roadway
- ❑ Dedicated southbound Bus/Bicycle-only lane
- ❑ Barrier protected sidewalk

From Fifth Street to Main Street, San Carlos Boulevard is primarily an elevated two-lane undivided urban minor arterial roadway with a dedicated southbound Bus/Bicycle-Only Lane and a barrier-protected sidewalk on the east side of the bridge.

Existing Conditions



- ❑ Four lane, divided roadway
- ❑ Two-way left turn lane
- ❑ Sidewalks on both sides of the roadway

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From Main Street to Hurricane Pass Bridge, the roadway transitions to a four-lane divided minor arterial roadway with a two-way left-turn lane and sidewalks on both sides of the roadway.

Existing Conditions



- ❑ Four lane, divided roadway
- ❑ Dedicated southbound left turn lane
- ❑ Barrier protected sidewalk

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At Hurricane Pass Bridge, the roadway transitions to a four lane divided roadway with a designated southbound left-turn lane and a barrier protected sidewalk on the east side of the bridge. The existing speed limit within the project limits varies from 25 miles per hour to 45 miles per hour.

Engagement Opportunities

- Alternatives Public Meeting
- February 2018



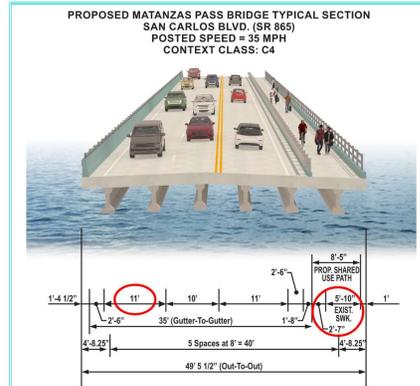
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Throughout this P D and E study process, F D O T has looked at many different concepts to provide mobility and operational improvements on San Carlos Boulevard. At the alternatives meeting on February 27, 2018, **held as part of the Operations Analysis Study**, we asked for your input on proposed improvements to San Carlos Boulevard. Based on your comments and additional environmental and engineering analyses, a preferred alternative was selected for San Carlos Boulevard.

Preferred Alternative

MATANZAS PASS BRIDGE

- Existing transit-only lane converted to an 11-foot general use lane
- Existing bridge deck repurposed for expanding existing sidewalk to an approximately 8-foot 5-inch shared use path



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The preferred alternative for San Carlos Boulevard results in three typical sections throughout the corridor. The first section will convert the existing transit only lane to a general use lane, providing motorists three lanes along Matanzas Pass Bridge: two southbound lanes and one northbound travel lane. The outermost southbound lane will be an eleven-foot-wide travel lane while the inner most southbound travel lane will be ten-**feet**-wide. The northbound lane will be an eleven-foot-wide travel lane. The five-foot ten-inches, barrier-protected sidewalk will be expanded to an approximately 8-foot 5-inch shared used path to accommodate both pedestrians and bicyclist along the eastern side of Matanzas Pass Bridge. San Carlos Boulevard would be widened to the west to accommodate two southbound lanes onto the Matanzas Pass Bridge south of Main Street.



Preferred Alternative

SAN CARLOS BOULEVARD AT MAIN STREET INTERSECTION

- ❑ New signal
- ❑ Pedestrian crosswalks with signals and pushbuttons
- ❑ New bus bay in southwest corner
- ❑ Right-turn-only lane converted to a through lane
- ❑ Widening for two southbound through lanes across Matanzas Pass Bridge
- ❑ Southbound Fisherman's Wharf frontage road shifted to accommodate through lane

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The improvements at the Main St intersection include:

- A new signal
- Crosswalks with pedestrian signals and pushbuttons on all 4 legs of the intersection
- This new signal will provide a safe crossing environment for pedestrians and cyclists to access the sidewalk on the east side of Matanzas Pass Bridge
- In coordination with LeeTran, FDOT will construct a new bus bay in the southwest corner of the intersection
- New sidewalk will connect the bus bay with the existing Main St Park and Ride lot
- The existing southbound right turn only lane that drops into Main St will be converted to a through lane
- Minor widening at this intersection will allow for 2 southbound general use travel lanes across Matanzas Pass Bridge

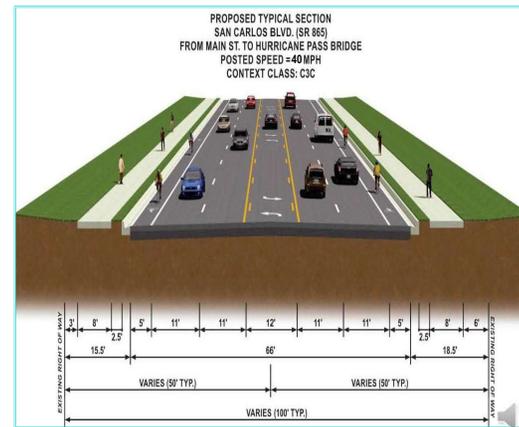
- Southbound Fisherman's Wharf frontage road will be shifted to accommodate a through lane

Preferred Alternative

MAIN STREET TO HURRICANE PASS BRIDGE

- ❑ Resurface and restripe for bicycle lanes in each direction
- ❑ Convert signal at Prescott Street/Buttonswood Drive to conventional signal operation
- ❑ Alternating signal mode removed when two southbound lanes added to Matanzas Pass Bridge
- ❑ Reduce posted speed from 45 mph to 40 mph for bicyclist safety

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The second section will include resurfacing and restriping San Carlos Boulevard between Main Street and Hurricane Pass Bridge to accommodate bike lanes in each direction of travel. The existing signal at Prescott Street and Buttonswood drive intersection will be converted to conventional signal operation. The existing alternating signal mode will be converted to conventional signal operation once the two southbound travel lanes are able to cross Matanzas Pass Bridge. Additionally, the FDOT is conducting a speed study along this portion of San Carlos Boulevard. To promote a safer travel environment for bicyclists, FDOT is planning to reduce the posted speed limit from 45 miles per hour to 40 miles per hour on San Carlos Island.

Preferred Alternative

HURRICANE PASS BRIDGE

- ❑ Resurface and restripe for bicycle lanes in each direction
- ❑ Portion of existing bridge deck converted to 5-foot barrier-protected sidewalk along west side of bridge



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The third and final section will modify Hurricane Pass Bridge to accommodate bicycle lanes in each direction of travel, as well as add a 5-foot barrier protected sidewalk along the western side of the bridge. There will be two eleven-foot travel lanes in each direction and a ten-foot eight-inch dedicated left turn lane in the southbound direction.

Preferred Alternative



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SEAFARERS ALTERNATIVE

- Reconstruct San Carlos Boulevard at Fifth St Intersection
- New signal at Fifth St. replacing existing pedestrian crosswalk signal
- New bus bays
 - ✓ Margaritaville Resort
 - ✓ Crescent Beach Family Park

Additionally, in partnership with Lee County and the Town of Fort Myers Beach, FDOT incorporated Lee County's Seafarers Alternative for the Fifth St intersection as part of this project. A new signal will be installed at the Fifth St intersection to replace the existing pedestrian crosswalk signal.

New bus bays will be constructed near the Margaritaville Resort and at Crescent Beach Family Park. The reconstructed intersection will enhance public transit access, pedestrian safety, and provide opportunities for landscaping and other aesthetic features.

Jurisdictional Transfer

- ❑ Jurisdictional transfer from FDOT to Lee County in process
- ❑ Proposed jurisdictional transfer of SR 865 (San Carlos Boulevard) from north of Estero Boulevard to 5th Street.
- ❑ Ownership would transfer from the State of Florida to Lee County Jurisdiction

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FDOT
DRAFT
Proposed SR 865 Transfer to Lee County

The Seafarer's Alternative will include a jurisdictional transfer. As part of this hearing, the FDOT is accepting comments on the proposed jurisdictional transfer of the portion of SR 865, also known as San Carlos Boulevard, from north of Estero Boulevard to 5th Street. The ownership of this roadway would transfer from State to County jurisdiction.

No-Build Alternative

- No improvements through 2045 except for routine maintenance

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A photograph showing a roadside scene. In the foreground, there is a grassy area with a wooden post-and-rail fence. A utility pole stands near the fence. In the background, a paved road with some vehicles and trees is visible under a clear sky.

Throughout this study, a “no-build” alternative has also been considered. The “no-build” alternative assumes that no improvements are made to San Carlos Boulevard through the year 2045 (“twenty forty-five”), except for routine maintenance.

No-Build Alternative

Advantages

- ❑ **No right-of-way needed**
- ❑ **No design, right-of-way, or construction cost**
- ❑ **No delays to motorists or inconveniences to property owners along the project corridor during construction**
- ❑ **No construction impacts to the natural, physical, cultural, and social environment**

Disadvantages

- ❑ **Does not meet the purpose and need of the project**
- ❑ **Incompatible with the Lee County MPO Long Range Transportation Plan**
- ❑ **Increases risk of crashes involving pedestrians or bicyclists as traffic volume increases on San Carlos Boulevard over time**
- ❑ **Does not provide multi-modal transportation options for the community.**

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Advantages of the no-build alternative include:

- No right-of-way needed,
- No design, right-of-way, or construction cost,
- No delays to motorists or inconveniences to property owners along the project corridor during construction,
- No construction impacts to the natural, physical, cultural, and social environment

Disadvantages include:

- Does not meet the purpose and need of the project,

- Incompatible with the Lee County MPO Long Range Transportation Plan,
- Increases risk of crashes involving pedestrians or bicyclists as traffic volume increases on San Carlos Boulevard over time
- Does not provide multi-modal transportation options for the community.

The no-build alternative remains a valid option and will continue to be evaluated until the completion of this study.



Environmental Considerations

- Threatened and endangered species
- Wetlands and floodplains
- Contamination
- Section 4(f)
- Water quality
- Air quality
- Highway traffic noise
- Cultural and historic resources
- Land use
- Aesthetics
- Construction effects
- Right-of-way requirements and relocations

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F D O T evaluated environmental and socioeconomic factors relating to the proposed improvements in accordance with the National Environmental Policy Act of 1969, as amended, and other federal requirements. The evaluation considered the effects of mobility improvements on San Carlos Boulevard on:

- threatened and endangered species
- Wetlands and floodplains

- ❑ Contamination
- ❑ Section 4(f)
- ❑ Water quality, stormwater management, and permitting
- ❑ Air quality
- ❑ Highway traffic noise
- ❑ Cultural and historic resources
- ❑ Land use
- ❑ Aesthetics
- ❑ Construction effects
- ❑ Right-of-way requirements and relocations

Please refer to your handout and display boards for more details on these factors.

Threatened and Endangered Species

Project may affect, but not likely to adversely affect:



Green Sea
Turtle



American
Crocodile



American
Alligator



Florida
Bonneted Bat



West Indian
Manatee



Roseate
Spoonbill



Little Blue
Heron



Reddish Egret



Tricolored
Heron



Least Tern



Threatened and endangered species are allowed special protection under the Endangered Species Act of 1973, as amended, and Florida statutes. F D O T assessed species within the project limits, and through ongoing coordination with U S Fish and Wildlife Service, has determined that the proposed project “may affect, but is not likely to adversely affect” the existence of certain federally listed threatened or endangered species. The animal species include the: Green Sea Turtle, American Crocodile, American Alligator, Florida Bonneted Bat, and West Indian Manatee.

In addition, the project “may affect, but is not likely to adversely affect” the following state listed threatened or endangered species: the Roseate Spoonbill, Little Blue Heron, Reddish Egret, Tricolored Heron, and Least Tern.

Coordination with U S Fish and Wildlife Service regarding the final status of these has been completed. U S Fish and Wildlife Service concurs with the determinationS of effect and supports the project implementation measures and commitments for protected species. If the preferred alternative is approved by the Office of Environmental Management, F D O T District One will continue to work closely with environmental agencies in future phases of the improvements to meet all environmental permitting requirements.

Potential Wetlands Involvement

- ❑ FDOT evaluated wetlands within the project limits in accordance with Executive Order 11.9.90, "Protection of Wetlands."
- ❑ The proposed improvements are not anticipated to directly or indirectly impact wetlands or surface waters.



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FDOT evaluated wetlands within the project limits in accordance with Executive Order 11.9.90, "Protection of Wetlands." The proposed improvements are not anticipated to directly or indirectly impact wetlands or surface waters.

Potential Floodplain Involvement

- ❑ Entire project located within 100-year floodplain Zone AE and VE
- ❑ Minimal encroachment within coastal floodplain
- ❑ No significant change in flood risk

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The project has been evaluated for potential floodplain involvement in accordance with Executive Order 11.9.88 Floodplain Management.

The entire project is located within 100 year floodplain zone AE and Ve and will involve minimal encroachment within the coastal floodplain.

There is no significant change in flood risk and the proposed improvements will not result in adverse flooding or floodplain impacts in the project vicinity

There will be no significant change in the potential for interruption or termination of emergency services or emergency evacuation routes as a result of project construction.

Potential Contamination

- ❑ 7 high-risk sites
- ❑ 1 medium-risk site
- ❑ 5 low-risk sites
- ❑ Any required remediation will be conducted prior to construction



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Results of the environmental contamination screening show that seven sites were ranked “high” for potential contamination, one site was ranked “medium” for potential contamination, and five sites were ranked “low” for potential contamination. For the sites that are ranked “low” for contamination, no further action is required at this time. For the sites with a risk ranking of “high” or “medium”, the F D O T Project Manager and the District Contamination Impact Coordinator will coordinate on further actions during the design phase that must be taken to address contamination issues. Before construction, specially trained crews will address contamination in these areas, as required. Locations of these sites are shown in the concept plans



Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966 requires agencies using USDOT funds to consider impacts to public parks, recreation areas, wildlife refuges, and historic or archaeological sites of national, state, or local significance.

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Section 4(f) of the Department of Transportation Act of 1966 requires agencies using USDOT funds to consider impacts to public parks, recreation areas, wildlife refuges, and historic or archaeological sites of national, state, or local significance.

Section 4(f)

Crescent Beach Family Park Impacts

- ❑ Proposed bus stop located along the park's northern landscape buffer
- ❑ 0.14 acres of impacted by improvements
- ❑ Anticipated *de minimis* impact determination



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Proposed improvements include a bus stop located along the Crescent Beach Family park's northern landscape buffer. As proposed, the project will impact approximately 0.14 acres of property from Lee County's Crescent Beach Family Park. As part of the project development process and in accordance with Section 4(f) of the Department of Transportation Act of 1966, the FDOT is seeking comments from the public concerning the effects of the project on the activities, features and attributes of this park. The FDOT intends to make a de minimis impact determination for this resource.

A De minimis finding confirms that impacts to the activities, features, and attributes of the park are minimal.

Right-of-Way Acquisition

- ❑ Approximately 0.94 acres to be acquired
- ❑ Right-of-way required from:
 - ✓ 0.14 acres from Lee County's Crescent Beach Family Park
 - ✓ 0.73 acres Lee County's Seafarer's Parcel
 - ✓ 0.07 acres from Town of Fort Myers Beach Vacant Parcel
- ❑ All right-of-way is to be donated
- ❑ No change in ownership for the impacted section of Crescent Beach Family Park
- ❑ No residential or business relocation

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The total ROW to be acquired for the proposed improvements is approximately 0.94 acres. The project right of way needed is as follows: Lee County's Crescent Beach Family Park (0.14 acres), Lee County's vacant Seafarer's Parcel (0.73 acres) and one vacant parcel (0.07 acres). All right of way is to be donated by Lee County and the Town of Fort Myers Beach.

There will be no change in ownership for the impacted portion of Crescent Beach Family Park.

No residential or business relocations will result from the proposed improvements

All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal “Uniform Relocation Assistance and Real Property Acquisition Act of 1970,” commonly known as the Uniform Act. The right-of-way specialists who are supervising this program are here tonight and will be happy to answer your questions.



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Additional Resources

- Water Quality**
 - No anticipated impact
- Air Quality**
 - No anticipated impact
- Highway Traffic Noise**
 - No anticipated impact
- Land Use**
 - No anticipated impact
- Aesthetics**
 - No anticipated impact
- Construction Effects**
 - No anticipated impact



There is no significant impact anticipated for Water quality, air quality, highway traffic noise, land use, and aesthetics. Minimal construction effects are anticipated

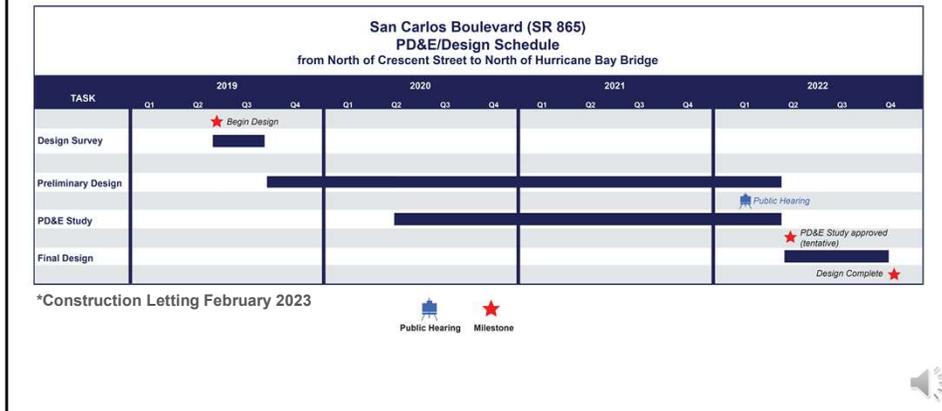
Preferred Alternative Evaluation Matrix

	No-Build Alternative	Preferred Alternative
Potential Business and Residential Relocations		
Number of Business Impacts (parcels)	0	0
Number of Business Relocations	0	0
Number of Residential Impacts (parcels)	0	0
Number of Residential Relocations	0	0
Number of Outdoor Advertising Sign Relocations	0	0
Natural/Cultural/Physical Environmental Effects		
Archaeological Sites (potential impacts - high, medium, or low)	N/A	None
Historical Sites (potential impacts - high, medium, or low)	N/A	Low
Number of Section 4(f) Sites	0	1
Number of Noise Sensitive Sites Impacted	0	5
Direct Wetland Impacts (acres)	0	0
Secondary Wetland Impacts (acres)	0	0
Surface Water Impacts (acres)	0	0
Floodplain Impacts (acres)	0	0
Threatened and Endangered Species (potential impacts - high, medium, or low)	N/A	Low
Number of Contaminated Sites (rated low, medium or high for potential impacts)	N/A	5 Low / 1 Medium / 7 High
Cost Estimates		
Construction	\$0	\$7,990,163
Final Design (12% of Construction)	\$0	\$958,820
Construction Engineering Inspection (12% of Construction)	\$0	\$958,820
Right-of-Way	\$0	\$0
Wetland Mitigation	\$0	\$0
Total Estimated Costs	\$0	\$9,907,803

This matrix shows a detailed comparison of the preferred alternative and the no-build alternative including potential effects to the social, cultural, natural, and physical environments.

It also identifies preliminary costs. The Department’s preliminary estimate of total project cost is approximately \$9.9 (nine point nine) million dollars.

Project Schedule



The Department anticipates completion of this P D and E study by Spring 2022. The detailed study schedule is available in the display documents and in the handout.

Project Funding

FDOT Adopted 5-Year Work Program July 1, 2021, to June 30, 2026	
PD&E Study	Ongoing
Design	Ongoing
Construction	Funded FY 2023



At this time, F D O T's Five-Year Work Program includes funding for the ongoing PD&E and Design phases. The construction phase will be funded in fiscal year 2023. Construction cost is estimated at \$7.9 (seven point nine) million dollars.

How to Provide Comments

Submit comments by February 17, 2022, to be entered into the public record

Virtual attendees

- Provide verbal comments

At in-person venue

- Complete speaker request card to provide verbal comments
- Provide verbal comments directly to court reporter
- Provide written comments on comment form

Email comments to:

- Richard Oujevolk, P.E., Project Manager
Richard.Oujevolk@dot.state.fl.us

By Mail to:

- Richard Oujevolk, P.E.
Florida Department of Transportation,
801 N. Broadway Avenue, Bartow, FL 33830

Visit project website:

- www.Swflroads.com/sr865/sancarlosboulevarddesign

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We encourage you to review project information, provide comment at the virtual or in-person event, through the website, by email, or by mail, postmarked or sent by February 17, 2022, to Richard Oujevolk, Florida Department of Transportation, 801 N. Broadway Avenue, Bartow, FL 33830. You may also visit the project website at www.Swflroads.com/sr865/sancarlosboulevarddesign to view the project documents on the website.

Comments may be submitted at any time, but in order to be included in the hearing record, comments must be submitted or postmarked by February 17, 2022.

Materials for Review

Materials available until February 17, 2022

**Town of Fort Myers Beach Public
Library
2755 Estero Blvd
Fort Myers Beach, FL 33931**

&

**FDOT's Southwest Area Office
10041 Daniels Parkway
Fort Myers, FL 33913**



www.Swflroads.com/sr865/sancarlosboulevarddesign



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Technical documents with project information are also available for review at the Town of Fort Myers Beach Public Library, 2755 Estero Blvd, Fort Myers Beach, FL 33931, and at the FDOT Southwest Area Office, 10041 Daniels Parkway, Fort Myers, FL 33913, until February 17, 2022.

You may also visit the project website at www.Swflroads.com/sr865/sancarlosboulevarddesign to view the project documents on the website

Federal and State Laws and Regulations

This public hearing is conducted in accordance with:

- The Federal-Aid Highway Act of 1968, as amended;**
- Chapter 23, United States Code 128;**
- Title 40, Code of Federal Regulations, parts 1500 through 1508;**
- Title 23, Code of Federal Regulations, part 771;**
- Section 339.155, Florida Statutes;**
- Chapter 267, Florida Statutes;**
- Rule 14-97 of the Florida Administrative Code;**
- The National Historic Preservation Act of 1966, as amended;**
- and the National Environmental Policy Act of 1969, as amended**

Hybrid Public Hearing
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The purpose of this P D and E study is to evaluate engineering and environmental data and document information that will aid F D O T District One and the F D O T Office of Environmental Management (or O E M) in determining the type, preliminary design, and location of the proposed improvements. This hearing follows all federal and state rules and regulations. Please see the hearing display boards for specific information.

Federal Regulations

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.

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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, or F D O T, pursuant to 23 (twenty-three) United States Code Section 327 (three twenty-seven) and a Memorandum of Understanding dated December 14, 2016 (twenty sixteen) and executed by the Federal Highway Administration and F D O T.



Thank you for your interest and participation in the San Carlos Boulevard Project Development and Environment study public hearing and for taking time to watch this project video.