



AGENDA

All times shown are in Central Standard Time (CT).

8:30 – 9:00 Registration

9:00 – 9:15 Welcome and Introductions (*Blair Martin & Jason Peters – FDOT*)

9:15 – 10:00 District 3 Update

- Access Classifications (*Wiley Page, AICP – Atkins*)
- How the District is Using Design-Build Projects (*Greg Vaughn - Atkins*)
- Upcoming Projects (*Wendy Lasher – Atkins*)

10:00 – 10:15 FHWA Presentation (*Joseph Sullivan - FHWA*)

10:15 – 11:00 CEMO Overview (*CEMO*)

11:00 – 11:30 Designing Erosion Control and Barrier Options (*Scott Wesson - Atkins*)

11:30 – 1:00 Lunch on your own

1:00 – 1:45 EST Updates (*Peter McGilvray – FDOT CEMO*)

1:45 – 2:15 Projects of Special Concern

- SR 87 Connector (*John Flora – Metric*)
- Pensacola Bay Bridge (*Nicholi Arnio – RS&H*)
- CR 388 (*Greg Garrett - Atkins*)

2:15 – 2:35 Northwest Florida Transportation Corridor Authority Master Plan Update
(*Steve Schnell and Cory Wilkinson – HDR*)

2:35 – 2:45 Break

2:45 – 3:45 Open Discussion Topics (*facilitated by Wendy Lasher and Kristin Oliver – Atkins*):

- ETDM Process
- EST Needs
- Agency Comment/Reporting Issues
- Degree of Effects

3:45 – 4:00 Closing (*Peggy Kelley – FDOT*)



MEETING SUMMARY

I. Attendees

See attached sign-in sheets.

II. Meeting Goals and Objectives

Blair Martin (FDOT) welcomed everyone and stated that some of the goals and objectives of the meeting were to further develop our working relationships with the ETAT and make them aware of upcoming projects and the status of ongoing projects.

(Note: All presentations shown at the meeting can be viewed and downloaded from the Environmental Screening Tool (EST) Library)

III. District 3 Update

- Wiley Page, AICP (Atkins) gave a presentation on access classifications. There were several questions following the presentation.
 - Andy Phillips (US Army Corps of Engineers [USACE]) asked at what point does the environment play into access management? *Mr. Page responded that it captures run-off by having curb and gutter and controls the access of the driver from pulling off the road.*
 - Do environmental factors play in the decision making? *They do, this can lead to the decision of controlled access.*
 - Who decides the classification? *The FDOT works with the local government to develop the access classification in each one of these roadways. For roadway improvements the FDOT works with the local government to decide what it should be.*
 - Who is on the Access Classification Committee? *Blair Martin responded that for the FDOT it is herself, Scott Golden, and Jerry Purdue.*
 - Is there an opportunity to design for one thing with a planned change as people come into the area especially when the roadway is being built in an area that does not have anything there yet? *Ms. Martin indicated that for an access management classification to be changed on an existing roadway a Public Hearing would need to be held. Ms. Martin also noted that the review committee looks at the median openings, driveway openings, etc. and there is a public involvement component to this such as for closing medians. There was a discussion on internal site development where Elizabeth Schrey (West Florida Regional Planning Council) stated the County has required that backage and frontage roads are included.*
 - Alyssa McManus (Department of State [DOS]) asked if they could be contacted for these public meetings. *Ms. Martin stated that a letter is sent to them for*



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Project Development and Environment (PD&E) public meetings. If there are access classifications changes it would be noted in the letter. It is very unusual to have an access classification change.

- It was suggested that the FDOT send out a notification to the ETAT in the EST of upcoming PD&E public meetings.
- Greg Vaughn (Atkins) gave a presentation on how the FDOT is using Design-Build projects. This included using the contractor as a prime, advantages to going Design-Build, and National Environmental Policy Act (NEPA) requirements.
 - Mary Mittiga (US Fish and Wildlife Service [USFWS]) asked when does Endangered Species Act Consultation take place for Design-Build? *Mr. Vaughn stated that commitments are made in PD&E that have to be coordinated during Design-Build. Joy Giddens (FDOT) stated that those types of projects are usually not good candidates for Design-Build.*
 - Mr. Phillips asked if the FDOT and Federal Highway Administration (FHWA) have standards to stop change requests after NEPA ends and the Preferred Alternative has been selected? *Peggy Kelley (District 3 ETDM Coordinator) stated that the FDOT goes to FHWA and agencies for approval to have these changes made. Joe Sullivan (FHWA) also pointed out that there is a standard that they have to go through during a Reevaluation between phases. Linda Anderson (FHWA) asked what safe guard is there to catch changes that are brought forth as they happen on site? Is there someone on site to catch these? There was a discussion on who is at the project site. It was noted that the FDOT construction project manager and Construction Engineering Inspection (CEI) consultant are there to watch over the construction and make sure it is built correctly.*
- Wendy Lasher (Atkins) identified the following upcoming District 3 Programming Screen projects to be released in the EST for ETAT review: US 319 (Crawfordville Highway), SR 30 (US 98) Elevated Roadway, and Wewa Highway (SR 22).
- Joe Sullivan discussed an overview of Moving Ahead for Progress in the 21st Century (MAP-21) funding for projects. This overview identified what guidance FHWA has been given to date.
- Scott Wesson (Atkins) discussed designing erosion control and barrier options for projects. This overview provided guidance on approach to projects.
 - Mary Mittiga asked if the FDOT designs for a certain rainfall event? *Mr. Wesson replied that they do. There is a manual that gives a typical rainfall for that area.*
 - Ms. Anderson asked who you call when you see a construction site with turbid water running off. *There were several responses including; call the local*



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government, if it is a waterbody you can call the Fish and Wildlife Commission, the FDOT project manager and CEI, and there is a job board on each site with this information.

IV. FDOT Central Environmental Management Office (CEMO) Overview and EST

- Pete McGilvray (FDOT CEMO) discussed the following topics:
 - EST Redesign including automatically created PDF for published summary report, issue groups now like PD&E, noise now added in issues and map.
 - Advance Notification (AN) package updates.
 - Project Effects instead of Direct and Indirect Effects.
 - Cumulative Effects updates.
 - Cooperating agencies includes more details.
 - ETDM Manual is being revamped and going to FHWA soon.
 - Update PD&E chapters are coming out soon.

V. Projects of Special Concern

- John Flora (Metric) gave a presentation on the ongoing SR 87 Connector project.
- Nicholi Arnio (RS&H) gave a presentation on the ongoing Pensacola Bay Bridge project.
- Greg Garrett (Atkins) gave a presentation on the ongoing West Bay Parkway (CR 388) project.

VI. Northwest Florida Transportation Corridor Authority Master Plan Update

- Steve Schnell (HDR) gave a presentation on this update. The plan was established in 2005, has been dormant the last 3 or 4 years, and outreach has occurred within the last 6 months.

VII. Open Discussion

- Andy Phillips asked when do you see the results of the input? In cases of Dispute Resolution, are projects stopped and tossed out or are they still in Dispute Resolution? Mr. Phillips also asked about commitments and holding commitments. *Pete McGilvray stated that commitment compliance is underway as well as policy on how commitments are tracked.*
- Mr. Phillips asked if there is tracking for how beneficial comments are and are not? *Peggy Kelley mentioned comments received from Florida Department of Environmental Protection (FDEP) for SR 87 and from the State Historic Preservation Officer (SHPO) for SR 292 and how they were used for the project. Buddy Cunill*



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(FHWA) recommended daily dialog. FDOT and agency field reviews were suggested. Mr. Phillips asked about the Red Hills Parkway project. It is no longer a project. Terry Gilbert (FFWCC) noted that time is spent coordinating with the FDOT and as a result, good project designs are happening. Also, he is able to participate in field reviews with Joy Giddens to provide input.

- Mr. Phillips also mentioned the need for better information between Planning and Programming Screens in the EST.
- There was a discussion on risk based analysis. What level of risk can be taken with a project? Mr. Phillips noted that we need to trend more to what level of risk do we take and not need to study. It would also be beneficial to have more information available to eliminate studies that may not be needed for projects.
- Mary Mittiga stated that with confirmed presence the right level of effort can be based on what is actually needed.
- Dan McClarnon (DOS) recommended building what is needed.
- Mr. Phillips noted that it would be beneficial to have standardized cross sections. Why are we using cross sections with multi-use paths and bike lanes where there are no people yet or where they are not needed? Why not build for what is currently there? Example CR 388. Why not condense the typical section to avoid environmental impacts? The footprint is often too wide. *FHWA noted that bike lanes are in a Florida Statute. Ms. Kelley stated that sometimes the typical section is driven by the public, Office of Greenways and Trails, and public officials. Jeannette Hallock-Solomon (Florida Department of Economic Opportunity) stated that it is better to do it all at once versus twice.*
- Ms. Mittiga is leading Green Infrastructure Planning and through ETDM has organized the agency partners to develop this.

Peggy Kelley thanked everyone for their attendance and participation. She asked that the ETAT share future ETAT meeting topics in an e-mail to Wendy Lasher.

The meeting adjourned at approximately 4:00 p.m. CT.