

Draft Natural Resources Evaluation

I-75 REST AREAS PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

**SARASOTA AND CHARLOTTE
COUNTIES**

**Charlotte/Lee County line north to the
interchange of SR 681 and I-75**

February 2017

Financial Project No.: 436602-1-22-01

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

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- Appendix A Standard Protection Measures for the Eastern Indigo Snake
- Appendix B ETDM Summary Report Project #14206 - I-75 Rest Areas, Alternative #3 - S of Duncan Road

1 Introduction

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to identify sites for the placement of one northbound (NB) and one southbound (SB) rest area facility along I-75.

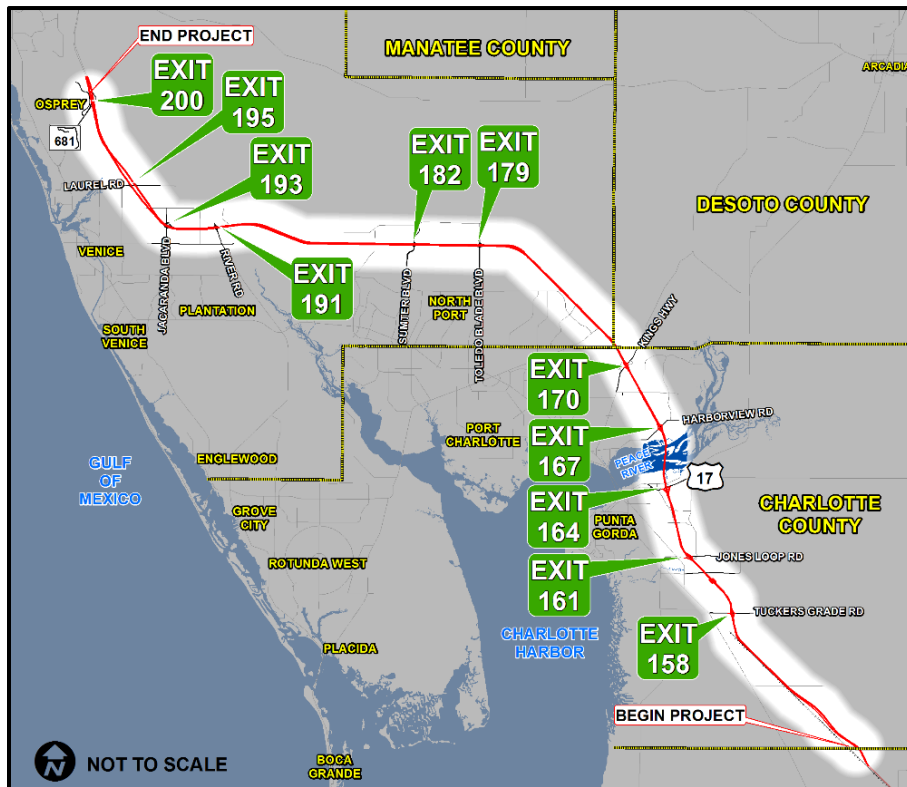
1.1 Purpose and Need

The purpose of this study is to identify the locations for the replacement of a recently closed rest area with two new rest areas (northbound and southbound). In April of 2015, the FDOT closed the Jones Loop Rest Area at exit 161 in Charlotte County. This facility was an “off-system” rest area that serviced vehicles in both directions of I-75. This rest area was not directly accessible from I-75 making the site inconvenient for motorists and susceptible to criminal activity. The need for the improvement is further described in Section 2.

1.2 Project Description

The study limits extend from the Charlotte/Lee County line north to the interchange of SR 681 and I-75, (see **Figure 1-1**). The total study corridor length is approximately 51 miles (22 miles in Charlotte County and 29 miles in Sarasota County). This segment includes a very small portion (approximately 0.214 miles) of I-75 located in DeSoto County between Charlotte County and Sarasota County. For this study, this portion is included in the Sarasota County portion of the project. The project will identify two sites for new rest areas along I-75, one each in the northbound and southbound direction.

Figure 1-1: Project Location Map



Early in this project's development phase, the Department evaluated the entire project corridor to identify potential rest area locations. Due to engineering constraints, no new rest areas were evaluated within a one-mile buffer surrounding existing interchange areas. Areas that included public recreation lands, and residential areas were also excluded from further consideration. The corridor and viable sites were further screened to minimize impacts to wetlands, floodplains, and listed species habitat. In March 2016, the Department produced a Site Selection Report, which found viable locations for rest areas

At a public information meeting held on August 2, 2016, we asked the public for input on five viable alternatives, as well as the no-build alternative. Based on comments received and additional environmental and engineering analysis, the preferred build alternatives of NB-2B and SB-2 were selected. Both Preferred Alternatives, NB-2B and SB-2, are located between Exit 161 and 164, south of Airport Road. The rest area sites will not affect the existing horizontal or vertical alignment of I-75. In addition to parking for vehicles, the rest area sites each include a main building with restrooms, vending, and security, as well as picnic shelters, a dog park and a maintenance building.

For Site NB-2B, parking for cars is located between I-75 and the rest area building. The parking for the trailer trucks and RVs is located behind the rest area building. The parking lot for the cars has 107 spaces and 5 accessible spaces. The parking lot for the trailer trucks and RVs has 32 spaces and 2 accessible spaces.

For Site SB-2, parking for cars is located between I-75 and the rest area building. Parking for trailer trucks and RVs is located behind the rest area building. The parking lot for the cars has 107 spaces and 5 accessible spaces. The parking lot for the trailer trucks and RVs has 32 spaces and 2 accessible spaces.

2 Need for Improvement

2.1 User Benefits

I-75 (SR 93) is one of two major north-south limited access interstates that connect south Florida with the state of Georgia. As noted previously, in April of 2015, the FDOT closed the Jones Loop Rest Area at exit 161 in Charlotte County. This facility was an “off-system” rest area that serviced vehicles in both directions of I-75. The closure of this facility increased the distance between existing rest area facilities. The next closest rest area is the Lee County Rest Area, located at exit 131 on Daniel’s Parkway. With the planned closure of the Lee County Rest Area, the nearest adjacent rest areas on I-75 are the Hillsborough County Rest Area, located at mile marker 238, and the Collier County Rest Area, located at mile marker 63. The distance between these two rest area facilities is approximately 175 miles. The American Association of State Highway and Transportation Officials (AASHTO) guidelines recommend rest areas should be spaced approximately a one-hour drive between appropriate stopping opportunities. At interstate speeds, this equates to approximately 70 miles between stopping opportunities. It is important to note that one set of rest areas will not meet the recommended spacing of 70 miles between the stopping opportunities. One of the considerations for the placement of the new rest area facilities will be that they are as equidistant to the existing rest area sites as possible.

2.2 Safety

The purpose of FDOT rest areas on the interstate is to provide safe rest stops for the motoring public. The rest areas provide comfort and convenience with restrooms, parking, and vending machines adjacent to the interstate. The rest areas enhance safety by providing a safe place for motorists to stop, reducing driver fatigue. Also, the rest areas can provide a site for FDOT and Florida Highway Patrol (FHP) emergency operations during disasters, such as hurricanes.

2.3 Hurricane Evacuation

I-75 provides a vital evacuation route for Florida residents living along the west coast. Providing rest stops along I-75 allow for residents a safe place to stop briefly during an evacuation. Also, as noted before, the rest stop can be used as an emergency operation facility after hurricanes.

2.4 Consistency with Transportation Plans

The replacement of the rest area facilities is not included in the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP). This is because rest areas are usually located within FDOT’s limited access right of way, and do not affect traffic patterns.

3 Existing Conditions

Data was collected from a variety of sources to develop a preliminary base map of the I-75 corridor’s existing conditions within the study’s limits. Datasets included major roads, interchange exits, city limits, and county boundaries, existing and future land uses by jurisdiction, potential Section 4(f) resources, wetlands, and floodplains. The following section describes existing land use and natural features within the proposed rest area locations. **Table 3-1** lists data sources used to identify baseline existing conditions during desktop analysis.

3.1 Existing Land Use

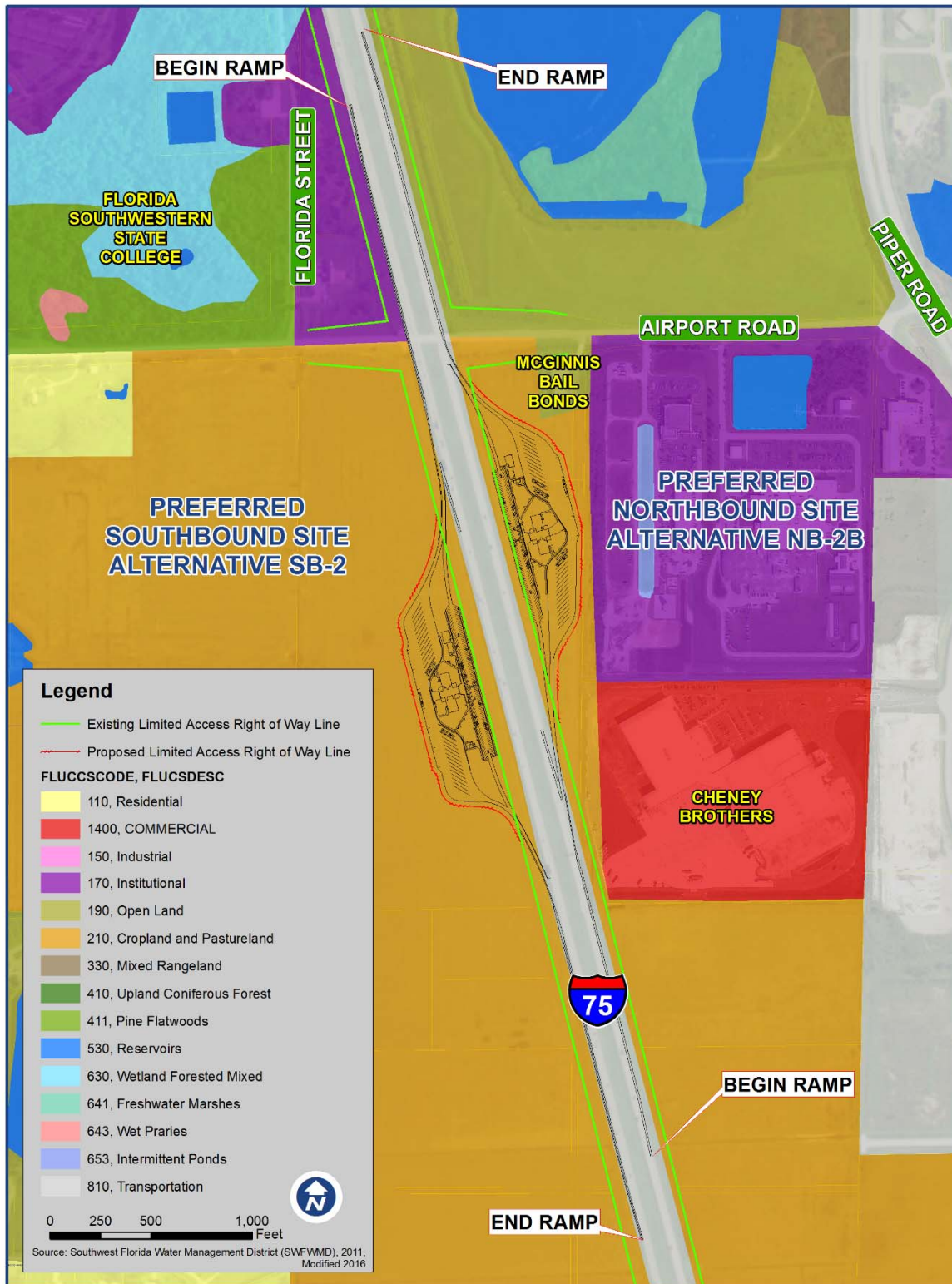
Both of the Preferred Alternatives rest area locations (NB-2B and SB-2) are within Charlotte County. The proposed improvements associated with the Preferred Alternatives will require additional right of way (ROW), but are not anticipated to affect the land use in the surrounding area. The character of the study area will remain unchanged as this will be an “on-system” facility and will not be accessible from surrounding parcels. It will also continue to support the existing and future land uses within the project and surrounding area. This project is not included in the State Transportation Improvement Program or the Strategic Intermodal System Cost Feasible Plan (2024-2040).

Table 3-1: Data Sources for Desktop Analysis

FEATURE DATASET	SOURCE
Interchange Locations	Florida Department of Transportation, 2015
Major Roads	Florida Department of Transportation, 2015
City Limits	GeoPlan, 2014
County Boundaries	Florida Geographic Data Library, 2015
Existing Land Use	Charlotte County Property Appraiser, 2015; Southwest Florida Water Management District, 2011; Aerial Imagery, 2014
Future Land Use	City of North Port, 2015; Sarasota County GIS, 2015; Charlotte County GIS, 2015
Section 4(f) Resources	Florida Natural Areas Inventory, 2014; Florida Department of Environmental Protection, 2015; Southwest Florida Water Management District, 2011
Wetlands	Southwest Florida Water Management District, 2011
Flood Zones	Federal Emergency Management Agency (FEMA) Statewide National Flood Hazard Layer (NFHL), 2015; FEMA Sarasota County Preliminary NFHL, 2014

Existing land use for the Preferred Alternatives was analyzed using the Southwest Florida Water Management District’s (SWFWMD) 2011 Florida Land Use, Cover and Forms Classification System (FLUCFCS) data. Both Preferred Alternatives are classified as Cropland and Pastureland (FLUCFCS Code 210). Existing land use data for the Preferred Alternatives and adjacent area is shown in **Figure 3-1**.

Figure 3-1: Existing Land Use Map



3.2 Soils

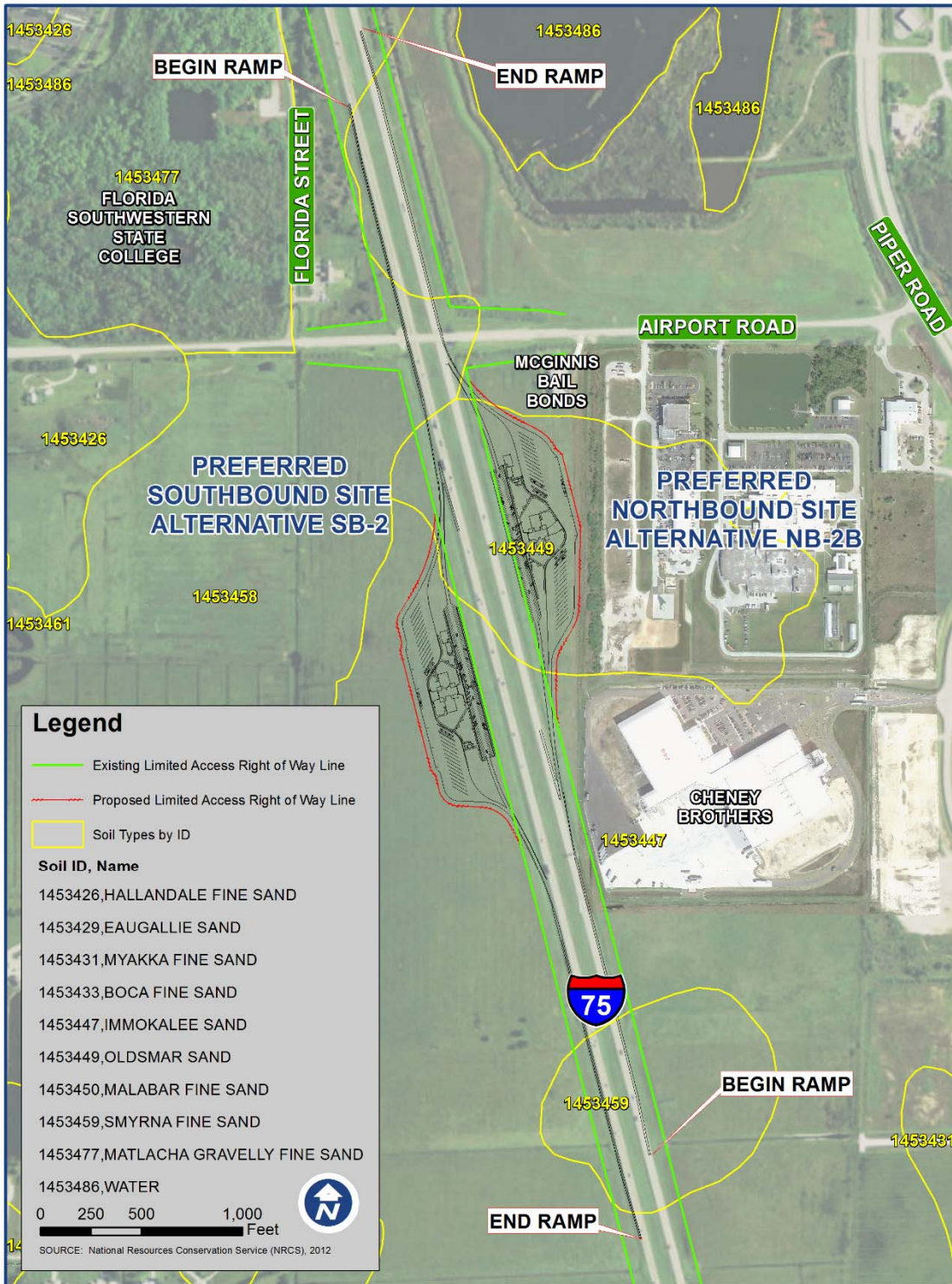
The National Resources Conservation Service (NRCS) data from 2012 was used to identify soil types within and adjacent to the Preferred Alternatives. Soil types within the proposed rest areas are Wabasso Sand, Limestone Substratum, Immokalee Sand, Oldsmar Sand, Matlacha gravelly fine sand, and Boca Sand. All are classified as the B/D hydrogroup, except for Matlacha gravelly fine sand, which is classified as the C hydrogroup. Based on the Hydric Soils of Florida Handbook, these soil types are considered non-hydric with only hydric soil inclusions. The Natural Resources Conservation Service (NRCS) soil types in the area are listed in **Table 3-2** and shown on **Figure 3-2**.

Table 3-2: Soil Types within the Preferred Alternatives

Name	Acres in Preferred Rest Area Alternatives	
	NB-2B	SB-2
Immokalee Sand	5.14	17.02
Wabasso Sand, Limestone Substratum	0.02	0.15
Oldsmar Sand	9.26	0.32

Source: Natural Resources Conservation Service, 2012

Figure 3-2: Soils Map



4 Wetlands

4.1 Methodology

The proposed project has been evaluated for potential impacts to wetlands in accordance with Executive Order 11990, "Protection of Wetlands". Wetlands and surface waters within the project area were identified and assessed in accordance with 33 CFR Part 325 and 332, 40 CFR Part 230, and Section 373.4137, Florida Statutes (FS), and the PD&E Manual, Part 2 – Chapter 18 (FDOT, 2016). Field reviews were conducted December 30, 2015 and September 11, 2016. Preliminary wetland evaluations were based on information from aerial imagery and Geographical Information System (GIS) data from the NRCS, National Wetlands Inventory (NWI), the SWFWMD, and the Florida Geographic Database Library (FGDL). A review of the Environmental Technical Advisory Team (ETAT) comments was also conducted.

4.2 Floodplains

The Federal Emergency Management Agency (FEMA) Statewide National Flood Hazard Layer (NFHL) from 2015 was used to map flood zones within and within the vicinity of the Preferred Alternatives. The percentage of Zone A designated floodplain was quantified as part of the evaluation matrix. NB-2B contains 8.27 acres and SB-2 contains 8.02 acres of Type AE floodplain. Zone AE is a Special Flood Hazard Area (SFHA) defined as the area that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. A Floodplain Compensation site (SWFWMD Permit No. 43000164.038) is associated with the Charlotte County airport to the northeast of the project area on Alternative NB-2. **Figure 4-1** shows floodplains types within and in the vicinity of the two Preferred Alternatives.

4.3 Floodplain Impacts

Both Preferred Alternatives are expected to impact Type AE Floodplain. Zone AE is a Special Flood Hazard Area (SFHA) defined as the area that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. NB-2B contains 8.27 acres and SB-2 contains 8.02 acres of Type AE floodplain. A Floodplain Compensation site is associated with the Charlotte County airport to the northeast of the project area on Alternative NB-2.

4.4 Existing Wetlands and Surface Waters

The project areas was evaluated for wetlands and surface waters in accordance with Florida Administrative Code (FAC) 62.302.400 and the United States Army Corp of Engineers (USACE) 1987 Wetland Delineation Manual. Project scientists identified no wetlands within the two Preferred Alternatives. Surface waters are present within and adjacent to the Preferred Alternatives footprints as roadside swales and ditches. Roadside swales are present on the east and west sides of I-75, the south side of Airport Road, and the northeast quadrant of Airport Road and I-75. Agricultural, upland-cut ditches are visible throughout both parcels. **Figure 4-2** illustrates the location of wetlands and surface waters within the vicinity of the Preferred Alternatives based on land use data.

Figure 4-1: Floodplains Map

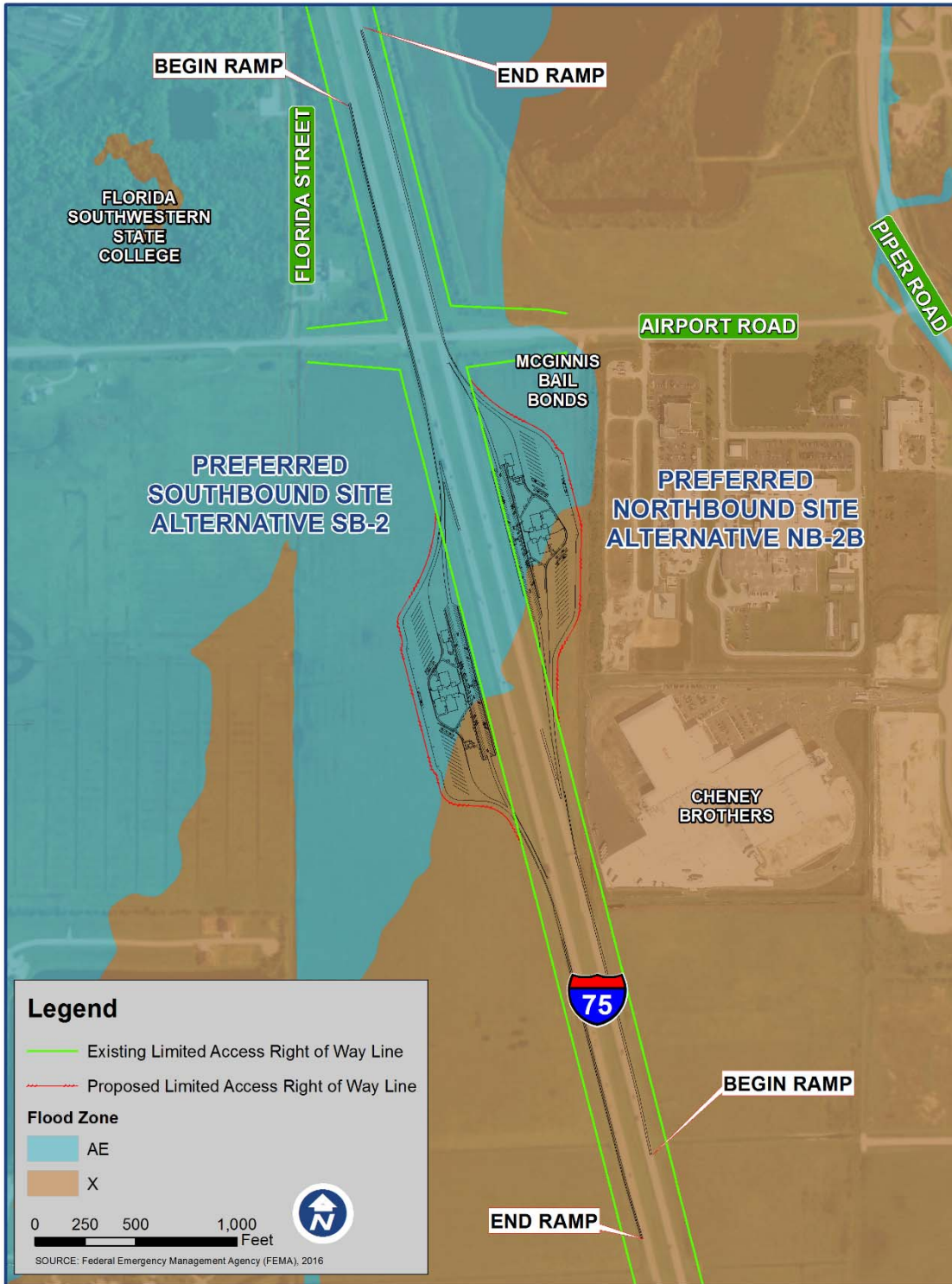


Figure 4-2: Wetlands and Surface Water Location Map



4.4.1 Direct Wetland and Surface Water Impacts

No wetlands exist within the Preferred Alternatives; therefore, no impacts to wetlands are anticipated. Surface waters exist within and adjacent to the Preferred Alternatives footprint as roadside swales and agricultural ditching. Approximately 0.34 acre of roadside swales and agricultural ditching will be impacted as part of this project. Agricultural ditching is highly disturbed as it is in an active cow pasture. The roadside swales and ditches impacted were built in uplands, are less than a half an acre, and do not provide significant habitat for threatened and endangered species. Per the SWFWMD Basis of Review, Section 3.2.2.1, these surface waters normally would not require mitigation.

4.4.2 Avoidance and Minimization of Wetland Impacts

Avoidance and minimization measures for wetland impacts were taken into consideration during the initial site selection process. Impacts to wetlands have been avoided and minimized to the maximum extent practicable by selecting Preferred Alternatives that have no wetland involvement. The two Preferred Alternatives were chosen, in part, because no impacts to wetlands are anticipated at these locations.

The Final Site Selection Report dated March 2016 discusses ten alternatives and how the final two Preferred Alternatives were chosen. Segments NB-1, NB-3, SB-1, SB-3, and SB-4 were recommended to be eliminated from further consideration due to their comparatively higher impacts to the natural environment, including wetlands and available natural habitat.

4.4.3 Indirect Wetland and Surface Water Impacts

No direct impacts to wetlands are anticipated with the Preferred Alternatives. The nearest wetland is located on the west side of the entrance ramp for Preferred Alternative SB-2. This wetland is classified as Wetland Forested Mixed (FLUCFCS 630) and is approximately 410 feet away from the ramp at its closest point. A large surface water and wetland also exist on the east side on the end ramp for Preferred Alternative NB-2B. The wetland portion is classified as Freshwater Marsh (FLUCFCS 641) and the surface water portion is classified as Reservoirs (FLUCFCS 530). Calculations of secondary impacts are not required because the nearest wetland is more than 25-feet away from upland activities (SWFWMD Basis of Review, Sections 3.2.7).

4.5 Anticipated Permits

Continued coordination with the proper federal and state agencies will be conducted during the design phase of this project. All necessary permits will be acquired for any wetland and surface water impacts. It is anticipated that less than ½ acre of wetlands and/or surface waters will be impacted by this project. Anticipated environmental permits include:

- USACE – Regional General Permit (SAJ-92),
- SWFWMD - Environmental Resource Permit, and
- Florida Department of Environmental Protection (FDEP) - National Pollution Discharge Elimination System Permit.

5 Wildlife and Habitat

5.1 Methodology

As part of the PD&E Study, an assessment of federally and state protected wildlife and plant species involvement was conducted in accordance with 50 CFR Part 402, the Endangered Species Act of 1973 as amended, and the PD&E Manual, Part 2 – Chapter 27 (FDOT, 2016). The objective of this assessment was to determine if any protected species inhabit the project areas and to determine if any protected species or their habitat would be adversely impacted by the proposed project. Field reviews were conducted December 30, 2015 and September 11, 2016 to identify suitable listed species habitat within the Preferred Alternatives. The study methodology also included reviews of the ETAT comments, literature reviews, agency database searches, agency coordination, GIS analyses, and field reviews. Information sources and databases utilized include the following:

- ETDM Environmental Screening Tool,
- U.S. Fish and Wildlife Service (USFWS) Environmental Conservation Online System (ECOS),
- Florida Natural Areas Inventory (FNAI),
- FNAI listed species element occurrence database,
- Florida Fish and Wildlife Conservation Commission (FWC) databases,
- FWC Imperiled Species Management Plan, 2016
- FWC Bald Eagle Nesting database, and
- USFWS Wood Stork Rookeries (18.6 mile radius).

5.2 Potentially Occurring Listed Species

Federally listed, threatened, or endangered species are protected under the Endangered Species Act (ESA) of 1973, Bald and Golden Eagle Protection Act (BGEPA), and Migratory Bird Treaty Act (MBTA). Species are listed by the Federal Endangered Species Act and the State of Florida as Federally Endangered (FE), Federally Threatened (FT), State-Threatened (ST), or State Species of Special Concern (SSC). State-listed species are protected under various Florida Administrative Codes. **Table 5-1** lists species with the potential to occur within the proposed rest area locations based on literature reviews.

Based on the species range and the lack of suitable habitat within the proposed project areas, many of these species have a low potential to exist within the project area. The following list describes federally and state listed species that have the potential to occur within, or within the vicinity of, the project areas, based on available suitable habitat: American alligator (*Alligator mississippiensis*)(due to similarity of appearance to the American Crocodile (*Crocodylus acutus*), Eastern indigo snake (*Drymarchon corais couperi*), Audubon’s crested caracara (*Polyborus plancus audubonii*), red-cockaded woodpecker (*Picoides borealis*), Florida scrub jay (*Aphelocoma coerulescens*), wood stork (*Mycteria americana*), Florida bonneted bat (*Eumops floridanus*), and the Florida panther (*Puma concolor coryi*).

Table 5-1: Listed Wildlife Species with the Potential to Occur within the Proposed Rest Areas

Scientific Name	Common Name	Status
Birds		
<i>Aphelocoma coerulescens</i>	Florida Scrub-jay	FT
<i>Egretta caerulea</i>	Little Blue Heron	FT
<i>Egretta tricolor</i>	Tricolored Heron	ST
<i>Haliaeetus leucocephalus</i>	Bald Eagle	---
<i>Mycteria americana</i>	Wood Stork	FT
<i>Picoides borealis</i>	Red-cockaded woodpecker	FE
<i>Platalea ajaj</i>	Roseate Spoonbill	ST
<i>Polyborus plancus audobonii</i>	Audubon's Crested Caracara	FT
Mammals		
<i>Eumops floridanus</i>	Florida Bonneted Bat	FE
<i>Puma (=Felis) concolor coryi</i>	Florida Panther	FE
Reptiles		
<i>Drymarchon corais coupeir</i>	Eastern Indigo Snake	FT
<i>Gopherus polyphemus</i>	Gopher Tortoise	ST

Note: SSC = Species of Special Concern; ST = State-designated Threatened; FT = Federally-designated Threatened; FE = Federally-designated Endangered

Source: Florida Fish and Wildlife Conservation Commission. Florida's Endangered and Threatened Species. Official Lists, January 2017; U.S. Fish and Wildlife Service, County Listed Species; and Florida's Imperiled Species Management Plan 2016

5.3 Federally Listed Species

Seven federally listed species have the potential to occur within the project corridor. No designated critical habitat occurs within the project area. However, the two Preferred Alternatives are within The Southwest Plants Consultation Area, Scrub Jay Consultation Area, Red Cockaded Woodpecker Consultation area, Crested Caracara Consultation Area, and Wood stork Core Foraging areas.

5.3.1 Florida Scrub-Jay

Florida scrub-jay has a blue head, wings, and long tail with gray on their back and belly. The Florida scrub-jay is endemic to Florida and has very specific habitat requirements, which include scattered patches of sand pine scrub, xeric oak scrub, and scrubby flatwoods. Florida scrub-jay habitat requires maintenance through periodic fires that occur on excessively well drained soils, and have a maintained vegetation height of between four and six feet. Their main diet consists of insects, scrub oak acorns, and small vertebrates. The Florida scrub-jay is similar in size to a blue jay (*Cyanocitta cristata*), but has distinctly different coloration. The USFWS and FWC classify the Florida scrub-jay as Threatened due to habitat destruction, fire suppression, and habitat fragmentation.

Although the project areas are within a USFWS Florida Scrub-Jay Consultation Area, no suitable habitat exists within the project areas. No scrub-jays were observed during the field reviews. The project will have no impact on any habitat that could be utilized by this avian species; therefore, the project is anticipated to have “no effect” on the Florida scrub-jay.

5.3.2 Wood Stork

The wood stork is listed as threatened by the USFWS. Wood storks usually nest in inundated forested wetlands, such as cypress domes, hardwood swamps, and even mangrove fringes. They forage in the shallow waters of marshes, swamps, ponds, tidal creeks, wet pastures, and ditches, mainly searching for fish. The USFWS recognizes the species has a Core Foraging Area (CFA) of 18.6 miles in the southern counties of Florida. The project area is located within the CFA of several wood stork colonies.

Due to their specialized feeding behavior, wood storks forage most effectively in shallow-water areas with highly concentrated prey. Typical foraging sites for the wood stork include freshwater marshes, depressions in cypress heads, swamp sloughs, managed impoundments, stock ponds, shallow, seasonally flooded roadside or agricultural ditches, and narrow tidal creeks or shallow tidal pools. Good foraging conditions are characterized by water that is relatively calm, open, and having water depths between five and 15 inches (~10 to 38 cm). Suitable Foraging Habitat (SFH) is present within the project area within roadside swales. The closest colony (Peace River South) is approximately 4 mile to the northeast of the project area. Because SFH is within the project area, the USFWS South Florida Programmatic Concurrence (May 18, 2010) suggests the following effect determination will apply:

- A. Project impacts Suitable Foraging Habitat (SFH) at a location greater than 0.76 km (0.47mile) from a colony site“go to B”
- B. Project impact to SFH is less than 0.20 hectare (one-half acre).....Not Likely to Adversely Affect (NLAA)

As this project is likely to impact less than one-half acre of SFH, a determination of NLAA is anticipated. Further coordination with the USFWS will be required during the permitting phase of the proposed project.

5.3.3 Red-cockaded Woodpecker

The red-cockaded woodpecker is listed by the USFWS as endangered. The red-cockaded woodpecker is small, primarily black and white with striped wings and a white cheek patch. Some males have a red mark behind the eye. This species preferred habitat is old growth pine stands or pine/hardwood stands that provide for nesting cavities and roosting and have a low or sparse understory.

Although the project areas are within a USFWS red-cockaded woodpecker Consultation Area, no suitable habitat exists within the project areas. No woodpeckers were observed during the field reviews. Because no suitable habitat is within the project area, federal guidance (USFWS July 12, 2014) suggests the following determination apply:

“If no suitable habitat [mature pines greater than 15.2 (6 in) dbh is present in the project area and buffer, then no effect to red-cockaded woodpecker is anticipated and other Federal action can process”

Therefore, the project is anticipated to have “no effect” on the red-cockaded woodpecker.

5.3.4 Audubon's Crested Caracara

The Audubon's crested caracara is listed by the USFWS as threatened. The crested caracara is a large, distinctive raptor with a large head, black cap and crest. It has a long neck, hooked bill, long legs, and long, rounded wings bent back at the wrist. The crested caracara inhabits open country, including dry prairie and pasture lands with cabbage palm, cabbage palm/live oak hammocks, and shallow ponds and sloughs. Its preferred nest trees are cabbage palms, followed by live oaks.

Although the project areas are within a USFWS Crested Caracara Consultation Area, no trees are present that could provide suitable nesting habitat. The project area is also not within a special gathering area used by juvenile caracara. No crested caracara were observed during the field reviews. Since this project is within the Consultation area for this species, federal guidance (USFWS April 20, 2004) suggests the following effect determination apply: if the project is inside the Consultation Area, but no suitable habitat exists, therefore, it is anticipated that this project will have "no effect" the Audubon's Crested Caracara. Further coordination with the USFWS will be required during the permitting phase of the proposed project.

5.3.5 Florida Bonneted Bat

The Florida bonneted bat is listed by the USFWS as endangered. This species has been detected foraging in a variety of habitats, including semitropical forests with tropical hardwood, pineland, and mangrove habitats, as well as man-made areas such as golf courses and neighborhoods. This species roosts in tree cavities as well as man-made structures. However, it has not been documented roosting in bridges. This species is known to occur within Charlotte County, as nearly the entire county is located within the USFWS Consultation Area for this species.

The FDOT initiated a Section 7 consultation regarding the Florida Bonneted Bat for this segment of I-75 on July 16, 2015 for an unrelated widening project (I-75 from South of N. Jones Loop to North of US 17, Financial Project ID No.: 413042-4-32-01). On August 7, 2015, the USFWS provided concurrence that the proposed action for that project is not likely to adversely affect resources protected by the Endangered Species Act.

As the preferred rest areas are located within the Florida Bonneted Bat Focal Areas, the FDOT will re-initiate Section 7 consultation for the FBB during the design phase.

5.3.6 Florida Panther

The Florida panther is listed by the USFWS as endangered. The Florida panther is a large (70-150 lbs.) cat with a long tail. Its fur is dark buff to tawny above and light buff to white below. The muzzle and tip of its tail are black. Its head is broad, and ears are round. The Florida panther requires extensive blocks of mostly forested communities and wetlands.

Since this project is approximately four miles west of the north primary dispersal/expansion area and approximately 20 miles north of the nearest secondary zone, federal guidance (USFWS February 19, 2007) suggests the following effect determination apply:

- A. Project is not within Panther Focus Area

- B. Project will have no increase and/or change in vehicle traffic patterns or other identifiable effects to panthers or their habitatNo effect.

The project is not located with the Panther Focus Area and will not have an increase and/or change in vehicle traffic patterns, therefore, a determination of “no effect” is recommended for the Florida panther.

5.3.7 Eastern Indigo Snake

The Eastern indigo snake is listed by the USFWS as threatened. No occurrences of the Eastern indigo snake have been documented by FNAI within one mile of the project and none were sighted during field reviews, however suitable habitat is present within the Preferred Alternatives. It is therefore anticipated that the project “may affect, but is not likely to adversely affect” the Eastern indigo snake. Standard protection measures will be followed during construction and are included in **Appendix A**.

5.4 State Listed Species

Four individual state-listed species have the potential for occurrence within the project limits. All four are State-designated as Threatened. No State-designated endangered species are anticipated to occur within the project limits and none were observed during the field visits.

The following describes state and other listed species that have the potential to occur within, or within the vicinity of, the project areas, based on available suitable habitat. These species include little blue heron (*Egretta caerulea*), tricolored heron (*Egretta tricolor*), roseate spoonbill (*Platalea ajaja*), and gopher tortoise (*Gopherus Polyphemus*).

5.4.1 Little Blue Heron, Tricolored Heron, & Roseate Spoonbill

The little blue heron, tricolored heron, and roseate spoonbill are all classified as State-designated Threatened by the FWC and are not listed by the USFWS. The preferred habitats include freshwater and brackish water wetlands. Nesting is primarily accomplished in trees or shrubs in, or adjacent to, wetlands. Small fish and crustaceans are the primary food source.

These wading birds can be found in single or mixed-species colonies, and utilize similar habitat and food resources. They are found in a variety of salt water, estuarine, and freshwater habitats, including wetlands, swales, lakes, ponds, salt marshes, mangroves, freshwater marshes, and swamps. They are generally year-round residents and nest in low woody vegetation including willow, cypress, and woody thickets. They are communal birds that congregate and roost together.

Wading birds such as the little blue heron, tricolored heron, and roseate spoonbill are listed as State-Designated Threatened by the FWC and are protected under the MBTA (16 U.S.C. 703-712). No wetlands are anticipated to be impacted by the Preferred Alternatives, only roadside swales will be impacted. These drainage features provide minimal habitat as they are adjacent to I-75, they are maintained right-of-way grasses, and provide low quality foraging habitat. Therefore, no net loss of foraging habitat is anticipated, and adverse effects to these species are not likely.

5.4.2 Gopher Tortoise

Gopher tortoises are listed by the FWC as a threatened wildlife species and are protected by state law, Chapter 68A–27, FAC. This species is known to utilize a variety of habitats including pine flatwoods and some rangeland communities, but prefers well-drained soils that enable burrowing and support a high diversity of low-growing herbs. The footprints of the Preferred Alternatives appear to be suitable habitat for gopher tortoises, with no canopy and a range of low-growing herbs. However, the predominant soil types are poorly drained with high water tables, which makes these areas unsuitable for gopher tortoises.

Due to the lack of suitable habitat for burrowing, this project will not adversely affect the gopher tortoise. Should any roadway improvements, floodplain compensation sites, or pond sites be situated within potential gopher tortoise habitat, a formal gopher tortoise survey following the Gopher Tortoise Permitting Guidelines will be conducted. The number of impacted burrows will determine the type of gopher tortoise permit needed if potentially occupied burrows will be impacted.

5.5 Other Protected Species

5.5.1 Bald Eagle

The bald eagle (*Haliaeetus leucocephalus*) is no longer listed by the USFWS or FWC, but remains protected under the BGEPA and the MBTA. No bald eagle nests occur within the two proposed rest area project areas. The nearest bald eagle nest (CH067) is approximately 3,000 feet north of SB-2 and was last known to be active in 2013. No active bald eagle nests were identified during field reviews within 660 feet of the project area. No trees are present within the Preferred Alternatives, therefore, this project is not likely to adversely affect the bald eagle.

5.5.2 Plants

The Preferred Alternatives are within the Southwest Plants Consultation Area. The USFWS's protected species by county list identifies aboriginal prickly-apple (*Harrisia* (= *Cereus*) *aboriginum* (= *gracilis*)) and beautiful pawpaw (*Deeringothamnus pulchellus*) as potentially occurring in Charlotte County. Aboriginal prickly apple is a cylindrical-stemmed cactus that occurs in coastal strand vegetation, tropical coastal hammocks, and live oak hammocks. Critical habitat for this species was designated in January 2016 along the coastline and barrier islands of Charlotte County. This species does not have suitable habitat within the project area. The beautiful pawpaw is a low-growing perennial shrub found in xeric, mesic, and hydric pine flatwoods in western Charlotte County. It is known to occur on the Cecil M. Webb Wildlife Management Area and may exist on road right of ways. The potential exists for this species to be present within the project area and would be easy to locate at any time of the year in an open pasture. No shrubs were present during either of the field surveys. The FNAI database listed no Elemental Occurrences of the protected plants within the same Biodiversity Matrix Unit as the portion of the project. Due to the agricultural nature of the project limits, protected plants are not anticipated to occur within the project area or be affected by the project.

5.6 Direct Listed Species and Habitat Impacts

The Preferred Alternatives are not expected to adversely affect any federally or state listed species. These locations were selected, in part, because of the low potential for involvement with listed species. The Preferred Alternatives avoid ecologically sensitive areas within the I-75 corridor. They are located in a previously disturbed area, including improved pastures and rangelands. These pastures and rangelands have been extensively cleared and ditched to promote ruderal grasses with minimal shrub and canopy coverage. Impacts to undeveloped habitats will occur as a result of this project. However, these impacts are considered minimal.

No wetlands exist within the Preferred Alternatives; therefore, no impacts to wetlands are anticipated. Surface waters exist within and adjacent to the Preferred Alternatives footprint as roadside swales and agricultural ditching. Approximately 0.34 acre of roadside swales and agricultural ditching will be impacted as part of this project. Agricultural ditching is highly disturbed as it is in an active cow pasture. The roadside swales and ditches impacted were built in uplands, are less than a half an acre, and do not provide significant habitat for threatened and endangered species. Hydrological impacts are not anticipated since the storm water will be managed within the facility. Furthermore, the storm water design will adhere to current storm water management standards.

5.7 Indirect and Cumulative Impacts

Indirect and secondary effects are those caused by or resulting from the proposed project later in time, and that are reasonably certain to occur. They may occur outside of the area directly affected by the proposed project. Cumulative effect include the effects of future state, local, or private actions that are reasonably certain to occur in the project area. Future federal actions that are unrelated to the proposed project are not considered in the determination of cumulative effects because they require a separate analysis.

Since no direct impacts to protected species or wetlands are anticipated to occur with the no build alternative, indirect or cumulative impacts are not expected. The I-75 transportation corridor already exists, no new interchanges are proposed, and the construction of the rest area facility will have minimal effects overall. The Preferred Alternatives are limited access and will not cause additional development within the vicinity of the rest area.

5.8 Avoidance and Minimization

Avoidance, minimization, and conservation measures are intended to minimize or avoid environmental impacts to listed species or critical habitat. The ten viable segments were analyzed and evaluated for potential impacts to the 100-year floodplain, wetlands, and listed species habitat. The Preferred Alternatives were found to have the least potential impact to natural resources. By selecting these two Preferred Alternatives, impacts to native habitats, as well as threatened and endangered species and their habitat, have avoided to the maximum extent practical while still accomplishing the objectives of the project. The habitat available within the footprints of the Preferred Alternatives have minimal value to wildlife and listed species.

6 Agency Coordination

A Programming Screen Summary Report was published on August 21, 2015 for five alternative rest area locations along the I-75 corridor. Notification of the project was distributed to FDEP, FWC, National Marine Fisheries Services (NMFS), National Park Service, SWFWMD, USACE, USFWS, and other governmental agencies.

Alternative #4 River Road- Ponce De Leon Boulevard was assigned a “Dispute Resolution” degree of impact for Wildlife and Habitat as well as Special Designations by the USFWS. Alternative 4 is located in the Greater Charlotte Harbor Ecosystem Management Area, Consultation Areas for the Florida grasshopper sparrow and Florida scrub jay, Core Foraging Areas for four active nesting wood stork colonies, and the boundaries of two state-owned public lands (Deer Prairie Creek Preserve and Myakka River State Park). Selection of this alternative could result in substantial involvement with wildlife and habitat resources. This segment of roadway is in Sarasota County, far from the Preferred Alternative location.

The summarized responses are based on Alternative #3 – S of Duncan Road in the ETDM report. Multiple agencies preferred this alternative because it avoided impacts to natural resources. Alternative #3 is in the same location as the Preferred Alternatives. These actual responses are included in **Appendix B** and are summarized in the following section.

FFWCC

The FFWCC response was received June 11, 2015. A “Minimal” degree of impact was assigned by this regulatory agency for wildlife and habitat. The primary concerns of the agency were: the potential loss of valuable wetland and upland wildlife habitat, potential adverse effects to listed species, and water quality degradation as a result of additional storm water runoff draining into wetlands, creeks, and ponds. The FFWCC recommended plant community mapping, wildlife surveys, avoidance and minimization, and mitigation, if necessary, to offset impacts of the project.

USFWS

The USFWS response was received May 4, 2015. A “Minimal” degree of impact was assigned by this regulatory agency for both wetlands and wildlife and habitat. Avoidance and mitigation of wetlands was preferred as well as mitigation of unavoidable impacts. The primary concerns of the agency were the wood stork, Florida scrub Jay, red-cockaded woodpecker, Audubon’s crested caracara, and Florida bonneted bat. The agency recommended utilizing the area associated with the ETDM Alternative 3 as the preferred rest area location. ETDM Alternative 3 is closest to the Preferred Alternatives.

SWFWMD

The SWFWMD response was received June 11, 2015. A “Minimal” degree of impact was assigned by this regulatory agency for both wetlands and wildlife and habitat. SWFWMD commented that impacts to surface waters (likely classified as upland cut surface waters) are possible. They commented that these would not require wetland mitigation to offset impact but would be accounted for in the determination

of the permit review fee. There was also concern over the removal of the wetland buffer which could increase the possibility for secondary impacts. Delineation of jurisdictional wetlands was preferred as well as avoidance and minimization of any wetlands that are identified and mitigation of unavoidable impacts. The agency commented on the requirement of an Environmental Resource Permit (ERP) for this project and preferred that FDOT submit a Formal Wetland Determination Petition prior to the ERP application submittal. This project has the potential to eliminate the remnants of native upland and wetland habitat known to be used by listed species for breeding and foraging. The project will have both temporary and permanent impacts to wildlife and habitat. Temporary impacts during construction include: noise, dust, habitat damage outside of ROW, and turbidity in the creeks and canals located near I-75 and the proposed rest areas.

USEPA

The USEPA response was received on June 22, 2015. A “Minimal” degree of impact was assigned by this regulatory agency for wetlands. Avoidance and mitigation of wetlands was preferred as well as mitigation of unavoidable impacts.

USACE

The USACE response was received on June 13, 2015. A “Minimal” degree of impact was assigned by this regulatory agency for wetlands. USACE preferred avoidance and minimization in the project development phase. Three Mitigation bank service areas were also mentioned (Boran Ranch Wetlands, Little Pine Island, and Peace River) to traverse all or portions of the project area.

FDEP

The FDEP response was received on June 11, 2015. A “Minimal” degree of impact was assigned by this regulatory agency for wetlands. FDEP commented on the requirement to obtain an Environmental Resource Permit (ERP) for the proposed project, the necessity of avoidance and minimization or wetland impacts, and the mitigation of unavoidable impacts.

7 Commitments

Based on the findings of preliminary data collection, general wildlife surveys, and continued coordination with the USFWS and the FWC, the FDOT plans to adhere to several commitments related to wildlife.

1. If an active bald eagle nest is identified within the rest area, floodplain compensation, or pond site during the final design and permitting phases, the FDOT is committed to implement mitigation measures to avoid disturbing this species, which may include control of the timing and location of construction activities and establishment of a buffer zone around active nesting sites.
2. To comply with Section 7 of the Endangered Species Act (ESA), the FDOT is committed to initiate consultation with the USFWS for the Florida scrub-jay, wood stork, red cockaded woodpecker, Audubon's crested caracara, Florida bonneted bat, Florida panther, and eastern indigo snake prior to advancing the project to construction.
3. The standard FDOT Construction Precautions for the Eastern Indigo Snake will be implemented to during construction of the project (Appendix A).

8 References

Chapter 68A–27, Laws of Florida

- Cowardin, L. M., V. Carter, F. C. Golet, E. T. LaRoe. 1979. Classification of wetlands and deepwater habitats of the United States. U. S. Department of the Interior, Fish and Wildlife Service, Washington, D.C. Jamestown, ND: Northern Prairie Wildlife Research Center Home Page. <http://www.npwrc.usgs.gov/resource/1998/classwet/classwet.htm> (Version 04DEC98).
- Florida Department of Transportation. August 21, 2015. Efficient Transportation Decision Making Programming Screen Report No. 14206 – I-75 Rest Areas.
- Florida Department of Transportation. Florida Land Use, Cover, and Forms Classification System (FLUCFCS), 3rd Edition (1999).
- Florida Department of Transportation August, 2016. Project Development and Environment Manual, Part 2, Chapter 18 – Wetlands.
- Florida Fish and Wildlife Conservation Commission. October 15, 2016. Florida’s Imperiled Species Management Plan.
- Florida Fish and Wildlife Conservation Commission. January, 2017. Florida’s Endangered and Threatened Species.
- Hydric Soils of Florida Handbook. 1995. Florida Association of Environmental Soil Scientists. P.O. Box 357025 Gainesville, FL 32635.
- Natural Resource Conservation Service, United States Department of Agriculture. Soil Survey, Charlotte County.
- US Fish and Wildlife Service, National Wetlands Inventory GIS Database, 2014.
- US Fish and Wildlife Service, Multi-Species Recovery Plan for South Florida: Beautiful Pawpaw. <https://www.fws.gov/verobeach/MSRPPDFs/Beautiful.PDF>

APPENDIX A

Standard Protection Measures for the Eastern Indigo Snake

STANDARD PROTECTION MEASURES FOR THE EASTERN INDIGO SNAKE
U.S. Fish and Wildlife Service
August 12, 2013

The eastern indigo snake protection/education plan (Plan) below has been developed by the U.S. Fish and Wildlife Service (USFWS) in Florida for use by applicants and their construction personnel. At least **30 days prior** to any clearing/land alteration activities, the applicant shall notify the appropriate USFWS Field Office via e-mail that the Plan will be implemented as described below (North Florida Field Office: jaxregs@fws.gov; South Florida Field Office: verobeach@fws.gov; Panama City Field Office: panamacity@fws.gov). As long as the signatory of the e-mail certifies compliance with the below Plan (including use of the attached poster and brochure), no further written confirmation or “approval” from the USFWS is needed and the applicant may move forward with the project.

If the applicant decides to use an eastern indigo snake protection/education plan other than the approved Plan below, written confirmation or “approval” from the USFWS that the plan is adequate must be obtained. At least 30 days prior to any clearing/land alteration activities, the applicant shall submit their unique plan for review and approval. The USFWS will respond via e-mail, typically within 30 days of receiving the plan, either concurring that the plan is adequate or requesting additional information. A concurrence e-mail from the appropriate USFWS Field Office will fulfill approval requirements.

The Plan materials should consist of: 1) a combination of posters and pamphlets (see **Poster Information** section below); and 2) verbal educational instructions to construction personnel by supervisory or management personnel before any clearing/land alteration activities are initiated (see **Pre-Construction Activities** and **During Construction Activities** sections below).

POSTER INFORMATION

Posters with the following information shall be placed at strategic locations on the construction site and along any proposed access roads (a final poster for Plan compliance, to be printed on 11” x 17” or larger paper and laminated, is attached):

DESCRIPTION: The eastern indigo snake is one of the largest non-venomous snakes in North America, with individuals often reaching up to 8 feet in length. They derive their name from the glossy, blue-black color of their scales above and uniformly slate blue below. Frequently, they have orange to coral reddish coloration in the throat area, yet some specimens have been reported to only have cream coloration on the throat. These snakes are not typically aggressive and will attempt to crawl away when disturbed. Though indigo snakes rarely bite, they should NOT be handled.

SIMILAR SNAKES: The black racer is the only other solid black snake resembling the eastern indigo snake. However, black racers have a white or cream chin, thinner bodies, and WILL BITE if handled.

LIFE HISTORY: The eastern indigo snake occurs in a wide variety of terrestrial habitat types throughout Florida. Although they have a preference for uplands, they also utilize some wetlands

and agricultural areas. Eastern indigo snakes will often seek shelter inside gopher tortoise burrows and other below- and above-ground refugia, such as other animal burrows, stumps, roots, and debris piles. Females may lay from 4 - 12 white eggs as early as April through June, with young hatching in late July through October.

PROTECTION UNDER FEDERAL AND STATE LAW: The eastern indigo snake is classified as a Threatened species by both the USFWS and the Florida Fish and Wildlife Conservation Commission. “Taking” of eastern indigo snakes is prohibited by the Endangered Species Act without a permit. “Take” is defined by the USFWS as an attempt to kill, harm, harass, pursue, hunt, shoot, wound, trap, capture, collect, or engage in any such conduct. Penalties include a maximum fine of \$25,000 for civil violations and up to \$50,000 and/or imprisonment for criminal offenses, if convicted.

Only individuals currently authorized through an issued Incidental Take Statement in association with a USFWS Biological Opinion, or by a Section 10(a)(1)(A) permit issued by the USFWS, to handle an eastern indigo snake are allowed to do so.

IF YOU SEE A LIVE EASTERN INDIGO SNAKE ON THE SITE:

- Cease clearing activities and allow the live eastern indigo snake sufficient time to move away from the site without interference;
- Personnel must NOT attempt to touch or handle snake due to protected status.
- Take photographs of the snake, if possible, for identification and documentation purposes.
- Immediately notify supervisor or the applicant’s designated agent, **and** the appropriate USFWS office, with the location information and condition of the snake.
- If the snake is located in a vicinity where continuation of the clearing or construction activities will cause harm to the snake, the activities must halt until such time that a representative of the USFWS returns the call (within one day) with further guidance as to when activities may resume.

IF YOU SEE A DEAD EASTERN INDIGO SNAKE ON THE SITE:

- Cease clearing activities and immediately notify supervisor or the applicant’s designated agent, **and** the appropriate USFWS office, with the location information and condition of the snake.
- Take photographs of the snake, if possible, for identification and documentation purposes.
- Thoroughly soak the dead snake in water and then freeze the specimen. The appropriate wildlife agency will retrieve the dead snake.

Telephone numbers of USFWS Florida Field Offices to be contacted if a live or dead eastern indigo snake is encountered:

North Florida Field Office – (904) 731-3336
Panama City Field Office – (850) 769-0552
South Florida Field Office – (772) 562-3909

PRE-CONSTRUCTION ACTIVITIES

1. The applicant or designated agent will post educational posters in the construction office and throughout the construction site, including any access roads. The posters must be clearly visible to all construction staff. A sample poster is attached.
2. Prior to the onset of construction activities, the applicant/designated agent will conduct a meeting with all construction staff (annually for multi-year projects) to discuss identification of the snake, its protected status, what to do if a snake is observed within the project area, and applicable penalties that may be imposed if state and/or federal regulations are violated. An educational brochure including color photographs of the snake will be given to each staff member in attendance and additional copies will be provided to the construction superintendent to make available in the onsite construction office (a final brochure for Plan compliance, to be printed double-sided on 8.5" x 11" paper and then properly folded, is attached). Photos of eastern indigo snakes may be accessed on USFWS and/or FWC websites.
3. Construction staff will be informed that in the event that an eastern indigo snake (live or dead) is observed on the project site during construction activities, all such activities are to cease until the established procedures are implemented according to the Plan, which includes notification of the appropriate USFWS Field Office. The contact information for the USFWS is provided on the referenced posters and brochures.

DURING CONSTRUCTION ACTIVITIES

1. During initial site clearing activities, an onsite observer may be utilized to determine whether habitat conditions suggest a reasonable probability of an eastern indigo snake sighting (example: discovery of snake sheds, tracks, lots of refugia and cavities present in the area of clearing activities, and presence of gopher tortoises and burrows).
2. If an eastern indigo snake is discovered during gopher tortoise relocation activities (i.e. burrow excavation), the USFWS shall be contacted within one business day to obtain further guidance which may result in further project consultation.
3. Periodically during construction activities, the applicant's designated agent should visit the project area to observe the condition of the posters and Plan materials, and replace them as needed. Construction personnel should be reminded of the instructions (above) as to what is expected if any eastern indigo snakes are seen.

POST CONSTRUCTION ACTIVITIES

Whether or not eastern indigo snakes are observed during construction activities, a monitoring report should be submitted to the appropriate USFWS Field Office within 60 days of project completion. The report can be sent electronically to the appropriate USFWS e-mail address listed on page one of this Plan.

APPENDIX B

ETDM Summary Report Project #14206 – I-75 Rest Areas

Alternative #3 – S of Duncan Road



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

ETDM Summary Report

Project #14206 - I-75 Rest Areas

Preliminary Programming Screen - Published on 08/21/2015

Printed on: 8/21/2015

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Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project recommendations resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

#14206 I-75 Rest Areas

District: District 1

County: Charlotte, Sarasota

Planning Organization: FDOT District 1

Plan ID: Not Available

Federal Involvement: Maintain Federal Eligibility Federal Action

Phase: Programming Screen

From:

To:

Financial Management No.: 43660212201

Contact Information: Gwen G. Pipkin (863) 519-2375 x2375 gwen.pipkin@dot.state.fl.us

Snapshot Data From: Programming Screen Summary Report Published on 08/21/2015

Issues and Categories are reflective of what was in place at the time of the screening event.

	Social and Economic							Cultural			Natural				Physical						
	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Alternative #1 - N of Charlotte County Line From: To: <i>Published: 08/21/2015 Reviewed from 04/29/2015 to 06/13/2015</i>	2	2	0	3	3	1	1	2	2	2	4	2	3	4	2	2	2	2	N/A	2	
Alternative #2 - S of Existing WIM Station From: To: <i>Published: 08/21/2015 Reviewed from 04/29/2015 to 06/13/2015</i>	2	2	0	3	2	1	1	2	2	2	4	3	3	3	2	2	2	3	2	2	2
Alternative #3 - S of Duncan Road From: To: <i>Published: 08/21/2015 Reviewed from 04/29/2015 to 06/13/2015</i>	2	2	2	3	3	1	1	2	2	N/A	2	3	3	2	2	2	3	2	2	N/A	
Alternative #4 - River Rd - Ponce De Leon Blvd From: To: <i>Published: 08/21/2015 Reviewed from 04/29/2015 to 06/13/2015</i>	2	2	2	3	3	1	1	3	2	4	4	3	3	5	2	2	2	3	2	2	5
Alternative #5 - N of Jacaranda Blvd From: To: <i>Published: 08/21/2015 Reviewed from 04/29/2015 to 06/13/2015</i>	2	2	0	3	3	1	1	2	2	2	4	3	3	4	2	2	2	3	2	2	N/A

Purpose and Need

Purpose and Need

The primary purpose of the proposed I-75 Rest Areas (Charlotte and Sarasota Counties) is to replace the existing rest area at Mile Marker 161 that will be closed in April 2015. I-75 is a Strategic Intermodal System facility providing an integral connection for both commuters and truckers north and south throughout the State. The need for the project is based on the following criteria:

SAFETY: The project will enhance safety conditions by providing a secure rest area for drivers at a strategic location between existing northern and southern FDOT rest area facilities in Manatee, Hillsborough, and Lee Counties.

AREA WIDE NETWORK/SYSTEM LINKAGE: The project will provide a complete network of rest areas on I-75 in the southwest Florida region.

SAFETY: Enhance Safety Conditions

The construction of new I-75 Rest Areas in either Charlotte or Sarasota Counties will enhance safety on the roadway by providing services and temporary accommodations for residents, visitors, and truck drivers traveling north and south within the State. In 2007, there were a total of 157 fatigue related crashes in Sarasota County alone. The presence of a rest area can reduce driver fatigue crashes on average by 10.0 percent. The 2013 Annual Average Daily Traffic (AADT) volumes along I-75 within Charlotte and Sarasota Counties ranged between 39,500 and 123,500 vehicles with the most heavily traveled section being in northern Sarasota County. Additionally, to promote highway safety and assure adequate rest for truck drivers, the Federal Motor Carrier Safety Administration (FMCSA) has promulgated hours of service rules for motor carrier drivers. The rules prescribe limits on the number of hours drivers can operate and include rules on required rest breaks. The new rest areas will help aid truck drivers in meeting their hours of service requirements. In 2013, Annual Average Daily Truck Traffic (AADTT) volumes along I-75 within Charlotte and Sarasota Counties ranged between 6.0 percent and 17.5 percent.

AREA WIDE NETWORK/SYSTEM LINKAGE: Improve Connectivity for Regional Transportation Network

The Florida Department of Transportation operates 53 rest areas at 35 sites along Florida's interstate system to provide safe and secure rest stops for Florida motorists. Rest stops are typically located apart by approximately 45 minutes in traveling time. The closing of the existing Charlotte County rest area (Mile Marker 161) provides an opportunity to better locate a rest area so that it will be more heavily utilized by Florida travelers and spaced more efficiently between the Manatee, Hillsborough, and Lee County rest area facilities.

Project Description

This rest area improvement project on I-75, in Charlotte and Sarasota Counties, proposes the new construction of buildings, parking areas, access roads, recreational areas and other amenities as necessary for both northbound and southbound lanes to replace an existing rest area in Charlotte County (Rest Area Number 10270, Mile Marker 161). The size of each new proposed rest area will be in the range of 400' x 1,200' to 600' x 1,200' depending on the site configuration allowable.

The existing Charlotte County rest area will be closed on April 6, 2015 due to low patron usage. The rest area being closed is considered "off-system" as it does not facilitate easy-on/easy-off access from the interstate; thereby, increasing the amount of time motorists spend exiting and entering the facility. In 2012, the average number of daily vehicles utilizing the rest area was approximately 750, or about 3.0 percent of the average Annual Average Daily Traffic (AADT) volume.

The utilization is likely to be further decreased due to increased urbanization along Jones Loop Road and the presence of near-by commercial facilities serving motorist needs. The American Association of State Highway and Transportation (AASHTO) recommends that new rest areas be designed to capture 12.0 percent of the mainline roadway traffic.

I-75 is a Strategic Intermodal System highway corridor. There is one other existing Florida Department of Transportation (FDOT) facility in Charlotte County that is a weigh-in-motion station for trucks (Mile Marker 158). The nearest FDOT rest areas are located in Manatee County (Mile Marker 7) and Hillsborough County (Mile Marker 238) to the north and Lee County (Mile Marker 131) to the south. There are five alternative locations being reviewed as part of the new rest area project along I-75 in Charlotte and Sarasota Counties; however, this does not exclude other alternative locations from being explored during the Project Development and Environment (PD&E) phase. The five alternative locations are as follows:

- Alternative 1: North of the Charlotte County Line (Charlotte County)
- Alternative 2: South of the existing weigh-in-motion station (Charlotte County)
- Alternative 3: South of Duncan Road (Charlotte County)
- Alternative 4: Between N River Road and Ponce De Leon Boulevard (Sarasota County)
- Alternative 5: North of Jacaranda Boulevard to South of Venice Connector (Sarasota County)

CONSISTENCY WITH TRANSPORTATION PLAN GOALS AND OBJECTIVES

The I-75 rest area project is listed in the FY 2016-FY 2020 FDOT Tentative Work Program with \$1,300,000 allocated for PD&E (FY 2015/2016), \$3,850,000 allocated for Preliminary Engineering (FY 2017/2018), and \$2,318,548 allocated for Right-of-Way (FY 2019/2020). The I-75 rest area project is not included in the State Transportation Improvement Program or the Strategic Intermodal System Cost Feasible Plan (2024-2040).

The property of the current rest area (as identified by Charlotte County) is within I-75 right-of-way. While this property does not have a future land use designation (according to the Charlotte County Future Land Use Map), the land is likely to be classified as commercial based on adjacent land uses. It should be noted that Charlotte County is seeking to obtain the parcel of land currently associated with the rest area at Mile Marker 161 on the east side of I-75 fronting Jones Loop Road for public purposes, such as a visitor center and/or other related recreational activities.

Summary of Public Comments

Summary of Public Comments is not available at this time.

Planning Consistency Status

No information available.

Federal Consistency Determination

Date: 06/11/2015

Determination: CONSISTENT, WITH COMMENTS with Coastal Zone Management Program.

Comment:

Please see the DEP, SWFWMD and FWC comments regarding potential impacts to public conservation lands and protected species.

Potential Lead Agencies

- Federal Highway Administration

Exempted Agencies

Agency Name	Justification	Date
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	02/05/2015
US Coast Guard	US Coast Guard has requested to be exempt from reviewing any projects that do not impact navigable waterways.	02/05/2015

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

User Defined Communities Within 500 Feet

No user defined communities were found within a 500 ft. buffer distance for this project.

Census Places Within 500 Feet

No census places were found within a 500 ft. buffer distance for this project.

Purpose and Need Reviews

FL Department of Economic Opportunity

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/12/2015	Matt Preston (matt.preston@deo.myflorida.com)	No Purpose and Need comments found.

FL Department of Environmental Protection

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/11/2015	Lauren Milligan (lauren.milligan@dep.state.fl.us)	No Purpose and Need comments found.

FL Department of State

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/11/2015	Alyssa McManus (alyssa.mcmanus@dos.myflorida.com)	No Purpose and Need comments found.

FL Fish and Wildlife Conservation Commission

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/11/2015	Jennifer Goff (jennifer.goff@MyFWC.com)	No Purpose and Need comments found.

Federal Highway Administration

Acknowledgment	Date Reviewed	Reviewer	Comments
Accepted	05/19/2015	Cathy Kendall (cathy.kendall@dot.gov)	No Purpose and Need comments found.

National Marine Fisheries Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/08/2015	David Rydene (David.Rydene@noaa.gov)	No Purpose and Need comments found.

National Park Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	05/13/2015	Anita Barnett (anita_barnett@nps.gov)	No Purpose and Need comments found.

Natural Resources Conservation Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	05/18/2015	Rick Robbins (rick.a.robbins@fl.usda.gov)	No Purpose and Need comments found.

Southwest Florida Water Management District

Acknowledgment	Date Reviewed	Reviewer	Comments
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Understood	06/10/2015	Monte Ritter (Monte.Ritter@swfwmd.state.fl.us)	No Purpose and Need comments found.
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US Army Corps of Engineers

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	06/13/2015	Randy Turner (Randy.L.Turner@usace.army.mil)	No Purpose and Need comments found.

US Environmental Protection Agency

Acknowledgment	Date Reviewed	Reviewer	Comments
Not Understood	06/22/2015	Maher Budeir (budeir.maher@epa.gov)	While the purpose and need is clear for the rest areas 1,4, and 5. It is less clear for 2 and 3 since they are less than 3 miles apart. Based on the criteria listed in the description, the need for both rest areas 2 and 3 to be constructed does not seem to be clear. Eliminating one of the two seem to provide very reasonable spacing and travel time between rest areas, at the same time avoid all potential impacts.

US Fish and Wildlife Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	05/04/2015	John Wrublik (john_wrublik@fws.gov)	No Purpose and Need comments found.

The following organizations were notified but did not submit a review of the Purpose and Need:

- FL Department of Agriculture and Consumer Services
- Seminole Tribe of Florida
- South Florida Water Management District

Alternative #3 - S of Duncan Road

Alternative Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
S of Duncan Road			Traffic Operation Enhancement	ETAT Review Complete	? mi.		Roadway	Y

Project Effects Overview for Alternative #3 - S of Duncan Road

Issue	Degree of Effect	Organization	Date Reviewed
Social and Economic			
Land Use Changes	2 Minimal	FL Department of Economic Opportunity	06/12/2015
Land Use Changes	2 Minimal	FDOT District 1	06/10/2015
Social	2 Minimal	US Environmental Protection Agency	06/22/2015
Social	2 Minimal	FDOT District 1	06/12/2015
Social	2 Minimal	Federal Highway Administration	05/28/2015
Relocation Potential	0 None	FDOT District 1	06/10/2015
Farmlands	3 Moderate	Natural Resources Conservation Service	05/18/2015
Aesthetic Effects	3 Moderate	FDOT District 1	06/10/2015
Economic	1 Enhanced	FL Department of Economic Opportunity	06/12/2015
Economic	1 Enhanced	FDOT District 1	06/10/2015
Mobility	1 Enhanced	FDOT District 1	06/10/2015
Cultural			
Historic and Archaeological Sites	0 None	Southwest Florida Water Management District	06/11/2015
Historic and Archaeological Sites	2 Minimal	FL Department of State	06/11/2015
Recreation Areas	0 None	US Environmental Protection Agency	06/22/2015
Recreation Areas	0 None	National Park Service	06/12/2015
Recreation Areas	0 None	FL Department of Environmental Protection	06/11/2015
Recreation Areas	0 None	Southwest Florida Water Management District	06/11/2015
Natural			
Wetlands	2 Minimal	US Environmental Protection Agency	06/22/2015
Wetlands	2 Minimal	US Army Corps of Engineers	06/13/2015
Wetlands	2 Minimal	FL Department of Environmental Protection	06/11/2015
Wetlands	2 Minimal	Southwest Florida Water Management District	06/11/2015
Wetlands	N/A N/A / No Involvement	National Marine Fisheries Service	06/08/2015
Wetlands	2 Minimal	US Fish and Wildlife Service	05/04/2015

Water Quality and Quantity	2 Minimal	US Environmental Protection Agency	06/22/2015
Water Quality and Quantity	2 Minimal	FL Department of Environmental Protection	06/11/2015
Water Quality and Quantity	3 Moderate	Southwest Florida Water Management District	06/11/2015
Floodplains	0 None	US Environmental Protection Agency	06/22/2015
Floodplains	3 Moderate	Southwest Florida Water Management District	06/11/2015
Wildlife and Habitat	2 Minimal	Southwest Florida Water Management District	06/11/2015
Wildlife and Habitat	2 Minimal	FL Fish and Wildlife Conservation Commission	06/11/2015
Wildlife and Habitat	4 Substantial	Federal Highway Administration	05/28/2015
Wildlife and Habitat	2 Minimal	US Fish and Wildlife Service	05/04/2015
Coastal and Marine	2 Minimal	Southwest Florida Water Management District	06/10/2015
Coastal and Marine	N/A N/A / No Involvement	National Marine Fisheries Service	06/08/2015
Physical			
Air Quality	2 Minimal	US Environmental Protection Agency	06/22/2015
Contamination	2 Minimal	US Environmental Protection Agency	06/22/2015
Contamination	2 Minimal	FL Department of Environmental Protection	06/11/2015
Contamination	3 Moderate	Southwest Florida Water Management District	06/11/2015
Contamination	2 Minimal	Federal Highway Administration	05/28/2015
Navigation	2 Minimal	Federal Highway Administration	05/28/2015
Special Designations			
Special Designations	0 None	US Environmental Protection Agency	06/22/2015
Special Designations	0 None	Southwest Florida Water Management District	06/11/2015
Special Designations	3 Moderate	Federal Highway Administration	05/28/2015

ETAT Reviews and Coordinator Summary: Social and Economic

Land Use Changes

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 08/18/2015 by FDOT District 1

Comments:

FDOT District One reported that the area surrounding Alternative 3 is composed primarily of agricultural and vacant nonresidential uses; the Charlotte County Future Land Use Map indicates that the area will transition to support a mix of public/semi-public/government/ institutional, high density residential (> 12 dwelling units), and low density residential (<1 dwelling units) uses with minimal land designated for agricultural purposes. FDOT noted that the project is listed in the FY 2016-FY 2020 FDOT Tentative Work Program. **Coordination Document:** To Be Determined: Further Coordination Required.

FDEO stated that the project is compatible with the development goals and comprehensive plans of Charlotte and Sarasota Counties; however, the project is not identified on any Future Transportation Map. FDEO indicated that future land uses surrounding Alternative 3 are designated for public facilities to the north; commercial, high density residential, low density residential, and low intensity industrial to the west and south; and Enterprise Charlotte Airport Park (associated with Charlotte County Airport) to the east. FDEO further noted that the project is not located in an Area of Critical State Concern or a Coastal High Hazard Area, nor does it encroach on a military base. **Coordination Document:** No Involvement.

Access to proximate land uses, particularly the Charlotte County Airport, could temporarily be affected during project construction; however, effects to the area's character resulting from the project are anticipated to be limited. Therefore, a Summary DOE of Minimal has been assigned to the Land Use Changes issue.

Commitments and Responses: During the Project Development phase, FDOT will engage stakeholders within the area of each alternative to solicit input on potential project effects and to identify potential solutions. Public involvement activities will be coordinated with the Charlotte County-Punta Gorda and Sarasota/Manatee Metropolitan Planning Organizations.

Technical Study: None.

Degree of Effect: 2 Minimal assigned 06/12/2015 by Matt Preston, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comprehensive Plans Reviewed:

Smart Charlotte 2050, adopted on July 20, 2010. *Sarasota 2050*, adopted on July 10, 2002.

Comments on Effects to Resources:

Compatibility with Community Development Goals and Comprehensive Plan:

The proposed improvement project is compatible with the Counties development goals and comprehensive plans. Sarasota County staff provided the following comments with regards to Alternatives 4 and 5:

Alternative 4 -This proposed location is in an area that is characterized by an abundance of native habitats, of which, much of the land is in some form of preservation. The site is very close to the "Wild and Scenic" Myakka River. There are special regulations for any development proposals along the River. Consultation with Sarasota County Environmental Staff would be recommended for this site. As noted, this area is also characterized by lands in preservation, either under Sarasota County ownership, or ownership by agencies such as SWFWMD. The Land Use designation is "Public Conservation/Preservation." Most of these properties are north of I-75, although there is an area south of the interstate and east of River Road. The remainder of the lands in the area have a "Rural" designation, especially south of I-75, but proximity to the River may hinder these areas too (would need further examination). A rest area, without facilities, used to exist at the River Road/I-75 interchange, but it was closed many years ago.

Alternative 5 - Currently, this is not a full service interchange, but it is programmed to be one in the near future. Eventually a road network and developments will be built east of I-75 in this area. Currently, the Future Land Use Map indicates that the lands east of I-75 in this area is designated as "Rural." The County also has an Overlay in this area called 2050 Resource Management Area, which would allow for "Village" style developments in the area if the overlay is used. There are several development proposals currently in process, east of I-75. The "Rural" land use designation states the following concerning uses:

FLU Policy 3.5.3.

The development of institutional, governmental, transportation, recreational, cultural, communication and utility facilities shall be permitted in the Rural or Semi-Rural Areas, as designated on the Future Land Use Map, only when such development provides regional services, or is incompatible with urban uses or serves the existing needs of the immediate area in which it is located.

To the west of I-75 the Future Land Use designation in the area is "Moderate Density Residential."

Future Transportation Map:

The improvement project is not identified on any Future Transportation Map. The Department recommends that Charlotte and Sarasota Counties update the maps to depict this project.

Land Uses:

The Future Land Uses that surround the project include: Alternative 1 - This proposed site is designated Agricultural, with more Agricultural lands surrounding it to the north, south, and east. There is Rural Community Mixed Use to the west.

Alternative 2 - This proposed site is in High Density Residential and Low Density Residential, with Agriculture and Low Density Residential to the north and east. There is also High Intensity Industrial directly to the south.

Alternative 3 - This proposed site is located within the Commercial, Enterprise Charlotte Airport Park, High Density Residential, and Low Density Residential land use designations. To the east is the Charlotte County Airport, designated as Enterprise Charlotte Airport Park. There are lands designated as Public Lands and Facilities to the north; and Light Intensity Industrial, Low Density Residential,

and Commercial to the west.

Alternative 4 - This proposed site is located in part of a large amount of land designated as Public Conservation Preservation, just west of the Sarasota/Charlotte County line, and in between Schewe Ranch North to the north and Deer Prairie Preserve to the south. There is a small amount of land with a Rural designation to the west.

Alternative 5 - This proposed site is located on properties designated as Moderate Density Residential (the eastern portion) and Rural (the western portion). Surrounding land uses include a large amount of Public Conservation, Moderate Density Residential, and Major Government Uses, as well as a small amount of Medium Density Residential to the southwest.

Parks:

Alternative 4 is located within a quarter mile of Sleeping Turtles Preserve North and South. Also, Alternative 5 is located with a quarter mile of Scherer Thaxton Preserve. FDOT should analyze potential impacts to these 4(f) resources.

Area of Critical State Concern (ACSC), Coastal High Hazard Area (CHHA), and military bases:

The project is not located within an ACSC or the CHHA; nor does it encroach on a military base.

Other Planning-Related Items:

Alternative 3 is located in close proximity to the Charlotte County Airport.

Alternative 4 is located in close proximity to the Myakka River, which is designated as a "Wild and Scenic River" in Sarasota County.

Palmer Ranch DRI and Sarasota County Interstate Business Center DRI are in the vicinity of Alternatives 4 and 5.

Contact information:

Jie Shao (Charlotte County). Phone number: (941) 743-1272. Paula Wiggins (Sarasota County). Phone number: (941) 861-0769. Brett Harrington (Sarasota County). Phone number: (941) 861-5000.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 06/10/2015 by Amanda Douglas, FDOT District 1

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

See comments.

Comments on Effects to Resources:

Alternative 3 is located just south of Duncan Road in Charlotte County. The 200-foot project buffer consists primarily of agricultural and vacant nonresidential uses. Future land use indicates that the area will transition to a mix of public/semi-public, government, institutional; high density residential (> 12 dwelling units); and low density residential (<1 dwelling units) with minimal land designated for agricultural purposes. As such, the new rest area facility is anticipated to have minimal effects to land use changes.

Table 2. Generalized Existing Land Use (500-Foot and 1,320-Foot Buffers)

Description 500-Foot Buffer 1,320-Foot Buffer

	Acres/Percent	Acres/Percent
Agricultural	201.4/71.95%	372.8/59.94%
Industrial	0.8/0.29%	1/0.16%
Institutional	1.9/0.67%	20.3/3.26%
Public/Semi-Public	4.4/1.55%	41.8/6.72%
Residential	0/0.00%	19.4/3.12%

Vacant Nonresidential 15.6/5.58% 60.1/9.66%

Vacant Residential 0/0.00% 3.6/0.57%

EST - District 1 Generalized Land Use - analysis run on 03/19/2015

Table 3. Future Land Use (500-Foot Buffer and 1,320-Foot Buffers)

Description 500-Foot Buffer 1,320-Foot Buffer

Acres/PercentAcres/Percent

Agricultural - Rural Land, Farms <0.5DU 6.7/2.39% 28.5/4.58%

Commercial, Office, Tourism, Marina34.8/12.45% 59.8/9.61%

Public/Semi-Public, Gov, Institutional 120.8/43.15%310.1/49.85%

Residential High More than RM and > 12DU59.6/21.28% 107.5/17.28%

Residential LO Higher than Ag < 1DU 58/20.73% 116.3/18.69%

EST - District 1 Generalized Land Use - analysis run on 03/19/2015

Comprehensive Plan Consistency:

The I-75 rest area project is listed in the FY 2016-FY 2020 FDOT Tentative Work Program with \$1,300,000 allocated for PD&E (FY 2015/2016), \$3,850,000 allocated for preliminary engineering (FY 2017/2018), and \$2,318,548 allocated for right-of-way acquisition (FY 2019/2020). The I-75 rest area project is not included in the State Transportation Improvement Program or the 2040 Strategic Intermodal System Cost Feasible Plan.

The property of the current rest area (as identified by Charlotte County) is within I-75 rights-of-way. While this property does not have a future land use designation (according to the Charlotte County Future Land Use Map), the land is likely to be classified as commercial based on adjacent land uses. It should be noted that Charlotte County is seeking to obtain the parcel of land currently associated with the rest area at Mile Marker 161 on the east side of I-75 fronting Jones Loop Road for public purposes, such as a visitor center and/or other related recreational activities.

Considering the land use character of the area, the project is anticipated to have a Minimal Degree of Effect on land use changes.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

During the Project Development phase, the FDOT District One will engage the community within the areas of each alternative to solicit input on potential project effects on the surrounding community and identify potential solutions. Public involvement activities will be coordinated with the Charlotte-Punta Gorda and Sarasota/Manatee Counties Metropolitan Planning Organizations.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Land Use Changes issue for this alternative:
Federal Highway Administration

Social

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 08/18/2015 by FDOT District 1

Comments:

FDOT District One identified the following community features within the 1,320-foot buffer of Alternative 3: one church, one government building, and one correctional facility; other community features within the 5,280-foot buffer of Alternative 3 include the Charlotte County Airport, Charlotte County Speedway, and two schools (Edison Collegiate High School and Florida Southwestern State College). FDOT added that the demographics characteristics of the 1,320-foot buffer area differ from Charlotte County in that the buffer area contains a large White population percentage, a higher percentage of individuals age 18 and under, and a higher median family income. FDOT stated that no census blocks intersecting the 500-foot buffer of Alternative 3 have a minority population greater than 40 percent, and Limited English proficiency (LEP) accommodations do not appear to be required at this time based on new public involvement guidance (which suggests that consideration be given to the number or proportion of LEP persons in the eligible service population/affected area, the frequency of which LEP individuals may come into contact with project

development activities, the importance of the proposed project service/action to LEP individuals, and resources available). FDOT noted limited social impacts as a result of the project. **Coordination Document:** To Be Determined: Further Coordination Required.

FHWA reported that there is a community college within the 500-foot buffer of Alternative 3 and noted that potential conflicts between this use and the project should be addressed. **Coordination Document:** PD&E Support Document as per PD&E Manual.

USEPA identified one church, one school, and one Development of Regional Impact within the 500-foot buffer of Alternative 3 and stated that potential project impacts to these features (including noise impacts) should be assessed and mitigated. **Coordination Document:** PD&E Support Document as per PD&E Manual.

While the new rest stop may impact the overall aesthetics of the area, the project is not anticipated to affect community cohesion, divide neighborhoods, or socially isolate populations. As such, a Summary DOE of Minimal has been assigned to the Social issue.

Commitments and Responses: During the Project Development phase, FDOT will engage the public (particularly users of recreational facilities in the area) to solicit input on potential project effects related to social interaction and potential solutions. Public involvement activities will be coordinated with the Charlotte County-Punta Gorda and Sarasota/Manatee Metropolitan Planning Organizations. A Sociocultural Effects Evaluation (conducted and prepared in accordance with Part 2, Chapter 9 of the FDOT PD&E Manual) will be included in the scoping recommendations for this project.

Technical Study: *Sociocultural Effects Evaluation.*

Degree of Effect: 2 Minimal assigned 06/22/2015 by Maher Budeir, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

One Church, one school, and one DRI identified by the EST data to be within the 500 foot buffer of this alternative.

Comments on Effects to Resources:

Potential impact on these resources should be identified. The degree of effect is selected as minimal since the data states that construction will be within FDOT right of way. However, potential impacts on these resources including noise impacts should be identified and mitigated.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 06/12/2015 by Amanda Douglas, FDOT District 1

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

See comments.

Comments on Effects to Resources:

Alternative 3 of the project is located just south of Duncan Road in Charlotte County. Community features within the quarter-mile (1,320-foot) project buffer include one church (Punta Gorda Alliance Church) north of Airport Road, one government building (Charlotte County Emergency Management), and one correctional facility (Charlotte County Jail) east of the project site. Other community features within the one-mile (5,280-foot) project buffer include the Charlotte County Airport (FAA Code: PGD), Charlotte County Speedway, and two schools (Edison Collegiate High School and Florida Southwestern State College).

As the uses surrounding the project tend to be more institutional, impacts on the social environment are anticipated to be minimal.

As displayed in **Table 1** below, the demographic characteristics within the quarter-mile project buffer vary with the overall demographics of Charlotte County. Demographic characteristics within the proposed project area indicate larger White (97.09%) and aged 18-64 years (52.43%) populations, as well as a higher median family income (\$66,557) compared to the County. Just over three percent of the population within the project area does not have access to a vehicle.

**Table 1. Demographic Information
Demographic Quarter-Mile Buffer Charlotte County**

White (Race)* 97.09% 90.69%

African-American (Race)* 2.91% 5.70%

"Other" ** (Race)* 0.00% 1.88%

Hispanic (Ethnic Group)* 5.26% 6.12%

Age 65+ * 32.04% 35.29%

Under age 18* 14.56% 13.94%

HH w/o car* 3.03% 5.57%

Med. Family Income* \$66,557 \$53,586

* Source: US Census Bureau (2012 ACS)

** "Other" includes Asian, Native American, Native Hawaiian & Other Pacific Islander Alone, & Other Race.

Minority Population Greater than 40%:

According to 2010 US Census block data, there are no census blocks intersecting the 500-foot project buffer with a minority population greater than 40 percent.

Limited English Proficiency (LEP) Accommodations:

Recently issued guidance on Limited English Proficiency (LEP) provide factors for the consideration and need for LEP accommodations for certain projects. Consideration should be given to the number or proportion of LEP persons in the eligible service population, the frequency of which LEP individuals come into contact with the activity, the importance of the service and the resources available. As there are no census blocks intersecting the 500-foot project buffer with a minority population greater than 40 percent and there is only one individual (1.01%) who speaks English less than very well, LEP accommodations are not anticipated to be needed.

Considering the anticipated effects to social resources, above, the recommended Degree of Effect is Minimal.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

During the Project Development phase, the FDOT District One will engage with the community within the areas of each alternative to solicit input on potential project effects on social interaction and identify potential solutions. Public involvement activities will be coordinated with the Charlotte-Punta Gorda and Sarasota/Manatee Counties Metropolitan Planning Organizations.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 05/28/2015 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Community college located within 500 feet of site.

Comments on Effects to Resources:

Please address potential conflicts between these uses for this alternative.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Relocation Potential

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 08/18/2015 by FDOT District 1

Comments:

FDOT District One reported that the area surrounding Alternative 3 is composed primarily of agricultural and vacant nonresidential uses. FDOT District One reported that there are no residences, businesses, or institutional facilities located within the 500-foot buffer of Alternative 3. **Coordination Document:** To Be Determined: Further Coordination Required.

Due to the fact that access to proximate land uses may temporarily be impacted during project construction, including access to Charlotte County government facilities and the airport, a Summary DOE of Minimal has been assigned to the Relocation Potential issue.

Commitments and Responses: During the Project Development phase, FDOT will engage stakeholders within the area of each alternative to solicit input on potential project effects related to relocation and potential solutions as designs become further developed. Public involvement activities will be coordinated with the Charlotte County-Punta Gorda and Sarasota/Manatee Metropolitan Planning Organizations. A Conceptual Stage Relocation Plan (conducted and prepared in accordance with Part 2, Chapter 9 of the FDOT PD&E Manual) will potentially be included in the scoping recommendations for this project.

Technical Study: Conceptual Stage Relocation Plan (potentially).

Degree of Effect: 0 None assigned 06/10/2015 by Amanda Douglas, FDOT District 1

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

See comments.

Comments on Effects to Resources:

The area surrounding Alternative 3 primarily consists of agricultural and vacant nonresidential uses. There are no residences, businesses, institutions, or community facilities located within the 500-foot project buffer. For this reason, no effects related to relocation potential are anticipated.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

During the Project Development phase, the FDOT District One will engage the community within the areas of each alternative to solicit input on any potential project effects on relocation and identify potential solutions as designs become further developed. Public involvement activities will be coordinated with the Charlotte-Punta Gorda and Sarasota/Manatee Counties Metropolitan Planning Organizations.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Relocation Potential issue for this alternative:
Federal Highway Administration

Farmlands

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 08/18/2015 by FDOT District 1

Comments:

NRCS stated that soils designated as Farmland of Unique Importance are present at all buffer widths of Alternative 3 ranging from 146.70 acres at the 100-foot buffer level to 274.65 acres at the 500-foot buffer level. NRCS noted that land utilized for agricultural purposes (primarily cropland and pastureland; also classified as Farmland of Unique Importance) is additionally present ranging from 120.96 acres at the 100-foot buffer level to 221.18 acres at the 500-foot buffer level. NRCS indicated that a Farmland Assessment may be required. **Coordination Document:** To Be Determined: Further Coordination Required.

Prime Farmland (or Farmland of Unique Importance) composes 178.0 acres (99.98%) of the 200-foot buffer of Alternative 3; 149.6 acres (84.05%) consist of cropland and pastureland. According to the Charlotte County Future Land Use Map, the project area is targeted for residential, commercial, and Charlotte County Airport business park uses. However, given the extent of farmland resources located within proximity to Alternative 3 and the fact that the project is not located within the North Port-Punta Gorda Urbanized Area, a Summary DOE of Moderate has been assigned to the Farmlands issue.

Commitments and Responses: A Farmland Assessment (conducted and prepared in accordance with Part 2, Chapter 28 of the FDOT PD&E Manual) will be included in the scoping recommendations for this project.

Technical Study: *Farmland Assessment.*

Degree of Effect: 3 Moderate assigned 05/18/2015 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments:

The GIS analysis data indicates that between 98 and 100% of the total project area is classified as Farmland of Unique Importance. The Farmland Protection Policy Act (FPPA) (PL 97-98; 7 U.S.C. 4201 et seq.) was enacted to protect the amount of open farmland which has substantially decreased as a result of land use changes. It states that Federal programs which contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses will be minimized. Agencies are also to consider alternative actions and ensure that their programs are compatible with state and local government programs.

Environmental assessments must be prepared for actions which may adversely affect such unique geographic characteristics as prime farmlands. The regulations apply to construction activities, development grants and loans, and certain Federal land management decisions that contribute either directly or indirectly to loss of farmland.

An Farmland Protection Policy Act (AD-1006) environmental assessment may be required for this project.

Direct Effects

Identified Resources and Level of Importance:

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils with important soil properties and have significant acreages that are used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to be considered as Farmlands of Unique Importance or Farmlands of Local Importance. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

Comments on Effects to Resources:

Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important Farmland Analysis (using 2011 SWFWMD data and 2013 SSURGO data) has resulted in the determination that there are soils designated as Farmland of Unique Importance at all

buffer widths within the Project footprint. In addition, there are areas currently used for agricultural production at all buffer widths. At the 100 foot buffer width, there are 146.7 acres of Farmland of Unique Importance. At the 200 foot buffer width, there are 177.95 acres of Farmland of Unique Importance. At the 500 foot buffer width, there are 274.65 acres of Farmland of Unique Importance.

Land in agricultural use (primarily cropland and pastureland) that also classifies as Farmland of Unique Importance ranges from 120.96 acres at the 100 foot buffer width to 221.18 acres at the 500 foot buffer width.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

An important note concerning Prime Farmland, Unique Farmland, and Locally Important Farmland soils:

It is important to remember that when agricultural lands that support commodity intersect Farmlands of Prime, Unique, or Local Importance, there will be a net loss of an important agricultural and national resource.

Once these important farmland soils have been truncated, heavily modified, or filled upon, the inherent soil properties that made these soils productive (and worthy of these farmland designations) will be lost. Even with land use designation shifts from rural to urban, the future needs and requirements of society as a whole should always be considered. The change in land use designations are temporal when based on scales of human and geologic time.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Farmlands issue for this alternative: Federal Highway Administration

Aesthetic Effects

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 08/18/2015 by FDOT District 1

Comments:

FDOT District One reported that Alternative 3 is located in an area primarily rural in nature consisting of agricultural and vacant nonresidential lands; as such, the construction of new buildings, parking areas, and other amenities needed to support a rest area on the north and south sides of I-75 would alter the character of the area. **Coordination Document:** To Be Determined: Further Coordination Required.

Based on the foregoing, a Summary DOE of Moderate has been assigned to the Aesthetic Effects issue.

Commitments and Responses: During the Project Development phase, FDOT will engage stakeholders within the area of each alternative to solicit input on potential project effects regarding aesthetics and to identify potential solutions. Public involvement activities will be coordinated with the Charlotte County-Punta Gorda and Sarasota/Manatee Metropolitan Planning Organizations.

Technical Study: None.

Degree of Effect: 3 *Moderate* assigned 06/10/2015 by Amanda Douglas, FDOT District 1

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Identified Resources:

500-Foot Buffer:

Agricultural - 201.4 acres (71.95%)

Vacant Nonresidential - 15.6 acres (5.58%)

Quarter-Mile (1,320-Foot) Buffer:

Agricultural - 372.8 acres (59.94%)

Vacant Nonresidential - 60.1 acres (9.66%)

Comments on Effects to Resources:

As the area primarily consists of agricultural and vacant nonresidential uses, the construction of a new rest area facility including the construction of buildings, parking areas, access roads, recreational areas, and other amenities necessary for both northbound and southbound I-75 would change the aesthetics of the area. As such, moderate involvement regarding aesthetic effects is anticipated.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

During the Project Development phase, the FDOT District One will engage the community within the areas of each alternative to solicit input on potential project effects on aesthetics and identify potential solutions. Public involvement activities will be coordinated with the Charlotte-Punta Gorda and Sarasota/Manatee Counties Metropolitan Planning Organizations.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Aesthetic Effects issue for this alternative: Federal Highway Administration

Economic

Project Effects

Coordinator Summary Degree of Effect:  *Enhanced* assigned 08/18/2015 by FDOT District 1

Comments:


FDOT District One commented that the project is anticipated to assist the Florida freight industry by aiding truck drivers in meeting their hours of service rest requirements. **Coordination Document:** To Be Determined: Further Coordination Required.

FDEO stated that the project is not located within a Rural Area of Opportunity nor does it have the potential to attract new development. FDEO indicated that the project may spur employment associated with the operation and maintenance of the proposed facilities. **Coordination Document:** No Involvement.

Given that the project is intended to improve conditions for truck drivers, ultimately benefiting the freight industry, a Summary Degree of Enhanced has been assigned to the Economic issue.

Commitments and Responses: During the Project Development phase, FDOT will engage the freight industry to solicit input on potential project effects (such as impacts to hours of service requirements before/after project construction) and will work to identify potential solutions. Public involvement activities will be coordinated with the Charlotte County-Punta Gorda and Sarasota/Manatee Metropolitan Planning Organizations.

Technical Study: None.

Degree of Effect:  *Enhanced* assigned 06/12/2015 by Matt Preston, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comprehensive Plans Reviewed:

Smart Charlotte 2050, adopted on July 20, 2010. Sarasota 2050, adopted on July 10, 2002.

Comments on Effects to Resources:

The project is not located within a Rural Area of Opportunity. The project has little to no potential to attract new development. Potential employment opportunities in operations/maintenance and custodial related work, lawn care, and security could possibly be generated.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: **1** *Enhanced* assigned 06/10/2015 by Amanda Douglas, FDOT District 1

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

See comments.

Comments on Effects to Resources:

Major employers near Alternative 3 of the project include the Charlotte County Airport, Jail, and Emergency Management center. This project will not directly benefit these employers as the project is more suited to assist regional long distance driving such as those in the Florida freight industry who need to meet hours of service rest requirements as well as other long-distance travelers (e.g. out-of-town visitors).

Considering the anticipated effects to economic resources, above, the recommended Degree of Effect is Enhanced.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

During the Project Development phase, the FDOT District One will engage the freight industry, as allowable, to solicit input on potential project effects such as impacts to hours of service requirements before/after project construction, and will work to identify potential solutions. Public involvement activities will be coordinated with the Charlotte-Punta Gorda and Sarasota/Manatee Counties Metropolitan Planning Organizations.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Economic issue for this alternative: Federal Highway Administration

Mobility

Project Effects

Coordinator Summary Degree of Effect: **1** *Enhanced* assigned 08/18/2015 by FDOT District 1

Comments:

FDOT District One reported that the project is located on I-75, a Strategic Intermodal System highway corridor which serves as an integral north-south link throughout the State for both commuters and truckers. FDOT indicated that the new rest area will 1) enhance safety conditions by providing a secure rest area for drivers at a strategic location between existing north-south rest area facilities in Manatee, Hillsborough, and Lee Counties, and 2) contribute to a complete network of rest areas on I-75 in the southwest Florida region. **Coordination Document:** To Be Determined: Further Coordination Required.

Based on the foregoing, a Summary DOE of Enhanced has been assigned to the Mobility issue.

Commitments and Responses: During FDOT will engage stakeholders within the area of each alternative to solicit input on potential project effects regarding mobility (particularly targeting the freight industry) and to identify potential solutions. Public involvement activities will be coordinated with the Charlotte County-Punta Gorda and Sarasota/Manatee Metropolitan Planning Organizations.

Technical Study: None.

Degree of Effect: 1 *Enhanced* assigned 06/10/2015 by Amanda Douglas, FDOT District 1

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

See comments.

Comments on Effects to Resources:

I-75 is a Strategic Intermodal System highway corridor. As such, it provides an integral link for connecting both commuters and truckers north and south throughout the State. The new rest area will enhance safety conditions by providing a secure rest area for drivers at a strategic location between existing north and south FDOT rest area facilities in Manatee, Hillsborough, and Lee Counties. Additionally, the new rest area contributes to a complete network of rest areas on I-75 in the southwest Florida region.

Considering the above, a Degree of Effect of enhanced is recommended for mobility.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

During the Project Development phase, the FDOT District One will engage the community within the areas of each alternative to solicit input on potential mobility project effects on the surrounding community and identify potential solutions. Public involvement activities will be coordinated with the Charlotte-Punta Gorda and Sarasota/Manatee Counties Metropolitan Planning Organizations.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Mobility issue for this alternative: Federal Highway Administration

ETAT Reviews and Coordinator Summary: Cultural

Section 4(f) Potential

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 08/18/2015 by FDOT District 1

Comments:

No ETAT members provided comments for this issue.

No recreational features or previously recorded historic or archaeological sites are identified within the 200-foot buffer of Alternative 3. While no recreational features are expected to be affected, due to the potential for unrecorded historic or archaeological resources to be present within the vicinity of Alternative 3, a Summary DOE of Minimal has been assigned to the Section 4(f) Potential issue.

Commitments and Responses:A Section 4(f) Determination of Applicability (conducted and prepared in accordance with Part 2, Chapter 13 of the FDOT PD&E Manual) will be included in the scoping recommendations for this project to determine the extent of Section 4(f) involvement.

Technical Study: Section 4(f) Determination of Applicability.

None found

The following organization(s) were expected to but did not submit a review of the Section 4(f) Potential issue for this alternative:
Federal Highway Administration

Historic and Archaeological Sites

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 08/18/2015 by FDOT District 1

Comments:

FDOS reported that there are no identified archaeological sites or historic resources within the area of potential effect for Alternative 3 but that unrecorded resources may be present. FDOS requested that a Cultural Resource Assessment Survey be conducted within those areas specific to alternative-related activities where no previous survey has been conducted. **Coordination Document:** To Be Determined: Further Coordination Required.

SWFWMD stated that no SWFWMD-owned or controlled lands are located within one mile of the project. SWFWMD noted that any potential project impacts will be considered in the evaluation of the Environmental Resources Permit application. **Coordination Document:** No Involvement.

Portions of Alternative 3 have been previously surveyed as part of a 2003 survey for the SWFWMD, a 2005 survey for an I-75 PD&E Study, and a 2008 survey of historic resources in Charlotte County. A review of the Florida Master Site File identified no previously recorded historic resources or archaeological sites within 500 feet of Alternative 3. According to property appraiser data, one historic parcel is present containing an historic building (8CH1970) located over 1,000 feet from the alternative site. A preliminary review of aerials and drainage characteristics of soils additionally suggests a low probability for archaeological sites to be present. For these reasons, a Summary DOE of Minimal has been assigned to the Historic and Archaeological Sites issue.

Commitments and Responses:A Cultural Resource Assessment Survey (conducted in accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800 and Part 2, Chapter 12 of the FDOT PD&E Manual) will be included in the scoping recommendations for this project.

Technical Study: Cultural Resource Assessment Survey.

Degree of Effect: 0 *None* assigned 06/11/2015 by Monte Ritter, Southwest Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

SWFWMD's responsibility in the ETDM review process is to identify only those recreation areas located on District owned/controlled lands. From the SWFWMD's Geographic Information System (GIS), there are no District owned / controlled lands within one (1) mile of the proposed project. It should be noted, however, that impacts to all recreation areas shall be considered in the evaluation of the application for an environmental resource permit.

Comments on Effects to Resources:

None

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 06/11/2015 by Alyssa McManus, FL Department of State

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

THERE ARE NO IDENTIFIED SITES OR STRUCTURES WITHIN THE PROJECT'S AREA OF POTENTIAL EFFECT. HOWEVER, UNRECORDED SITES AND OR HISTORICAL STRUCTURES MAY BE PRESENT.

Comments on Effects to Resources:

NO EFFECTS TO RESOURCES ARE ANTICIPATED AT THIS TIME. HOWEVER, A CRAS SHOULD BE COMPLETED FOR THOSE PROJECT AREAS WHERE THERE HAS NOT BEEN A SURVEY SPECIFIC TO THIS PROJECT'S ACTIVITIES.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Historic and Archaeological Sites issue for this alternative: Federal Highway Administration, Seminole Tribe of Florida

Recreation Areas

Project Effects

Coordinator Summary Degree of Effect: N/A N/A / *No Involvement* assigned 08/18/2015 by FDOT District 1

Comments:

FDEP, NPS, and USEPA did not identify any issues or potential project effects related to recreation areas/features. **Coordination Document:** No Involvement (FDEP & NPS). / **Coordination Document:** PD&E Support Document as per PD&E Manual (USEPA).

SWFWMD stated that no District-owned or controlled lands are located within one mile of the project. SWFWMD noted that all recreation areas/features pertinent to the project will be considered in the evaluation of the Environmental Resources Permit application. **Coordination Document:** No Involvement.

No recreational features are located within the 200-foot buffer of Alternative 3. For this reason, a Summary DOE of N/A / No Involvement has been assigned to the Recreation Areas issue.

Commitments and Responses: Refer to Section 4(f) Potential issue.

Technical Study: Refer to Section 4(f) Potential issue.

Degree of Effect: 0 None assigned 06/22/2015 by Maher Budeir, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 None assigned 06/12/2015 by Anita Barnett, National Park Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 None assigned 06/11/2015 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 None assigned 06/11/2015 by Monte Ritter, Southwest Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

SWFWMD's responsibility in the ETDM review process is to identify only those recreation areas located on District owned/controlled lands. From the SWFWMD's Geographic Information System (GIS), there are no District owned / controlled lands within one (1) mile of the proposed alignment. It should be noted, however, that impacts to all recreation areas shall be considered in the evaluation of the application for an environmental resource permit.

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Recreation Areas issue for this alternative:
Federal Highway Administration, South Florida Water Management District

ETAT Reviews and Coordinator Summary: Natural

Wetlands

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 08/18/2015 by FDOT District 1

Comments:

FDEP, USACE, and USEPA commented that approximately 1.3 acres of palustrine forested wetlands are present within the 500-foot buffer of Alternative 3. USACE indicated that these wetlands are likely of lower quality as they occur along an existing, major roadway. USACE stated that this alternative would be best in avoiding or minimizing impacts to wetlands. USACE noted that the three federally approved Boran Ranch Wetlands, Little Pine Island, and Peace River Hardee Mitigation Bank service areas have different palustrine wetland credits available. FDEP added that a SWFWMD Environmental Review Permit will be required.

Coordination Document: Permit Required (FDEP and USACE). / **Coordination Document:** PD&E Support Document as per PD&E Manual (USEPA).

FWS reported that wetlands occur in or near the project site. FWS stated that avoidance and minimization measures should be utilized to the greatest extent practicable; full compensatory mitigation will be required to offset any unavoidable adverse wetland impacts. FWS indicated that Alternative 3 or Alternative 2 (in order of preference) will minimize the loss of wetlands and wildlife habitat. **Coordination Document:** To Be Determined: Further Coordination Required.

NMFS conducted a site inspection of each alternative and determined that NMFS is not responsible for the resources to be potentially affected; therefore, NMFS has no comment to provide regarding potential project impacts. **Coordination Document:** No Involvement.

SWFWMD indicated that Alternative 3 has the potential to impact surface water ditches (likely to be classified as upland cut surface waters) running parallel to I-75. SWFWMD stated that a delineation of the landward extent of wetland and surface water features (along with the quantification and labeling of these resources) will be required on the construction plans as part of the permit review. SWFWMD recommends that FDOT submit a Formal Wetland Determination Petition prior to submittal of the Environmental Resource Permit application. SWFWMD added that secondary impacts to wetlands can be greatly reduced by maintaining the 25-foot average wetland buffer within the project area. **Coordination Document:** Permit Required.

There are no wetlands reported within the 200-foot buffer of Alternative 3. Based on review of recent aerial photography, this alternative is located entirely on previously-disturbed uplands with no remaining natural habitats. In addition, avoidance and minimization measures will be incorporated into the proposed design, and best management practices will be utilized during construction activities to prevent potential water quality impacts to downstream wetland habitats. For these reasons, a Summary

DOE of Minimal has been assigned the Wetlands issue.

Commitments and Responses: Preparation of a Wetland Evaluation Report (in accordance with Part 2, Chapter 18 of the FDOT PD&E Manual) will be included in the scoping recommendations for this project.

Technical Study: *Wetland Evaluation Report.*

Degree of Effect: 2 Minimal assigned 06/22/2015 by Maher Budeir, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Only 1.3 acres of wetland is within the 500 foot buffer.

Comments on Effects to Resources:

Impact on wetlands is likely to be minimal. Since the wetland area is relatively small avoidance strategy is recommended in the project development phase.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 06/13/2015 by Randy Turner, US Army Corps of Engineers

Coordination Document: Permit Required

Coordination Document Comments:

The Corps evaluated each alternative using a 500 foot buffer to evaluate potential impacts to wetlands along each alternative, given the purpose and need of the rest area.

Direct Effects

Identified Resources and Level of Importance:

A review of the EST revealed the presence of approximately 1.3 acres of Palustrine forested wetlands within a 500 foot buffer. The level of importance for this alternative would be Minimal.

Comments on Effects to Resources:

These wetlands are along an existing, major roadway which would have already been secondarily impacted, so a functional assessment should reveal a lower quality of wetlands along the proposed projects corridor, although the level of importance would be Minimal.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

This alternative would be the best (first) alternative in consideration of wetland avoidance and minimization. A review of the EST and the Corps RIBITS indicates that all or portions of the proposed project corridor would traverse the geographical service areas of three federally approved Boran Rancch Wetlands, Little Pine Island, Peace River Hardee Mitigation Bank service areas. This banks have palustrine credits available, however the pulustrine impacted wetlands habitat should be identified in the project area. The three banks have three different pulstrine habitat credits available. The assessment method should also be known in the planning phase also because the assessment method for the wetland functional loss has to be the same as the functional assessment of the bank credits.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

A review of the EST revealed the presence of approximately 1.3 acres of Palustrine forested wetlands within a 500 foot buffer. Secondary impacts due to the rest area construction would occur within the buffer footprint to additional and more natural and pristine wetland systems the level of importance would be Minimal.

Comments on Effects to Resources:

New, previously non-disturbed, adjacent wetlands would incur secondary effects along the new rest area construction area. A degree of effect of Minimal was selected.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

This alternative would be the best (first) alternative in consideration of wetland avoidance and minimization. A review of the EST and the Corps RIBITS indicates that all or portions of the proposed project corridor would traverse the geographical service areas of three federally approved Boran Ranch Wetlands, Little Pine Island, Peace River Hardee Mitigation Bank service areas. These banks have palustrine credits available, however the palustrine impacted wetlands habitat should be identified in the project area. The three banks have three different palustrine habitat credits available. The assessment method should also be known in the planning phase also because the assessment method for the wetland functional loss has to be the same as the functional assessment of the bank credits.

Degree of Effect: 2 Minimal assigned 06/11/2015 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The EST indicates that there are 1.3 acres of palustrine wetlands within the 500-ft. buffer zone of the project.

Comments on Effects to Resources:

An Environmental Resource Permit (ERP) will be required from the Southwest Florida Water Management District under Rule 62-330, Florida Administrative Code. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of rest area construction to the greatest extent practicable:

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future transportation improvement projects in the vicinity of the subject project should also be addressed.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 06/11/2015 by Monte Ritter, Southwest Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:

The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Minimal" was assigned to this issue due to the fact the wetlands will need to be delineated, quantified, and labeled on the construction plans as part of the permit review.

However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff. Wetland mitigation may be required to offset the potential impacts to the wetlands located within the proposed rest area location.

The District will require a delineation of the landward extent of wetland and surface water features by a qualified environmental scientist, pursuant to Chapter 62-340, F.A.C. The District recommends that the FDOT submit a Formal Wetland Determination Petition prior to the ERP application submittal.

An Environmental Resource Permit (ERP) will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration.

For ETDM #14206, the District has assigned a pre-application file (**PA# 402225**) for the purpose of tracking its participation in the ETDM review of this project. File **PA# 402225** is maintained at the Sarasota Service Office of the SWFWMD and online as part of the Water Management Information System. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

Direct Effects

Identified Resources and Level of Importance:

According to the SWFWMD Wetlands 2011 layer on the EST, run on March 17, 2015, there are no wetlands within the 200 foot buffer as utilized for this programming review. However, additional review utilizing the District's 2014 aerials indicates there are surface water ditches running parallel to the existing interstate system. These systems were not delineated under the 2010 LandUse LandCover layer in the District's ArcMap GIS so an approximate acreage was not determined.

Comments on Effects to Resources:

Review of the 2014 aerials in the District's ArcMap GIS indicates the proposed rest area has the potential to impact the surface water ditches running parallel to Interstate 75. These systems will most likely be classified as upland cut surface waters which will not require wetland impact to offset the impact. However, the impacts to the ditches will need to be quantified on the construction plans and accounted for determination of the permit review fee.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Creation of a rest area at this location has the potential to impact existing wetlands located directly adjacent to the right of way and the proposed site location. These systems may have been historically altered which will be reflected in the UMAM process.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

The creation of a rest area adjacent to I-75 has the potential to impact the 25 foot defined wetland buffer as they relate to the wetlands adjacent to and within the existing / proposed Right Of Way (ROW). The removal of the wetland buffer increases the possibility for secondary impacts to occur to the wetlands during and post-construction.

Comments on Effects to Resources:

The wetlands located within the 200 foot buffer may be portions of larger wetland systems which will require an assessment of the secondary impacts resulting from the construction and the rest area if a 25 foot wetland cannot be maintained.

The creation of a rest area at this location has the potential to impact the 25 foot defined wetland buffer as it relates to the wetlands adjacent to and within the existing / proposed Right Of Way (ROW). The removal of the wetland buffer increases the possibility for secondary impacts to occur to the wetlands during and post-construction. It is reasonable to assume the creation of a rest stop will result in increased traffic closer to these wetlands, which without the proper wetland buffer, may result in a higher risk of unanticipated wetland impacts.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Maintaining the 25 foot average wetland buffer can greatly reduce the secondary impacts to the wetlands located within the project area. If the minimum 15 foot wetland buffer cannot be maintained throughout the project, a buffer planting plan, including shrubbery and other transitional species, can be utilized to discourage these secondary impacts

Degree of Effect: N/A N/A / *No Involvement* assigned 06/08/2015 by David A. Rydene, National Marine Fisheries Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

None.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 14206. The Florida Department of Transportation District 1 proposes the construction of new rest areas in either Sarasota or Charlotte County to replace an existing underutilized Charlotte County rest area. Five locations are under consideration.

NMFS staff conducted a site inspection of the 5 alternative locations on June 5, 2015, and determined that the resources affected were not ones for which NMFS is responsible, therefore we have no comment to provide regarding the project's impacts.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 05/04/2015 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Wetlands

Comments on Effects to Resources:

Wetlands provide important habitat for fish and wildlife. According to the data provided in the Environmental Screening Tool, wetlands occur in or near the project site. However, this information has not yet been verified by field inspections. In the event that wetlands are found to occur in the project area, we recommend that the project be designed to avoid these valuable resources to the greatest extent practicable. If impacts to wetlands are unavoidable, we recommend that the FDOT provides mitigation that fully compensates for the loss of wetland resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Wetlands issue for this alternative: Federal Highway Administration, South Florida Water Management District

Water Quality and Quantity

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 08/18/2015 by FDOT District 1

Comments:

FDEP reported the close proximity of Gasparilla Sound-Charlotte Harbor Aquatic Preserve and Outstanding Florida Water (OFW); therefore, stormwater runoff from the additional facility/parking surfaces may alter adjacent wetlands and surface waters through increased pollutant loading. FDEP stated that every effort should be made to maximize treatment of stormwater runoff.

Coordination Document: Permit Required.

SWFWMD commented that the project occupies one drainage basin [Alligator Creek (North Fork) (WBID 2062)], which is not currently impaired for nutrient-related pollutants. SWFWMD also noted that as of May 2015, ten Environmental Resource Permits (ERPs) have been applied for within 200 feet of this project. SWFWMD stated that impacts to existing permitted stormwater management systems should be assessed and stormwater quality treatment together with water quality impacts to wetlands and other surface waters should be considered when designing the stormwater management components of this project. SWFWMD recommends that FDOT prepare a Pond Siting Report and an updated Bridge Hydraulics Report(s) if the project affects any existing cross-drainage facilities. SWFWMD noted that a pre-application file (PA #402225) for this project, which is currently maintained as part of the Water Management Information System, has been assigned. **Coordination Document:** Permit Required.

USEPA noted that additional impervious surfaces will result in increased contaminant loads; therefore, the proposed stormwater management system should be designed to prevent impacts to surface water and groundwater resources. **Coordination Document:** PD&E Support Document as per PD&E Manual.

There are no impaired waters or designated Outstanding Florida Waters reported within the 200-foot buffer of Alternative 3. The rest stop facility will also be designed to meet state water quality and quantity standards, and best management practices will be utilized during construction. However, given the proximity of several SWFWMD ERP activity areas and the level of coordination anticipated regarding these existing permits, a Summary DOE of Moderate has been assigned to the Water Quality and Quantity issue.

Commitments and Responses: A Water Quality Impact Evaluation (conducted in accordance with Part 2, Chapter 20 of the FDOT PD&E Manual) will be included in the scoping recommendations for this project.

Technical Studies: *Water Quality Impact Evaluation. / Pond Siting Report. / Bridge Hydraulics Report (potentially).*

Degree of Effect: 2 *Minimal* assigned 06/22/2015 by Maher Budeir, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Floridan Aquifer, and several creeks and drains associated with different alternatives.

Comments on Effects to Resources:

The additional impervious surfaces will result in additional contaminant load and therefore requires storm water management system to be designed to avoid impacts on surface water and groundwater resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 06/11/2015 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Nearby Charlotte Harbor is designated an aquatic preserve (Gasparilla Sound-Charlotte Harbor Aquatic Preserve) and Outstanding Florida Waters under Rules 18-20 and 62-302.700(9), Florida Administrative Code. Stormwater runoff from the additional facility/parking surfaces may alter adjacent wetlands and surface waters through increased pollutant loading. Additional runoff carrying oils, greases, metals, sediment, and other pollutants from the new impervious surface would be of concern.

Comments on Effects to Resources:

Every effort should be made to maximize the treatment of stormwater runoff from the proposed rest area project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. We recommend that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Retro-fitting of stormwater conveyance systems would help reduce impacts to water quality.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 06/11/2015 by Monte Ritter, Southwest Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:

The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this rest area project, a DOE of "Moderate" was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for:

- Potential impacts to Historic Basin Storage areas or existing (or future) Zone A and AE Floodplains within the proposed project area.

However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

Impacts to existing permitted stormwater management systems may decrease performance in terms of flood management and stormwater treatment. Information on Environmental Resource Permits (ERPs), Storm Water Permits, Dredge & Fill Permits and Works of the District Permits is now available in the EST under Water Quality & Quantity > Permits. Useful (but limited) information includes the permit number, a short description of the project, name of the permittee, project acreage and an approximate location of the project (shown graphically).

As of May, 2015, the EST indicated ten (10) ERP's have been applied for within 200 feet of this project. Similar information can be obtained from the SWFWMD's Permits Map Viewer and Environmental Resource Permit Search web sites as follows:

<http://www8.swfwmd.state.fl.us/ExternalPermitting/>

<http://www18.swfwmd.state.fl.us/erp/erp/search/ERPSearch.aspx>

Previous permits and applications that may be of interest to in the future PD&E and design phases of the rest area project are as follows:

Environmental Resource Permits (4):

- 18208.002 - Charlotte County Jail Expansion
- 29296.001 - CHARLOTTE CO - PUBLIC SAFETY COMPLEX
- 29296.002 - CHARLOTTE CO VEHICLE MAINT FACILITY
- 32728.000 - DOT-I-75-LEE CO LINE TO S OF TUCKERS GRD

The SWFWMD's Applicant Handbook II document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management systems will meet the conditions for issuance of an Environmental Resource Permit (ERP). Parameters frequently over or under estimated include: seasonal high water levels, seasonal high groundwater table elevations, soil vertical & horizontal hydraulic conductivity, depth to the soil confining units, historic basin storage, floodplain storage, conveyance way hydraulic capacity, peak discharge rates and timing, tailwater conditions in the receiving system, total discharged volume, and off-site hydrograph timing impacts. Site-specific design data is preferable to "book values."

The District recommends that the FDOT consider providing a pond siting report that addresses the above referenced design approaches and criteria. For those improvements that may affect existing cross drainage facilities, an updated bridge hydraulics report(s) should be prepared and submitted with the ERP application.

If this project will require the acquisition of new right-of-way areas, any issued permit may include special conditions prohibiting construction until the FDOT provides evidence of ownership and control.

For ETDM #14206, the District has assigned a pre-application file (**PA #402225**) for the purpose of tracking its participation in the ETDM review of this project. File **PA# 402225** is maintained as part of the Water Management Information System (WMIS) available through the SWFWMD, www.watmatters.org. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

Direct Effects

Identified Resources and Level of Importance:

Water Quality:

The following information was obtained from the SWFWMD's Geographic Information System (GIS) and supplemented with information from the FDOT's Environmental Screening Tool (EST) and FDEP's TMDL Tracker, accessible at: <http://webapps.dep.state.fl.us/DearTmdl/dashboardAction.do?method=dashboard#>

The project occupies one (1) drainage basin within the 200-foot buffer: Alligator Creek (North Fork) (WBID 2062). An approximate (graphical) location of this WBID can be viewed within the EST.

WBID 2062 is not currently classified impaired for nutrient related pollutants by FDEP.

Water Quantity:

Floodplain issues for this rest area improvement project were addressed in a previous section of this document.

Comments on Effects to Resources:

Untreated or under-treated runoff generated by this project could impact the Alligator Creek (North Fork) watershed (WBID 2062) identified in the previous section. As of May, 2015, this watershed is not currently classified as "Verified impaired" by the FDEP for nutrient related pollutants. However, this could change in the future as development activities increase within these respective WBIDs. The SWFWMD recommends that FDOT participate as a stakeholder in future TMDL and BMAP activities by the FDEP.

Water Quantity:

Potential impacts from this rest area improvement project will depend upon the required filling, encroachment or alteration of Historic Basin Storage areas or existing (or future) Zone A and AE Floodplains. Un-attenuated or under-attenuated runoff could cause flooding impacts to existing off-site stormwater management systems and drainage conveyance facilities.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

If equivalent stormwater quality treatment is to be considered, the FDOT must reasonably demonstrate the following:

- The alternate, contributing areas are hydrologically equivalent to the new and existing, directly-connected impervious watershed areas that would otherwise contribute to the treatment system;
- The pollution source and loading characteristics are reasonably equivalent, and
- The treatment benefits occur in the same receiving waters and in the same general locality as the existing point(s) of discharge from the new project area.

It is recommended that the FDOT consider stormwater quality treatment together with water quality impacts to wetlands and other

surface waters when designing the stormwater water management, components of this project.

Water quantity concerns must be addressed for the project in accordance with Part III of the SWFWMD's Applicant Handbook II. This includes making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality (refer to Section 3.8 of the SWFWMD's Applicant Handbook II, available at <http://www.swfwmd.state.fl.us/permits/rules/>).

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Water Quality and Quantity issue for this alternative: Federal Highway Administration, South Florida Water Management District

Floodplains

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 08/18/2015 by FDOT District 1

Comments:

SWFWMD commented that, according to the Digital Flood Insurance Rate Map (DFIRM) database, 30% of the 200-foot buffer of Alternative 3 falls within Zone AE (1-percent-annual-chance floodplain) and 70% of the same buffer falls within Zone X (outside the 0.2-percent-annual-chance floodplain). SWFWMD added that potential impacts will depend on the required filling, encroachment, or alteration of existing (or future) floodplains or historic basin storage areas. SWFWMD stated that the Environmental Resource Permitting process is expected to be non-routine for impacts to future Zone A and Zone AE floodplains and historic basin storage areas within the vicinity of the project. **Coordination Document:** Permit Required.

USEPA did not identify any issues or potential project effects related to floodplains. **Coordination Document:** PD&E Support Document as per PD&E Manual.

According to the Digital Flood Insurance Rate Map (DFIRM) database, 54.1 acres (30.4%) of the 200-foot buffer of Alternative 3 are located within the 100-year floodplain (Flood Zone AE). Due to potential issues with providing floodplain compensation, a Summary DOE of Moderate has been assigned to the Floodplains issue.

Commitments and Responses: A Floodplains Assessment will be required for this project (conducted in accordance with Part 2, Chapter 24 of the FDOT PD&E Manual) and will be included in the scoping recommendations for this project.

Technical Study: Floodplains Assessment.

Degree of Effect: 0 None assigned 06/22/2015 by Maher Budeir, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 06/11/2015 by Monte Ritter, Southwest Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:

The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Moderate" was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for expected impacts to existing (or future) Zone A and AE floodplains and historic basin storage areas within the proposed project area. However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

Direct Effects

Identified Resources and Level of Importance:

The following information was obtained from the FDOT's Environmental Screening Tool (EST) and supplemented with information from the SWFWMD's Geographic Information System (GIS):

Digital Flood Insurance Rate Map (DFIRM) areas of interest include the following:

- Zone AE: representing approximately thirty (30) % of the project area within the 200 foot buffer.
- Zone X: representing approximately seventy (70) % of the project area within the 200 foot buffer.

Approximate locations of these DFIRM Zones can be viewed within the EST under the "Floodplains" map and > *Water Resource* > *Flood Zones* > *DFIRM Flood Hazard Zones* layer. Of particular interest are the wetlands & water bodies within the Alligator Creek (North Fork) (WBID 2062) watershed.

As of May, 2015, the following FIRM Panel Numbers for the proposed project (from north to south) can be obtained from the FEMA Map Service Center at:

<https://msc.fema.gov/portal>

Panel # 12015C0242F: Effective Date - 5/5/2003

Panel # 12015C0244F: Effective Date - 5/5/2003

Comments on Effects to Resources:

Potential impacts for the proposed project will depend upon the required filling, encroachment or alteration of existing (or future) Zone A and AE Floodplains, Historic Basin Storage areas and (if applicable) Floodways.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Encroachment within any floodplain, floodway or historic basin storage area may decrease stormwater storage which could increase flooding depth and duration. The SWFWMD will require compensation for fill (or other encroachments) into floodplains, floodways and historic basin storage areas up to the 100-year event if such encroachment(s) will adversely affect conveyance, storage, water quality or adjacent lands (Reference: Sections 3.3 and 3.7 of the District's "Applicant's Handbook Volume II", available at <http://www.swfwmd.state.fl.us/permits/rules>).

The FDOT may reduce the degree of effect for flooding by:

- restricting the filling / encroachment into floodplain, floodway and historic basin storage areas to only those areas that are necessary;
- constructing stormwater treatment ponds outside floodplain, floodway and historic basin storage areas;
- providing equivalent compensation for lost floodplain, floodway and historic basin storage.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Floodplains issue for this alternative: Federal Highway Administration, South Florida Water Management District

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 08/21/2015 by FDOT District 1

Comments:

FHWA and SWFWMD reported that Alternative 3 occurs within FWS Consultation Areas for the crested caracara, Florida scrub-jay, and the red-cockaded woodpecker, as well as within Core Foraging Areas of five wood stork colonies. FHWA additionally identified Rare and Imperiled Fish Habitat for the gulf sturgeon within the vicinity of Alternative 3. SWFWMD stated that the project has the potential to result in temporary impacts to wildlife and habitat during construction (noise, dust, turbidity, etc.) and eliminate remnants of native upland and wetland habitat known to be used by listed species for breeding and foraging. Both agencies stated that coordination with FWC and FWS is needed. **Coordination Document:** To Be Determined: Further Coordination Required (FHWA). / **Coordination Document:** Permit Required (SWFWMD).

FWC noted that all of the proposed sites are within Core Foraging Areas of three to five wood stork colonies and Alternative 3 is within FWS Consultation Areas for the Florida scrub-jay, red-cockaded woodpecker, crested caracara, and Southwest plants. FWC also indicated that each alternative may result in the potential loss of valuable wetland and upland wildlife habitat, potential adverse effects to a significant number of listed species, potential further restriction on management of adjacent or nearby conservation lands, and potential water quality degradation as a result of additional stormwater runoff. **Coordination Document:** To Be Determined: Further Coordination Required.

FWS commented that Alternative 3 is located within Core Foraging Areas (within 18.6 miles) of six active nesting wood stork colonies; any lost foraging habitat must be mitigated within the same Core Foraging Area as the affected colony. FWS also indicated that since the project occurs within the geographic range of the Florida scrub-jay, red-cockaded woodpecker, crested caracara, and Florida bonneted bat (all of which are federally-listed as Threatened or Endangered), surveys should be performed to determine the status of these species. FWS noted that Alternative 3 is located in disturbed lands that contain minor habitat for fish and wildlife. FWS recommends that FDOT prepare an Endangered Species Biological Assessment during the Project Development and Environment process. **Coordination Document:** To Be Determined: Further Coordination Required.

The 200-foot buffer of Alternative 3 occurs within the Greater Charlotte Harbor Ecosystem Management Area; FWS Consultation Areas for the crested caracara, red-cockaded woodpecker, Florida scrub-jay, Florida bonneted bat, and southwest plants; Core Foraging Areas of five active nesting wood stork colonies; and Rare and Imperiled Fish Habitat for the gulf sturgeon (none present within study area boundaries). It should be noted that FDOT coordinated with FHWA regarding the assigned Summary DOE. Although FHWA will maintain the assigned DOE of Substantial to indicate concerns regarding potential impacts to wildlife and habitat resources as a result of the project, FHWA concurs with the Summary DOE of Minimal. Due to the lack of suitable habitat within this alternative for any of the above mentioned species, a Summary DOE of Minimal has been assigned to the Wildlife and Habitat issue.

Commitments and Responses: Preparation of an Endangered Species Biological Assessment (conducted in accordance with Part 2, Chapter 27 of the FDOT PD&E Manual) will be included in the scoping recommendations for this project.

Technical Study: *Endangered Species Biological Assessment.*

Degree of Effect: 2 Minimal assigned 06/11/2015 by Monte Ritter, Southwest Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:

A Degree of Effect of "Minimal" was assigned to this issue due to the fact there may need to be some additional coordination with FFWCC.

An Environmental Resource Permit (ERP) will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration.

For ETDM #14206, the District has assigned a pre-application file (**PA# 402225**) for the purpose of tracking its participation in the ETDM review of this project. File **PA# 402225** is maintained at the Sarasota Service Office of the SWFWMD and online as part of the Water Management Information System. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

Direct Effects

Identified Resources and Level of Importance:

The construction of a rest area potentially will result in surface water impacts, which will result in additional noticing being sent to FWC for their comments.

Review of the EST GIS Analysis (run March 17, 2015) and the SWFWMD ArcMap GIS shows a mixture of land use within the area of the proposed rest area. The 1990 FFWCC Habitat and LandCover Grid indicates that 91.16% of the 200 foot buffer is classified as Grassland (agriculture). However, the 2003 FFWCC Habitat and LandCover GRID indicates the largest coverage is Improved Pasture (72.60%). According to the EST the 200 foot buffer is a portion of a larger consultation area for the caracara, red-cockaded woodpecker, scrub jay and the woodstork. It is also a portion of the scrub jay service area.

Comments on Effects to Resources:

This project has the potential to eliminate the remnants of native upland and wetland habitat known to be used by Listed Species for breeding and foraging. The project will have both temporary and permanent impacts to wildlife and habitat. Temporary impacts during construction include: noise, dust, habitat damage outside of ROW, and turbidity in the creeks and canals located near Interstate 75 and the proposed rest areas.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 06/11/2015 by Jennifer Goff, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed ETDM #14206, Charlotte and Sarasota Counties, and provides the following comments related to potential effects to fish and wildlife resources of this Programming Phase project.

The Project Description Summary states that this project involves the replacement of a recently closed rest area on I-75 in Charlotte County with a new rest area on one of five alternative sites located from southern Charlotte County to central Sarasota County. The three sites in Charlotte County are: Alternative 1, north of the Charlotte County line; Alternative 2, south of the existing weigh-in-motion station; and Alternative 3, south of Duncan Road. The two Sarasota sites are: Alternative 4, between North River Road and Ponce De Leon Boulevard, where lane additions to I-75 are currently under construction; and Alternative 5, north of Jacaranda Boulevard to south of Venice Connector. Charlotte County is seeking to acquire the parcel containing the closed rest area for use as a visitor center or other related recreational activities.

An assessment of the project area was performed on lands within 500 feet of the five proposed alternative sites to determine potential impacts to habitat which supports listed species and other fish and wildlife resources. Our inventory included a review of aerial and ground-level photography, various wildlife observation and landcover data bases, along with coordination with FWC biologists and other State and Federal agencies. A GIS analysis was performed using the Florida Department of Transportation's (FDOT) Environmental Screening Tool to determine the potential quality and extent of upland and wetland habitat, and other wildlife

and fisheries resource information. We have reviewed the Preliminary Environmental Discussion Comments Report provided by the FDOT, and offer the following comments and recommendations.

Our assessment reveals that a comparison of the percentage of wetlands, uplands with natural vegetative communities, disturbed uplands, and open water landcover categories provides insight into the potential habitat value of the five alternative locations. The wetland communities found around these sites include, in general order of abundance, freshwater marshes, wet prairies and bogs, hydric pine flatwoods, other wetland forested mixed, and emergent aquatic vegetation. Native upland communities include mesic pine flatwoods, shrub and brushland, mixed hardwood-coniferous forest, and scrubby flatwoods. Disturbed uplands include urban lands, agriculture and other open rural lands, and areas dominated by exotic plants (primarily Brazilian pepper). The open water landcover is primarily man-made ponds. The results of this evaluation are as follows.

ALTERNATIVE % WETLANDS % NATURAL UPLANDS % DISTURBED UPLANDS_% OPEN WATER

1	28.84	31.74	39.43	0
2	1.91	11.19	65.58	21.33
3	0	1.89	98.11	0
4	25.82	56.81	14.90	2.47
5	22.51	23.52	51.17	2.80

The most valuable wildlife habitats on these sites are the areas containing a relatively continuous mosaic of wetlands and natural uplands, most apparent on Alternatives 1 and 4. Several of the sites are on, or adjoin, or are near public conservation lands. Alternative 1 is approximately 1,000 feet north of Lee County's 2,684-acre Prairie Pines Preserve. Alternative 2 is less than 2,000 feet west of the 80,772-acre Fred C. Babcock - Cecil M. Webb Wildlife Management Area, owned and managed by the FWC. Alternative 4 would require Florida Department of Transportation acquisition of conservation lands in two areas owned and managed by the Southwest Florida Water Management District: the 3,994-acre Myakka River tract, and the 6,140-acre Deer Prairie Creek Preserve. Alternative 5 is approximately 600 feet east of Sarasota County's 290-acre Sherrer-Thaxton Preserve.

Based on range and preferred habitat type, the following species listed by the Federal Endangered Species Act and the State of Florida as Federally Endangered (FE), Federally Threatened (FT), State-Threatened (ST), or State Species of Special Concern (SSC) have the potential to occur in the alternative project areas: American alligator (FT based on similarity of appearance to American crocodile), Eastern indigo snake (FT), crested caracara (FT), red-cockaded woodpecker (FE), Florida scrub jay (FT), wood stork (FE), Florida bonneted bat (FE), gopher frog (SSC), Florida pine snake (SSC), gopher tortoise (ST), Florida burrowing owl (SSC), Southeastern American kestrel (ST), Florida sandhill crane (ST), limpkin (SSC), snowy egret (SSC), little blue heron (SSC), tricolored heron (SSC), roseate spoonbill (SSC), white ibis (SSC), Sherman's fox squirrel (SSC), and Florida mouse (SSC). All of these species are either documented or likely to utilize appropriate habitats in the vicinity of the alternative project areas, although red-cockaded woodpeckers are most abundant near the southern sites which are close to the Babcock - Webb Wildlife Management Area (particularly Alternatives 1 and 2), and scrub jays are most likely near Alternatives 2 and 5.

The GIS analysis revealed several specific characteristics associated with lands along the project alignment that provide an indication of potential habitat quality or sensitivity that will require field studies to verify the presence or absence of listed wildlife species and the quality of wildlife habitat resources. The FWC's Integrated Wildlife Habitat Ranking System provides a good measure for comparison of the five alternative sites. Lands ranked High or Moderately High within the assessment area of each site are as follows: Alternative 1 = 69.97%, Alternative 2 = 21.34%, Alternative 3 = 0, Alternative 4 = 76.89%, and Alternative 5 = 14.40%. The Florida Natural Areas Inventory Critical Lands and Waters Identification Project (CLIP) ranking for Biodiversity Resources provides another good tool for comparing the habitat quality of the sites. Habitats classified as Priority 1 or 2 (high) are: Alternative 1 = 46.50%, Alternative 2 = 13.79%, Alternative 3 = 0.50%, Alternative 4 = 84.42%, and Alternative 5 = 4.10%. Both of these GIS-based habitat assessment techniques give the same highest to lowest ranking of the alternative rest area sites (4, 1, 2, 5, and 3). All the alternatives are within the Core Foraging Area of three to five wood stork colonies. All of the sites are within the U.S. Fish and Wildlife Service Consultation Area for the Scrub Jay, and Alternatives 1, 2, and 3 are in Consultation Areas for Caracara, Red-cockaded Woodpecker, and Southwest Plants.

Comments on Effects to Resources:

Primary wildlife issues associated with this project include: the potential loss of valuable wetland and upland wildlife habitat, particularly in the area of public conservation lands; potential adverse effects to a significant number of species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern; potential further restriction on management (particularly controlled burning) of adjacent or nearby conservation lands; and potential water quality degradation as a result of additional stormwater runoff from the expanded paved surface draining into adjacent wetlands, creeks, and ponds.

We are in complete agreement with the suggested Degree of Effect ratings for wildlife and habitat presented in the Preliminary

Environmental Discussion Comments. For Alternative 3, we would assign a minimal Degree of Effect, because the site is nearly 100% disturbed land.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

We recommend that the Project Development and Environment Study address natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area.

1. Plant community mapping and wildlife surveys for the occurrence of wildlife species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern should be performed within all sites proposed for further consideration. Basic guidance for conducting wildlife surveys may be found in the FWC's Florida Wildlife Conservation Guide at <http://myfwc.com/conservation/value/fwcg/>.
2. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. Equipment staging areas should be located in previously disturbed sites to avoid habitat destruction or degradation. The plan should address specific habitat needs which are biologically compatible with the recovery of the target species. For guidance in this effort, FWC's Draft Species Action Plans should be consulted at <http://myfwc.com/wildlifehabitats/imperiled/species-action-plans/>.
3. Gopher tortoises may be present within the selected project area. If gopher tortoises or nests of other ST or SSC species are present within any permanent or temporary construction area, a permit may be necessary from the FWC. For gopher tortoise survey methodology and permitting guidance, we recommend that FDOT refer to the FWC's Gopher Tortoise Permitting Guidelines (Revised February 2015) at: <http://www.myfwc.com/media/2984206/GT-Permitting-Guidelines-FINAL-Feb2015.pdf>
4. For impacts to other state-listed species, refer to the FWC's Draft Species Action Plans for methods for avoidance as well as options and state requirements for minimizing and mitigating potential impacts.
5. A compensatory mitigation plan should include the replacement of any public conservation lands, and any wetland, upland, or aquatic habitat functional values for listed species which are lost as a result of the project. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Brian Barnett at (772) 579-9746 or email brian.barnett@MyFWC.com to initiate the process for further overall coordination on this project.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 4 *Substantial* assigned 05/28/2015 by Cathy Kendall, Federal Highway Administration

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Consultation area fo cara cara, scrub jay and RCW; Wood stork core foraging area (5); Rare and imperiled fish habitat (sturgeon);

Comments on Effects to Resources:

Coordination with USFWS and FWC needed.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 05/04/2015 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Federally-listed species and fish and wildlife resources

Comments on Effects to Resources:

Federally-listed species -

The Service has reviewed our Geographic Information Systems (GIS) database for recorded locations of Federally listed threatened and endangered species on or adjacent to the project study area. The GIS database is a compilation of data received from several sources. Based on review of our GIS database, the Service notes that the following Federally listed species may occur in or near the project area.

Wood Stork

The project footprint is located in the Core Foraging Areas (CFA)(within 18.6 miles) of 6 active nesting colonies of the endangered wood stork (*Mycteria americana*). The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. The Service does not consider the preservation of wetlands, by itself, as adequate compensation for impacts to wood stork foraging habitat, because the habitat lost is not replaced. Accordingly, any wetland mitigation plan proposed should include a restoration, enhancement, or creation component. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service, provided that the impacted wetlands occur within the permitted service area of the bank.

For projects that impact 5 or more acres of wood stork foraging habitat, the Service requires a functional assessment be conducted using our "Wood Stork Foraging Analysis Methodology" (Methodology) on the foraging habitat to be impacted and the foraging habitat provided as mitigation. The Methodology can found on our website at: http://www.fws.gov/verobeach/BirdsPDFs/20120712_WOST_Forage_Assessment_Methodology_Appendix.pdf .

Florida Scrub-Jay

The project occurs within the geographic range of the threatened Florida Scrub-Jay (*Aphelocoma coerulescens*). If suitable habitat occurs in the project footprint, we recommend that surveys based on Service protocol be conducted to determine the status of the Florida scrub-jay in the project area. The Service's Florida scrub-jay survey protocol can be found at:

<http://www.fws.gov/verobeach/BirdsPDFs/FSJConservationGuidelinesALLINCLUSIVE1.pdf>

Red-cockaded woodpecker

The project occurs within the geographic range of the endangered red-cockaded woodpecker (*Picoides borealis*). If suitable habitat occurs in the project footprint, we recommend that surveys based on Service protocol be conducted to determine the status of the red-cockaded in the project area. The Service's red-cockaded woodpecker survey protocol can be found at:

<http://www.fws.gov/verobeach/BirdsPDFs/RedCockadedWoodpeckerSurveyProtocol.pdf>.

Audubon's crested caracara

The project occurs within the geographic range of the threatened Audubon's crested caracara (*Polyborus cheriway* = *Polyborus plancus audubonii*). If suitable habitat occurs in or near the project footprint, we recommend that nest surveys based on Service protocol be conducted to determine the status of caracara nesting in the project area. The Service's caracara nest survey guidance can be found at: <http://www.fws.gov/verobeach/ListedSpeciesBirds.html>

Florida bonneted bat

The project occurs within the geographic range and the Service's focal area for the endangered Florida bonneted bat (*Eumops floridanus*; FBB). If suitable habitat occurs in or near the project footprint, we recommend that roosting surveys be conducted to determine the status of the FBB in the project footprint.

The Service believes that the following federally listed species have the potential to occur in or near the project site: wood stork, Florida scrub-jay, red-cockaded woodpecker, Audubon's crested caracara, FBB, and Eastern indigo snake (*Drymarchon corais couperi*), and Federally listed plants in Charlotte County and Sarasota County at <http://ecos.fws.gov/ipac/>. Accordingly, the Service recommends that the Florida Department of Transportation (FDOT) prepare a Biological Assessment for the project (as required by 50 CFR 402.12) during the FDOT's Project Development and Environment process.

Fish and Wildlife Resources -

The project footprint is located in disturbed lands and contains only minor habitat for fish and wildlife. To minimize the loss of wildlife habitat, we recommend that the FDOT select Alternative 3 or Alternative 2 (listed in our order of preference) as the preferred alternative for the project.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

To minimize the loss of wildlife habitat, we recommend that the FDOT select Alternative 3 or Alternative 2 (listed in our order of preference) as the preferred alternative for the project.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Wildlife and Habitat issue for this alternative: FL Department of Agriculture and Consumer Services

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 08/18/2015 by FDOT District 1

Comments:

NMFS restated comments provided for the Wetlands issue. **Coordination Document:** No Involvement.

SWFWMD reported that Sarasota and Charlotte Counties are classified as coastal counties under the Coastal Zone Management Act; therefore, the project will be subject to the noticing requirements associated with the Coastal Zone Management Act. **Coordination Document:** Permit Required.

Sarasota and Charlotte Counties are designated as coastal counties under the Coastal Zone Management Act. Alternative 3 will be designed to meet state water quality and quantity standards, and best management practices will be utilized during construction to prevent potential water quality impacts to wetlands and surface waters within the area. Due to noticing requirements associated with the Coastal Zone Management Act, a Summary DOE of Minimal has been assigned to the Coastal and Marine issue.

Commitments and Responses: Refer to Wetlands issue.

Technical Study: Refer to Wetlands issue.

Degree of Effect: 2 Minimal assigned 06/10/2015 by Monte Ritter, Southwest Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:

Due to Sarasota and Charlotte Counties being classified as coastal counties pursuant to the Coastal Zone Management Act any impacts to wetlands and/or surface waters will require a noticing period once the permit is deemed completed by the reviewers. The noticing periods are dependent upon the total amount of wetland and/or surface water impacts. Impacts to less than one acre requires a 10-day noticing period; whereas, impacts greater than one acre will require a 30-day noticing period.

Direct Effects

Identified Resources and Level of Importance:

Sarasota and Charlotte Counties are both listed as coastal counties through the Coastal Zone Management Act.

Comments on Effects to Resources:

None

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: N/A N/A / No Involvement assigned 06/08/2015 by David A. Rydene, National Marine Fisheries Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

None.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 14206. The Florida Department of Transportation District 1 proposes the construction of new rest areas in either Sarasota or Charlotte County to replace an existing underutilized Charlotte County rest area. Five locations are under consideration.

NMFS staff conducted a site inspection of the 5 alternative locations on June 5, 2015, and determined that the resources affected were not ones for which NMFS is responsible, therefore we have no comment to provide regarding the project's impacts.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Coastal and Marine issue for this alternative:
Federal Highway Administration, South Florida Water Management District

ETAT Reviews and Coordinator Summary: Physical

Noise

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 08/18/2015 by FDOT District 1

Comments:

No ETAT members provided comments for this issue.

The project area consists predominantly of agricultural and vacant non-residential uses. Specific community features within the vicinity of the project that may be sensitive to noise and vibration effects include: one Development of Regional Impact (associated with Charlotte County Airport) and residential uses to the west. According to the Charlotte County Future Land Use Map, the project area is targeted for residential, commercial, and Charlotte County Airport business park uses. There are no eye clinics, laser facilities, hospitals, healthcare facilities, or senior care facilities within the 200-foot buffer of Alternative 3. Due to the distance of potential noise sensitive features from the proposed site for Alternative 3, a Summary DOE of Minimal has been assigned to the Noise issue.

Commitments and Responses:A Noise Study Report (conducted in accordance with Part 2, Chapter 17 of the FDOT PD&E Manual) will be included in the scoping recommendations for this project.

Technical Study: Noise Study Report.

None found

The following organization(s) were expected to but did not submit a review of the Noise issue for this alternative: Federal Highway Administration

Air Quality

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 08/18/2015 by FDOT District 1

Comments:

USEPA stated that project construction activities may result in short term air quality impacts due to fugitive dust and exhaust emissions. **Coordination Document:** PD&E Support Document as per PD&E Manual.

This project is not located within a USEPA-designated Air Quality Non-Attainment Area or Maintenance Area for any of the four pollutants [nitrogen oxides, ozone, carbon monoxide, and small particulate matter] specified by the USEPA in National Ambient Air Quality Standards. Therefore, the Clean Air Act conformity requirements do not apply to this project at this time. While no permanent effects to air quality are anticipated, minimal impacts to air quality could result from temporary fugitive dust and exhaust emissions during project construction. For this reason, a Summary DOE of Minimal has been assigned to the Air Quality issue.

Commitments and Responses:An Air Quality Technical Memorandum (conducted in accordance with Part 2, Chapter 16 of the FDOT PD&E Manual) will be included in the scoping recommendations for this project.

Technical Study: Air Quality Technical Memorandum.

Degree of Effect: 2 Minimal assigned 06/22/2015 by Maher Budeir, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Air Quality

Comments on Effects to Resources:

Short term impacts due to fugitive dust and exhaust emissions during construction.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

It is recommended to follow best practices in dust control and minimize exhaust emissions.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Air Quality issue for this alternative: Federal Highway Administration

Contamination

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 08/18/2015 by FDOT District 1

Comments:

FDEP, FHWA, and USEPA reported one brownfield (Charlotte Airport Park) within the 200-foot buffer of Alternative 3 and one hazardous waste/RCRA regulated facility within the 500-foot buffer. The agencies recommend that a Contamination Screening Evaluation (similar to Phase I and Phase II Audits) be conducted along the project right-of-way considering the proximity of the project to potential petroleum and hazardous material handling facilities. FDEP noted that special attention should be made in the screening evaluation to historical land uses (such as solid waste disposal sites) that may have an effect on the proposed project, including stormwater retention and treatment areas. USEPA recommends preparing contingency plans to manage any potential subsurface contamination. **Coordination Document:** To Be Determined: Further Coordination Required (FDEP). / **Coordination Document:** PD&E Support Document as per PD&E Manual (FHWA & USEPA).

SWFWMD identified one brownfield (Charlotte Airport Park) on the east side of Alternative 3 and noted concerns about potential unreported contamination associated with current and past commercial, industrial, and agricultural activities within the vicinity of Alternative 3. SWFWMD stated that while the proposed footprint of the rest area site may not directly impact contaminated sites, proposed stormwater management systems and other project related construction activities could affect these areas. SWFWMD recommends that FDOT conduct an Environmental Audit at the appropriate level to identify specific facilities of interest and develop a plan for their proper removal or abandonment as well as contingencies. **Coordination Document:** To Be Determined: Further Coordination Required.

One brownfield is reported within the 200-foot buffer of Alternative 3. For this reason and due to agency concerns regarding the potential for unreported sources of subsurface contamination within the study area as a result of current and past land use activities, a Summary DOE of Moderate has been assigned to the Contamination issue.

Commitments and Responses: Preparation of a Contamination Screening Evaluation Report (in accordance with Part 2, Chapter 22 of the FDOT PD&E Manual) will be included in the scoping recommendations for this project.

Technical Study: Contamination Screening Evaluation Report.

Degree of Effect: 2 Minimal assigned 06/22/2015 by Maher Budeir, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Groundwater Aquifer and Alligator Creek

Comments on Effects to Resources:

Based on EST data, one brownfield site (Charlotte Airport Park) is within the 200 foot buffer and one hazardous waste/RCRA regulated site is within 500 feet of the site.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

A site specific assessment is recommended to determine if any subsurface contamination associated with these sites may impact construction for this project. Contingencies should be in place to identify and properly manage any subsurface contamination.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 06/11/2015 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

The EST reports that there is one hazardous waste facility/RCRA regulated facility and one brownfield located within the 500-ft. project buffer area.

Comments on Effects to Resources:

A Contamination Screening Evaluation (similar to Phase I and Phase II Audits) may need to be conducted along the project rights-of-way considering the proximity to the listed petroleum and hazardous material handling facilities. The Contamination Screening Evaluation should outline specific procedures that would be followed by the applicant in the event drums, wastes, tanks or potentially contaminated soils are encountered during construction. Special attention should be made in the screening evaluation to historical land uses (such as solid waste disposal) that may have an affect on the proposed project, including stormwater retention and treatment areas.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 06/11/2015 by Monte Ritter, Southwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments:

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this alternative, a DOE of "moderate" was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for:

- The nearby Brownfield area.
- FAVA classification of "More Vulnerable" for the area occupied by the Surficial and Intermediate aquifers.

However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

Direct Effects

Identified Resources and Level of Importance:

Information regarding proposed off-site stormwater management facilities is not available at this time. Therefore, the SWFWMD

utilized the FDOT's Environmental Screening Tool (EST) (supplemented with information from the SWFWMD's Geographic Information System (GIS) for identifying potential contaminated sites that may affect subsequent Environmental Resource Permits (ERPs) for the FDOT. The facilities of concern within 200 feet of the proposed rest area improvement project include (but are not limited to) the following:

Brownfield Locations: One (1) reported location.
Hazardous Waste Facilities: No reported locations.
Solid Waste Facilities: No reported facilities.
Petroleum Contamination Monitoring Sites: No reported sites.
Storage Tank Contamination Monitoring: No reported facilities.
Super Act Risk Sources: No reported facilities.
Super Act Wells: No reported facilities.
Toxic Release Inventory Sites: No reported locations.
Sensitive Karst Areas: No reported areas.
Subsidence Incident Reports: No reported sites.

Detailed information regarding known contaminated sites can be obtained from the appropriate GIS themes / layers in the EST. In view of the current / past land uses in the project area, there may be other (unknown) contaminated sites.

Contamination sites (or potential contamination sites) of particular interest to the SWFWMD include the following:

- The one (1) Brownfield location on the east side of the proposed rest area site (ENTERPRISE CHARLOTTE AIRPORT PARK)
- Other current / past commercial, industrial and agricultural activities near the proposed project.

From the FDOT's EST, the project area is characterized by a three-aquifer system that includes the Surficial, intermediate and Floridan aquifers.

Within a 200 foot buffer of the proposed rest area improvement project, the pollution potential of the Surficial Aquifer is high as indicated by a DRASTIC index of 189. The DRASTIC score for the Intermediate Aquifer is low as indicated by a DRASTIC index of 41. The Floridan Aquifer was not analyzed.

FAVA Surficial Aquifer System:

Classified as "More Vulnerable" for 100% of the project area within a 200 foot buffer. Graphical locations of the FAVA Surficial Aquifer can be viewed within the FDOT's EST under the "Contamination" map and > *Water Resource* > *Surficial Aquifer System Response* layer.

FAVA Intermediate Aquifer System:

Classified as "More Vulnerable" for 100% of the project area within a 200 foot buffer. Graphical locations of the FAVA Intermediate Aquifer can be viewed within the FDOT's EST under the "Contamination" map and > *Water Resource* > *Intermediate Aquifer System Response* layer.

FAVA Floridan Aquifer System:

Classified as "Less Vulnerable" for 100% of the project area within a 200 foot buffer. Graphical locations of the FAVA Floridan Aquifer can be viewed within the FDOT's EST under the "Contamination" map and > *Water Resource* > *Floridan Aquifer System Response* layer.

Water use and well construction information is now available in the EST under Contamination > Permits > SWFWMD Well Construction Permits. Useful information includes the permit number, name of the permittee, well casing diameter(s), street address of the well(s), well driller name and the approximate location(s) by latitude / longitude. As of May, 2015, the EST indicated no SWFWMD Well Construction Permits have been issued within 200 feet of the proposed rest area improvement project. Similar information can be obtained from the SWFWMD's Permits Map Viewer, Well Construction Permit Search and Water Use Permit Search web sites as follows:

<http://www8.swfwmd.state.fl.us/ExternalPermitting/>
<http://www18.swfwmd.state.fl.us/search/search/wcpsimple.aspx>
<http://www18.swfwmd.state.fl.us/search/search/searchwupsimple.aspx>

The EST also indicates no Limited Use Drinking Water Wells are located within 200 feet of the proposed rest area improvement project.

Comments on Effects to Resources:

If encountered and disturbed during construction along the proposed route, any contaminated site could result in surface and / or groundwater water pollution. While the proposed rest areasite footprint may not directly impact contaminated sites, proposed stormwater management systems and other project construction activities should avoid these areas.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

To minimize groundwater and surface water pollution potential, the following actions should be considered by the FDOT:

- Conduct an Environmental Audit at the appropriate level to identify specific facilities of interest and to develop a plan for their proper removal or abandonment;
- Coordinate with FDEP & USEPA, and prepare an appropriate Contamination Assessment Report;
- Avoid known contaminated sites where possible in the selection of the project area. If discovered during the recommended soils investigation, contamination should be remediated properly so as to eliminate the potential for ground water contamination;
- If applicable, avoid / minimize all construction activity in proximity to known sinkholes along or near the project area;
- Confirm the presence or absence of existing potable supply wells, both public and domestic (refer to the GIS well information above), and identify precisely all potential sources of contamination within the path of construction or in proximity of the proposed surface water management systems;
- Thoroughly evaluate potential stormwater treatment pond sites for the presence of contamination and eliminate contaminated sites as potential pond sites;
- Design and construct stormwater management facilities to avoid breaching the upper confining unit;
- Temporary drainage & erosion control through areas of potential contamination may be important considerations for the FDOT and their construction contractor.

Contamination sources such as existing fuel storage tanks, fuel pumps, and septic tanks shall be removed or abandoned properly. In addition, existing wells in the path of construction shall be properly plugged and abandoned by a licensed well contractor - Reference: Rule 40D-3-531, Florida Administrative Code, available at <http://www.swfwmd.state.fl.us/permits/rules/>.

Additional information on the Florida Aquifer Vulnerability Assessment (FAVA) can be obtained at the following web addresses:

- <http://www.dep.state.fl.us/geology/programs/hydrogeology/fava.htm>
- http://www.dep.state.fl.us/geology/programs/hydrogeology/fava_gis_data.htm
- [http://www.dep.state.fl.us/swapp/documents/Florida Aquifer Vulnerability Assessment.pdf](http://www.dep.state.fl.us/swapp/documents/Florida%20Aquifer%20Vulnerability%20Assessment.pdf)
- http://suwanneehi.ifas.ufl.edu/documents/FAVA_REPORT_MASTER_DOC_3-21-05.pdf

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 05/28/2015 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

1 known brownfield site within 200'.

Comments on Effects to Resources:

Contamination risk assessment needed.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Contamination issue for this alternative: South Florida Water Management District

Infrastructure

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 08/18/2015 by FDOT District 1

Comments:

No ETAT members provided comments for this issue.

One onsite sewage facility is identified within the 200-foot buffer of Alternative 3. The Charlotte County Airport and Charlotte County Jail are also within the vicinity of this alternative. While no impacts to infrastructure-related features are anticipated, installation of utilities at the rest stop sites may be necessary. For these reasons, a Summary DOE of Minimal has been assigned to the Infrastructure issue.

Commitments and Responses:None.

Technical Study: None.

None found

The following organization(s) were expected to but did not submit a review of the Infrastructure issue for this alternative: Federal Highway Administration

Navigation

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 08/18/2015 by FDOT District 1

Comments:

FHWA reported that a creek or canal is located within the vicinity of Alternative 3; this waterway may require a navigational determination and potential USCG involvement. **Coordination Document:** To Be Determined: Further Coordination Required.

While Alternative 3 is not anticipated to cross any water feature, due to the potential presence of a navigable waterway within the vicinity of the alternative, a Summary DOE of Minimal has been assigned to the Navigation issue.

Commitments and Responses:None.

Technical Study: None.

Degree of Effect: 2 *Minimal* assigned 05/28/2015 by Cathy Kendall, Federal Highway Administration

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

This alternative has a creek or canal that may require a navigational determination and potential USCG involvement.

Comments on Effects to Resources:

Provide navigational determination form to FHWA.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Navigation issue for this alternative: US Army Corps of Engineers

ETAT Reviews and Coordinator Summary: Special Designations

Special Designations

Project Effects

Coordinator Summary Degree of Effect: N/A N/A / No Involvement assigned 08/18/2015 by FDOT District 1

Comments:

FHWA identified 178.0 acres of Prime Farmland (or Farmland of Unique Importance) within the vicinity of Alternative 3.

Coordination Document: PD&E Support Document as Per PD&E Manual.

SWFWMD and USEPA did not identify any issues or potential project effects related to special designations. **Coordination Document:** No Involvement (SWFWMD). / **Coordination Document:** PD&E Support Document as per PD&E Manual (USEPA).

There are no special designations reported within the vicinity of Alternative 3. It should be noted that FDOT coordinated with FHWA regarding the assigned Summary DOE. Although FHWA will maintain the assigned DOE of Moderate to indicate concerns regarding potential impacts to farmland resources as a result of the project, FHWA concurs with the Summary DOE of N/A / No Involvement. For these reasons, a Summary DOE of N/A / No Involvement has been assigned to the Special Designations issue.

Commitments and Responses: None.

Technical Study: None.

Degree of Effect: 0 None assigned 06/22/2015 by Maher Budeir, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 None assigned 06/11/2015 by Monte Ritter, Southwest Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 05/28/2015 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

1. Prime Farmland (4) and Farmland of Unique Importance (178 ac)

Comments on Effects to Resources:

Coordination with USDA per PD&E Manual.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Special Designations issue for this alternative:
South Florida Water Management District

Project Scope

General Project Recommendations

There are no general project recommendations identified for this project in the EST.

Anticipated Permits

Permit	Type	Conditions	Assigned By	Date
Environmental Resource Permit	Water		FDOT District 1	08/21/15
SFWMD Water Use Permit	Water	(for dewatering)/SFWMD Water Use Permit (for dewatering)	FDOT District 1	08/21/15
Individual 404 Permit	USACE		FDOT District 1	08/21/15

Anticipated Technical Studies

Technical Study Name	Type	Conditions	Assigned By	Date
Bridge Hydraulic Report	ENGINEERING	(potentially)	FDOT District 1	08/21/2015
Noise Study Report	ENVIRONMENTAL		FDOT District 1	08/21/2015
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 1	08/21/2015
Conceptual Stage Relocation Plan	ENVIRONMENTAL	(potentially)	FDOT District 1	08/21/2015
Endangered Species Biological Assessment	ENVIRONMENTAL		FDOT District 1	08/21/2015
Wetlands Evaluation Report	ENVIRONMENTAL		FDOT District 1	08/21/2015
Farmlands Assessment	Other		FDOT District 1	08/21/2015
Floodplains Assessment	Other		FDOT District 1	08/21/2015
Sociocultural Effects Evaluation	Other		FDOT District 1	08/21/2015
Air Quality Technical Memorandum	ENVIRONMENTAL		FDOT District 1	08/21/2015
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL		FDOT District 1	08/21/2015
Cultural Resource Assessment Survey	ENVIRONMENTAL		FDOT District 1	08/21/2015
Pond Siting Report	ENGINEERING		FDOT District 1	08/21/2015
Section 4(f) Determination of Applicability	ENVIRONMENTAL		FDOT District 1	08/21/2015

Dispute Resolution Activity Log

There are no dispute actions identified for this project in the EST.