

BRIDGING THE GAP



STATEWIDE PD&E INDUSTRY FORUM

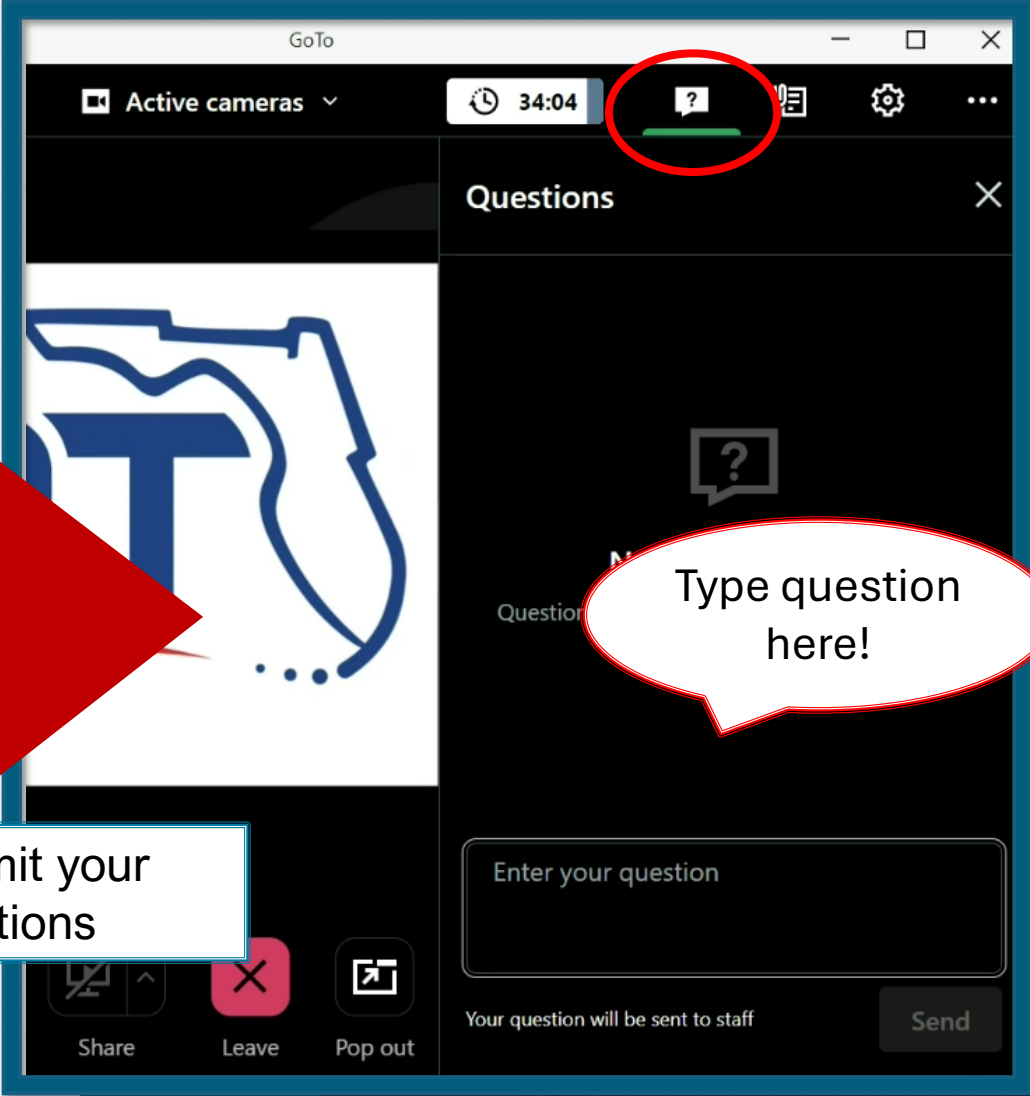
ENVIRONMENTALLY RESPONSIBLE, TRANSPORTATION DELIVERED



GoTo Webinar - Desktop



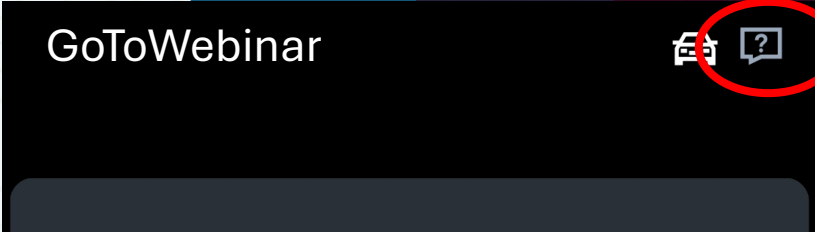
To submit your questions



GoTo Webinar – Mobile / Tablet



Mobile



Questions Pane

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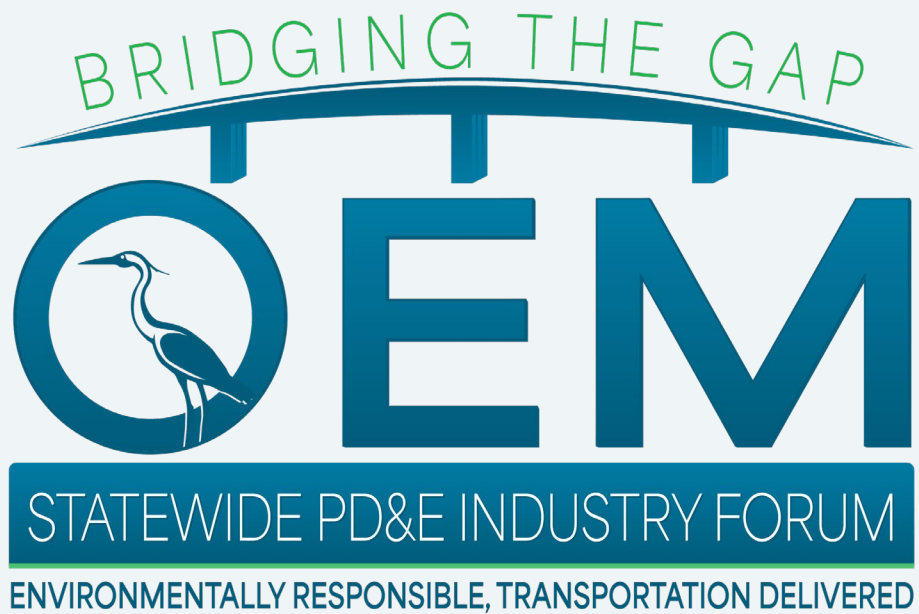
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Welcome



Agenda

| | |
|--|------------------|
| Welcome | 1:30 – 1:35 p.m. |
| ACEC Highlights | 1:35 – 1:45 p.m. |
| Thematic Presentations | 1:45 – 3:05 p.m. |
| <i>Five-minute break from 2:30 – 2:35 p.m.</i> | |
| OEM Announcements | 3:05 – 3:20 p.m. |
| Q&A Corner | 3:20 – 3:28 p.m. |
| Closing | 3:28 – 3:30 p.m. |



Forging Stronger Partnerships

ACEC PD&E Subcommittee



A Voice for ACEC

Partnering with FDOT

- Invitation from OEM for Consultant led forum
- Call for Presenters via ACEC Email Distribution
- Announced at Quarterly Transportation Committee Meeting
- Coordinated with Districts and OEM on Best Practices
- Poll attendees during webinar registration
- Resulted in Thematic Presentations



ACEC Overview



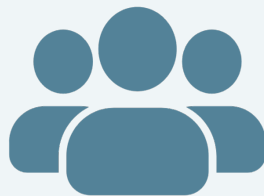
62
YEARS



7
REGIONS



300+
COMPANIES



20,000+
EMPLOYEES



ADVOCACY: Enhancing the business of engineering by promoting and defending Florida's professional firms throughout public policy.



EVENTS & AWARDS: Networking with peers in communities across Florida and recognizing industry excellence.



EDUCATION: Providing industry leading educational resources that promote impeccable ethics and professional standards for consulting engineering firms.



CAREER CENTER & JOB BOARD: Connecting members to professional development resources.

ACEC Overview

- ACEC has 10 Committees
- Transportation Committee (TC)
 - Florida TC meets quarterly
 - Various Subcommittees Report
- PD&E Subcommittee
 - OEM, Catherine Bradley, PE FDOT Co-Chair
 - Silvia M. Beltre, PE Consultant Co-Chair
 - District PD&E and PLEMO Managers

| ACEC Consultant Representative | Contact Information |
|--------------------------------|--|
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| Victor Muchuruza | Victor.Muchuruza@hdrinc.com |
| Amy Sirmans | Amy.Sirmans@vhb.com |



ACEC Update

Transportation Committee Recent Updates:

- Relations Committee meeting from quarterly to biweekly
 - JW, Sandra Bucklew, Scott Perfater and Morgan County
- Request for more involvement on legislative issues
- Working to improve ACEC statewide communication
- ACEC Project Management Symposium/Conference
 - First week of June 2025
 - Some topics will overlap
 - Intended Audience
- Mutual Gains Training is under development



ACEC PD&E Subcommittee

PD&E Subcommittee

- Members serve 5- year terms
- Rotation every two years
- Opening in June 2025
- Vetting process to begin in January 2025
- Call for interested participants via ACEC email distribution and at Quarterly Meetings
- Email Silvia if interested
- Consideration Questionnaire (2023 Version shown)

CONSULTANT PARTICIPANT CONSIDERATION QUESTIONNAIRE

Thank you for your interest in serving as a consultant industry representative on ACEC's Florida Transportation Project Development and Environment (PD&E) Subcommittee. A number of inquiries have been received. To help us to best identify the member to fill this vacant vacancy, complete and return the attached questionnaire by October 31, 2023.

Interested Participant Name:

Consultant Firm Affiliation:

Email Address:

Phone Number:

Please respond to the following:

1. Do you anticipate the availability and interest to participate for a term of 5 years and meet a minimum of 8 times per year (primarily virtual meetings)?
2. Number of years of experience with FDOT PD&E Projects or Planning work? (Please attach a resume to provide additional information)
3. Is your firm an ACEC member?
4. Are you a registered ACEC member?
5. Are you a member, or have you been a member on other Florida ACEC committees?
6. Does your firm have another representative already participating on the PD&E Subcommittee?

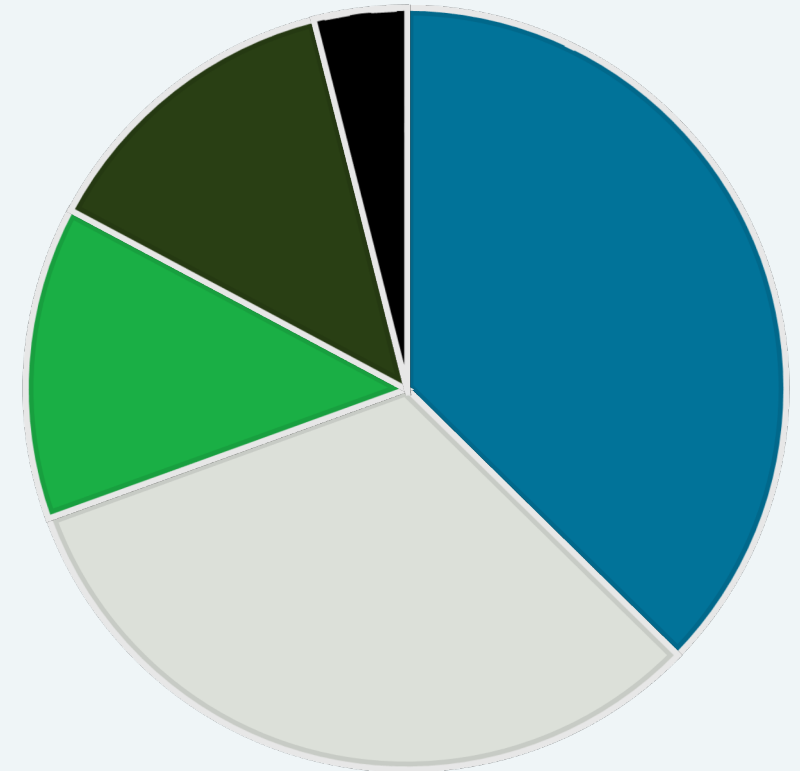
This information will be vetted by the committee next month, prior to selection.



Industry Forum Polling Results

Registrants want to hear about the following topics, ranked in order

- #1 Unique Engineering Challenges/Resource Resolution
- #2 FDOT Document Review
- #3 Partnering with FDOT
- #4 Building Consensus/Public Engagement
- #5 Contract Negotiations



Industry Forum Thematic Presentations

Building Consensus through Public Engagement

- SW 10th Street – District 4
- LPGA Boulevard – District 5

Unique Engineering Challenges

- Sebastian Inlet – District 4

Partnering with FDOT

- US 98 – District 1

Environment and Honoring our History

- Rehabilitation of the Old Seven Mile Bridge – District 6



Forum Topics for Another Day

Other topics raised by registrants:

- Unique project engagement and techniques
 - Social media use
 - StoryMaps
 - How to capture freight industry involvement
- Process training
 - Acquisition Restoration Council (ARC) procedure
- Innovative design approaches
 - Wildlife crossings
- Specific project examples requested
- Contact information provided by those open to sharing



Adopting Best Practices and Lessons Learned for Public Engagement



SW 10th Street Connector
PD&E Study

FM #439891-1-22-02, ETDM #14291



I-95 from SW 10th Street to Hillsboro Blvd
PD&E Study

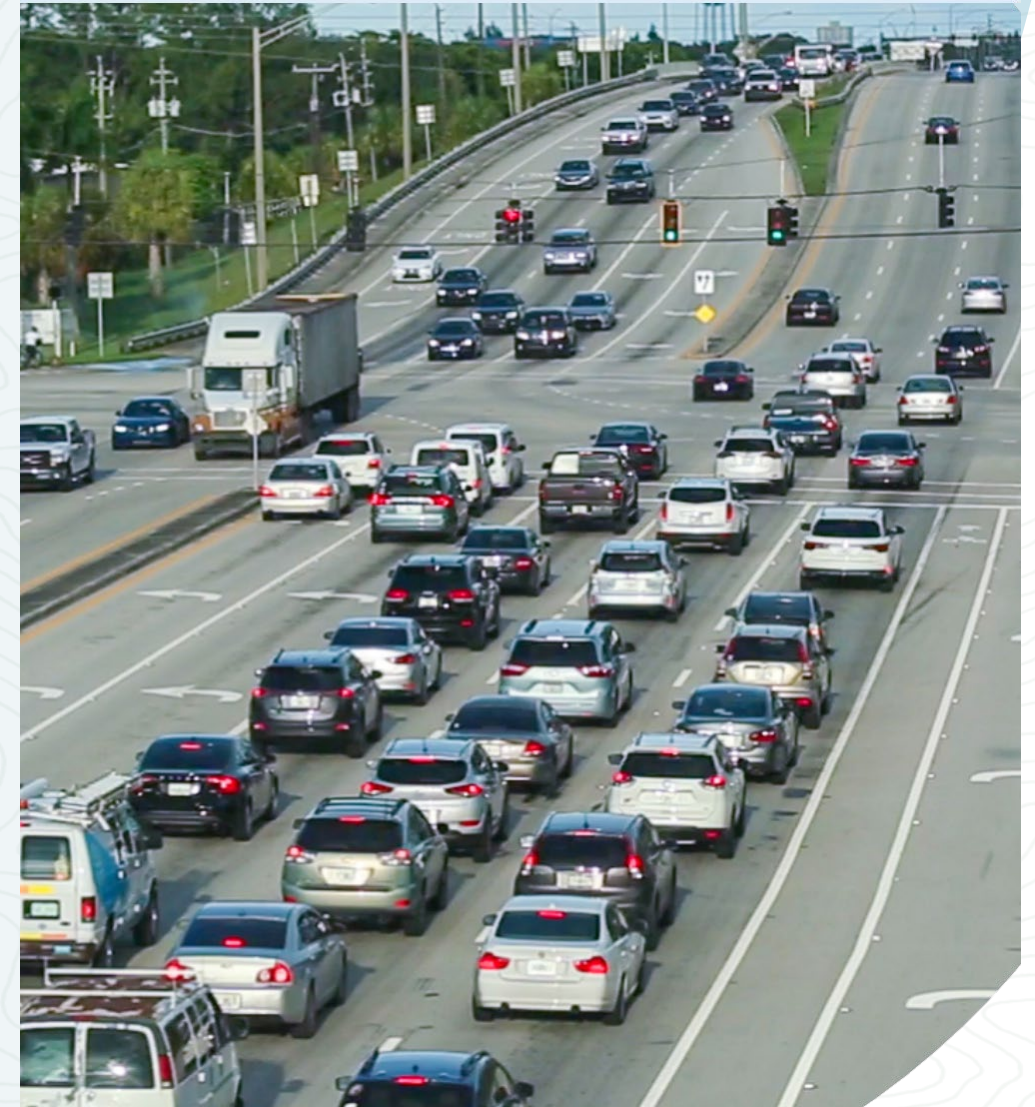
FM #436964-1-22-02, ETDM #14244

Phil Schwab, P.E.
RS&H



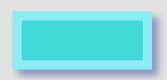
Agenda

- Overview/Background/History of the SW 10th Street PD&E Study
- Initiation of the Community Oversight Advisory Team (COAT)
- Strategies and Benefits of Going Virtual as a Result of Covid
- Listen, Hear, Act and Respond to Community Concerns
- Closing Thoughts/Lessons Learned

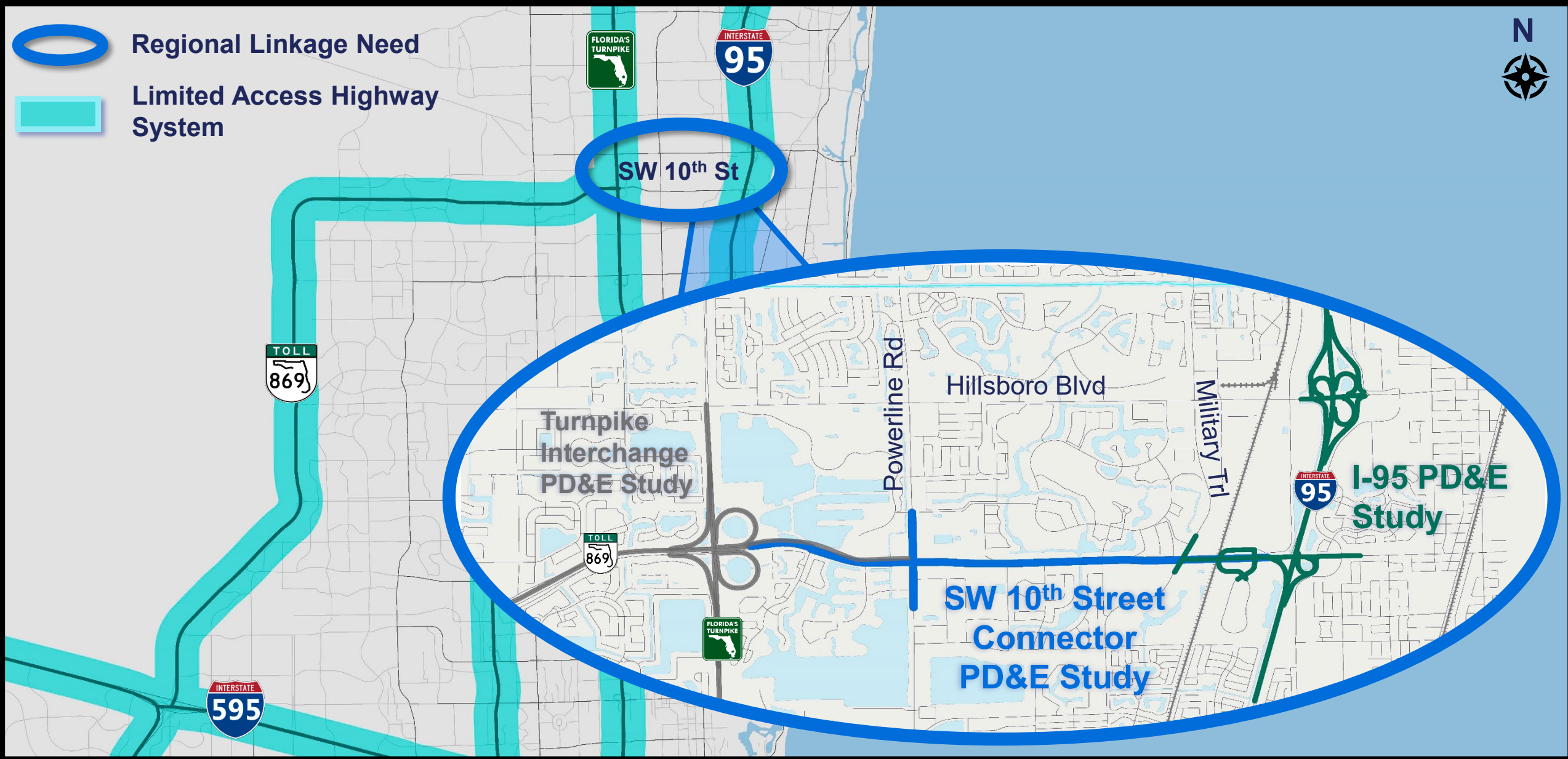




Regional Linkage Need



Limited Access Highway System



SW 10th St

Turnpike Interchange PD&E Study

Hillsboro Blvd

Powerline Rd

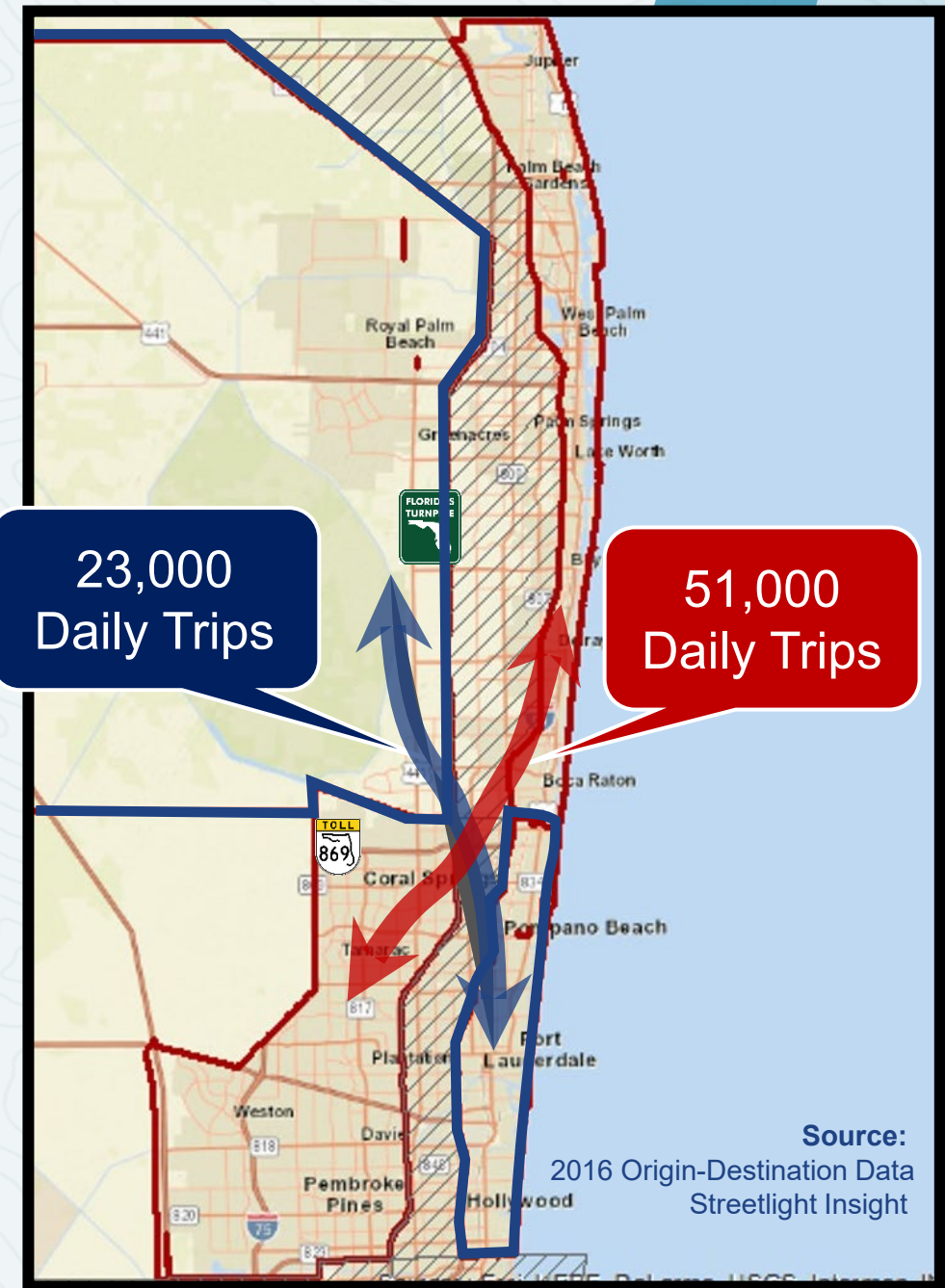
Military Trl

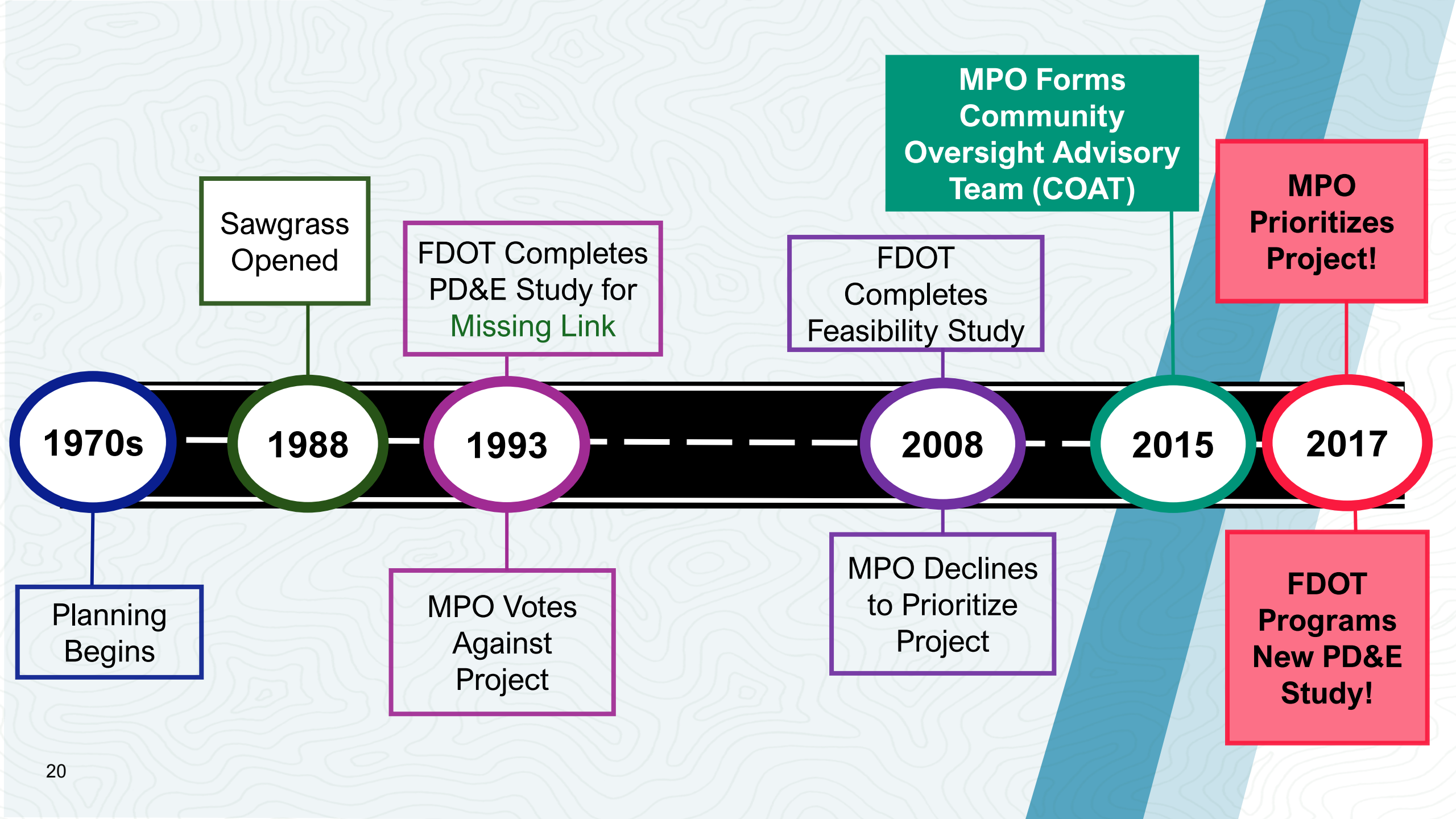
I-95 PD&E Study

SW 10th Street Connector PD&E Study

Regional Weekday Daily Trip Flows

- Long distance trips
- Broward
 - West of Turnpike to / from Palm Beach, east of I-95 – 51,000 daily trips
- Palm Beach
 - West of Turnpike to / from Broward, east of I-95 – 23,000 daily trips







SW 10th Street looking West

- Outreach to the community
- Provided recommendations that helped formulate the project's Purpose and Need
- Recommendations are providing guidance in the development and refinement of all alternatives





Improve Safety



Provide Aesthetics(including depressing road)



Provide Traffic Relief



Maintain Connectivity



Minimize Noise Impacts



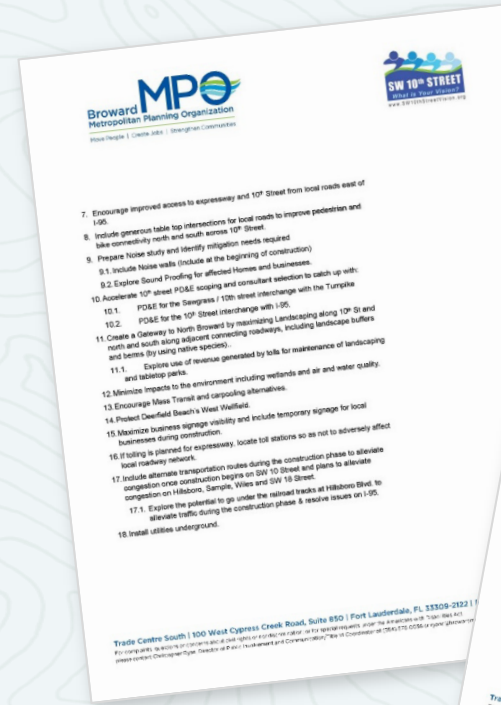
Avoid Environmental Impacts



Minimize Construction Impacts



Provide Multi-Modal Accommodations





Waterways Entrance – Alts Workshop #2



Waterways Entrance – After Alts Workshop #2

provide range of
)

City/MPO
Raises
Concerns over
Preferred Alt

M
P
re

2017

July
2017

Nov
2017

April
2018

Nov
2018

Oct
2019

FDOT Programs
new PD&E
Studies

AFTER Workshop #2

- Allow Trucks
- Move overpass bridge away from Waterways Entrance
- Connector Lanes will not be tolled
- FDOT selects the WB Depressed Ramp as their Preferred Alternative

Alternatives Public
Workshop #2

Postpone
Public
Hearing

Steps Taken

- Multiple coordination Meetings with the City of Deerfield Beach to better define concerns over the project
- Additional analysis to evaluate changes to address concerns
- Development of several solutions and options to address concerns:
 - Does not connect to I-95 General Purpose Lanes
 - Needs more Complete Street elements on local SW 10th Street (Safety and Multi-Modal)
 - Not enough depressed section elements (Aesthetics & Noise)
 - Not enough green space
 - Will not provide full access to/from Turnpike from SW 10th Street Local



Does not connect to I-95 General Purpose Lanes

PROPOSED SOLUTION – Project now includes connecting to both I-95 General Purpose Lanes and I-95 Express Lanes.



Needs more Complete Street elements on local SW 10th Street (Safety and Multi-Modal)

PROPOSED SOLUTION – The Project now includes a Shared Use Path that is located further from traffic in all build alternatives.



Not enough depressed section elements (Aesthetics & Noise)

PROPOSED SOLUTION – FDOT was not able to lengthen or add additional depressed sections and explained the significant impacts they would cause.



Not enough green space

PROPOSED SOLUTION – Additional green space has been added to all build options. One option adds an additional 30 feet of green space in the middle of the corridor and moves the road approximately 50 feet further away from homes.



Does not provide full access to/from Turnpike from SW 10th Street Local

PROPOSED SOLUTION – FTE has dropped its express lane concept for Sawgrass Expressway and will make a general use lane connection to the connector lanes from the south.

Positive Reaction from officials but needed to have another large-scale public meeting prior to a Public Hearing and then.....COVID

Notifications- getting the word out

- Standard notifications: Elected/Appointed official's letters, Native American Tribe letters, press release, and FAR ad (no newspaper ad)
- A postcard was sent to 15,874 stakeholders!
- An e-blast was sent to 1,058 stakeholders
- Take advantage of the local networks in place
 - Website updates promoting the meetings
 - Social Media (Tweets and Facebook posts(locals will re-post/post)
 - Yard signs (24"x36") with webinar information at entrance/exits to communities
 - HOA's helped promote the meetings and placement of signs in their community
- Registration required and request for questions that were ultimately categorized into 7 categories and presented during webinars
- Webinar information posted and promoted on the city's website and other stakeholders/groups websites

- Approximately 800 attendees for virtual where in person had less than 200
- After the webinar, attendees were asked to complete survey (10 to 11 questions)
- 280 survey responses (~40% response rate)
- 76% of responses indicated a preference for webinars versus in-person

1. The Virtual Public Webinar was effective in conveying the project updates.

| Response | Count | Percentage |
|-------------------|-------|------------|
| Strongly Agree | 179 | 63% |
| Somewhat Agree | 82 | 29% |
| Neutral | 9 | 3% |
| Somewhat Disagree | 5 | 2% |
| Strongly Disagree | 8 | 3% |
| Grand Total | 283 | |

9. Do you prefer a Virtual Public Webinar or an In-Person Public Workshop?

| Response | Count | Percentage |
|---------------------------|-------|------------|
| In-Person Public Workshop | 68 | 24% |
| Virtual Public Webinar | 210 | 76% |
| Grand Total | 278 | |

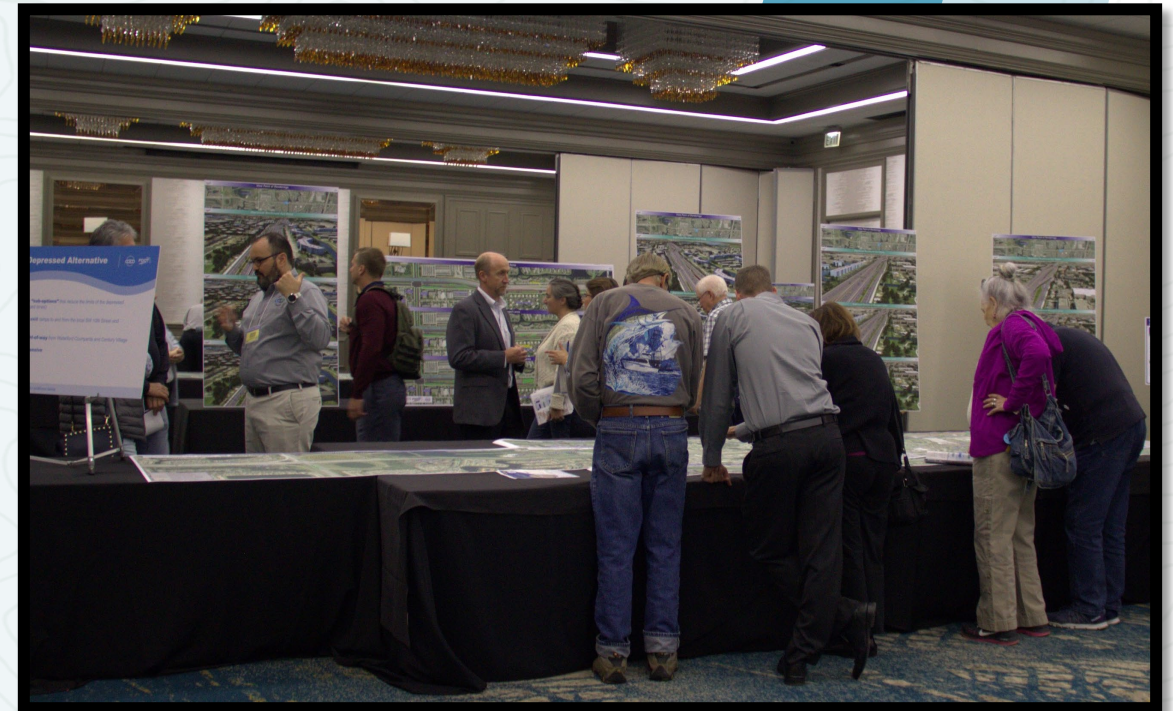
What Did We Learn?

Communication Considerations

- Interactive meetings with Stakeholders
- Elected official briefings
- Updated Project Website that solicits feedback
- Meetings with agencies

Good Communications Shall:

- Provide accurate information
- Demonstrate Impacts and Benefits
- Listen and Hear
- Clarify comments and follow up with actions
- Document Commitments



You Spoke....We Listened



Moved overpass away from Waterways Community Entrance



Incorporated a 12-ft Shared Use Path



Created more buffer space and landscape opportunities



No tolling of Connector Lanes

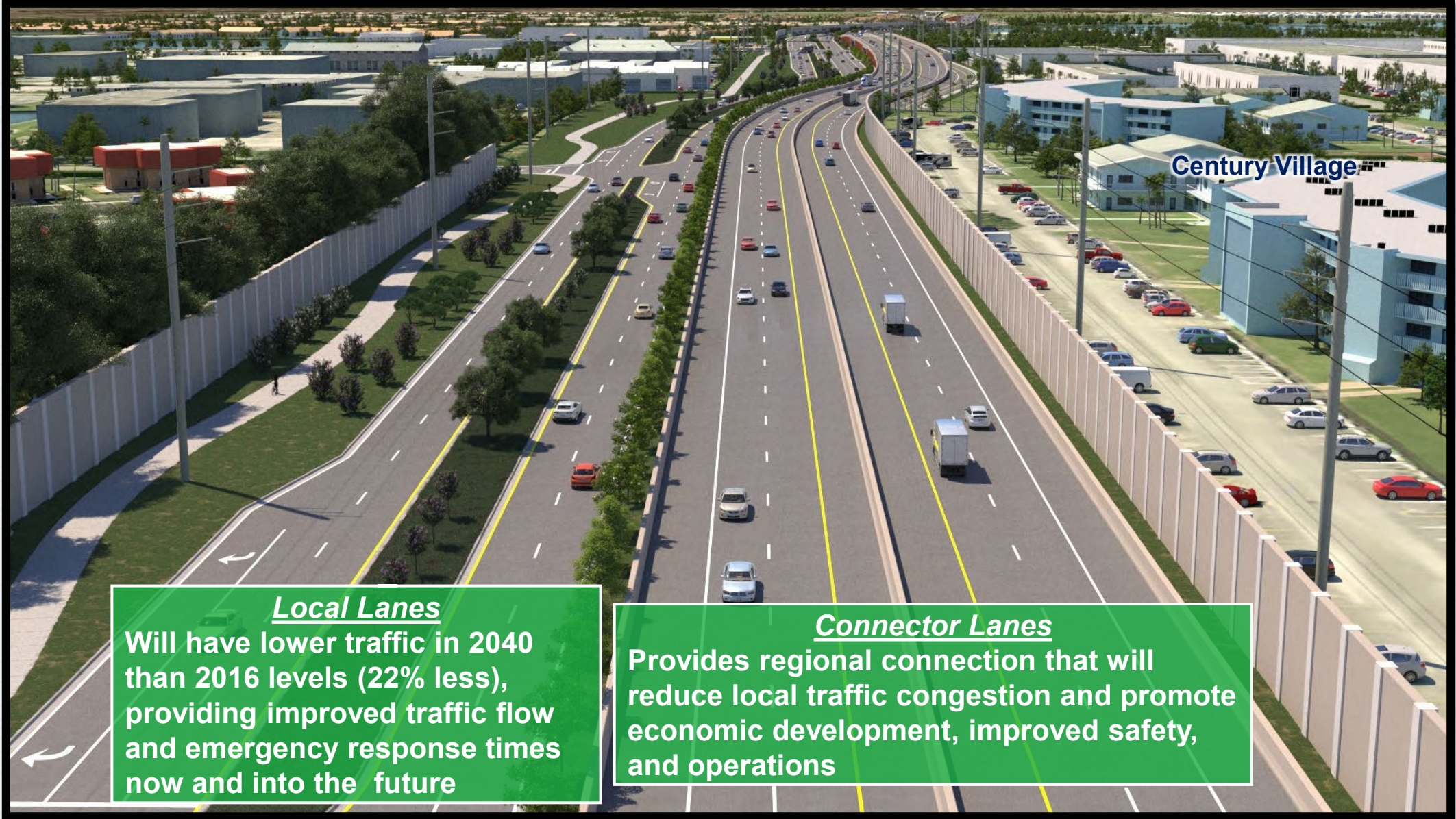


No truck restrictions in Connector Lanes



Added connections to I-95 General Use Lanes

Regional Connectivity & Local Congestion Relief



Local Lanes

Will have lower traffic in 2040 than 2016 levels (22% less), providing improved traffic flow and emergency response times now and into the future

Connector Lanes

Provides regional connection that will reduce local traffic congestion and promote economic development, improved safety, and operations

Quality of Life & Complete Streets

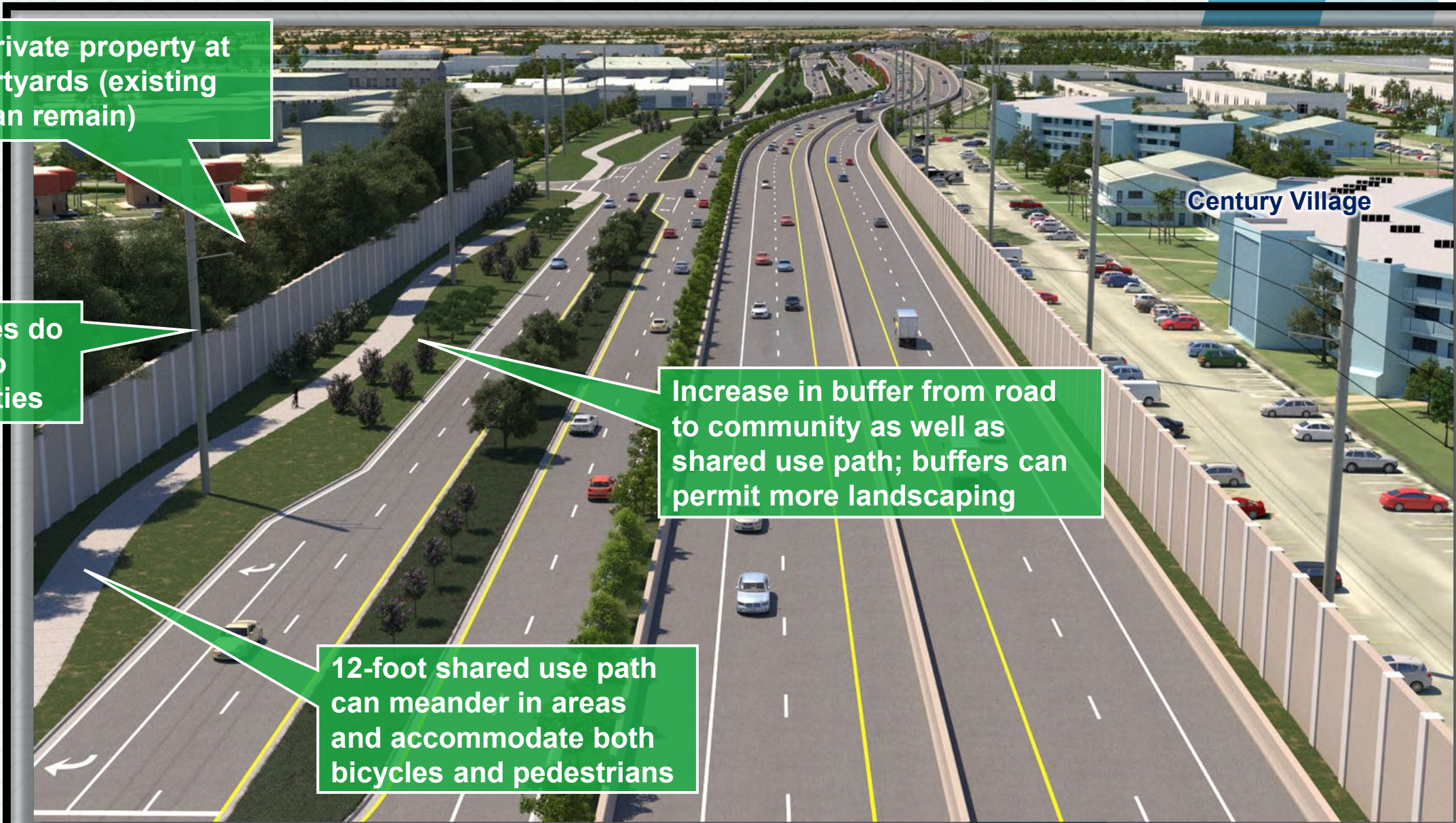
No impact to private property at Waterford Courtyards (existing mature trees can remain)

Transmission poles do not move closer to residential properties

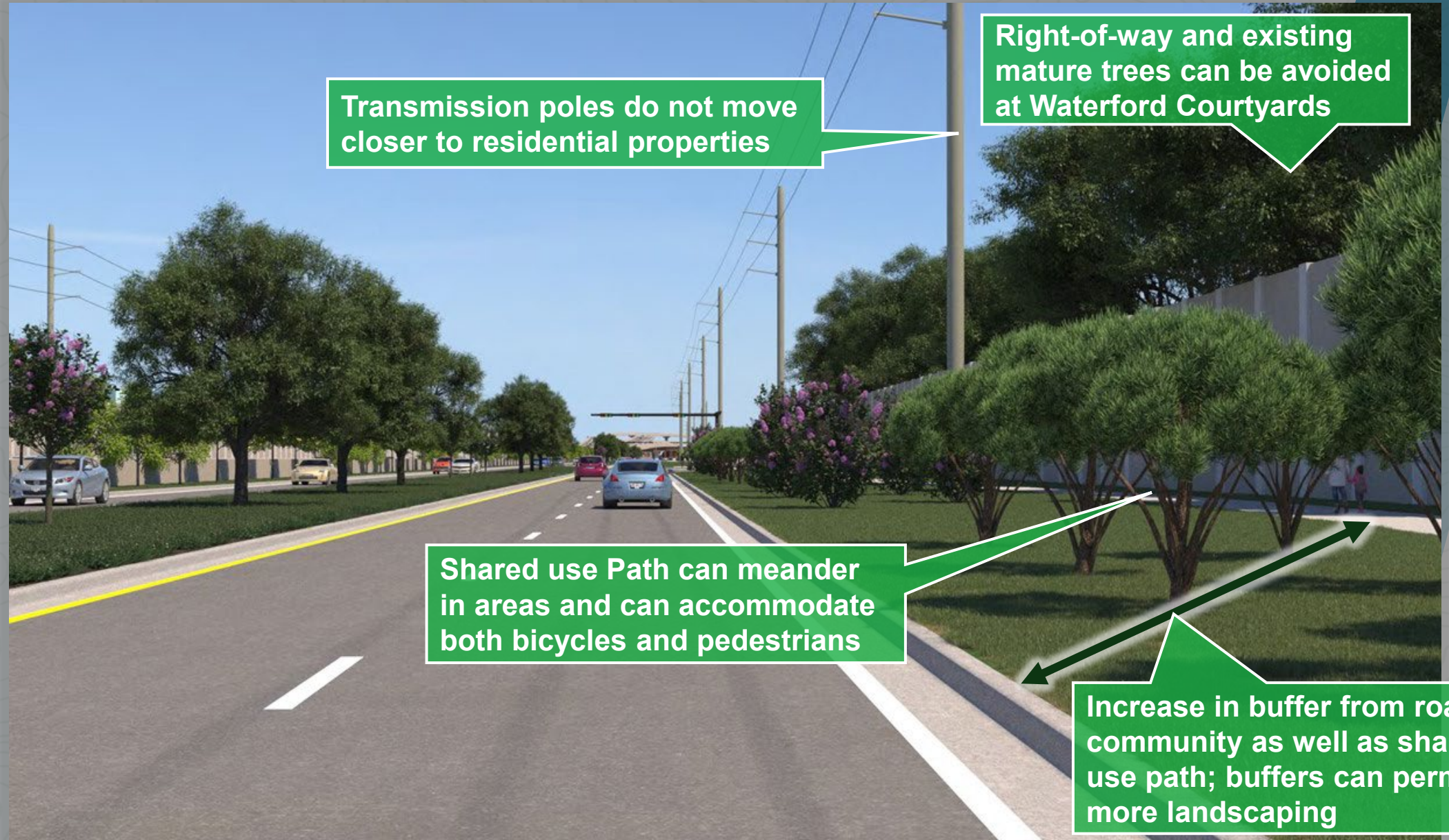
Increase in buffer from road to community as well as shared use path; buffers can permit more landscaping

12-foot shared use path can meander in areas and accommodate both bicycles and pedestrians

Century Village



Quality of Life & Complete Streets



Transmission poles do not move closer to residential properties

Right-of-way and existing mature trees can be avoided at Waterford Courtyards

Shared use Path can meander in areas and can accommodate both bicycles and pedestrians

Increase in buffer from road to community as well as shared use path; buffers can permit more landscaping

Closing Thoughts- Virtual Meetings

- Set Goals
- Plan! Plan! Plan! - Challenge each other
- Develop clear roles and responsibilities for Team
- Build in redundancies and 'emergency plans'
- Develop ways for team to communicate 'Behind the Scenes'
- Know how to control speakers, materials, and audience
- Provide immediate recognition of questions and follow through
- Organize anticipated Q&A into categories
- Utilize the GoTo features for recordings, logs and data
- Think ahead! Maximize use of time but also be prepared for extra time..
- Practice! Practice! Practice!

DRAFT Public Goals and Challenges

Goal: Provide sufficient outreach to gain feedback that will be shared with the City of Deerfield Beach (City) on the latest project refinements, including the two alternatives with and without Powerline Road ramps, in order to have a successful Public Hearing in September of 2020 in advance of the October 2020 Broward Metropolitan Planning Organization (MPO) Board meeting, where the FDOT work program is voted on.

Challenge: The initial plan for outreach was to start Home Owner's Associations (HOA) / stakeholder meetings in May/June with a larger public meeting in the June/July time period to help gain feedback on the changes to the alternatives considered in advance of an update to the MPO Board in June. Due to the COVID-19 Pandemic and stay-at-home orders, an alternative approach to public involvement is needed to reach this goal.

DRAFT Outreach Plan / Strategy

Summary: This Outreach Plan will be primarily focused on social media platforms to release pertinent information to the public, including updates to the website to make it more user friendly, to provide easier access to information for interested parties, and to facilitate public comments and ask questions. In addition, virtual meetings in a controlled environment as another form of engagement will be used for outreach. The plan anticipates that group meetings will be possible, but face-to-face meetings with HOAs and stakeholders will be limited due to the size of meetings and may consider multiple Public Hearings (note this has not been authorized by central office) in addition to a Public Hearing. Consideration is being given to the public registering to attend a Public Hearing event, a protocol which may require early notice and continued follow-up. However, the current statewide FDOT COVID-19 policy is to postpone public hearings. Various options for this policy would require District and OEM approval.

Approach:

This Outreach Plan provides high-level assumptions and strategies to address such items as website updates, social media, virtual stakeholder meetings, and a restricted Public Hearing:

Enhance/Update Website:

1. Create a graphic (interface) that will help users access information that is most relevant. This website enhancement does not replace the typical menu bar of information but rather provide links to some of the most popular topics within an easy-to-understand graphic.
2. Provide updated Frequently Asked Questions (FAQs) that can also contain links to any graphics or slides that will help illustrate a response.
3. Provide flyer(s) to summarize information in an easy-to-read and comprehensive format. This flyer would support suggested items one and two above. Potential topics to cover include the summary the Community Oversight Advisory Team (COAT) recommendations, including icons, to carry a theme throughout:

Closing Thoughts - General

- Don't take terminology for granted! Can create issues and misunderstandings.
 - Example: “Express Lanes” – means No Trucks Allowed!
- Avoid “check the box” mentality
- Come across as REAL and AUTHENTIC (This effects people's life)
- You must listen and **hear** what the public is stating
- Recognize that there may not be a ‘perfect’ solution
- Don't tell people what they should feel about the project, you are not in their shoes
- Have moderator that is comfortable managing a crowd
- It is OK to defer items but **follow up** and meet commitments

Closing Thoughts – Exhibits/Collaterals

- Visually appealing is a MUST!
- Easy to open/download
- Clear Labeling – take nothing for granted
- Test exhibits with non-professionals
- Fly-throughs- with animations for movements and features
- Voice-over presentations
- Short videos are good
- Keep brief and concise

SW 10th Street Typical Section



Two facilities are proposed within the SW 10th Street corridor. One will be a "connector road" facility to provide a high-speed connection between the Turnpike / Sawgrass expressway and I-95. The other facility will be a local, lower speed roadway to serve businesses and communities within the corridor. A shared use path along with substantial landscaping and aesthetic improvements will be included.

Questions



Driving Innovation - Leveraging Community Engagement

LPGA Blvd PD&E Study

From US 92 to Williamson Blvd

Volusia County, District 5

FPID 448456-1

Victor Muchuruza, PhD, PE, PTOE

HDR



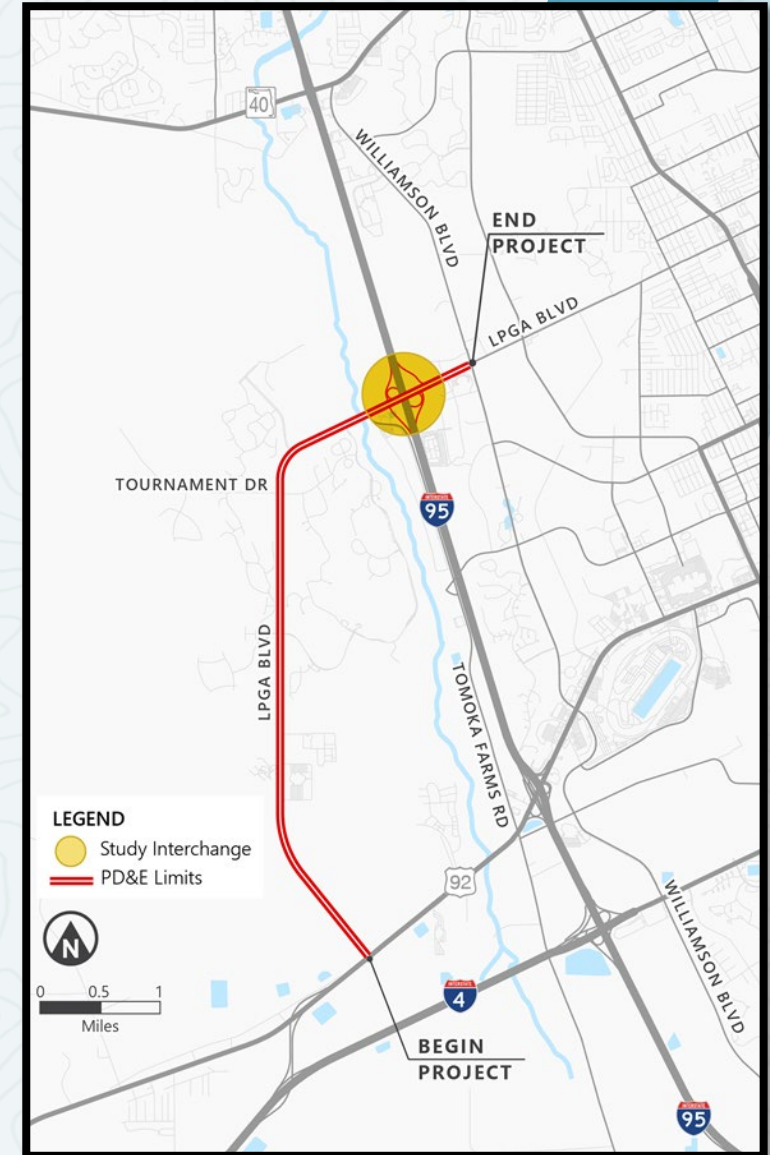
LPGA PD&E Study

Project Location

- Daytona Beach, Volusia County

Proposed Improvements

- 6.2 Arterial Widening
- Tomoka River Bridge
- I-95 Interchange



LPGA PD&E Study

Purpose and Need

- Transportation Demand
- Safety



LPGA Coalition

Local Leadership Engagement

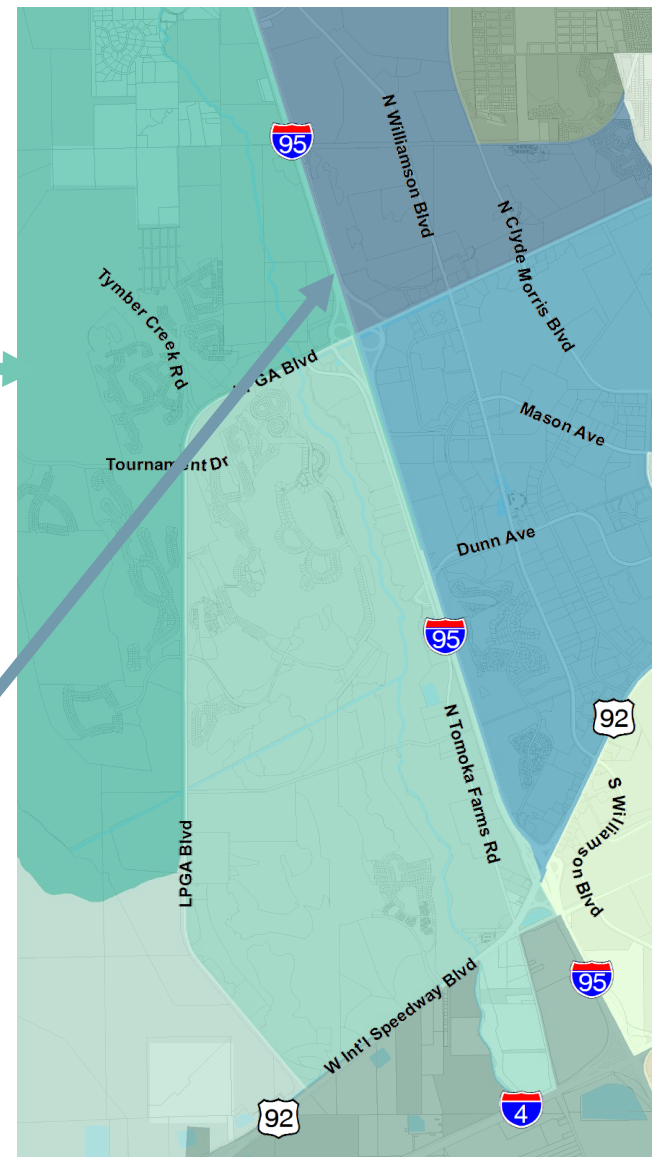


Data Informed Engagement

- Demographic analysis
- Leveraging data
- Technology
- Grassroot level

| | |
|--------------------|--------------|
| Population | 1,184 |
| Age: 65+ | 13.8% |
| Median Age | 38 |
| Below Poverty | 17.5% |
| No Computer Access | 2.3% |
| No Internet Access | 2.3% |

| | |
|--------------------|--------------|
| Population | 5,152 |
| Age: 65+ | 34.9% |
| Median Age | 57 |
| Below Poverty | 3.9% |
| No Computer Access | 11.6% |
| No Internet Access | 17.5% |



Stakeholder Engagement

A collage of logos for various stakeholders and partners. The logos are arranged in a grid-like fashion. The logos include:

- LATITUDE MARGARITAVILLE
- Halifax Humane Society
- Holiday Inn
- BUC-EE'S
- LPGA INTERNATIONAL DAYTONA BEACH
- Sam's CLUB
- Publix
- FLORIDA TENNIS CENTER Daytona Beach
- MOSAIC
- FATHER LOPEZ CATHOLIC HIGH SCHOOL
- Indigo CDD
- CONERSTONE OFFICE PARK
- Daytona AUTO MALL
- NATIONAL BODY SHOP NETWORK
- KIA
- Mopar
- FCA US LLC CERTIFIED COLLISION REPAIR CENTER
- CERTIFIED COLLISION REPAIR NETWORK INFINITI
- HYUNDAI RECOGNIZED COLLISION REPAIR CENTER
- PROFirst
- ACURA
- GOLD CLASS

Alternatives Public Open House

351 Attendees

- 263 in-person
- 88 virtually

110 comments

- 48 in-person
- 14 virtually
- 48 comment period

public outlet intersections farms
bicycle intersection construction
golfcarts roundabouts schedule interchange
tomokariverbridge traffic lpga dunn
constructioncost widening tomoka
concepts speed limit congestion
noise timeline growth technology
improvement proposed innovative localnetwork
concept tymbecreek
meeting pedestrian

Post Meeting

Project team ramped up engagement efforts to clarify the improvements and listen community concerns

Public Hearing

61 Attendees

- 33 in-person
- 28 virtually

11 comments

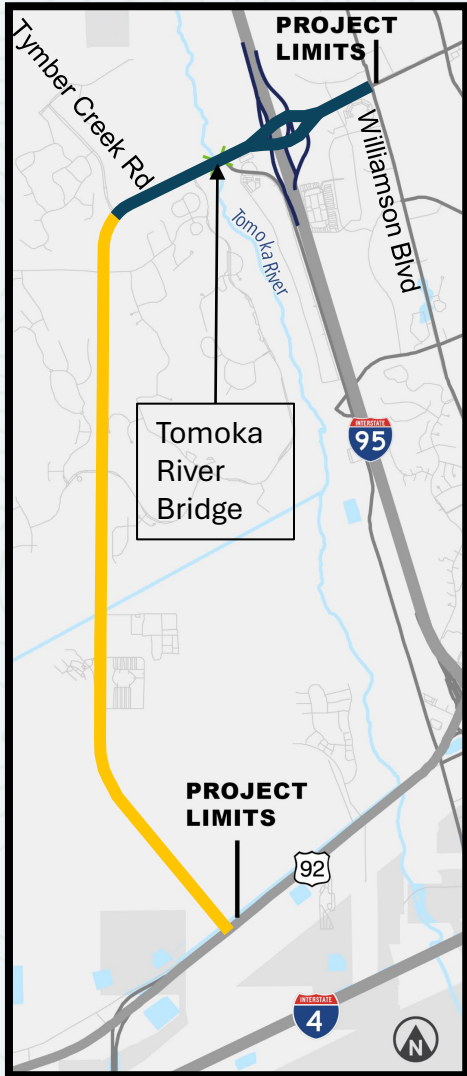
- 4 in-person
- 3 virtually
- 4 comment period



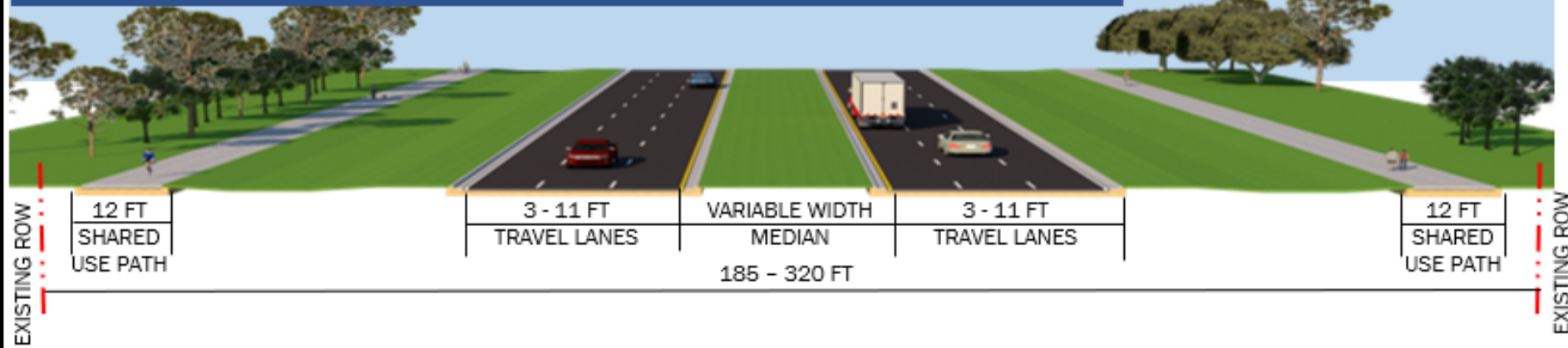
Post Hearing

Engaged new Eagle Crest community to provide roundabout education

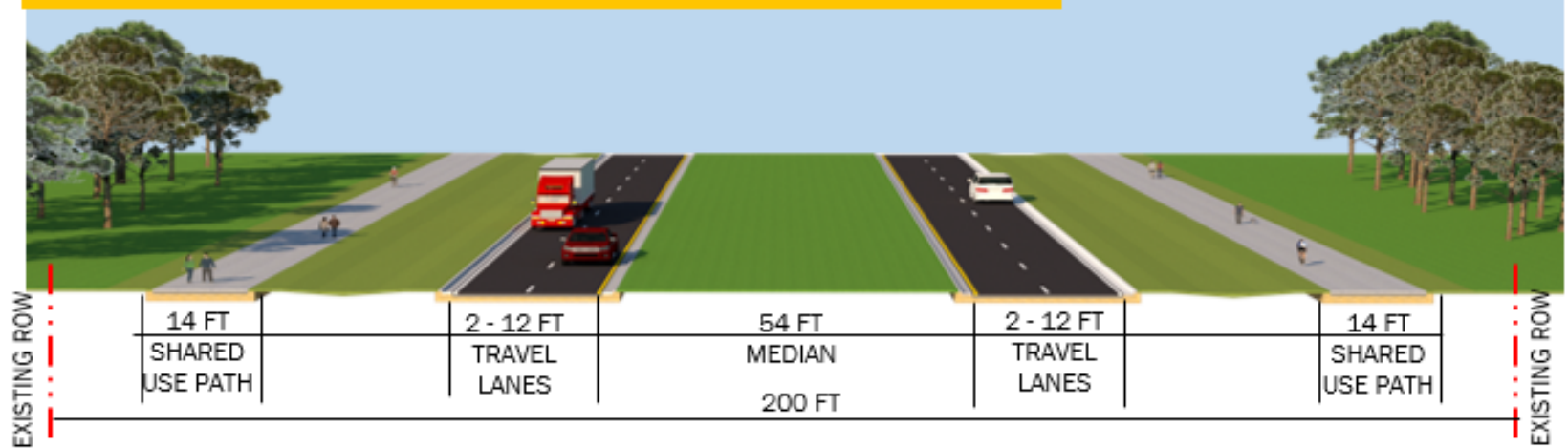
Corridor Improvements



LPGA Boulevard Between Tymber Creek Road and Williamson Boulevard

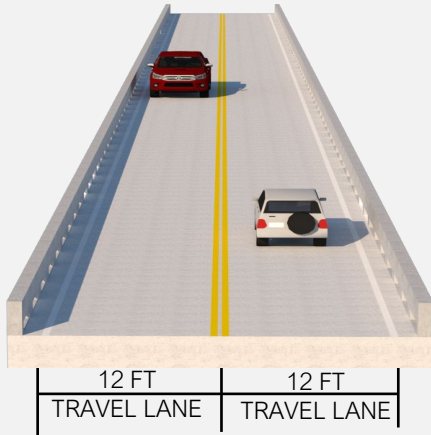


LPGA Boulevard Between U.S. 92 and Tymber Creek Road



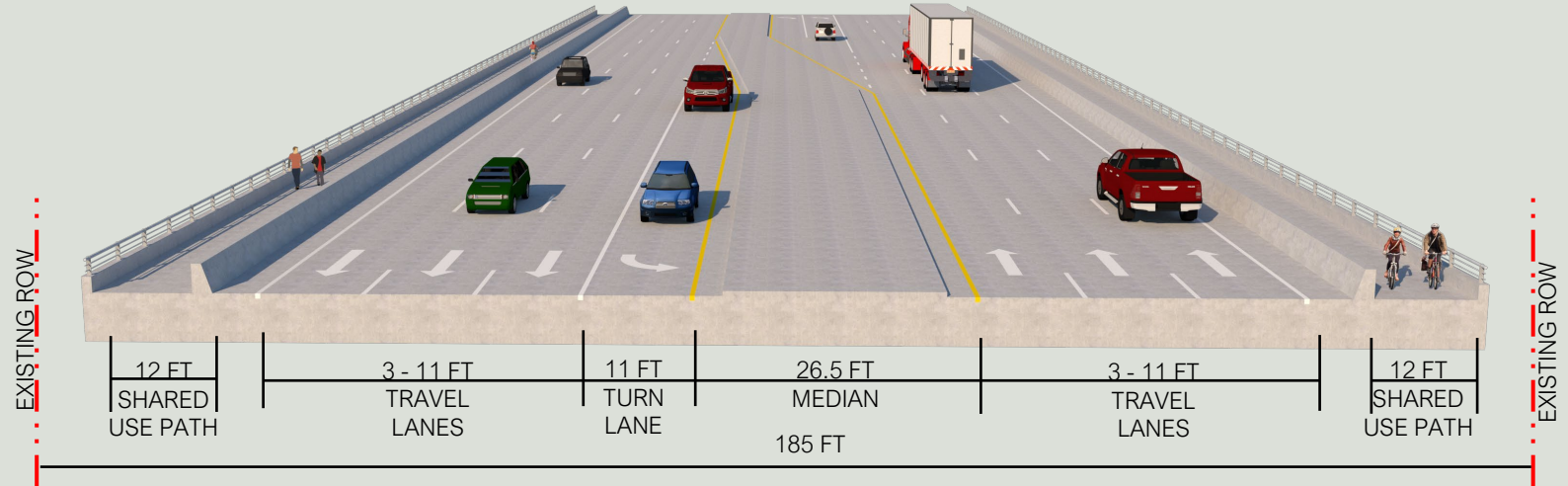
Tomoka River Bridge Improvements

Existing Bridge



- 250-foot bridge
- Two lanes
- No bicyclist and pedestrian accommodation

Proposed Bridge



- 340-foot new bridge
- Three 11-foot travel lanes in each direction
- Left turn lanes
- 12-foot shared use paths on both sides
- Two wildlife paths to enhance wildlife connectivity

Intersection Improvements

- U.S. 92 (ISB)
- Tournament Drive
- Tymber Creek Road
- Champions Drive
- Tomoka Farms
- Outlet Boulevard/
Technology Boulevard
- Williamson Boulevard



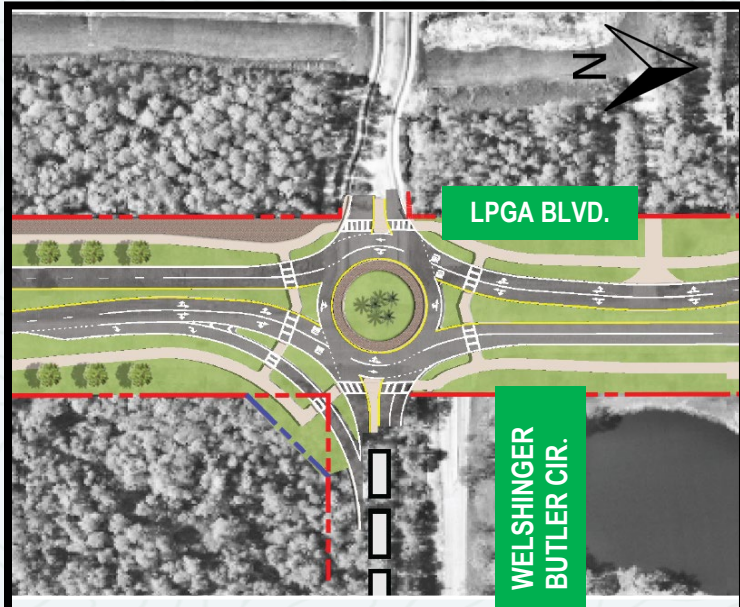
Signal

- Welshinger Butler Circle South
- Welshinger Butler Circle North
- International Golf/International Tennis Drive

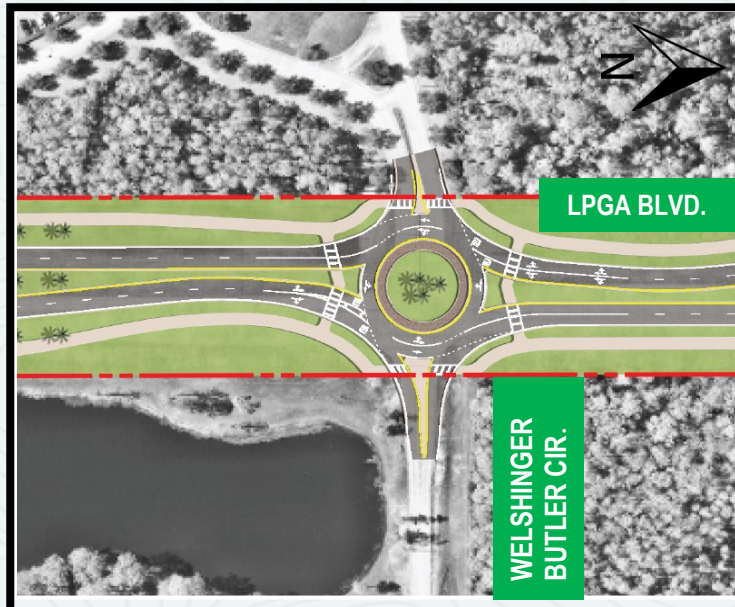


Modern
Roundabout

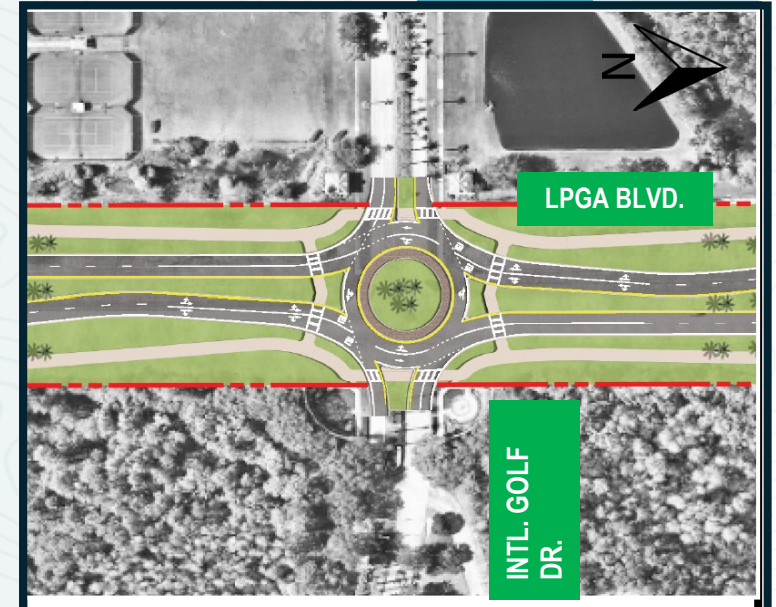
Intersection Improvements



Near Welshinger Butler Circle South




Welshinger Butler Circle North



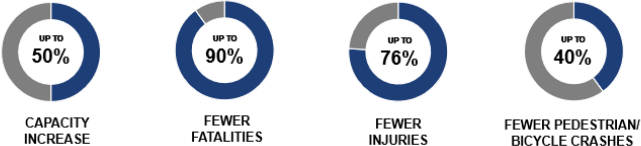
International Golf/International Tennis Drive

Promoting Roundabout Benefits

Roundabout Benefits



- Keeps drivers moving through the intersection
- Less severe crashes



UP TO 50%
CAPACITY INCREASE


UP TO 90%
FEWER FATALITIES

UP TO 76%
FEWER INJURIES

UP TO 40%
FEWER PEDESTRIAN/
BICYCLE CRASHES

LPGA BOULEVARD PDGE STUDY From U.S. 92 to Williamson Boulevard Volusia County ETDM No. 14332 FPID No. 448456-1 24

Roundabout Benefits




- Better overall traffic operations
- Improved safety
- Aesthetics-gateway opportunity
- Enhanced livability
- Resilience operation during emergencies

Modern roundabouts encourage speed reduction and speed consistency

LPGA BOULEVARD PDGE STUDY From U.S. 92 to Williamson Boulevard Volusia County FPID No. 448456-1

Roundabouts Near the Stadium




Lincoln Memorial Stadium, Lincoln NE



Space Cowboys Stadium, Sugar Land TX



Oglethorpe University, Atlanta GA



Jacksonville University, Jacksonville FL

Game day traffic

- Typically, off-peak hours
- 80-90 percent one direction traffic

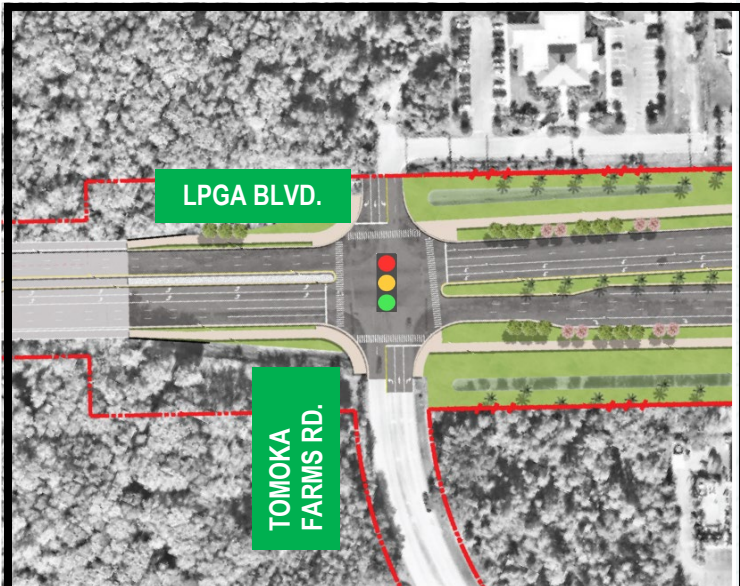
Traffic Management

- Officers direct egress vehicles
- Close one or more approaches
- Close the circulating portion of one or more legs

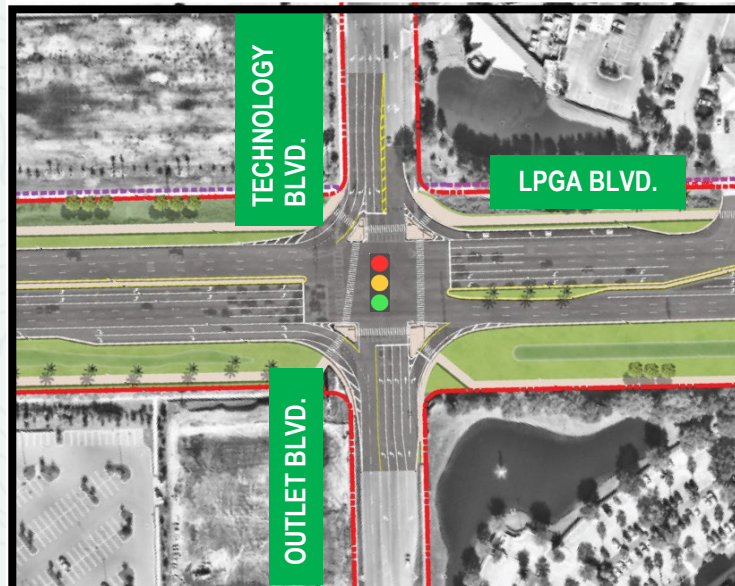
LPGA BOULEVARD PDGE STUDY From U.S. 92 to Williamson Boulevard Volusia County FPID No. 448456-1

- Community education is necessary
- Modern roundabout vs. traffic circles
- Operational and safety benefits

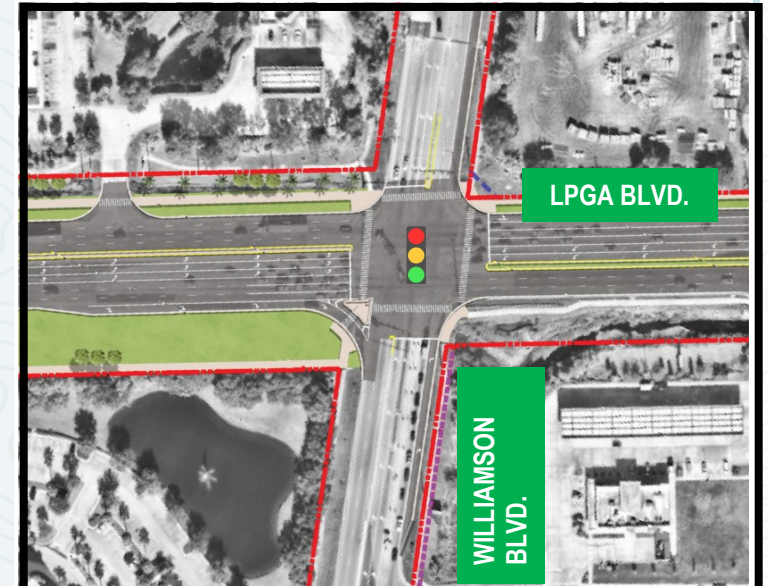
Intersection Improvements



Tomoka Farms Road



Outlet Boulevard/
Technology Boulevard



Williamson Boulevard

Proposed I-95 Interchange



Technology Blvd

Outlet Blvd



LPGA Blvd



Signalized Turbine Interchange

Proposed I-95 Interchange



LPGA Blvd

Holiday Inn
AN IHG HOTEL

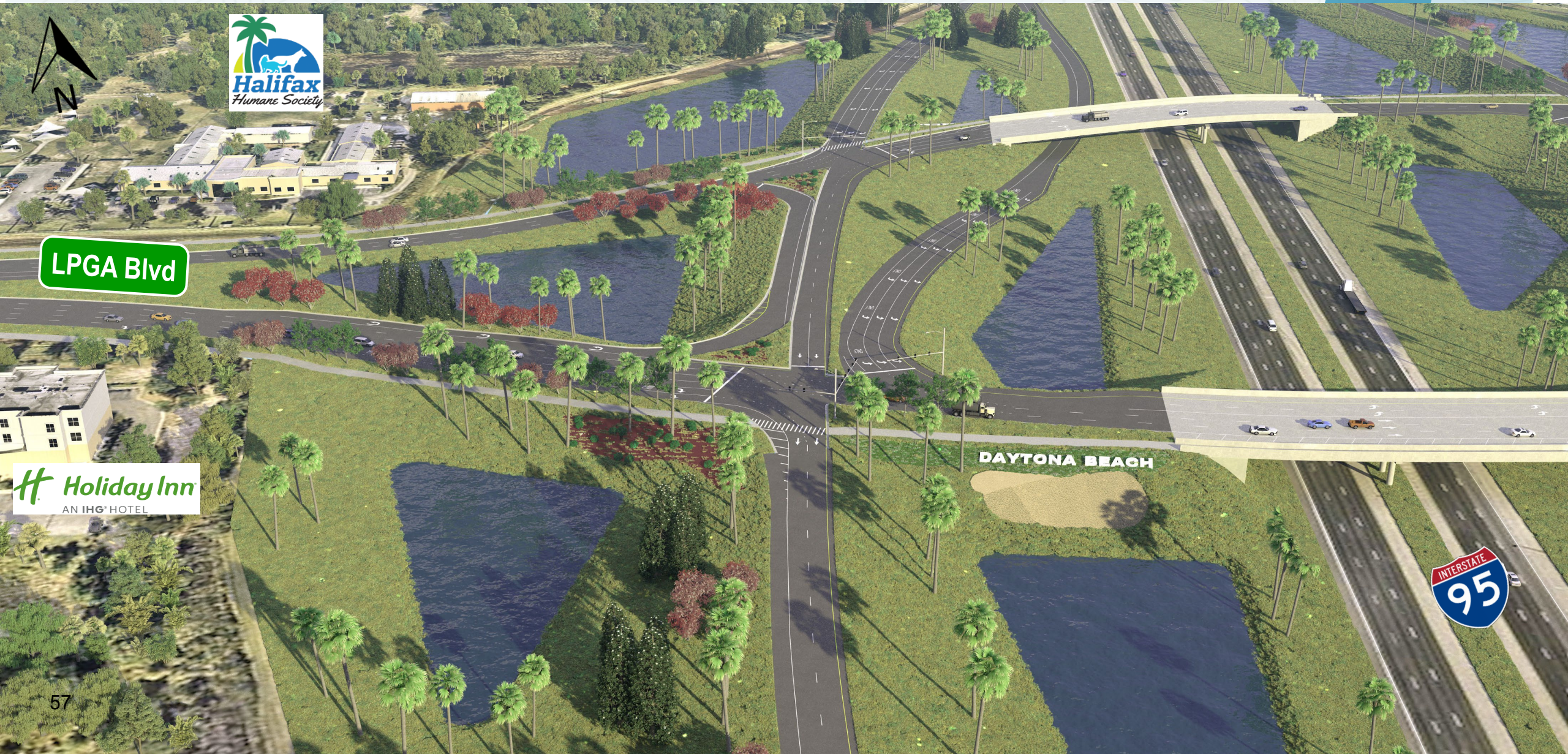
Proposed I-95 Interchange



Project Video

A QR code located in the bottom right corner of the image, intended to be scanned to view a project video.

Proposed I-95 Interchange



LPGA Blvd



DAYTONA BEACH



Proposed I-95 Interchange

TRAFFIC MOVEMENTS

-  To I-95
-  From I-95
-  Shared Use Path



LPGA Blvd



Technology Blvd

Outlet Blvd



Project Video



Questions

For more information: <https://www.cflroads.com/project/448456-1>



Unique Engineering Challenges/ Resource Resolution

SR-A1A over Sebastian Inlet Bridge 880005
Bridge Replacement

Project Development and Environment Study

Mile Post (MP) 21.945 north to MP 22.665 -

Indian River County

MP 0.00 north to MP 0.307 - Brevard County

FM No. 445618-1-22-02 ETDM: 14433

District 4

Beth Beam, MS, AICP
Stantec

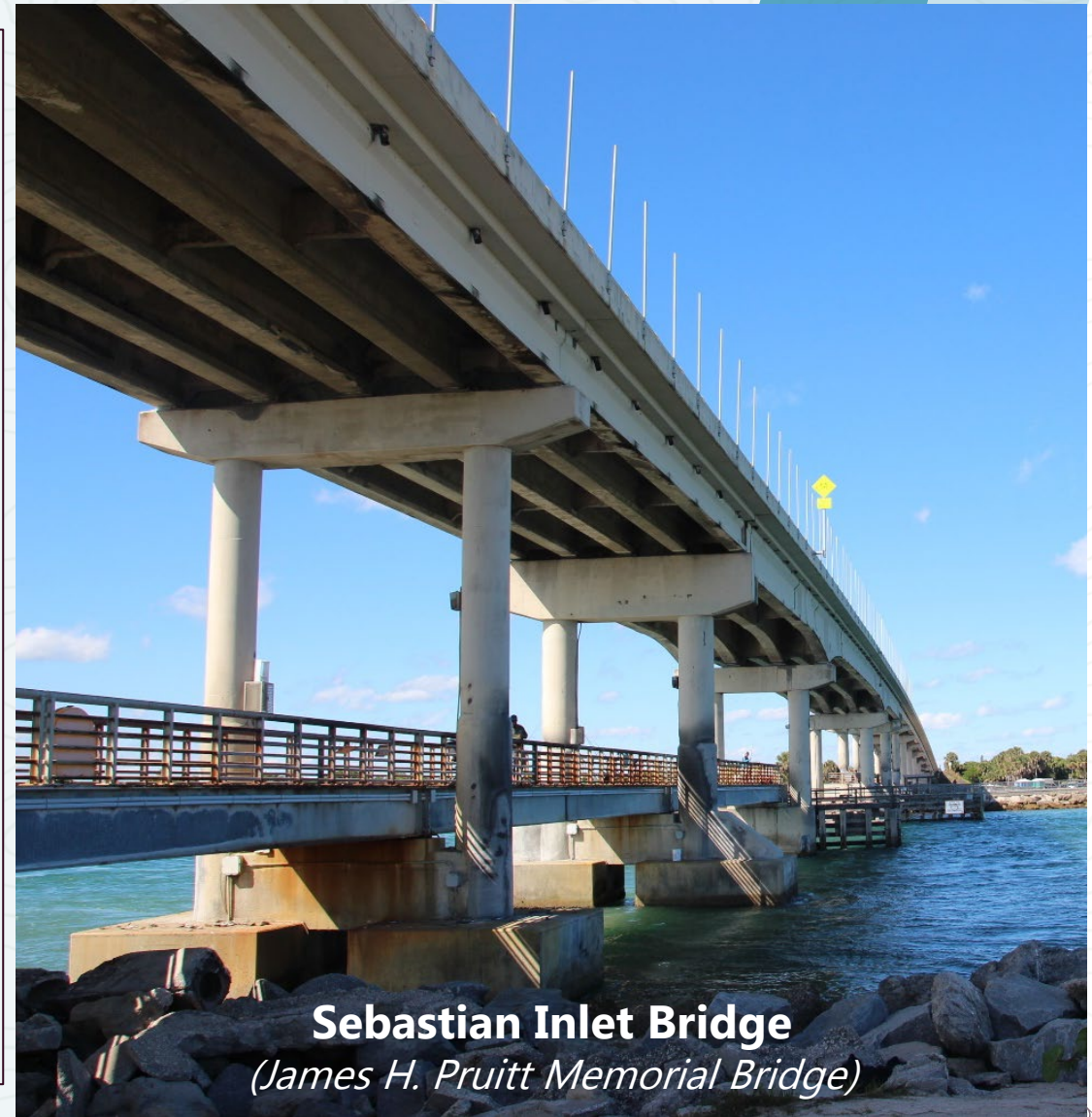


Project Location



Project Background

- Constructed 1964
- Repaired or retrofitted – 1978 and 2003
- Existing Conditions
 - Bridge clearance: 39-feet vertical, 150-feet horizontal
 - Bridge width: 34-feet 3-inches
 - Observation/fishing piers under bridge deck - north and south
 - Two-lane facility – roadway and bridge
 - Two-foot-wide shoulders – on bridge
 - Shared use path – west side north of bridge
 - Sidewalk – west side south of the bridge
 - No bicycle or pedestrian facilities on the bridge
- Eligible for the National Register of Historic Places
 - Criterion C – Engineering
- Part of the Indian River Lagoon National Scenic Byway



Sebastian Inlet Bridge
(James H. Pruitt Memorial Bridge)

Purpose

- Address bridge structural and functional deficiencies
- Address the gap in system linkage for bicyclists and pedestrians
- Evaluate bridge alternatives

Need

- The bridge is rated structurally deficient (but still safe)
- The bridge health index indicates bridge repairs or replacement are needed
- Supports the Indian River County Bicycle and Pedestrian Plan for SR A1A at this location
- Bicycle and pedestrian counts support addressing the gap in system linkage



Environmental & Engineering Analysis

Socio-Cultural

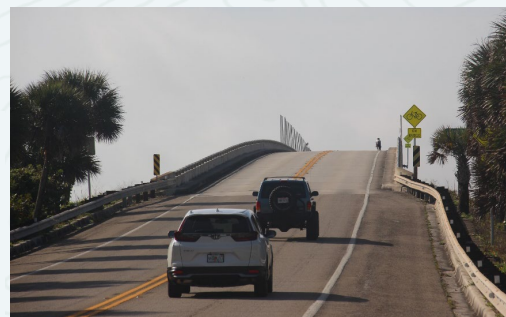
- Mobility
- Aesthetics
- Community & Recreational Resources
- Economic – marine industry
- Historic and Archaeological Sites
- Section 4(f) Resources

Natural

- Wetlands and Water, Water Quality
- Floodplains and Coastal
- Aquatic Preserve
- Wildlife and Habitat/EFH
- Outstanding Florida Water
- Indian River Lagoon National Estuary

Physical

- Traffic Noise
- Air Quality
- Contamination
- Infrastructure



Roadway

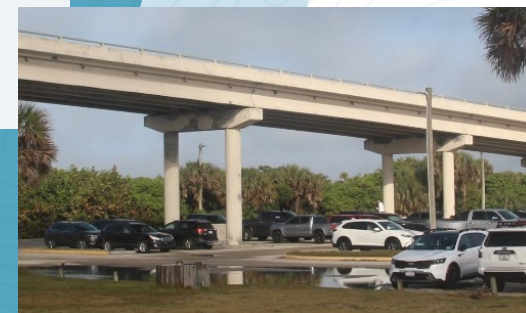
- Safety
- Right of Way
- Roadway Geometry
- Sebastian Inlet Park Entrance Geometry
- Roadway Shared Use Path and Bicycle Facilities
- Temporary Traffic Control

Bridge

- Navigation Clearances – Vertical and Horizontal
- Bridge Horizontal Alignment
- Bridge Type and Superstructure
- Bridge Aesthetics/Features
- Bridge Bicycle and Pedestrian Facilities

Other Project Areas

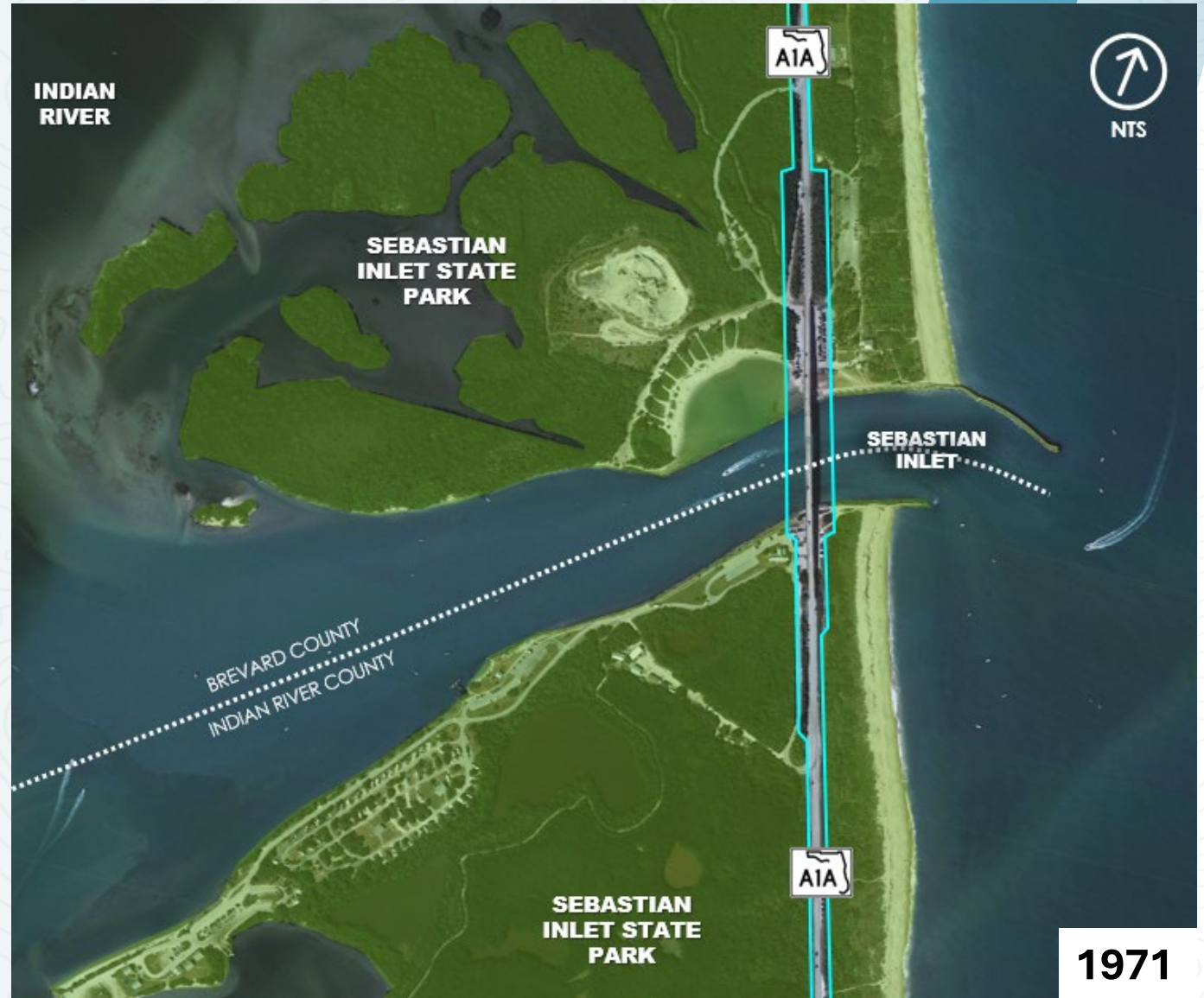
- Utilities
- Drainage
- Coastal
- Geotechnical
- Constructability
- Miscellaneous Structures



Sebastian Inlet State Park

1970s

- State of Florida acquires land surrounding the inlet
- 1971 the Sebastian Inlet State Park is established



Agency Coordination



Federal and State

- US Coast Guard
- US Army Corps of Engineers
- US Fish & Wildlife Service
- NOAA National Marine Fisheries Service
- Florida Department of State Parks – Sebastian Inlet State Park
- Florida Department of Environmental Protection
- Florida Fish and Wildlife Conservation Commission
- State Historic Preservation Office
- St. Johns River Water Management District

Local Agencies

- Sebastian Inlet District
- Florida Inland Navigation District
- Indian River County and Metropolitan Planning Organization
- Brevard County
- Space Coast Transportation Planning Organization
- Indian River Lagoon Council
- Indian River Scenic Byway Coalition



USCG Coordination

February 2020

Completed Navigation Study as part of FDOT Planning Study (Phase I)

- Assessed boat traffic within the Project Area

May 2021

Submitted Navigation Needs Memo to USCG

August 2021

Submitted Vertical Clearance Evaluation Memo to USCG which considered:

- Navigation
- Character of the Inlet and Bathymetry
- Character of the Surrounding Resources
- Inlet and adjacent waters maintenance
- ICW Connectivity
- Impacts to Sebastian Inlet State Park entrances

April 2021

Conducted Online Navigation Survey

- User driven survey (vessel type and size; inlet channel use)
- Followed USCG Navigation Impact Study Scope

July 2021

Received USCG Preliminary Determination

November 2021

Received USCG Revised Preliminary Determination

51-Feet



Online Navigation Survey

- **Navigation Survey**

- 260 Respondents
- 57 Comments

- **Outreach**

Followed USCG Scope of Work for the Sebastian Inlet Bridge

- Project Website
- 973 postcards mailed to residents
- Posted on SID, IRC MPO, Town of Orchid websites
- Advertised in USCG Local Notice to Mariners
- FDOT Social Media
- Handouts

WE WANT TO HEAR FROM YOU!

SEBASTIAN INLET NAVIGATION SURVEY

The Florida Department of Transportation (FDOT) District Four is conducting a Project Development and Environment (PD&E) Study to evaluate the replacement of the SR A1A bridge crossing the Sebastian Inlet located at the Indian River County - Brevard County boundary. The purpose of this project is to address the structural and functional deficiencies of the existing bridge and the gap in system linkage for bicyclists and pedestrians.

To determine appropriate navigational clearance needs for the bridge, an understanding of those who utilize the channel below the bridge is key to making informed decisions about the project.

To take the quick survey scan the QR code below or visit the project website at: www.fdot.gov/projects/SebastianInletBridge

The survey closes April 25, 2021

Scan Me

Public involvement is a critical component of the Project Development & Environment (PD&E) Study process and we encourage you to become and stay involved throughout the entire project. Please visit this website often to get the most up-to-date information on the Sebastian Inlet Bridge PD&E Study and register to be included on our mailing list to receive notifications regarding future public meetings.

Binod Basnet, PE | FDOT Project Manager | 954-777-4146 | Binod.Basnet@dot.state.fl.us

Beth Beam, MS, AICP | Consultant Project Manager | 407-627-9772 | Beth.Beam@stantec.com

SR-A1A over Sebastian Inlet - Bridge 880005 - Bridge Replacement

Project Development and Environment (PD&E) Study

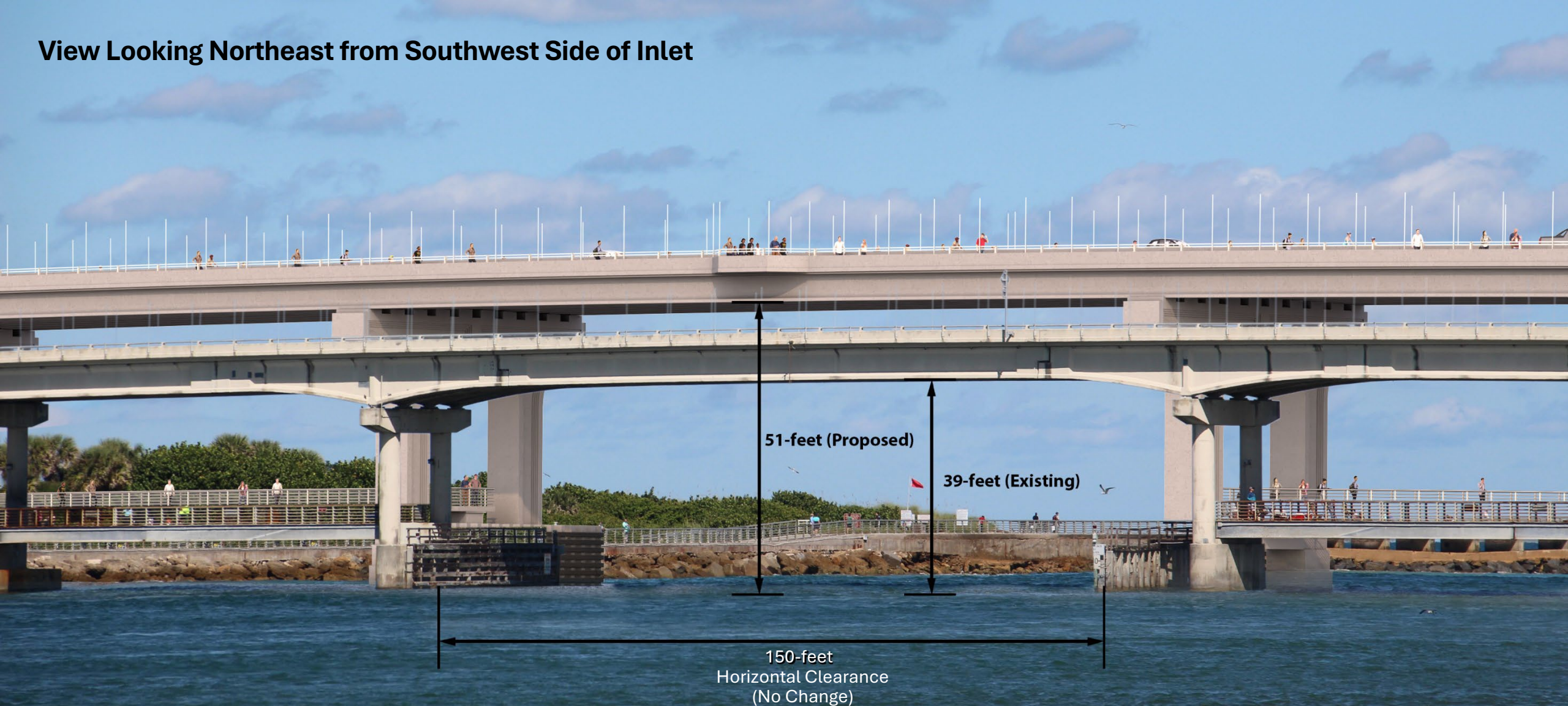
Indian River County and Brevard County, FL

FM No. 445618-1-22-02 | ETDM: 14433



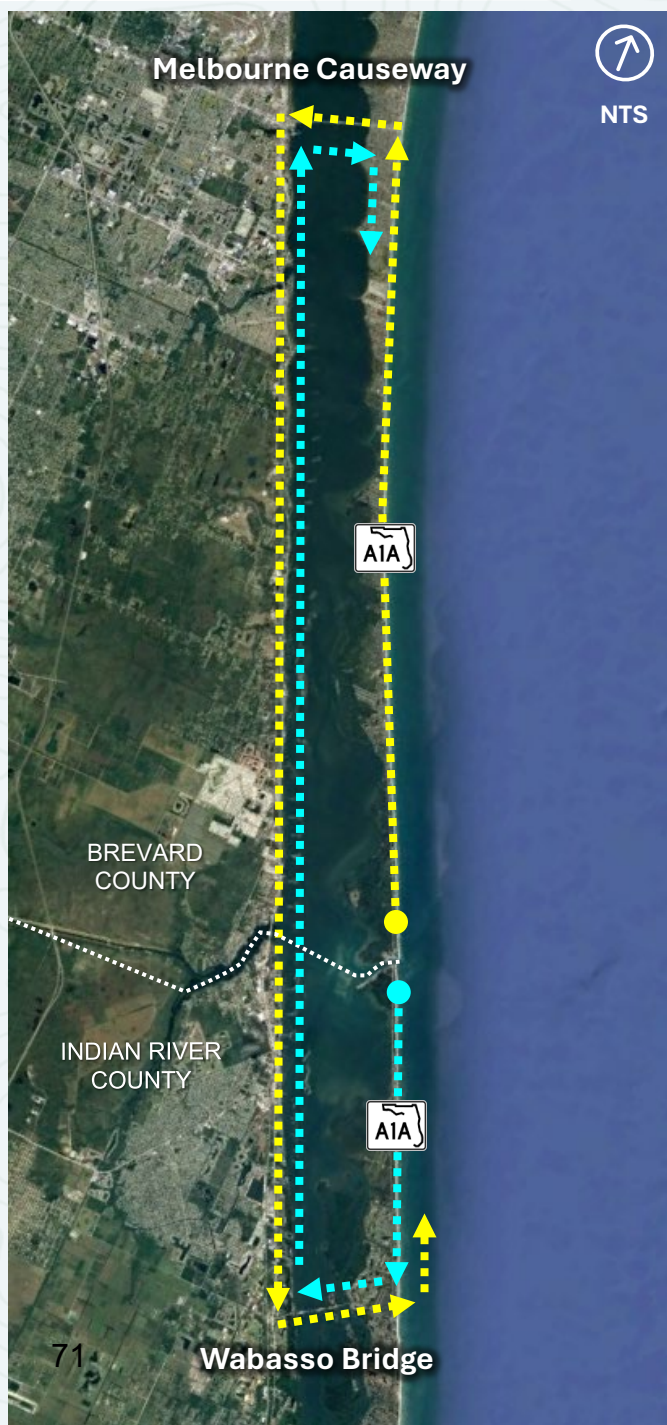
Vertical Profile Comparison

View Looking Northeast from Southwest Side of Inlet



Proposed Vertical Profile: 51-Feet





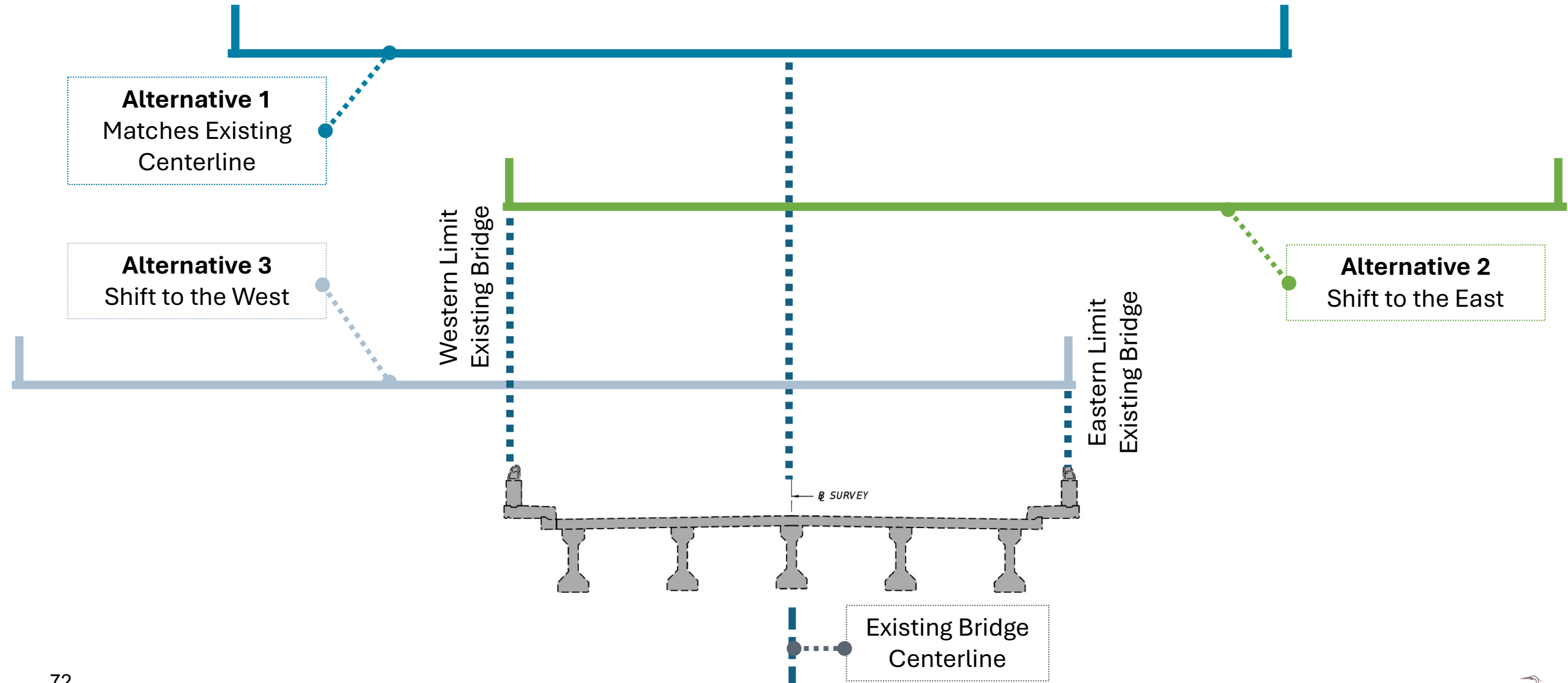
Maintenance of Traffic

- The bridge is a critically needed regional coastal route used by or for:
 - Residents
 - Tourists and Park Visitors
 - Delivery trucks
 - Emergency Services and Hurricane Evacuation
 - Pedestrians and Bicyclists
- Regionally available alternative routes are limited and considerable distances from the bridge.
- The public expressed an overall common concern regarding maintenance of traffic and potential
- There are no public transportation services in the project area.

The closest alternate routes is 55 miles in length from the bridge

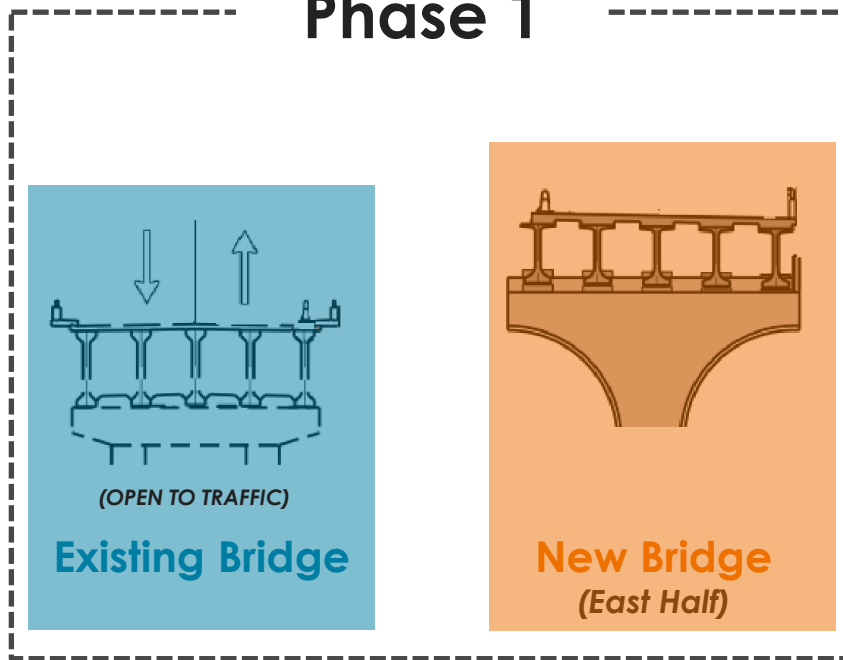


Alternatives Alignment Comparison



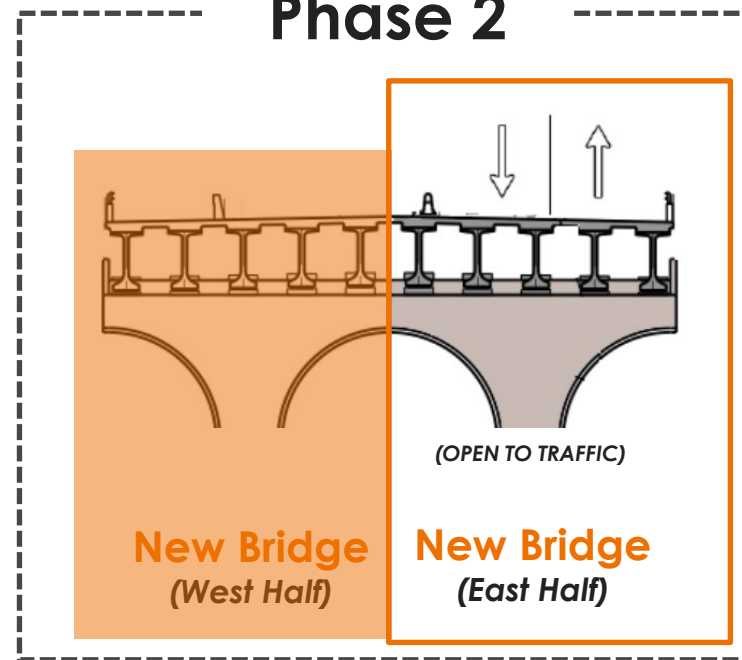
Preferred Alternative Bridge Construction Phasing

Phase 1



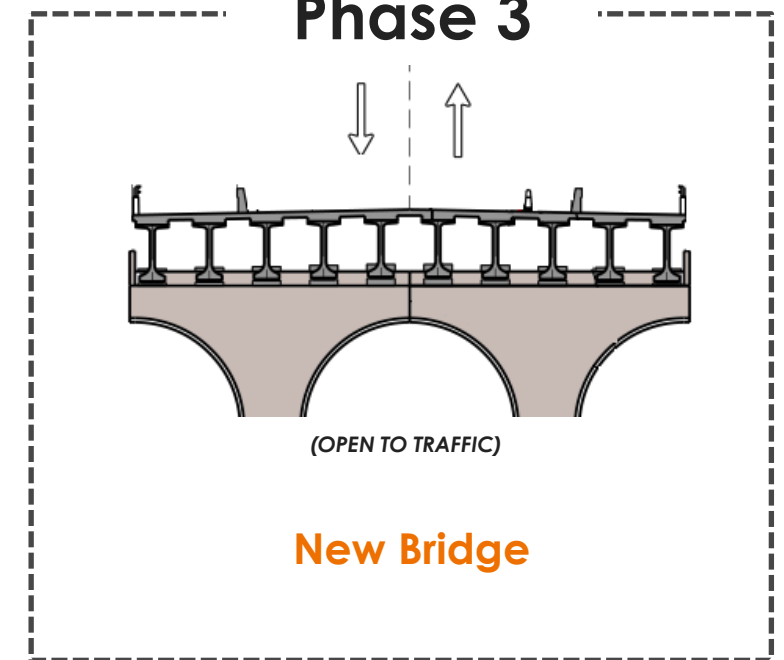
1. Construct east half of new bridge

Phase 2



1. Shift traffic to east half of new bridge
2. Demolish existing bridge and construct west half of new bridge

Phase 3



1. Complete new bridge
2. Shift traffic to new bridge





Preferred Bridge

Looking Northwest from South Side of Inlet



Preferred Bridge

Looking North from South Park Entrance

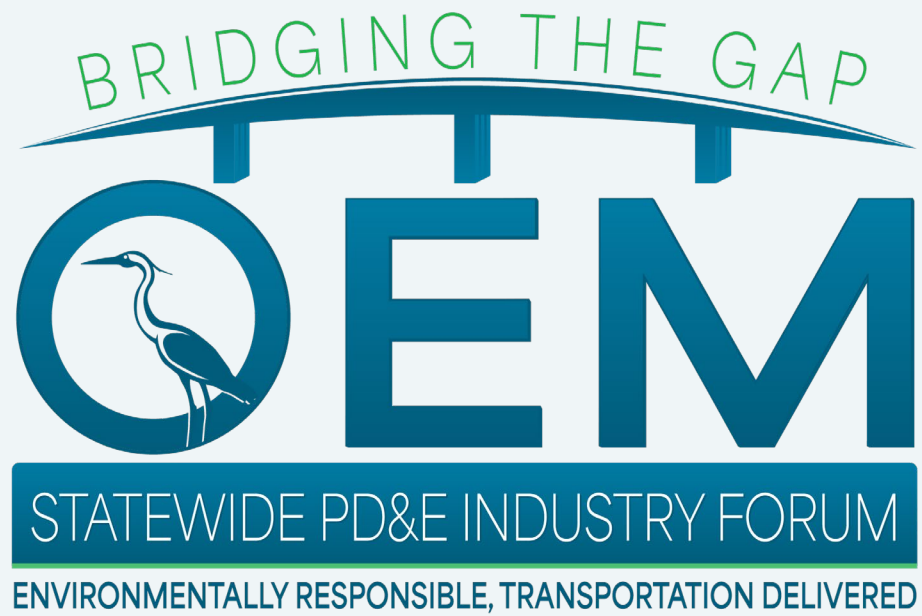


Preferred Bridge

Looking South from North Park Entrance

Questions





Break



Partnering with FDOT

FPID 436673-1

US 98 Concurrent PD&E and Design

From North of West Socrum Loop Road to
South of County Road 54

District 1, Polk County

J.J. Jacquin, P.E.

AIM Engineering and Surveying Inc.



FPID 436673-1 US 98 Concurrent PD&E/Design

From North of W. Socrum Loop Rd to South of CR 54, Polk County

- 9.0 miles
- C2 (Rural) Context Classification
- 60 mph posted speed limit
- Residential and conservation land uses



Project Overview

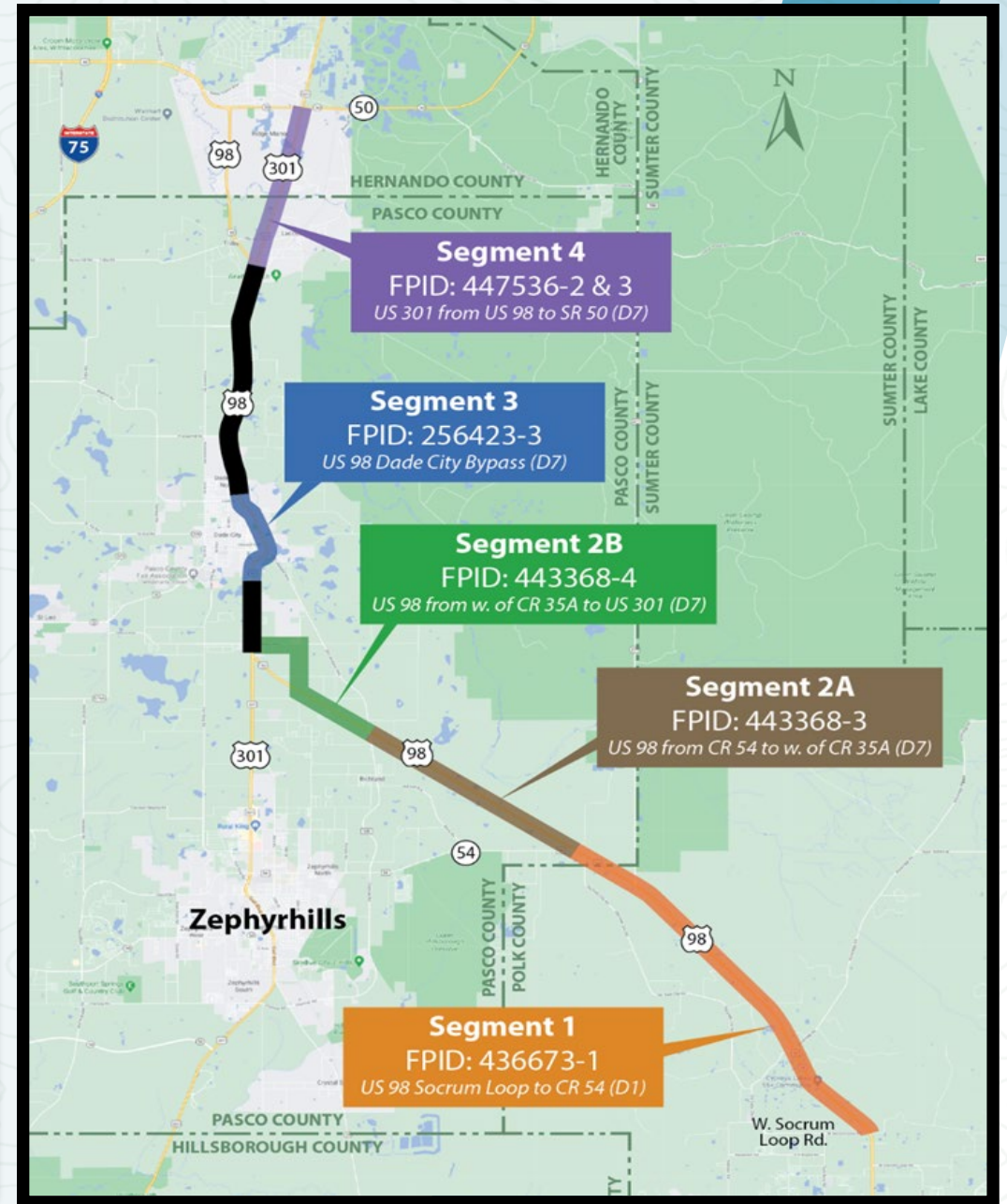


- Designated hurricane evacuation route
- Included in Polk TPO's Regional Freight Network
- Primary connection between Dade City, Lakeland, and I-4
- High speed rural corridor
- Multiple skewed intersections
- Crash rates higher than statewide average



Project Overview

- Included as Segment 1 of the four-segment US 98/US 301 program in Districts 1 and 7

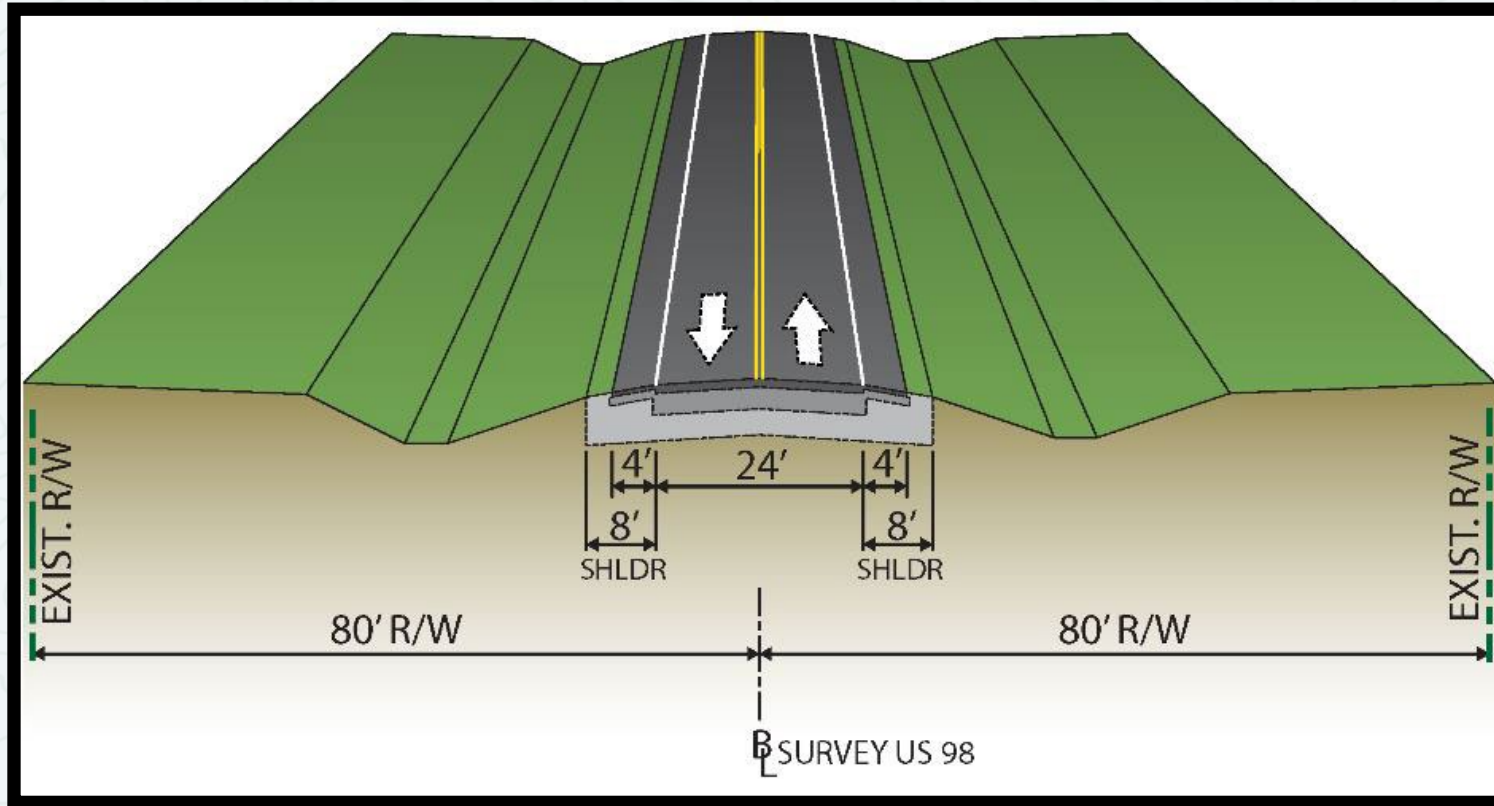


Purpose and Need

- Two to four-lane widening
- Area-wide network / system linkage
 - Improve transportation network connectivity
 - Eliminate two-lane bottleneck
- Capacity / transportation demand
 - Increase corridor capacity to accommodate future travel demand
 - Improve operational conditions
- Safety
 - Reduce the number of future crashes and fatalities
 - Enhance emergency evacuation
 - Reduce emergency response times



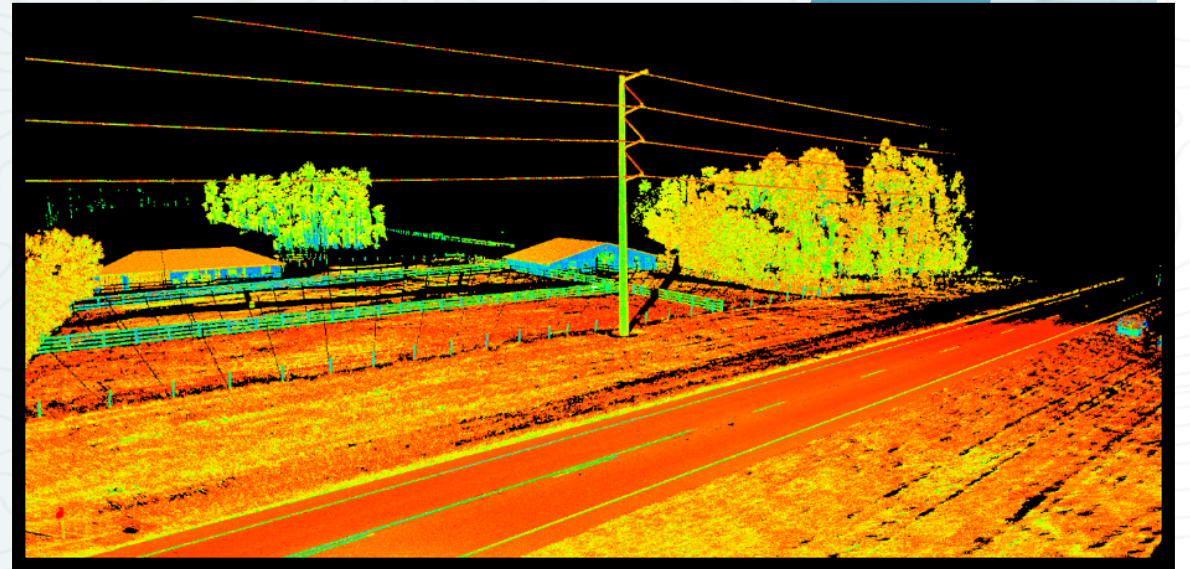
Existing Conditions



- Two-lane undivided roadway with open drainage
- No bicycle/pedestrian facilities
- 160 feet of existing right-of-way



Existing Conditions



- Major overhead utilities throughout corridor
- 230 K.V. dual transmission lines



Project Scope and Goals

- Address project needs
- Conduct a PD&E Study
- Prepare 45% Design Plans
- Assist Department with Design-Build Request for Proposals (RFP) development and Alternative Technical Concepts (ATC) evaluation
- Meet ARPA funding timeline requirements
 - Funds expended by December 31, 2026!



Project Schedule



| Project Phase | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|------------------------------------|-----------|------|-----------|------|------|------|
| PD&E Study & Initial Design | 18 months | | | | | |
| Right-of-Way Mapping & Acquisition | 39 months | | | | | |
| Final Design & Construction | | | 45 months | | | |

PD&E and Initial Design in 18 months!



Partnering with FDOT

- This schedule can only be met through the combined commitment of the Consultant team and Department partners
- Project champions are key to success

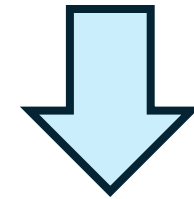


Areas of Project Opportunity

- Contract Execution
- Project Management
- Agency Coordination and Stakeholder Engagement
- PD&E and Design Activities
- Right-of-Way Identification and Acquisition
- Design-Build RFP and ATC Process



Partnership



Results



Contract Execution



- Project awarded November 16, 2020
- Notice to Proceed (NTP) not expected until March 2021
- In-season species surveys to be conducted January through May of 2021 to maintain PD&E schedule
 - Crested Caracara (1/6/2021-4/30/2021)
 - Sand Skink (4/14/2021-5/14/2021)



Contract Execution


- *Partnering with FDOT*
 - Advance seasonal species surveys, topo surveys, geotechnical field work, and traffic analysis under existing GEC and Districtwide contracts
 - Rapid execution of Project Management and initial Public Involvement, PD&E, and Design tasks, followed by Optional Services Amendments
- *Results*
 - Species survey results and Design-resolution data gathering completed by NTP (April 2021)
 - Public engagement, environmental analysis, pond siting, and typical section analysis tasks began on day one following NTP



Project Management

- A compressed project timeline calls for more project management, not less
- Separate PD&E and Design leads
- *Partnering with FDOT*
 - Weekly progress meetings
 - Attendance commitment from key Department and Consultant staff
 - Brainstorming was encouraged
 - Action items assigned to Department and Consultant staff
- *Results*
 - Meaningful coordination completed during progress meetings

436673-1 US 98 Weekly Progress Meeting 2-9-2022
Teams Meeting - 10:00 AM to 11:00 AM



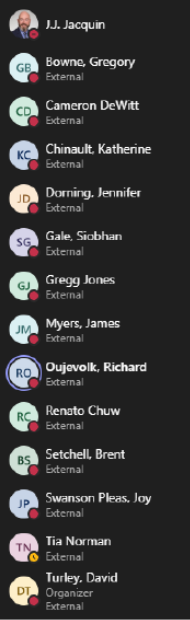
<http://www.swfroads.com/us98/socrumlooptocr54/>

Blue = Notes taken during meeting
Red = Action items

Public Involvement

- **Public Hearing**
 - March 31, 2022
 - Location: New Life Assembly of God (NLAG) (A/V equip. available; JD booked)
 - Hybrid component: Will be same day/time as in-person meeting
 - 2/15: Elected/appointed officials email list finalized
 - Wrapping up notifications and legal/FAR ads
 - Atkins to send to AIM for review/input and then submit to David and PIO
 - Mailing list is being updated
 - JJ sent parcel notification shapefiles to Atkins 2/15
 - 2/17: Draft notifications due to PIO
 - Atkins needs schedule graphic (PI schedule or project schedule?)

Page 1 of 8




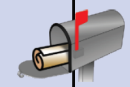
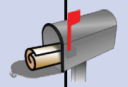
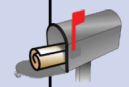








| Initials | Name | Role |
|----------|---------------------|-----------|
| JJ | J.J. Jacquin | External |
| GB | Bowme, Gregory | External |
| CD | Cameron DeWitt | External |
| KC | Chinault, Katherine | External |
| JD | Doming, Jennifer | External |
| SG | Gale, Siobhan | External |
| GJ | Gregg Jones | External |
| JM | Myers, James | External |
| RG | Oujavolk, Richard | External |
| RC | Rensto Chuw | External |
| BS | Setchell, Brent | External |
| JP | Swanson Pleas, Joy | External |
| TN | Tia Norman | External |
| DT | Turley, David | Organizer |

Stakeholder Engagement






- Agencies
- Affected communities
- Non-Governmental Organizations (NGOs)
- Other Transportation Departments
- Engagement continues through Construction



Stakeholder Engagement

| Project Milestones | 2021 | | | | 2022 | | | |
|-------------------------------|---|---|---|--------|--|---|---|------|
| | Spring | Summer | Fall | Winter | Winter | Spring | Summer | Fall |
| Study Begins |  | | | | | | | |
| Newsletters |  | | | |  | |  | |
| Public Hearing | | | | | |  | | |
| Agency Meetings |  |  |  | |  | |  | |
| Polk County TPO Presentations | | | | |  | | | |
| Study Approval | | | | | | |  | |

KEY

-  Begin or End Study
-  Newsletter Mailed
-  Public Hearing
-  Agency Meetings
-  TPO Presentations



Stakeholder Engagement

- *Partnering with FDOT*

- Small group meetings
- Presentations to NGOs
- No Alternatives Public Workshop
- Hybrid Public Hearing

- *Results*

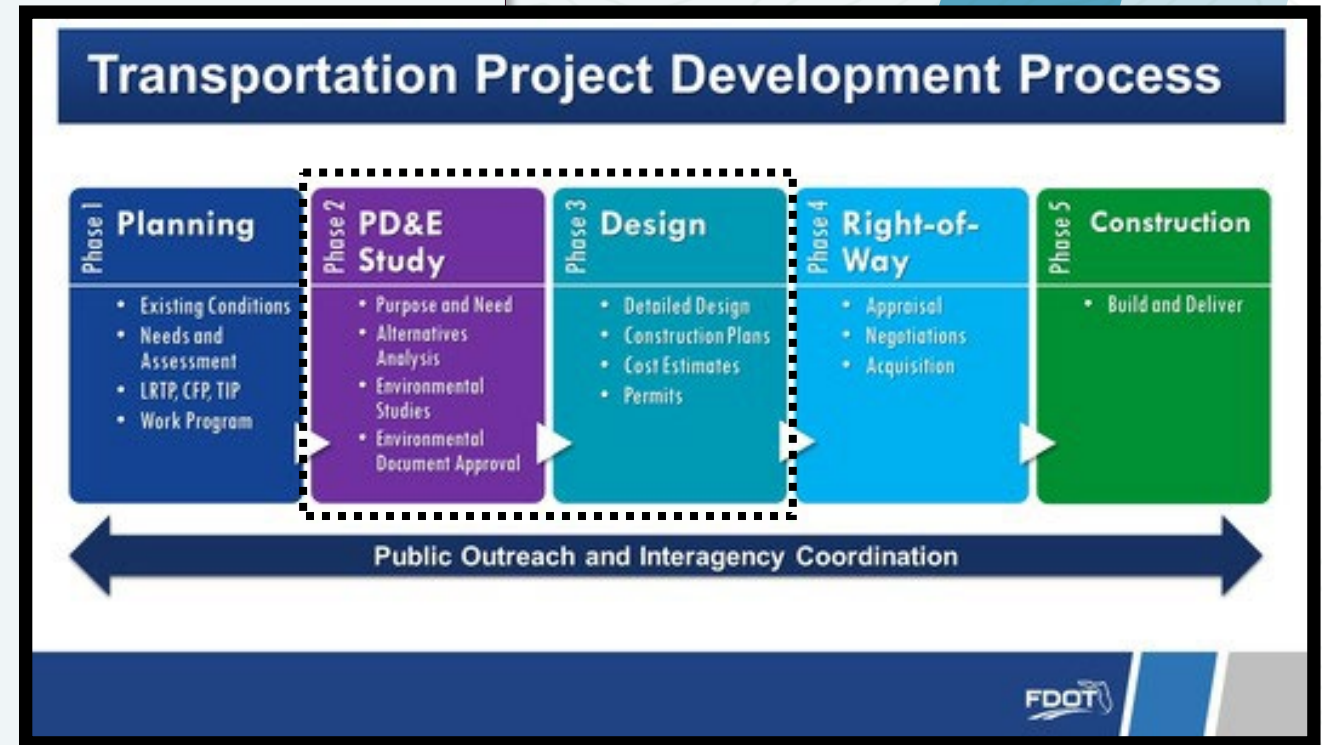
- Received critical project information and early stakeholder support
- Identified locations for proposed wildlife features
- Maintained project stakeholder engagement schedule



PD&E and Design Activities



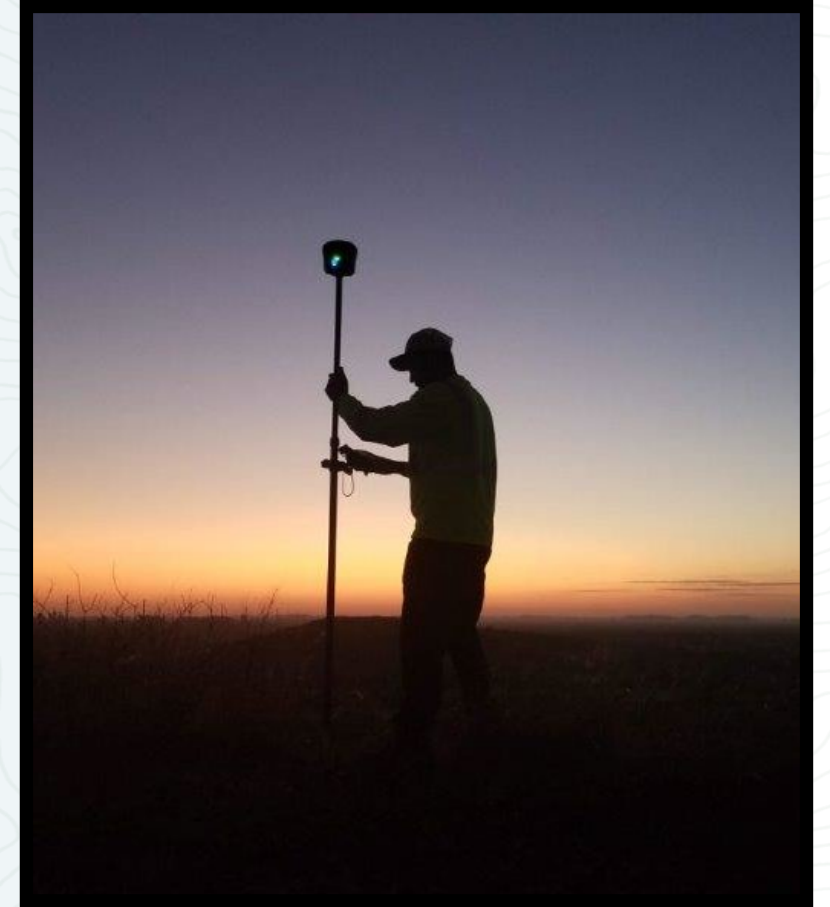
- Data Gathering
- Environmental Analysis
- Typical Section Analysis
- Initial Design and Permitting



PD&E and Design Activities

Data Gathering

- *Partnering with FDOT*
 - Early consensus about type and resolution of information needed
 - Design-level survey and geotechnical analysis
 - Critical data gathering activities advanced through existing District contracts
- *Results*
 - Reduced risk to project schedule because on-hand data allowed design decisions to be quickly made



PD&E and Design Activities

Environmental Analysis

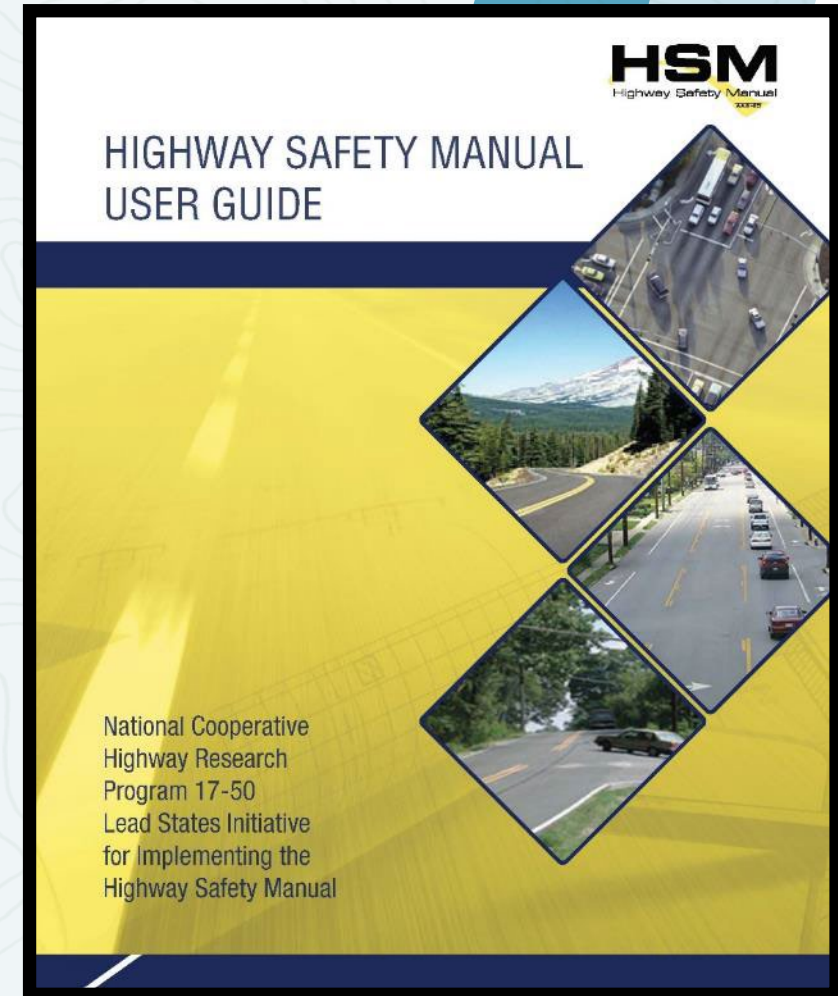
- *Partnering with FDOT*
 - Early establishment of “Environmental Footprint”
 - Union of all existing and *potentially proposed* right-of-way, buffered an additional 25 feet (*shown in image to the right*)
 - Understanding of issues that trigger re-evaluations and how to streamline associated analysis and coordination
- *Results*
 - Minor changes in design, including corner clips and Temporary Construction Easement (TCEs), were able to evolve within the already-cleared Environmental Footprint
 - Late-phase change in pond site location did not require additional environmental analysis
 - The PD&E’s Location and Design Concept Acceptance (LDCA) served as authorization of Construction advertisement



PD&E and Design Activities

Typical Section Analysis

- *Partnering with FDOT*
 - Determine appropriate Context Classifications and target/design speeds
 - Evaluate bicycle and pedestrian needs
 - Develop and analyze typical section and alignment scenarios
 - Utilize OpenRoads Designer (ORD)
 - Conduct Highway Safety Manual (HSM) predictive crash analysis
 - Evaluate limits of potential design exceptions/variatioins
 - Developed preliminary project costs

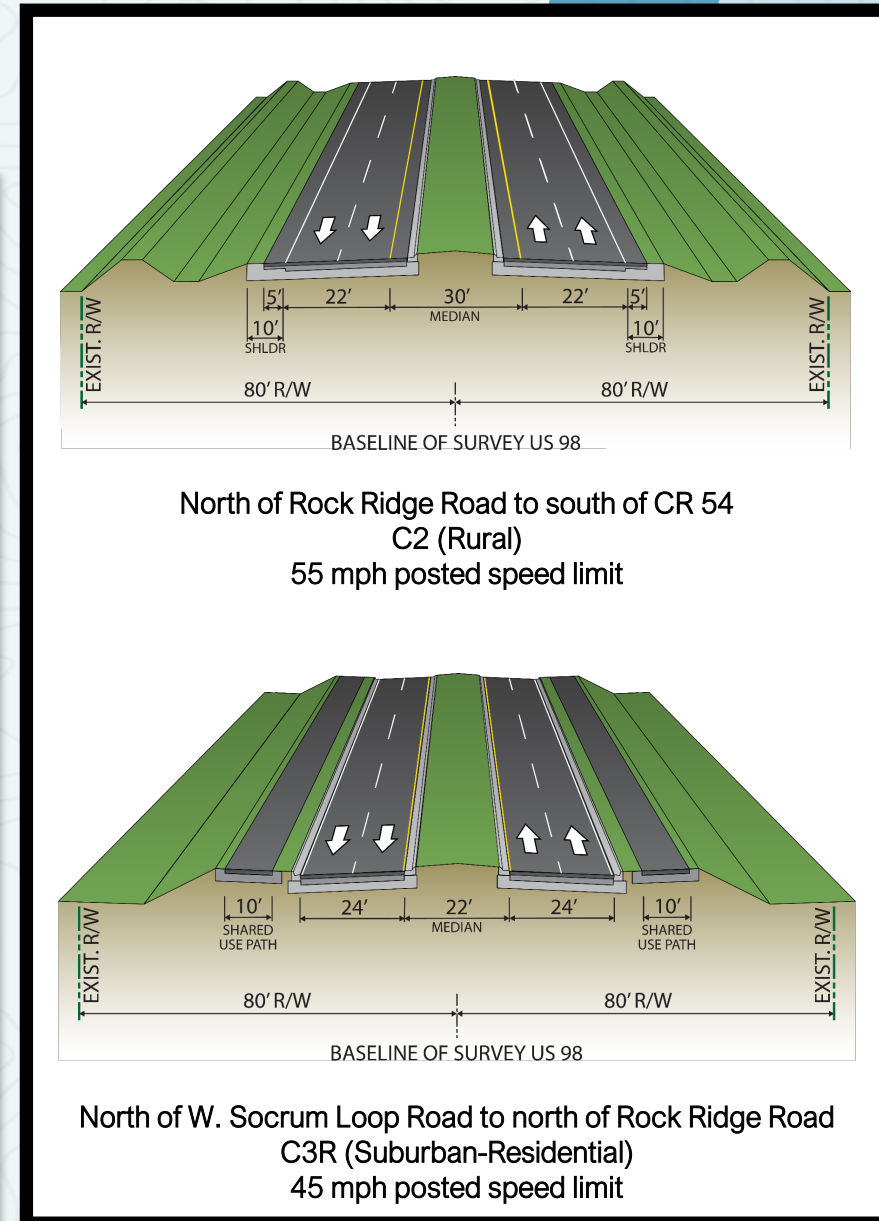


PD&E and Design Activities

Typical Section Analysis (continued)

- *Results*

- Revised Context Classification in southern segment from C2 (Rural) to C3R (Suburban-Residential)
- Reduced posted speeds throughout corridor from 60 mph to 45 mph and 55 mph
- Provided 10-foot shared use paths in southern segment
- Worked with District Design Engineer and their staff to quickly evaluate and approve proposed typical sections that did not require mainline right-of-way
- Maintained engineering analysis schedule

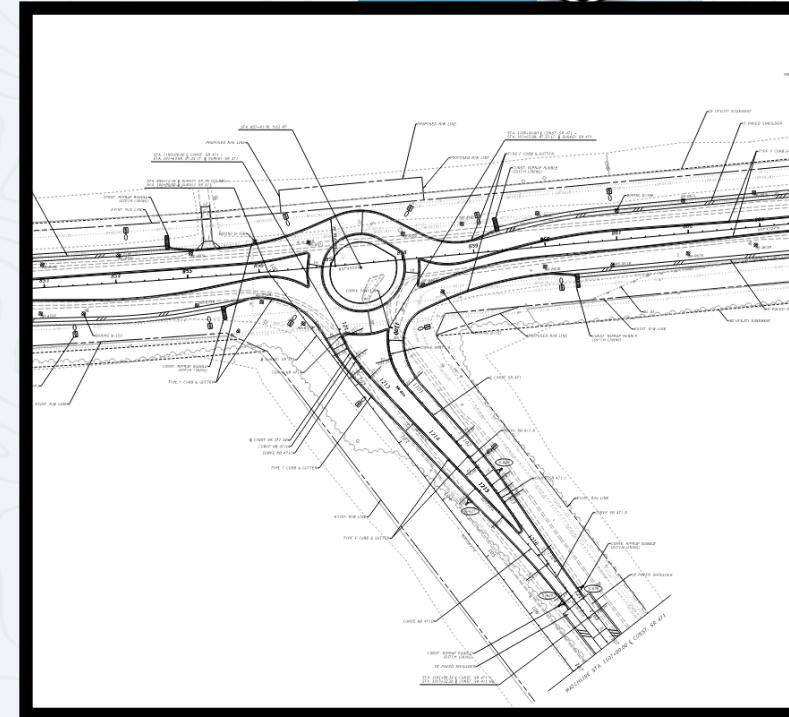


PD&E and Design Activities

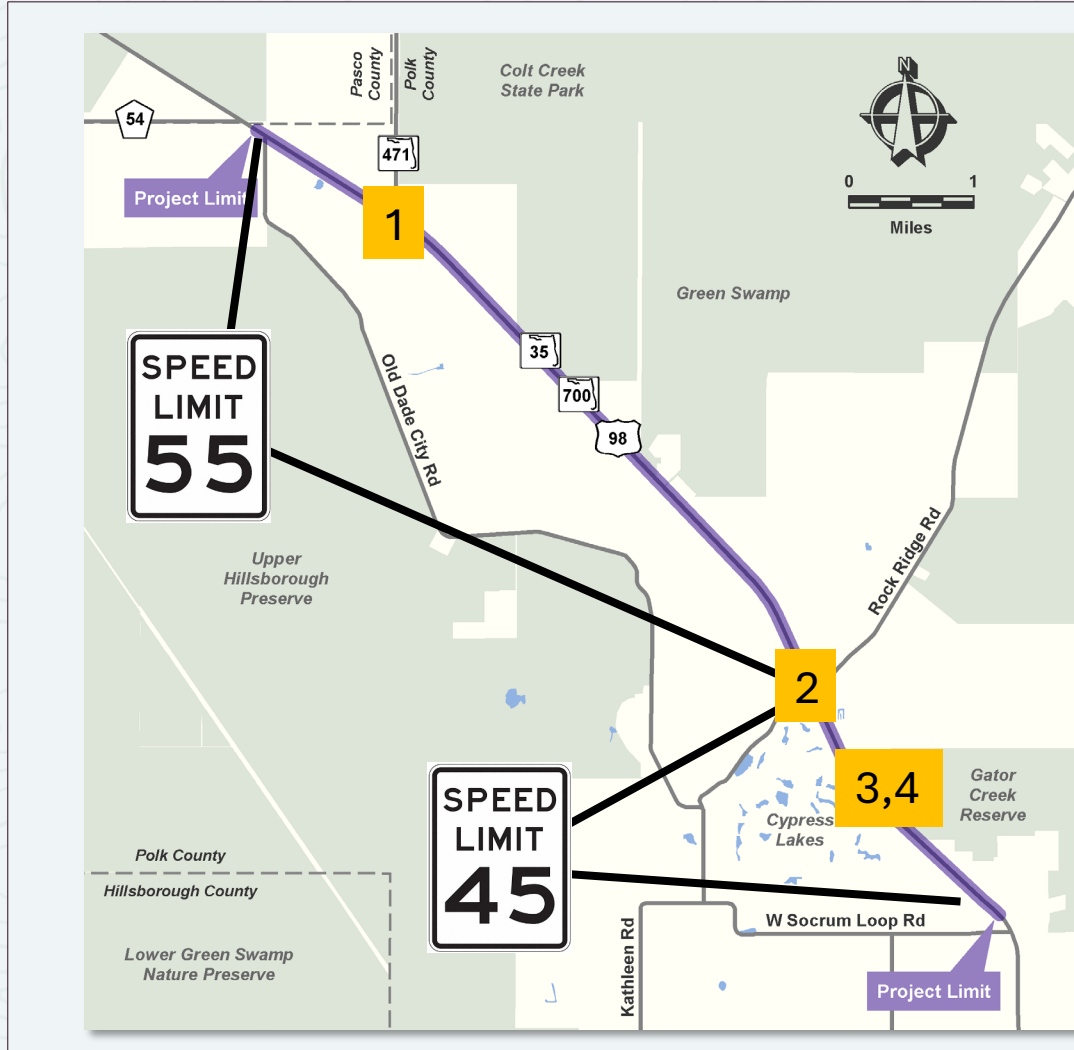


Initial Design (45% Plans) and Permitting

- *Partnering with FDOT*
 - Coordinated roundabout performance and geometric analysis with FDOT CO staff
 - Phase review meetings with District staff
 - Partnered with District Construction
- *Results*
 - Reduced FDOT review effort
 - Developed Plans to support the RFP
 - Permits received



PD&E and Design Activities



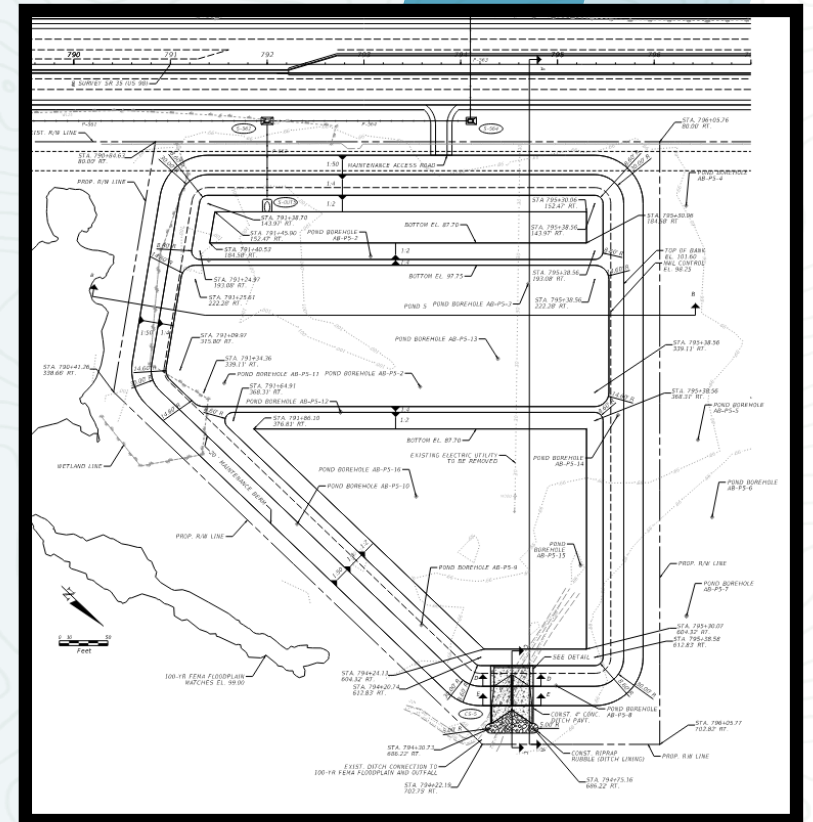
1. Roundabout at SR 471
2. Improved signalized intersection at Rock Ridge Road
3. Noise barriers at Cypress Lakes and Gator Creek RV Resort
4. Roundabout at Big Cypress Blvd (entrance to Cypress Lakes)



Right-of-Way Identification and Acquisition



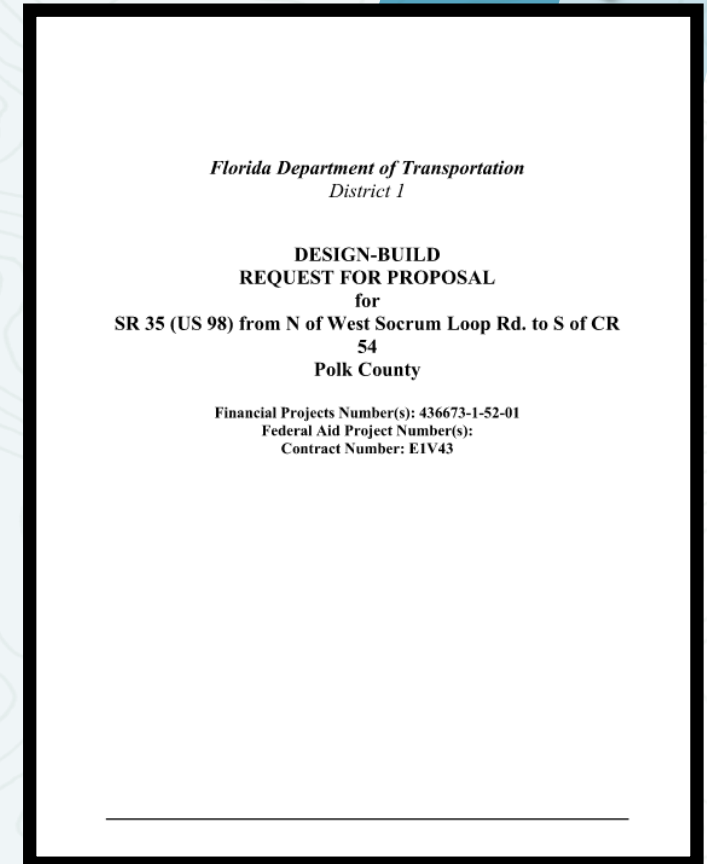
- Right-of-way required for offsite drainage facilities (51 parcels)
- Acquisition duration can affect the project construction schedule
- **Partnering with FDOT**
 - District Right-of-Way staff participate in weekly progress meetings
 - Advance acquisition of right-of-way
 - Add Title Search consultant to project team
 - Pre-210 meeting
 - Prioritize acquisition to support safe and logical construction phasing
- **Results**
 - Efficient and effective coordination with Right-of-Way staff
 - Right-of-way activities began prior to LDCA
 - Title searches and acquisition efforts were scheduled to support construction phasing, with large drainage facility and layout area parcels prioritized



Design-Build RFP and ATC Process

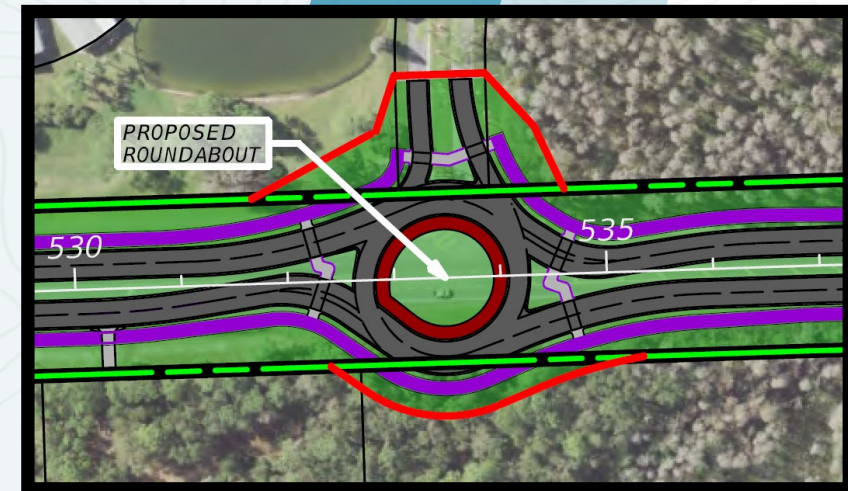


- Develop an Adjusted Score Design-Build RFP that encourages innovation while supporting the project goals and construction duration
- *Partnering with FDOT*
 - Weekly coordination with District Construction
 - Increased level of geotechnical investigations to assess unsuitable material
 - Included Risk Register
- *Results*
 - Reduced construction costs
 - Competitive bid prices (<1% difference)



Partnering with FDOT – Conclusion

- Schedule maintained
- Project currently in construction
- Keys to success
 - Strong commitment from both the Consultant team and the responsible Department staff to rapidly make decisions and address action items
 - Weekly progress meetings with appropriate staff in attendance
 - Knowledge of Department processes as well as all applicable policies and procedures
 - Taking a big picture approach to environmental analysis while appropriately and quickly increasing the degree of engineering analysis



Construction Underway!



Questions



Rehabilitation of the Old Seven Mile Bridge: Navigating the Challenges

FDOT District 6, Monroe County

Amy Streelman
Janus Research Group



Project Video

https://www.youtube.com/watch?v=_G-ZRom0nDM



Project Overview

- Owner: FDOT
 - With contributions from:
Monroe County
- Location: Marathon, FL
 - From Knights Key to
Pigeon Key



Historical Overview

- Key West Extension of the Flagler Railroad was constructed from 1905 to 1912
- 128 miles, including 23 bridges
- Three major hurricanes – 1906, 1909, 1910
- \$50M - Largest privately funded infrastructure project in the world
- The 7-mile gap between Marathon and Little Duck Key involved complex engineering and innovation
- Built in four sections – Knights Key, Pigeon Key, Moser Channel, and Pacet Channel Bridges
- Utilized a variety of span types: steel girder deck spans, 9,000 feet of concrete arch viaduct, and a metal truss swing span over Moser Channel
- Crossed over Pigeon Key, an FEC staging area and camp



Evolution of the Bridge

- Overseas Railway severely damaged by deadly 1935 Labor Day Hurricane
- FEC Railway abandoned following the 1935 storm
- In 1936, State of FL purchased the RR Right-of-way for \$640,000
- From 1936 -1938: Project began to convert the rail bridges to vehicular use
- In 1986, the FDOT transferred title of the historic Keys bridges to the Board of Trustees of the Internal Improvement Fund
- FDOT retained ownership of the 2.2-mile segment of the Old Seven Mile Bridge from Knights Key to Pigeon Key
- FDEP manages the remaining historic bridges through LAP



Cross Bracing of Floor Beams to support widening from Railroad to Roadway Bridge



Path to Rehabilitation

- Old Seven Mile Bridge: restoration/ rehabilitation to US Secretary of the Interior Standards (state-funded)
- Pigeon Key Ramp: in coordination with Monroe County, off-system LAP project for the replacement of the wooden ramp
- 2004 - Initial efforts to develop a project resulted in a draft Type 2 CE; the rehabilitation of the bridge was determined to cost approx. \$32 million, with Monroe County to pay 50%
- Funding challenges remained and the project did not move forward
- 2007 - Bridge closed to trolley use and FDOT began funding the ferry
- 2014 - FDOT and Monroe County sign MOA to rehabilitate and maintain 2.2-mile portion of the Old Seven
- 2016 – Bridge closed to all public use as FDEP’s Knights Key Underpass LAP Project Construction begins



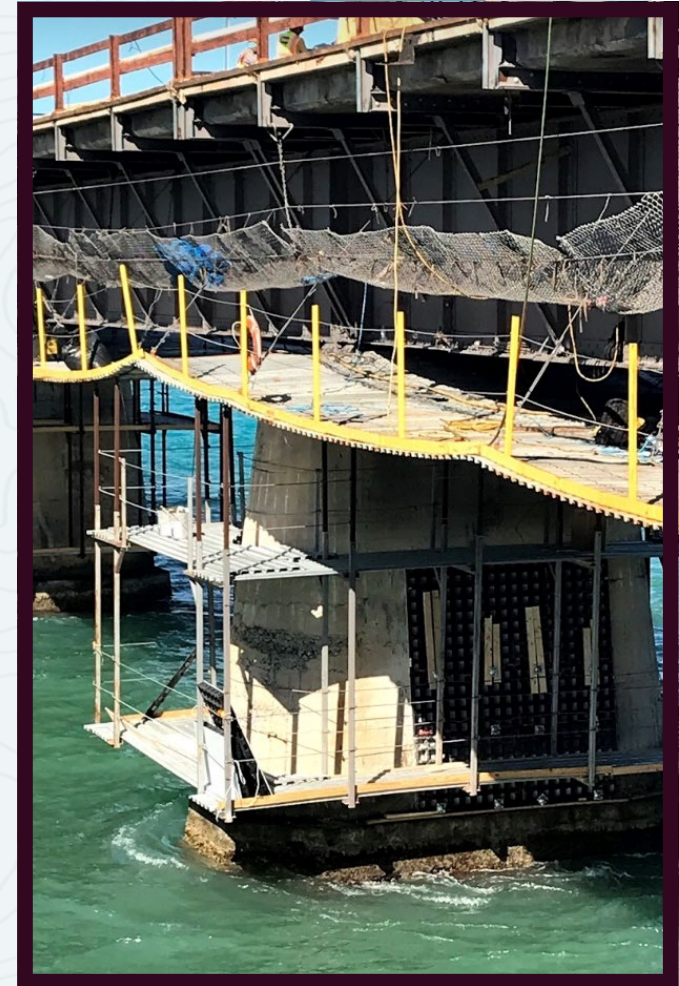
Cultural Resources Consultation Process

- Old Seven Mile Bridge and Pigeon Key Historic District Listed in the National Register of Historic Places
- FDHR performed Plans Review at 30%, 60%, 90% and 100% Plans and provided comments
- Finding of No Adverse Effect
- FDOT-FDHR Consultation continued Construction for replacement of rivets and floor beams, testing of paint and sealant colors, and painting of Pigeon Key ramp supports
- Also brought locally affected parties into the process throughout rehab



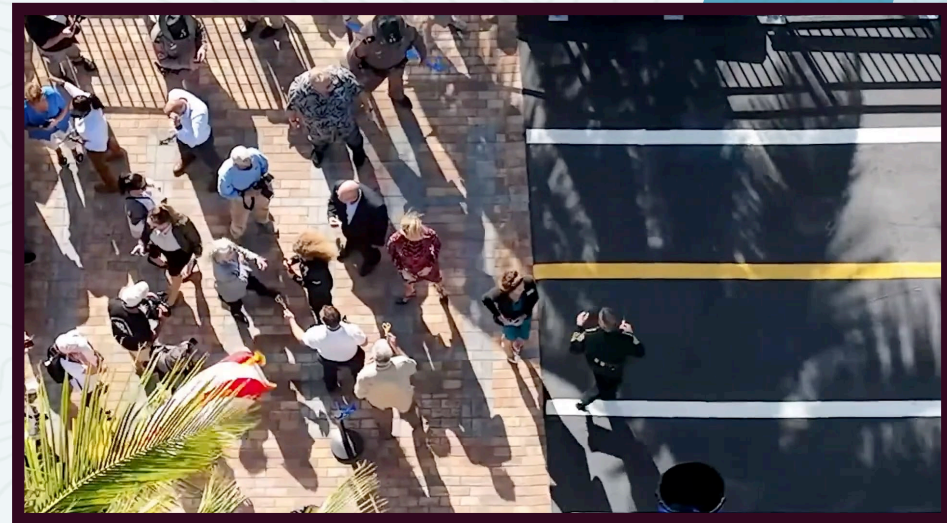
Challenges

- Meeting Secretary of Interior Standards for Rehabilitation
- Highly visible to the public and several interested parties
- Unknown Condition of bridge components
 - Replacing I beams
 - Metal Components - Rivets
 - Shoring up Historic Railings
 - Addition of New Railings
- Construction Methodology (use of barges vs. working from platforms attached to the existing bridge superstructure)
- Need to maintain connection with Pigeon Key during construction for access to emergency responders and supplies



Project Outcomes

- Restore Access to Pigeon Key
- Accommodate Pedestrians and Bicyclists
- Enhance Pedestrian and ADA Compliance and Safety
- Preserve the Significant Old Seven Mile Bridge – its features and overall appearance as an important landmark in the Florida Keys
- Received Prudential Productivity Award



Questions



BRIDGING THE GAP



STATEWIDE PD&E INDUSTRY FORUM

ENVIRONMENTALLY RESPONSIBLE, TRANSPORTATION DELIVERED

Jennifer Marshall, PE

Director, Office of Environmental Management

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What's Cooking in PD&E

- PD&E Manual Update – July 2024
- NEPA Phase II Rules
 - Affects all federal agencies (i.e., USACOE, FHWA, FTA, FRA, etc.)
 - Agency Implementation plans due July 2025
 - OEM Tracking updates to FHWA procedures and expectations
- Orlando Transportation Symposium – November 2024
 - Hot Topics in PD&E
 - Planning Consistency
 - PD&E and Alternative Delivery
- 2024 Joint FHWA/FDOT NEPA Assignment Monitoring Event (on-going)

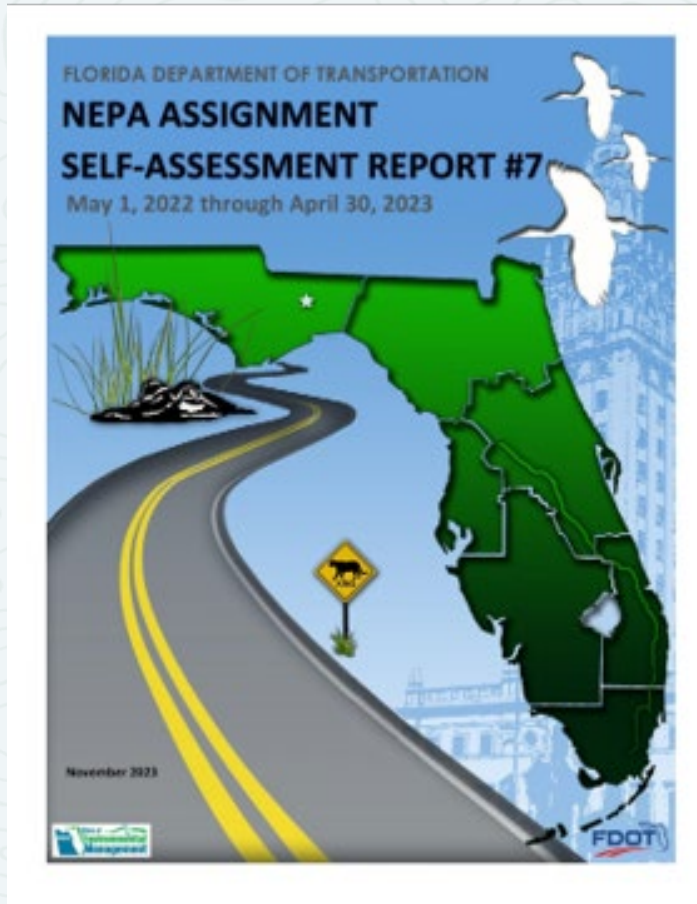


FDOT – Consultant Partnerships

- QA/QC Advisory Team
 - Consultant Team Members
 - Joy Castro (Stantec)
 - Kim Warren (PGA)
 - Sandy Scheda (Scheda)
 - Silvia Beltre (Ardurra)
 - FDOT Members
 - Terri Newman (District 2)
 - Joy Swanson Pleas (District 3)
 - Patrick Bateman, PE (District 1)
 - Denise Rach (OEM)



Self Assessment #7 Summary



- **Planning Consistency**
 - Additional guidance needed based on unique funding opportunities/approaches
 - Ability to expand use of planning consistency commitments, as appropriate
- **Noise Recommendations in PD&E vs Design**
 - Report templates
- **Consultative Reevaluations**
 - Ability to expand use, as appropriate
- **Species Keys & PAs in Type I CE's and NMSA's**
 - More consistency in backup documentation



FY 2024 Environmental Document Approvals

| | D1 | D2 | D3 | D4 | D5 | D6 | D7 | TPE | Statewide |
|------------------------------|------------|------------|------------|------------|-----------|-----------|------------|-----------|------------|
| EIS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| Type II CE | 2 | 3 | 2 | 1 | 5 | 0 | 0 | 0 | 13 |
| Fed Reevals | 10 | 1 | 0 | 6 | 2 | 2 | 6 | 0 | 27 |
| Type I CE | 108 | 89 | 71 | 68 | 47 | 47 | 82 | 0 | 512 |
| Total Fed Approvals | 131 | 93 | 73 | 75 | 55 | 49 | 88 | 1 | 555 |
| SEIR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| NMSA | 25 | 26 | 34 | 40 | 27 | 27 | 18 | 14 | 211 |
| State Reevals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| Total State Approvals | 25 | 26 | 34 | 40 | 27 | 27 | 18 | 24 | 221 |
| Total Approvals | 156 | 119 | 107 | 115 | 82 | 76 | 106 | 25 | 776 |



404 Environmental Permitting Updates - Where are We Now?

- 2/15/24 – FDEP 404 Program vacated by federal judge (27 FDOT projects submitted and under review)
- 2/29/24 – 8 FDEP permits transferred to Army Corps of Engineers (ACOE) by FDOT
- 4/12/24 – FDEP request for partial program stay denied by federal judge

63

Total 404 permits currently under review with ACOE

31

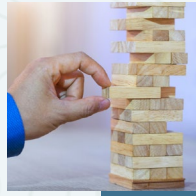
404 Permits issued as of Sept 17th

8

404 Permits issued previously with FDEP



404 Environmental Permitting Updates - What's Next?



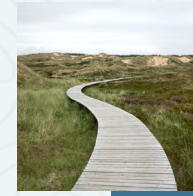
Challenges

- Increased workload for the ACOE
- Compressed & accelerated schedules for permit issuance



Opportunities

- Enhanced agency communication
- Potential to add additional dedicated 404 reviewers



Next Steps

- Monitor status of state 404 program efforts
- Closely monitor workload with ACOE from statewide perspective



FY 2024 Environmental Outreach - Industry

Virtual Industry Forum #1

- September 2023
- 417 Attendees
- Focus on Central Office Policy and Process Updates

Virtual Industry Forum #2

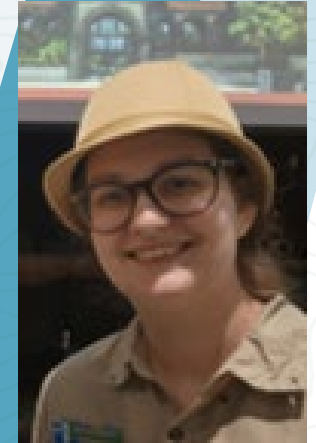
- April 2024
- 465 Attendees
- Focus on District Needs and Expectations

Forum Follow Up Items

- QA/QC Advisory Group (on-going)
- Process Training for Consultants
- Small Firm Virtual Introduction Event
- NEPA Forum for Local Agencies (tent)



FY 2024 Environmental Outreach - Statewide



Over 20 Workshops, Conferences, Events, and Videos



FY 2024 Environmental Outreach – National



PEL Virtual Peer Exchange



Equity and Env. Justice

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Public Involvement & Sociocultural Evaluations



ETDM and SWEPT

ER NEPA Process & Documentation (In-Person Peer Exchange)



Wildlife Crossings



Delaware Department of Transportation

Natural Resources



FY 25 EMO Outlook



New Mini Movie



Focus on Workforce Development



Strategic Updates to Policies & Processes



Technology Enhancements



Training Opportunities



Continued Purposeful Outreach



BRIDGING THE GAP

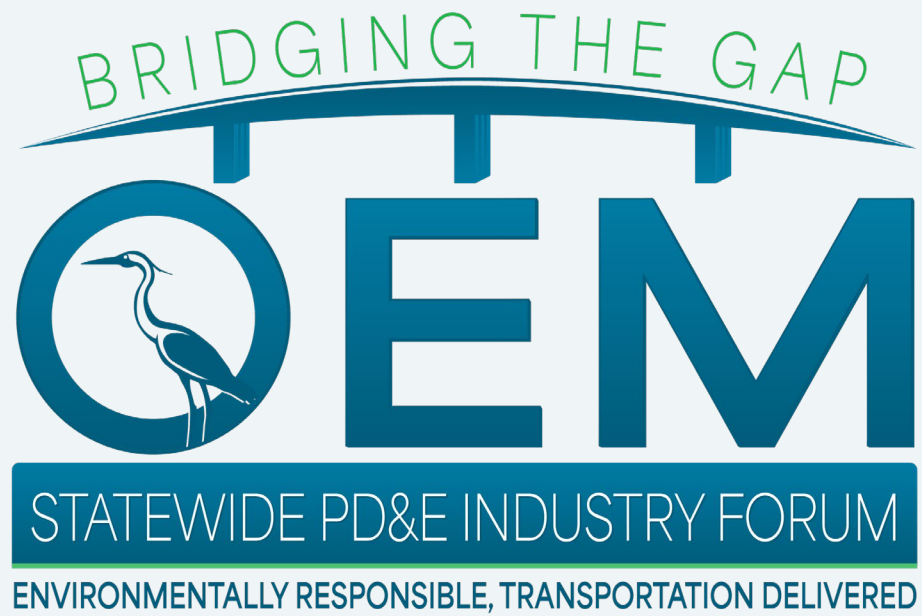


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ENVIRONMENTALLY RESPONSIBLE, TRANSPORTATION DELIVERED

Q & A





Thank
You!

