*****[Roadway Name]* PD&E Study**

**From *[project limit]* to *[project limit]***

***[\_\_\_ County]***

**FPID *[Number(s)]***

**HYBRID PUBLIC HEARING VIDEO SCRIPT**

Version ***[Number]***

***[Month Day, Year of version]***

***[INSTRUCTIONS: THE TEXT IN BLACK IS STANDARD FOR DISTRICT ONE DEMO AND SHOULD NOT BE CHANGED. ANY CHANGED/ADDED TEXT SHOULD BE THE BLUE SECTIONS ONLY. FOR THESE SECTIONS, REMOVE THE ITALICS, BOLD, AND BRACKETS, BUT KEEP THE TEXT COLOR BLUE. PLAIN LANGUAGE SHOULD BE USED IN THIS SCRIPT.***

The Florida Department of Transportation (FDOT) has created this video to help explain the ***[roadway]***  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 **[Project Name]**.

The study begins at ***[project limit]*** and extends approximately ***xx*** miles in ***[\_\_\_ County]*** to ***[project limit]***. The department proposes to ***[insert short project description; ex. “****widen this segment of US 92****”; “****convert the existing signalized intersection of US 41 at Ringling Boulevard and US 41 Main Street to partial two-lane roundabouts****”].***

***[Insert discussion of existing roadway here, including how the corridor is used.]*** The need for the proposed improvements for ***[roadway name]*** is indicated by ***[discuss project purpose and need and include any planning consistency details here].***

Within the project limits, ***[roadway name]*** is a ***[discuss existing conditions of roadway including typical section, posted speed and right-of-way].***

Throughout this P D and E study process, F D O T has looked at many different concepts to ***[insert project purpose; ex “****to widen the existing two lanes of State Road 29 to four lanes through downtown Immokalee, as well as potential new alignments east and west of Immokalee****”]***. In ***[MONTH/DATE]*** FDOT conducted a Public Kickoff Meeting ***[OPTIONAL]***. At the ***[alternatives/corridor meeting/workshop]*** on ***[DATE]***, we asked for your input onproposed improvements to ***[roadway name]***. Based on your comments and additional environmental and engineering analyses, a preferred alternative was selected for ***[roadway name]***.

The preferred alternative for ***[roadway name]*** results in ***[insert description of preferred alternative including typical section, right-of-way needed, stormwater/drainage, and any specifics with transitions and their begin/end points; also add any other project improvement information here – i.e. if you have a roundabout project and need to further discuss roundabout safety features, truck accommodations and pedestrian features; ex.*** *“The preferred widening alternative for State Road 60 results in four 12-foot travel lanes, eight-foot inside shoulders, with four of those feet being paved, 10-foot outside shoulders, with five of those feet being paved, and a 40-foot grass median. Right-of-way varying in total width from 175 to 177 feet is needed to accommodate the proposed improvements. Roadside swales will collect stormwater runoff that will be conveyed to offsite stormwater ponds for treatment.*

*The Preferred Alternative is a hybrid alignment alternative that uses the existing pavement and a combination of northern and southern widening to convert State Road 60 to a four-lane roadway. The northern widening alignment begins east of County Road 630 in Polk County and continues east for 3.7 (“three point seven”) miles. The alternative then transitions to a southern widening alignment and continues to widen along the southern side of the existing roadway to the end of the project, east of the Kissimmee River Bridge. The preferred alternative totals 7.6 (“seven point six”) miles and will require the reconstruction of three short-span bridges ranging in length from 40 feet to 60 feet, as well as the construction of a 620-foot long two-lane bridge next to the existing two-lane bridge over the Kissimmee River.****”]***

Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to ***[roadway name]*** through the year *2040* *(“twenty forty”)* ***[update this year]****,* except for routine maintenance. There are advantages and disadvantages to the “no-build” alternative.

*Advantages of the no-build alternative include:* ***[match Preliminary Engineering Report]****:*

* *No inconvenience to traffic flow due to construction;*
* *No right-of-way acquisition, design, or construction costs; and*
* *No direct effects to adjacent natural and human environments.*

*Disadvantages include:* ***[match Preliminary Engineering Report]****:*

* *Increased traffic congestion causing increased road user costs due to travel delay,*
* *Not consistent with the local transportation plans,*
* *Increased potential for vehicular crashes due to congested lanes and intersections,*
* *Increased emergency vehicle response times,*
* *Increased potential for crashes between vehicles and pedestrians/bicyclists due to inadequate sidewalks and bicycle lanes, and*
* *Increased vehicle emission pollutants due to higher levels of traffic congestion.*

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

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 ***[proposed improvement and roadway name, ex. “Widening SR 60”]*** on: ***[include as needed].***

* *Threatened and endangered species*
* *Wetlands and floodplains*
* *Water quality/Stormwater management and permitting*
* *Air quality*
* *Noise*
* *Contamination*
* *Cultural and historic resources*
* *Land use*
* *Construction effects*
* *Aesthetics*
* *Farmland and*
* *Right-of-way requirements and relocations*

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

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: ***[list all species particular to your project].***

In addition, the project “may affect, but is not likely to adversely affect” the following state listed threatened or endangered species: ***[list all species particular to your project].***

Coordination with U S Fish and Wildlife Service regarding the final status of these species is ongoing. ***[Insert any information regarding committed consultations here, if applicable]*** 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.

Results of the environmental contamination screening showed… ***[insert contamination discussion here; ex. “****…that one site was ranked “high” for potential contamination, five sites were ranked “medium” for potential contamination and nine 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. ***[delete sentences above that do not apply].***

***[Insert discussion of future land use;*** *ex “This project is not expected to change future land use patterns on State Road 60.”* ***If no impacts to multiple items*** *(example: no impacts to air and water quality)* ***include this discussion here*** *‘…or result in adverse impacts to water quality and air quality. Minimal construction effects are expected.”]*

An evaluation matrix has been provided in the displays and in the handout. 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 ***[e.g. 60.4 (“sixty point four”)]*** million dollars.

The Department anticipates completion of this P D and E study by ***[choose early/spring/summer/fall/late YEAR]***. The detailed study schedule is available in the display documents and in the handout.

***[Insert project funding discussion here for all phases]*** At this time, F D O T’s Five-Year Work Program includes funding for ***[include brief funding information here; ex. “…\_\_\_ phase in fiscal year YEAR and \_\_\_\_ phase in fiscal year YEAR. \_\_\_\_\_\_ phase is not currently funded.”]***

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 ***[DATE]*** to ***[FDOT Address for project manager]***. Technical documents with project information are also available for review at ***[include names of locations – show address, hours of operation, and phone number of local viewing place on screen]*** until ***[MONTH DAY, YEAR (ten days after the hearing – see Hearing Preparation Schedule)]***. You may also visit the project website at ***[project website URL]*** to view the project documents on the website.

The purpose of this P D and E study is to evaluate engineering and environmental data and document information that will aid ***[insert any other agencies, if any]***

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.

The environmental review, consultation, and other actions required by applicable federal documents 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 ***[project name]*** Project Development and Environment study public hearing and for taking time to watch this project video.