Project Development & Environment Commitments

In order to minimize impacts, The Florida Department of Transportation (FDOT) is committed to the following measures:

- If any new drainage ponds are identified that would be affected by the project, they will be surveyed for archeological and/or historic resources.

- The Recommended Alternative will avoid the 660 foot nest protection buffer zone for a bald eagle’s nest that was identified during the field data collection activities.

- Florida Department of Transportation will conduct a pre-construction wildlife survey.

- During construction of the project, the “Standard Protection Measures for the Eastern Indigo Snake” will be followed.

- During the design phase of the project, a functional assessment of wood stork suitable foraging habitat will be conducted using the United States Fish and Wildlife Service (USFWS) Wood Stork Foraging Analysis Methodology and a suitable wood stork mitigation plan will be developed.

- Audubon’s crested caracara: Prior to construction, a habitat survey will be conducted for nests and aggregation. If nests are within 4,920 feet of the project area or aggregation is present, recommended management practices for caracaras will be implemented.

- FDOT commits to coordination with USFWS, and St. Johns River Water Management District (SJRWMD) to satisfy all State and federal mitigation requirements during the design and permitting process.

- Best Management Practices (BMPs) will be implemented during construction following FDOT’s Standard Specifications for Road and Bridge Construction.

- FDOT will provide the contractor with maps/plans showing locations of all wetlands and require the contractor to submit a plan to FDOT showing locations of staging areas, equipment/stock piling areas, etc.

- Based on information contained in Federal Aviation Administration (FAA) Advisory Circular 150/5200-33B, new facilities need to contain dry retention areas when located within 5,000 feet of airports serving piston powered aircraft. Since the privately owned Indian River Aerodrome is proximate to the project area, all wetlands that are impacted shall be regraded to meet dry retention criteria.

- FDOT is committed to the construction of the recommended noise abatement measure at the noise impacted residence in the Indian River Aerodrome community contingent upon the following conditions:
  - Detailed noise analyses during the final design process support the need for abatement;
  - Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved;
  - Community input regarding desires, types, heights, and locations of barriers has been solicited by the FDOT, and any other mitigating circumstances found in Chapter 17 of FDOT’s Project Development & Environment (PD&E) Manual have been analyzed.
  - If, during the final design phase, any of the contingency conditions listed above cause noise abatement to no longer be considered for this location, such determination will be made prior to requesting approval for construction advertisement. Commitments regarding the exact abatement measure locations, heights, and type (or approved alternatives) will be made during project reevaluation and at a time before the construction advertisement is approved.

- Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling.

- Due to Limited Access right of way requirements, a cul-de-sac will be constructed at the termination point of 86th Avenue SW (just south of Oslo Road) to provide a turn-around for vehicles. To mitigate for this street closure, a shell rock road will be constructed within the existing right of way for 13th Street SW between 86th Avenue SW and 90th Avenue SW.