

**ADMINISTRATIVE ACTION
ENVIRONMENTAL ASSESSMENT
Florida Department of Transportation**

Financial Management Number: 452074-2-21-01

Federal Project Number: To be Determined

FDOT Efficient Transportation Decision Making Project Number: 14541

I-75 IMPROVEMENTS FROM SOUTH OF S.R.44 TO S.R. 200, District 5 Florida

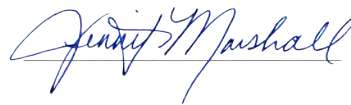
The project involves providing auxiliary lanes on Interstate 75 (I-75) from south of State Road (S.R.) 44 to S.R. 200 to enhance current transportation safety and modal interrelationships while providing additional capacity between existing interchanges. The total project length is approximately 22.5 miles.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated 05/26/2022 and executed by the Federal Highway Administration and FDOT.

Approved For Public Notice

05/23/2024

Date



Jennifer Marshall, P.E., Director, Office of Environmental Management
Florida Department of Transportation

For additional information, contact:

Stephen Browning

Florida Department of Transportation
Planning and Environmental Management
DeLand, Florida, 32720
Phone: (904) 769-6595
Stephen.Browning@dot.state.fl.us

Jennifer Marshall, P.E.
Director, Office of Environmental Management
Florida Department of Transportation
605 Suwannee Street, MS 37
Tallahassee, Florida 32399
Phone: (850) 414-4316
Jennifer.marshall@dot.state.fl.us



I-75

S.R. 44 TO S.R. 200

DRAFT ENVIRONMENTAL ASSESSMENT

I-75 PD&E Study | South of S.R. 44 to S.R. 200

Financial Management Number: 452074-2

Sumter and Marion Counties

May 2024

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Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADT	Average Daily Traffic
APE	Area of Potential Effects
CFR	Code of Federal Regulations
C.R.	County Road
CRAS	Cultural Resource Assessment Survey
CRR	Contamination Risk Ratings
D/C	Demand to Capacity
ELA	Environmental Look Around
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making
FDACS	Florida Department of Agriculture and Consumer Services
FDOT	Florida Department of Transportation
FDEP	Florida Department of Environmental Protection
FDM	FDOT Design Manual
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMSF	Florida Master Site File
FNAI	Florida Natural Areas Inventory
FWC	Florida Fish and Wildlife Conservation Commission
GIS	Geographic Information System
HCM	Highway Capacity Manual
I-75	Interstate 75
I-FRAME	I-75 Florida Regional Advanced Mobility Elements
ILC	Intermodal Logistics Center
LFR	Load Factor Rating
LOS	Level of Service
LoTTR	Level of Travel Time Reliability
MPH	Miles per Hour
NBI	National Bridge Institute
NEPA	National Environmental Policy Act
NGVD	National Geodetic Vertical Datum
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRE	Natural Resources Evaluation

NRHP	National Register of Historic Places
PD&E	Project Development and Environment
PER	Preliminary Engineering Report
PHFS	Primary Highway Freight System
PIP	Public Involvement Plan
PTAR	Project Traffic Analysis Report
ROW	Right of Way
RRR	Resurfacing, Restoration, and Rehabilitation
RV	Recreational Vehicle
SDR	Sociocultural Data Report
SHPO	State Historic Preservation Officer
SIS	Strategic Intermodal System
SJRWMD	St. Johns River Water Management District
S.R.	State Road
SWFWMD	Southwest Florida Water Management District
TPO	Transportation Planning Organization
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
v/c	Volume to Capacity
WBID	Water Body ID

1.0 PROJECT DESCRIPTION AND PURPOSE AND NEED

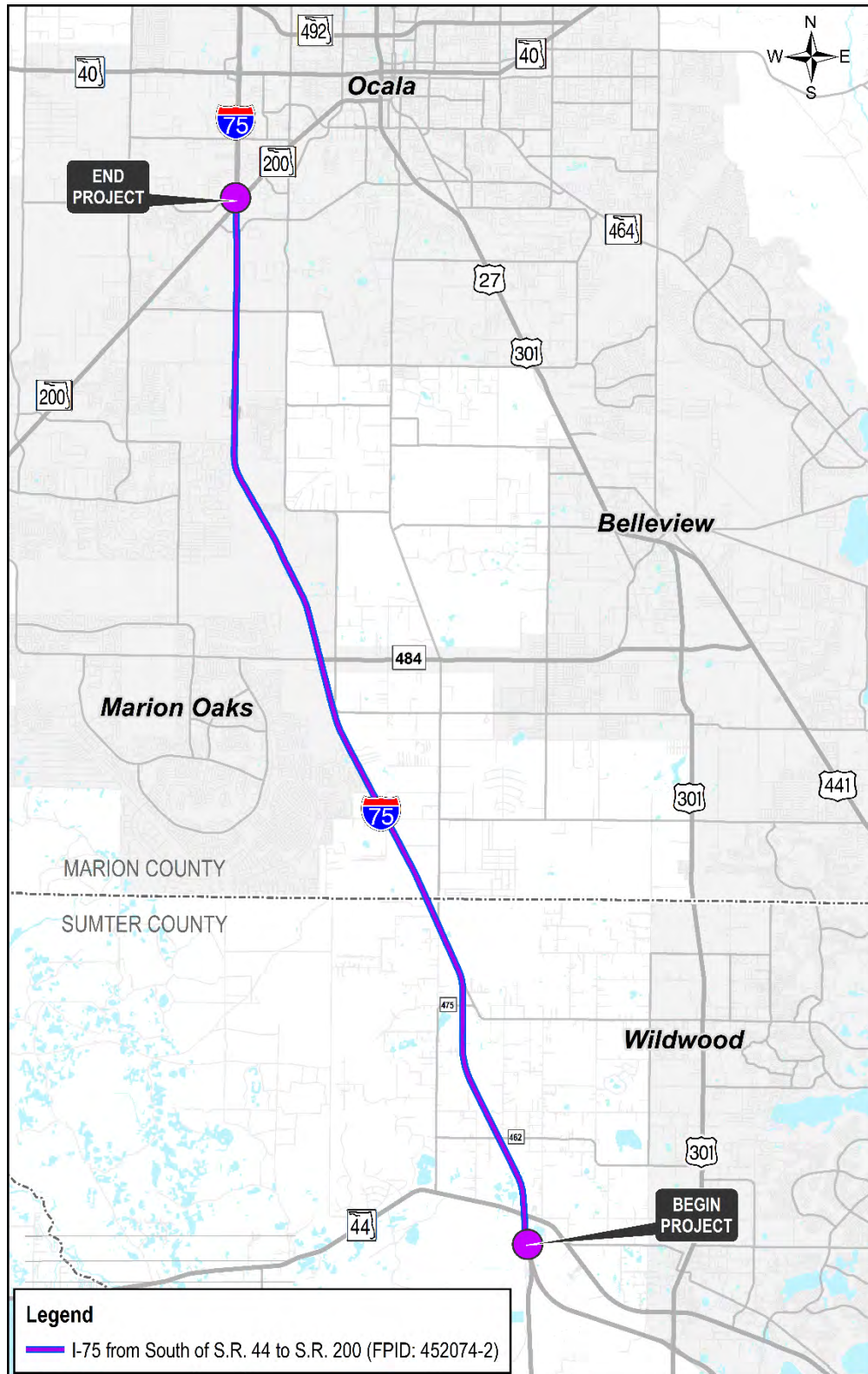
Interstate 75 (I-75) is one of the State's most important transportation facilities critical to Florida's economic competitiveness and quality of life. As the primary north-south interstate in the Central Florida region, I-75 provides for the movement of people and freight, mobility between regional employment and population centers, and a thoroughfare for tourism and trade in Florida. In response to Central Florida I-75 corridor's growing needs, the Florida Department of Transportation (FDOT) prepared an Interstate Master Plan for I-75 from Florida's Turnpike in Sumter County to south of the County Road (C.R.) 234 interchange near the Marion County/Alachua County line. This master plan, known as I-75 Forward, identifies strategies for improving the I-75 corridor through 2050 and beyond.

This Environmental Assessment evaluates the potential environmental impacts of the I-75 South project and was developed consistent with the requirements of the FDOT Project Development and Environment (PD&E) Manual. Technical information has been summarized and incorporated by reference.

1.1 PROJECT DESCRIPTION

The FDOT is conducting a PD&E Study for proposed operational improvements to the I-75 corridor in Sumter County and Marion County, Florida. These interim improvements were identified as part of Phase 1 of a master planning effort for the I-75 corridor between Florida's Turnpike and County Road 234. The operational improvements being evaluated by this PD&E Study include construction of auxiliary lanes between interchanges for a 22.5-mile segment of I-75 from south of State Road (S.R.) 44 to S.R. 200, effectively widening this portion of I-75 from six to eight lanes. The Marion County Northbound and Ocala Southbound weigh stations are located within the study limits as well as a rest area north of C.R. 484 and south of S.R. 200. Within the study limits, I-75 is a rural principal arterial interstate from south of S.R. 44 to the Wildwood weigh station and an urban principal arterial interstate for the remainder of the corridor. I-75 runs in a north and south direction with a posted speed of 70 miles per hour. I-75 is part of the Florida Strategic Intermodal System (SIS) and is designated by the Florida Division of Emergency Management (FDEM) as a critical link evacuation route. Within the study limits, I-75 is a six-lane limited access facility situated within approximately 300 feet of right of way. No transit facilities, frontage roads, or managed lanes are included as part of this study. The limits of the project are shown in **Figure 1.1**.

Figure 1.1: Overall Study Limits



1.2 PURPOSE AND NEED

1.2.1 PROJECT PURPOSE

The purpose of this project is to evaluate short-term operational improvements on the mainline of I-75 from south of S.R. 44 to S.R. 200. No interchange improvements will be evaluated with these improvements.

1.2.2 PROJECT NEED

The primary needs for this project are to enhance current transportation safety and modal interrelationships while providing additional capacity between existing interchanges.

1.2.2.1 PROJECT STATUS

Improvements along the I-75 project corridor are included in the Lake-Sumter Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP) and the Ocala Marion Transportation Planning Organization (TPO) 2045 LRTP to address population and employment growth in the area. Sumter County anticipates 94% growth in population from 115,657 in 2015 to 223,979 in 2045, and Marion County anticipates 33% growth in population from 333,200 in 2015 to 444,900 in 2045. The employment growth rate from 2015 to 2045 in Sumter and Marion counties is projected at 137% and 57% respectively.

The Lake-Sumter MPO 2045 LRTP Cost Feasible Plan includes adding auxiliary lanes on I-75 from S.R. 44 to S.R. 200. The implementation timeframe for these improvements is 2021-2025.

The Ocala Marion 2045 LRTP Cost Feasible Plan includes adding auxiliary lanes on I-75 from the south of S.R. 44 to S.R. 200. The implementation for these improvements is 2021-2025.

This project is also consistent with the I-75 Master Plan, which identifies future needs to improve safety, reliability, mobility, operational capacity, efficiency, and connectivity.

1.2.2.2 SAFETY

Historical crash data for this segment of I-75 was obtained from the Signal 4 crash database. Crash data analyzed between 2018 and 2022, with supplemental data from January 1, 2023, to March 31, 2023, indicates there was a total of 2,479 vehicle crashes between north of S.R. 44 and S.R. 200. Of these, 684 resulted in at least one injury and 12 resulted in a fatality. The number of crashes decreased from 2018 (479) to 2020 (365), but then increased to 505 crashes in 2022. Crashes occurring between Friday and Sunday comprised approximately 55 percent of the total crashes in this analysis period.

I-75 through the project limits experiences crash rates (1.8 - Rural, 1.66 - Urban) greater than the corresponding statewide averages (0.45 - Rural, 1.00 - Urban) for similar facilities. This is 4 times higher than the statewide rural rate and 66% higher than the statewide urban rate.

1.2.2.3 MODAL INTERRELATIONSHIPS

Truck traffic on I-75 is substantial and accounts for over 20 percent of all daily vehicle trips within the study limits based on the FDOT Traffic Characteristics Inventory. The segment of I-75 between S.R. 44 and C.R. 484 experiences the highest volume of trucks with more than 25 percent of the total trips made by trucks. Multiple existing and planned Intermodal Logistic Centers (ILC) and freight activity centers in Ocala contribute to the growth in truck volumes. These facilities include the Ocala/Marion County Commerce Park (Ocala 489), Ocala 275 ILC, and the Ocala International Airport and Business Park.

The interaction between heavy freight vehicles and passenger vehicles between interchanges contributes to both operational congestion and safety concerns.

1.2.2.4 CAPACITY/TRANSPORTATION DEMAND

Existing annual average daily traffic (AADT) on I-75 within the study limits ranges from 81,000 vehicles per day (vpd) to 97,000 vpd, with the highest volume of traffic occurring between C.R. 484 and S.R. 200. The AADT along I-75 between S.R. 44 and C.R. 484 is 81,000 vpd. I-75 northbound and southbound operate at level of service (LOS) C or better during the average weekday AM and PM peak hours. The LOS target for I-75 is D and as early as 2030, I-75 northbound and southbound between C.R. 484 and S.R. 200 is expected to operate at LOS F. By 2040, the Design Year AADT's within the study limits will range between 102,000 and 143,000, with the highest volumes of traffic continuing to occur between C.R. 484 and S.R. 200 (Table 1.1). The traffic growth and reduction in LOS is related to two factors, forecast increases in population and employment (detailed above) and continued growth in tourism in Central and South Florida. I-75 and Florida's Turnpike and critical transportation links serving these markets.

Table 1.1: Existing and Forecast Traffic Volumes

Segment	Existing (2019) AADT	Opening Year (2030) AADT	Design Year (2040) AADT
S.R. 44 and C.R. 484	81,000	102,000	121,000
C.R. 484 and S.R. 200	97,000	121,000	143,000

I-75 is a unique corridor that experiences substantial increases in traffic during holidays, peak tourism seasons, weekends, and special events and experiences frequent closures because of

incidents leading to non-recurring congestion. I-75 is part of the emergency evacuation route network designated by the FDEM.

1.3 PLANNING CONSISTENCY

The project, as currently planned, is identified in the Lake-Sumter MPO 2045 LRTP Cost Feasible Plan (adopted March 8, 2021, Amended November 8, 2023) for adding two auxiliary lanes from S.R. 44 to S.R. 200 (Table 4-10, project ID 4) with funding for preliminary engineering, right of way and construction between 2021 – 2025. The Ocala Marion TPO 2045 LRTP Cost Feasible Plan (adopted November 24, 2020, Amended November 28, 2023) includes adding auxiliary lanes from south of S.R. 44 to S.R. 200 (project ID 4520742) in Table 7.11: Moving Florida Forward Projects with funding for preliminary engineering, right of way and construction between 2021 and 2025.

The I-75 South Portion, as defined by the State Transportation Improvement Program (STIP), includes the limits of this project from South of S.R. 44 to S.R. 200. The STIP includes funding for preliminary engineering, right of way and utilities beginning in Fiscal Year 2024. Construction funds are not yet identified in the STIP.

Funding for the Cost Feasible projects listed above is included below in **Table 1.2**. See **Appendix A** for planning consistency documents.

Table 1.2: Funding for I-75 Segments within Study Area (cost in millions)

Currently Adopted LRTP	COMMENTS FPID 452074-2				
Yes	The I-75 from South of S.R. 44 to S.R. 200 Project is identified by the Lake Sumter MPO 2045 LRTP (Table 4-10) and the Ocala Marion TPO 2045 LRTP (Table 7.11)				
Phase	TIP/STIP	Currently Approved (Y/N)	\$	FY	Comments
PE (Final Design)	TIP	Y	\$25,550,000	2024	
	STIP	Y	\$25,550,000	2024	
Right of Way	TIP	Y	\$75,150,000	2024	
	STIP	Y	\$75,150,000	2024	
Construction	TIP	N	-	-	Construction is cost feasible in the Lake Sumter MPO LRTP and the Ocala Marion TPO LRTP
	STIP	N	-	-	

2.0 ALTERNATIVES

2.1 NO-BUILD ALTERNATIVE

The No-Build Alternative includes no changes to I-75 within the study area. The No-Build Alternative requires no additional expenditure of funds and has no additional environmental impacts. Although the No-Build Alternative does not meet the purpose and need for the project and offers no future capacity, operational, or safety improvements, it was considered as a viable alternative throughout the study process and served as the basis of comparison for the Build Alternative (Auxiliary Lanes).

2.2 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSM&O) ALTERNATIVE

I-75 is part of FDOT's Integrated Corridor Management System and TSM&O strategies along the I-75 corridor, including this project, which have already been employed or will be deployed in the future. TSM&O is a program used to actively manage the multimodal transportation network, measuring performance, streamlining and improving the existing system, promoting effective cooperation/collaboration, and delivering positive safety and mobility outcomes to the travelling public.

Currently, there are transportation sensor systems throughout the I-75 corridor that transmit information to FDOT District Five's Regional Transportation Management Center. This hurricane-ready facility serves as the nerve center for traffic management across the nine counties of FDOT's District Five. The I-75 Florida Regional Advanced Mobility Elements (IFRAME) project which uses connected vehicle (CV) technologies to disseminate real-time information to motorists during freeway emergencies and incidents on I-75 was completed in Summer 2021.

The project traffic analysis indicated that Intelligent Transportation System TSM&O strategies alone would not meet the project's purpose the need. However, TSM&O could be beneficial when implemented with roadway and interchange improvement strategies along the project.

2.3 BUILD ALTERNATIVE (AUXILIARY LANES)

I-75 is one of the State's most important transportation facilities critical to Florida's economic competitiveness and quality of life. As the primary north-south interstate in the Central Florida region, I-75 provides for the movement of people and freight, mobility between regional employment and population centers, and a thoroughfare for tourism and trade in Florida. Additionally, I-75 is designated as a primary hurricane evacuation route by the FDEM.

In response to the Central Florida I-75 corridor's growing needs within Sumter and Marion counties, the FDOT prepared an Interstate Master Plan for I-75 from Florida's Turnpike in Sumter County to south of the C.R. 234 interchange near the Marion County/Alachua County line. This

master plan, known as I-75 Forward provides strategic direction and a long-term framework for planning and programming future improvements along the I-75 corridor through 2050 and beyond. This enables FDOT to maintain the existing infrastructure and plan, program, and construct projects along I-75 for long-term compatibility and cost efficiency. I-75 Forward was used to identify and program projects for FDOT's Five-Year Work Program including this PD&E study. The limits of this study, the required study analysis, documentation, and how best to phase the improvements were based on available funding and the unique circumstances of the project. The recommended improvements documented in I-75 Forward are to be implemented in phases as funding and priorities allow.

Phase 1 of I-75 Forward includes this project, south of S.R. 44 to S.R. 200, a distance of approximately 22.5 miles. Three options were considered for Phase 1 of I-75 Forward including adding auxiliary lanes, adding general purpose lanes and adding both auxiliary lanes and general purpose lanes. Auxiliary lanes are not designed to carry through traffic, only traffic between interchanges. General purpose lanes, meant to carry through traffic, would require the existing bridges along this project to be widened. Based on cost, traffic analysis and stakeholder engagement, I-75 Forward identified adding auxiliary lanes for Phase 1 of this project. This project, as described in I-75 Forward Section 5.2, analyzes these proposed improvements. The Build Alternative (Auxiliary Lanes) is based on recommendations from I-75 Forward which included the evaluation of bridge widening concepts, bridge replacement concepts, stormwater drainage concepts and pond siting.

The Build Alternative (Auxiliary Lanes) proposes to add one 12-foot auxiliary lane between interchanges to the outside of the general-purpose lanes in each direction. The auxiliary lanes would not impact the C.R. 484 and S.R. 200 interchange bridges. The preferred alternative typical section will be accommodated within the existing 300-foot-wide roadway limited access right of way and includes three 12-foot-wide general-purpose lanes in each direction, one 12-foot-wide auxiliary lane in each direction, 12-foot-wide (10-foot paved) inside and outside shoulders, and a depressed grassed median, as shown in **Figure 2.1**. Proposed drainage improvements include 31 pond sites for stormwater management utilizing wet and dry retention/treatment systems. Additional right of way will be required to provide the necessary stormwater management facilities for the proposed improvement; however, no residential or business relocations are anticipated as part of this project.

Figure 2.1: I-75 Auxiliary Lanes Alternative Typical Section



2.3.1 COMPARATIVE ALTERNATIVES EVALUATION

Alternatives were evaluated based on the ability of each to meet the project’s purpose and need. The No-Build Alternative, which preserves the mainline in its current condition, served as the base condition against which the Build Alternative (Auxiliary Lanes) was evaluated. A qualitative and quantitative evaluation matrix (**Table 2.1**) was prepared using criteria from a multitude of categories including socioeconomic, natural, cultural, physical, and project costs. A detailed breakdown of project costs is provided in **Table 2.2**.

Table 2.1: Alternative Evaluation Summary

Evaluation Factors	No-Build Alternative	Build Alternative (Auxiliary Lanes)
Meets Project Purpose and Need	No	Yes
Number of Business Relocations	0	0
Number of Residential Relocations	0	0
Total Number of Parcels	0	28
Anticipated Right of Way Acquisition – (Total Acres)	0	193.0 Acres
Species/Habitat (Potential Interactions)	0	Yes
Potential Contamination Sites	0	8
Wetlands and Other Surface Waters within Proposed Right of Way	0	5.38 Acres direct wetland impacts 3.72 Acres secondary impacts 3.1 Acres Other Surface Waters
Floodplains	0	9.75 Acres
Farmlands	0	18.9 Acres
Potential Noise Sensitive Sites (within 66 dB(A) isopleth)	0	185 Residences & 13 Special Land Use sites
Community Facilities (schools, police, fire, medical, etc.)	0	0
Historic/Archaeological Sites (NRHP eligible/listed)	0	0/0
Utility Conflicts	0	Minimal*

*Utility evaluations are in progress and will be provided for the final document.

Table 2.2: Estimated Project Costs in Millions (2024)

Item	No-Build Alternative	Preferred Build Alternative (Auxiliary Lanes)
Roadway Design	\$0.00	\$28.01
Construction	\$0.00	\$218.81
Utility Relocation	\$0.00	\$9.50
SUBTOTAL CONSTRUCTION	\$0.00	\$256.32
Construction Engineering and Inspection (CEI)	\$0.00	\$17.98
Right of Way	\$0.00	\$75.15
TOTAL ESTIMATED PROJECT COST	\$0.00	\$349.45

2.3.1.1 SAFETY

The primary safety issues associated with this project are related to traffic. Traffic safety was analyzed and documented in the Project Traffic Analysis Report (PTAR), located in the project file.

2.3.1.1.1 HISTORIC SAFETY ANALYSIS

Crash records were obtained from the FDOT’s Signal Four Analytics (S4) crash database for I-75 and associated interchanges within the study limits. The safety analysis was performed for the most recent five years of crash data (January 1, 2018 – December 31, 2022). Supplemental crash data from January 1, 2023, to March 31, 2023, were also analyzed to verify crash trends and patterns.

- The safety data showed a total of 1,384 reported crashes along I-75 northbound during this period, 384 of which (28 percent) resulted in 768 injuries. Six fatal crashes were observed along I-75 northbound, which resulted in seven fatalities. The highest crash type observed was rear end, comprising 53 percent of the total crashes. Sideswipe (20 percent) and fixed object/run-off road (19 percent) were the second and third highest crash types. Rear end and fixed object/run-off road accounted for 78 percent of the injury crashes.
- A total of 1,095 reported crashes were observed along I-75 southbound, 300 of which (27 percent) resulted in 644 injuries. Three fatal crashes were observed along I-75 southbound, which resulted in five fatalities. The highest crash type observed was rear end, comprising 51 percent of the total crashes. Sideswipe (24 percent) and fixed object/run-off road (16 percent) were the second and third highest crash types. Rear end and fixed object/run-off road were the highest injury crash types, accounting for 71 percent of the injury crashes.

2.3.1.1.2 FUTURE SAFETY ANALYSIS

The results of the analysis show the proposed improvements are predicted to have a slightly higher crash cost (total present value) compared to the No-Build due to having 3.4 more predicted fatal crashes over the 10-year life cycle of the project (0.34 fatal crash increase per year). The proposed improvements are predicted to experience approximately 23 less injury and 94 less property damage-only crashes per year over the 10-year life cycle of the project.

The additional auxiliary lanes between interchanges will provide more capacity along the interstate mainline thus reducing the potential for re-occurring congestion along the I-75 mainline. Reducing the congestion has the potential to reduce high speed/high severity rear end crashes along the I-75 mainline.

Based on NCHRP Report 687, the addition of an auxiliary lane between an entrance ramp and an exit ramp has the potential to reduce the number of multi-vehicle crashes by up to 20 percent. The reduction in multi-vehicle crashes applies almost equally to both fatal, injury, and property damage-only crashes.

2.4 PREFERRED ALTERNATIVE

The Preferred Alternative (also known as the proposed action) was identified based on the results of the technical analysis and public and agency input. The Build Alternative (Auxiliary Lanes) is recommended as the Preferred Alternative for this I-75 PD&E Study. This alternative consists of adding one 12-foot auxiliary lane between interchanges to the outside of the general-purpose lanes in each direction (See **Figure 2.1**). The auxiliary lanes would not impact the C.R. 484 and S.R. 200 interchange bridges.

The Preferred Alternative meets the project's need to enhance current transportation safety and modal interrelationships while providing additional capacity between existing interchanges. It also meets the project's purpose of providing short-term operational improvements on the mainline of I-75 within the project limits.

The Preferred Alternative has several benefits compared to the No-Build Alternative. The proposed action is predicted to result in reduced injury and property damage crashes over the 10-year life cycle of the project, despite the crash cost (total present value) of the proposed improvements being slightly higher compared to the No-Build Alternative. The additional auxiliary lanes between interchanges will provide more capacity along the freeway mainline, reducing the congestion to potentially reduce high speed/high severity rear end crashes.

Operational results documented in the PTAR concluded that the proposed auxiliary lane improvements would result in operational improvements when compared to No-Build operational results. The LOS target for I-75 is D and as early as 2030, under the No-Build condition, I-75

northbound and southbound between C.R. 484 and S.R. 200 is expected to operate at a LOS F. Under the Build condition for the Opening Year (2030), it is anticipated I-75 will operate at a LOS C or better in the northbound direction and a LOS D or better in the southbound direction. The additional auxiliary lanes between interchanges will improve travel times by 8% northbound (1.8 minutes) and 13% southbound (2.9 minutes) over the No-Build condition. The total network vehicle hours of delay are anticipated to be improved by 83% northbound and 79% southbound over the No-Build condition.

The proposed improvements provide the capacity needed to service average peak period 2030 future volumes; however, deficiencies are anticipated with the 2040 future volume demand exceeding capacity at spot locations. Multiple segments on the facility are anticipated to operate at LOS E and LOS F during the 2040 AM and weekend peak periods in the northbound direction. Multiple segments are anticipated to operate at LOS E and/or LOS F during the 2040 PM and weekend peak periods in the southbound direction.

Further details on the safety improvements and operational results are provided in the PTAR, located in the project file. Concept plans for the Preferred Alternative are included in **Appendix B**.

2.4.1 PREFERRED POND SITES

The project area has been divided into 33 drainage basins based on the overland topography and other features that influence the drainage patterns throughout this portion of I-75. The southern drainage basins, Basins 0 through 8, are within Sumter County, and the remainder of the drainage basins, Basins 9 through 32, are in Marion County.

The existing drainage for I-75 from south of S.R. 44 to S.R. 200 was assessed by conducting field reviews throughout the corridor and reviewing existing as-built plans and other available construction plans, Straight Line Diagrams (SLDs), Geographic Information System (GIS) maps, and Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Additionally, existing permit information was obtained from the Florida Department of Environmental Protection (FDEP), St. Johns River Water Management District (SJRWMD) and the Southwest Florida Water Management District (SWFWMD). Stormwater management sites were located and evaluated based on functional ability, and potential environmental impacts (including wetlands and floodplains), utilities, construction and right of way costs and maintenance. Additional site-specific characteristics such as threatened or endangered species, Section 4(f), cultural resources, and potentially hazardous waste contamination were also evaluated. Pond Siting Reports (PSR) were developed for each county separately and are located in the project file.

The project corridor crosses through two (2) major watersheds, both the Withlacoochee River and Ocklawaha River Basins. The Withlacoochee Basin is within the jurisdictional boundaries of

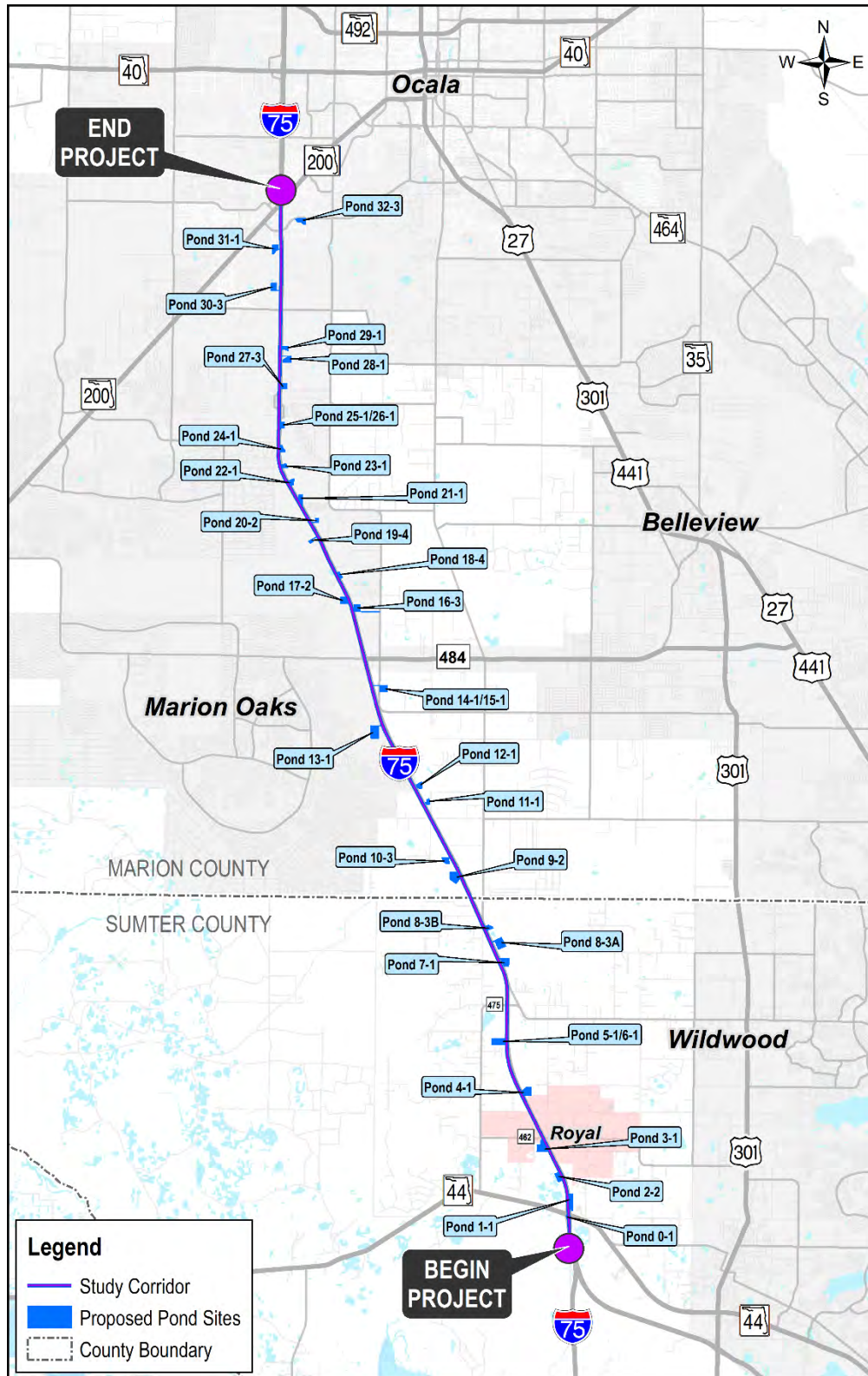
SWFWMD, and the Ocklawaha Basin is in the SJRWMD. Additionally, the project crosses three (3) separate Water body IDs (WBIDs) associated with the Withlacoochee River watershed and the Ocklawaha River watershed. None of the WBIDs are considered impaired within the vicinity of the I-75 corridor. The Ocklawaha River is an Outstanding Florida Water (OFW); however, the project does not directly discharge to this waterbody. Since the project limits extend through both the SWFWMD and SJRWMD, interagency agreements are anticipated to determine the appropriate reviewing agency for this project.

There is a total of 31 preferred pond sites. **Table 2.3** lists the preferred ponds within each basin and **Figure 2.2** shows each pond's location.

Table 2.3: Preferred Ponds

Basin(s)	Pond ID
0	0-1
1	1-1
2	2-2
3	3-1
4	4-1
5 and 6	5-1/6-1
7	7-1
8	8-3A and 8-3B
9	9-2
10	10-3
11	11-1
12	12-1
13	13-1
14 and 15	14-1/15-1
16	16-3
17	17-2
18	18-4
19	19-4
20	20-2
21	21-1
22	22-1
23	23-1
24	24-1
25 and 26	25-1/26-1
27	27-3
28	28-1
29	29-1
30	30-3
31	31-1
32	32-3

Figure 2.2: Preferred Pond Locations



3.0 ENVIRONMENTAL ANALYSIS

The following section summarizes the existing environmental features and the potential effects that could result from the Preferred Alternative and the associated preferred stormwater management facilities. A comparative evaluation analysis was performed based on the FDOT PD&E Manual (July 1, 2023) to determine potential impacts to social, natural, cultural, and physical environmental features.

The FDOT initiated early agency involvement through the Efficient Transportation Decision Making (ETDM) process. The ETDM process is FDOT's process to engage other agencies and the public early in project development. ETDM uses a web-based platform that affords agencies, Native American Tribes, and public the opportunity to provide early input to project sponsors on a project's potential impacts to the natural, cultural, and sociocultural environments. Advance Notification for this project was sent on December 5, 2023, as ETDM Project 14541.

The Advance Notification included the project's purpose and need, project description, alternatives map, and preliminary environmental discussion. ETAT members used the Environmental Screening Tool (EST) to review project information, identify potential project effects, and submit comments to FDOT. The ETAT review period ended January 19, 2024, and the Final Programming Screen was published on March 26, 2024.

The following agencies and Native American Tribes received the Advance Notification. Agencies in **bold font** provided comments on one or more resource topics:

- Federal Aviation Administration
- Federal Emergency Management Agency
- Federal Rail Administration
- Federal Transit Administration
- **Florida Department of Agriculture and Consumer Services**
- FDEO (Florida Department of Economic Opportunity)
- **Florida Department of Environmental Protection**
- **Florida Department of State**
- **FWC (Florida Fish and Wildlife Conservation Commission)**
- Lake Sumter MPO
- Miccosukee Tribe of Indians of Florida
- Muscogee (Creek) Nation
- **NMFS (National Marine Fisheries Service)**
- National Park Service

- **Natural Resources Conservation Service**
- Ocala/Marion County TPO
- Poarch Band of Creek Indians
- **SJRWMD (Saint Johns River Water Management District)**
- Seminole Nation of Oklahoma
- Seminole Tribe of Florida
- **SWFWMD (Southwest Florida Water Management District)**
- USACE (U.S. Army Corps of Engineers)
- USCG (U.S. Coast Guard)
- U.S. Department of Health and Human Services
- U.S. Department of Housing and Urban Development
- U.S. Department of Interior
- **USEPA (U.S. Environmental Protection Agency)**
- **USFWS (U.S. Fish and Wildlife Service)**

The ETDM comments provided by reviewing agencies are summarized under each resource in this section. The Degree of Effect determination reported for each resource is provided in **Figure 3.1**. One category, Social, received a Degree of Effect of “Substantial”. All other categories received a Degree of Effect of “Moderate” or below. This project has “No Involvement” with Navigation.

The basis for the Degree of Effect evaluation as summarized in **Figure 3.1** is defined in the FDOT ETDM Manual (March 2006, Revised December 2021), Topic 650-000-002, Table 4-2, “Potential Project Effects Degree of Effect Guidance – Programming Screen.” The ETDM evaluation code uses the numeric and color coding shown in **Table 3.1** to evaluate potential direct and indirect environmental impacts.

Table 3.1: Potential Project Effects Degree of Effect Guidance

<table border="1"> <tr><td>N/A</td><td>No Involvement</td></tr> <tr><td>1</td><td>Enhanced</td></tr> <tr><td>0</td><td>None</td></tr> </table>	N/A	No Involvement	1	Enhanced	0	None	<table border="1"> <tr><td>2</td><td>Minimal</td></tr> <tr><td>3</td><td>Moderate</td></tr> </table>	2	Minimal	3	Moderate	<table border="1"> <tr><td>4</td><td>Substantial</td></tr> <tr><td>5</td><td>Dispute Resolution</td></tr> </table>	4	Substantial	5	Dispute Resolution
N/A	No Involvement															
1	Enhanced															
0	None															
2	Minimal															
3	Moderate															
4	Substantial															
5	Dispute Resolution															

Figure 3.1: ETDM Programming Screen Project Degree of Effect

	Social and Economic							Cultural and Tribal			Natural				Physical						
	Social	Economic	Land Use Changes	Mobility	Aesthetic Effects	Relocation Potential	Farmlands	Section 4(f) Potential	Historic and Archaeological Sites	Recreational and Protected Lands	Wetlands and Surface Waters	Water Resources	Floodplains	Protected Species and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Alternative #1 From: South of SR 44 To: SR 200 Re-Published: 03/29/2024 Reviewed from 12/05/2023 to 01/19/2024	4	1	2	1	2	2	2	3	3	3	2	3	3	3	0	3	2	3	2	N/A	3

3.1 SOCIOCULTURAL EFFECTS

A study area within 2,640 ft (a half-mile) of the proposed right of way for the Preferred Alternative was examined for social and economic impacts and documented in the Sociocultural Effects (SCE) Evaluation, dated April 2024, located in the project file. The SCE Evaluation for this project was completed in accordance with the provisions of Executive Order 12898 and Florida Highway Administration (FHWA) Order 6640.23a. The SCE data and analysis concluded that the Preferred Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations. Overall, the project is anticipated to improve the quality of life for area residents by improving mobility and safety. A review of potential impacts to demographics, community cohesion, safety, and community goals/quality of life issues is provided in the sections below.

3.1.1 SOCIAL

During the ETDM Programming Screen, a Summary Degree of Effect of 4 (Substantial) was assigned to Social based on review comments from U.S. Environmental Protection Agency (USEPA).

The USEPA commented that partial acquisition of land, homes, business, and other community features may affect the quality of life, noting that environmental characteristics and community elements help individuals maintain health and well-being.

The Preferred Alternative will not result in any relocations and will not divide any communities or restrict access to existing community facilities in the long term. Social and economic considerations include land use changes, mobility, aesthetics, and potential relocations and the project area is analyzed for community cohesion, community services, and nondiscrimination.

This project has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other Federal and State of Florida nondiscrimination authorities. This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

3.1.1.1 DEMOGRAPHICS

An analysis was conducted through a review of publicly available data obtained from the U.S. Census Bureau (2020 Census in Florida, with selected fields from the 2016 to 2020 American Community Survey) for the ten (10) census block groups that overlap the study area (**Figures 3.2** and **3.3**). Populations evaluated included race, ethnicity, Limited English Proficiency (LEP), age, and income, and the analysis involved a comparison of each census block group with Sumter County and Marion County census data. A summary of the demographic data is shown in **Table 3.2**.

As shown in **Table 3.2**, three census tracts (9.04, 25.05 and 25.07) have over 5% of the residents speaking English less than very well, therefore, LEP services are required for this project to comply with Title VI of the Civil Rights Act of 1964.

The project would not result in long-term impacts to access or capacity and is not expected to contribute to social isolation. The preferred alternative typical section will be accommodated within the existing roadway right of way; however, right of way will be required to provide the necessary stormwater management facilities. No disproportionate impacts to any residential populations are anticipated.

To better understand the project study area demographics and the location of isolated populations, the study area census data was reviewed against Sumter and Marion County Census information. This data was obtained from the U.S. Census Bureau (2020 Census in Florida, with selected fields from the 2016 to 2020 American Community Survey) and consists of current updates to the Census data and includes Race, Ethnicity, Limited English Proficiency, Age, and Income. No significant impacts on the groups evaluated below are anticipated as a result of this project.

The project study area has a Hispanic or Latino ethnicity of 15%, which is similar to that of Marion County (16.4%) and greater than Sumter County (6.5%). The Census data suggests the project study area including populations of Hispanic or Latino ethnicity is similar to that of the surrounding county area with some areas having a high percentage of Black or African American

populations (74.19% Black or African American population in Block Group 1 in Sumter County and 45.25% Black or African American population in Marion County in Block Group 1), notably the Community of Royal which has historically been an African American Community. The proposed project would not adversely affect minority populations in the area. The data also shows that low-income populations in the study area are higher compared to the Marion and Sumter County averages and the elderly populations are higher than those in Marion County but lower in Sumter County. Study area populations with disabilities are lower than those in Marion and Sumter counties. Similarly, LEP populations are lower than those in Marion and Sumter counties. Public involvement meetings conducted for the project ensured all populations were provided an opportunity to review and comment on the project.

Table 3.2: Study Area Census Blocks and Poverty Level

Geography		Census Block Group	2020 Population	Minority %	Elderly %	2020 Total Households	Limited English Speaking Proficiency %	Below Poverty Level %
Sumter County Total			131,832	15.7%	57.9%	62,907	2.2%	9.3%
Census Tract 9113.02	Block Group 1		713	75.9%	18.9%	325	-	30.1%
Census Tract 9115	Block Group 1		1,477	24.5%	20.0%	471	-	32.0%
	Block Group 2		842	24.3%	26.1%	271	-	1.5%
Census Tract 9101	Block Group 1		1,515	36.5%	7.0%	521	3.9%	33.9%
	Block Group 2		2,195	33.4%	25.3%	862	-	7.3%
Marion County Total			378,225	32.1%	28.9%	156,906	4.9%	14.4%
Census Tract 9.04	Block Group 3		1,743	69.4%	15.7%	586	10.7%	23.4%
Census Tract 9.01	Block Group 1		783	16.2%	23.4%	294	-	10.2%
	Block Group 2		1,761	19.7%	23.7%	723	-	4.1%
	Block Group 3		759	19.6%	33.9%	352	1.6%	8.3%
	Block Group 4		901	16.6%	7.2%	317	1.4%	4.1%
	Block Group 5		1,333	20.0%	58.1%	781	-	20.7%
Census Tract 10.11	Block Group 1		1,776	16.3%	74.8%	921	-	2.4%
Census Tract 10.05	Block Group 1		1,505	74.7%	12.9%	569	0.6%	0.8%
	Block Group 4		636	8.6%	73.1%	373	-	-
Census Tract 10.09	Block Group 1		3,574	21.7%	38.1%	1,549	1.7%	1.0%
	Block Group 2		857	54.4%	26.4%	420	-	2.0%
	Block Group 3		1,482	34.3%	22.8%	503	4.1%	14.8%
Census Tract 24.02	Block Group 1		2,351	26.9%	27.0%	957	2.1%	17.2%
Census Tract 24.01	Block Group 1		1,849	46.9%	22.5%	635	-	3.0%
	Block Group 2		1,718	36.7%	30.6%	658	2.1%	13.3%
Census Tract 25.05	Block Group 3		3,711	60.0%	14.1%	1,437	16.9%	20.5%
Census Tract 25.07	Block Group 1		1,171	56.4%	29.6%	537	1.9%	14.9%
	Block Group 2		1,442	35.4%	11.2%	389	7.4%	-
Census Tract 16.00	Block Group 2		2,155	42.5%	14.7%	795	2.5%	12.7%

Source: U.S. Census Bureau (2020 Census in Florida, with selected fields from the 2016 to 2020 American Community Survey)

Figure 3.2: Census Block Groups and Tracts (1 of 2)

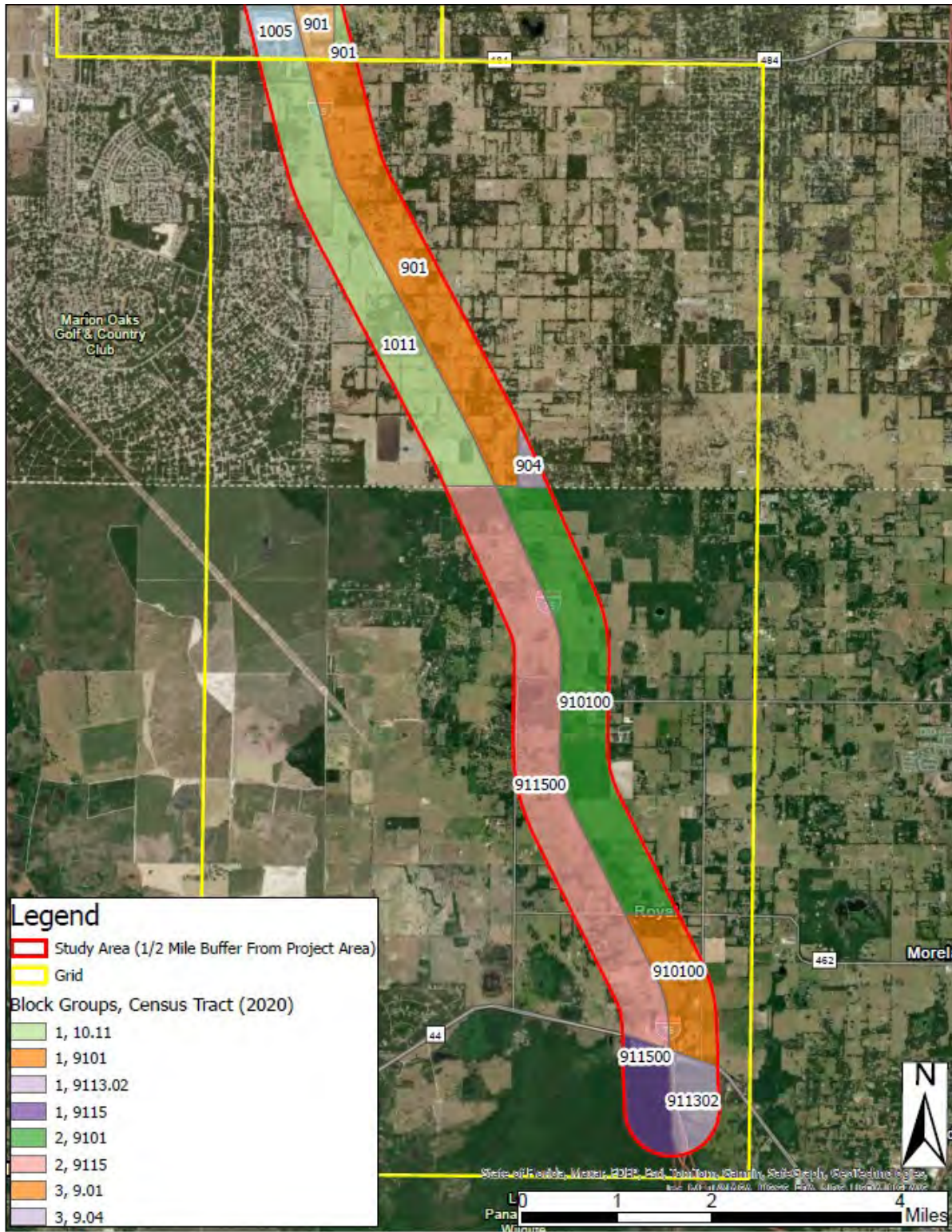
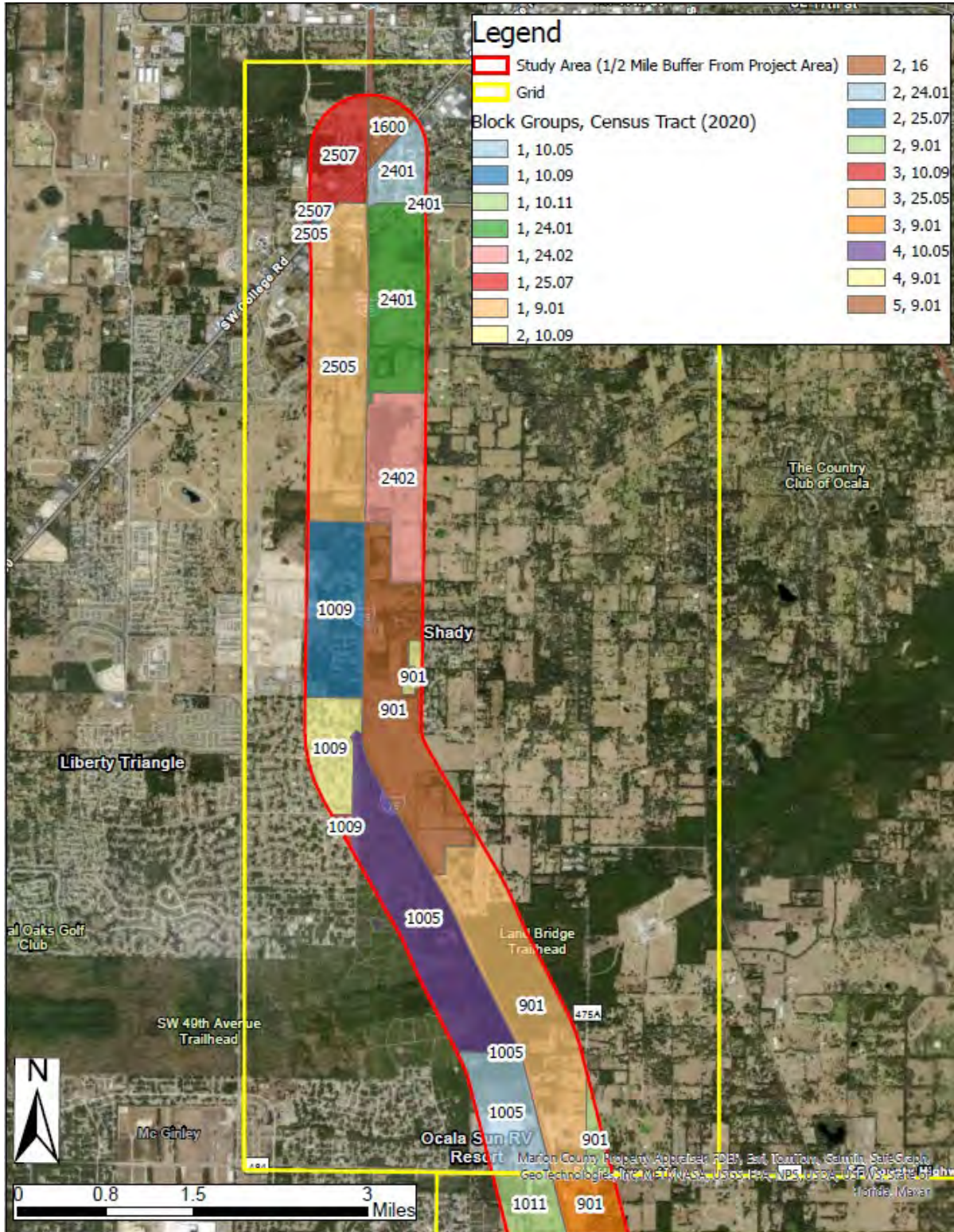


Figure 3.3: Census Block Groups and Tracts (2 of 2)



3.1.1.2 COMMUNITY COHESION

There are several community services located along the project limits, as shown in **Table 3.3**. The project was reviewed for all community characteristics per the PD&E Manual and the following table documents key community resources present in the study area. Accessibility to the community facilities listed below will not be affected during project construction, and no relocation will be necessary for any existing community facilities along the project corridor. Refer to **Figure 3.4** for social resources within the study area.

Table 3.3: Community Facilities within Half-Mile Buffer of Study Area

Facility Name	Address
Cultural Centers	
Don Garlits Museum of Drag Racing	13700 SW 16 th Avenue, Ocala
Religious Centers	
Ocala Korean Baptist Church	7710 SW 38 th Avenue, Ocala
Family Life Church	4325 SW 95 th Street, Ocala
Shree Swaminarayan Temple	1425 SW 16 th Avenue, Ocala
Pushtidham Haveli Ocala	14080 SW 20 th Avenue Road, Ocala
Ebenezer African Methodist Episcopal Church	390 E County Road 462, Wildwood
Cemeteries	
Royal Memorial Cemetery	8934 Co Road 229, Wildwood
Recreational Facilities	
Marjorie Harris Carr Cross Florida Greenway Trail	130 Kenwood Boat Ramp Road, Interlachen
Royal Park	9569 C.R. 235, Wildwood
SummerGlen Golf Club	1450 SW 154 th Street Road, Ocala

Community of Royal

One area of historic significance within the overall project limits is the Community of Royal. The Community of Royal is an African American agricultural community founded by free Blacks in the years following the Civil War and is the only Black homestead community in the state that retains a direct connection to the 1800s. The first confirmed African Americans to own land in the Community of Royal date to the 1870s; however historical documents and archaeological evidence note the existence of free Blacks in the area during the 1830s. The community is representative of agricultural trends beginning during Florida’s frontier times and is one of the only remaining rural African American towns in the state. Today, many of the descendants of these earlier Black agriculturalists continue to occupy the buildings and properties developed by their ancestors.

The Community of Royal rural historic landscape (8SM01343) boundary, as defined by the State Historic Preservation Officer (SHPO), is roughly bounded by C.R. 216A on the north, NE 84th Place and S.R. 44 on the south, C.R. 223 on the east and C.R. 475 on the west. The community is bisected by I-75 in Sumter County, connected by the C.R. 462 bridge, located on the southern portion of the project and north of the S.R. 44 interchange. Additional information can be found in the Cultural Resources Assessment Survey (CRAS) regarding the boundary and overall history of the Community.

To accommodate the proposed auxiliary lanes on I-75, the C.R. 462 bridge will need to be replaced, however, no permanent right of way is needed from the historic district boundary. The project proposes two stormwater ponds adjacent to the Community of Royal, one located just north and one just south of the historic district boundary. Due to the proximity to the project and the needed replacement of the C.R. 462 bridge, several meetings were held with the Community, as well as continuous dialogue between the leaders of the Community and FDOT to develop an approach to mitigate the impacts of the overall project.

Public engagement with the Community of Royal was initiated very early in the project and has continued throughout the PD&E phase. FDOT held a series of meetings on November 16, 2023, February 1, 2024, and March 28, 2024, with the Community. Additional public involvement events were held to further engage the Community and determine their needs to guide the overall look of the aesthetics and provide timely communication. Details of these meetings are included in **Section 4.3: Public Involvement, Stakeholder Meetings.**

The Preferred Alternative does not further divide any communities or restrict access to existing community facilities as noted above. Aesthetic features to be incorporated into the C.R. 462 bridge replacement will enhance community cohesion and connectivity with pedestrian safety and American Disabilities Act (ADA) compliant facilities providing walkability for the Community of Royal. A detailed list of aesthetic features to be provided for the Community of Royal is included in **Section 3.1.5: Aesthetic Effects.**

The Preferred Alternative has been designed to avoid and minimize potential impacts to the surrounding community, however additional right of way is required for stormwater pond locations. The Preferred Alternative will not result in any relocations and will have no substantial adverse impacts on the neighborhoods, social environment, or community services.

Based on the evaluation completed, the project is not anticipated to have any significant negative impacts to community cohesion.

3.1.1.3 COMMUNITY GOALS/QUALITY OF LIFE

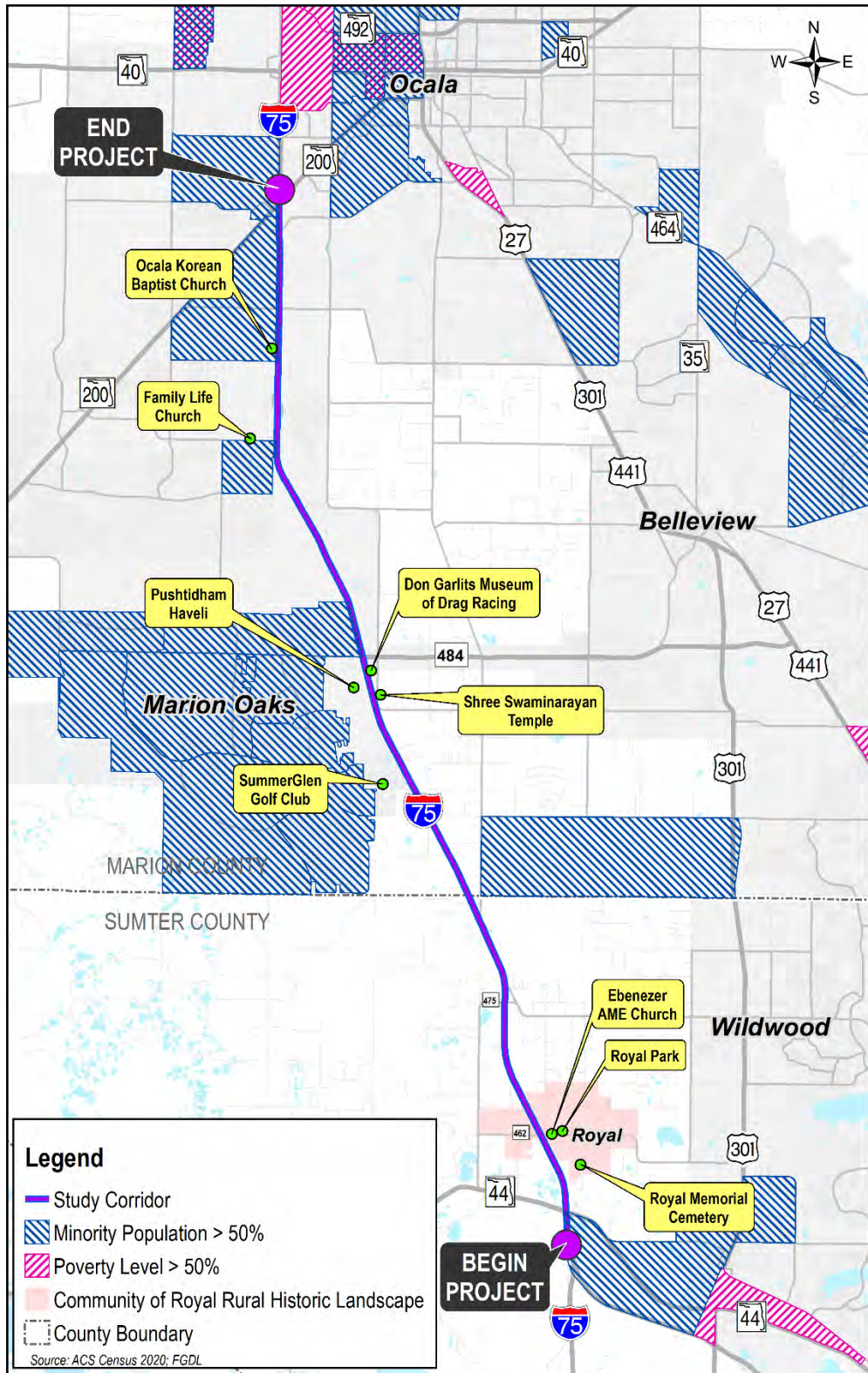
The project is compatible with Marion and Sumter County's development goals and Comprehensive Plans. Short-term impacts to access during construction are anticipated under the Auxiliary Lanes Alternative. Following the Public Involvement Plan, residents within the Public Involvement Outreach Area were contacted during two public involvement open house (PIOH) meetings on December 11, 2023, and December 13, 2023, and via one virtual PIOH on December 14, 2023, to provide input into the decision-making process. No incompatibility between the Preferred Alternative and the community goals or quality of life in the study area has been identified.

Temporary effects during construction that could affect disadvantaged or historically marginalized populations include construction-related traffic congestion, temporary travel pattern disruptions, noise, and difficult pedestrian street crossings. Best Management practices will be employed during construction to minimize impacts.

3.1.1.4 SAFETY

The Preferred Alternative is expected to result in an enhancement regarding safety along the corridor by improving travel patterns and mobility. The bridges to be replaced within the project area will provide pedestrian safety features, in addition to being ADA compliant, both of which will enhance safety for the traveling public. Access for all emergency services will be maintained throughout construction, with only minor potential decreases in response times due to traffic resulting from construction.

Figure 3.4: Social Resources Map



3.1.2 ECONOMIC

During the ETDM Programming Screen, a Summary Degree of Effect of 1 (Enhanced) was assigned to Economic. No ETAT comments were submitted for Economic resources.

Project implementation would benefit the economy by enhancing connectivity to local and regional employment centers and improving LOS, resulting in reduced commute times to/from businesses in surrounding areas and improved travel reliability. Providing auxiliary lanes would improve the efficiency of the existing travel lanes and reduce incident-related congestion. This improvement would allow I-75 to move people, goods, and services in a more efficient manner to employment, entertainment, economic centers, and shopping districts. It is anticipated the proposed project will have a beneficial economic impact.

A review of potential impacts to commerce and the tax base in the vicinity of the project was conducted. Access to businesses located on local roads adjacent to the project area connected via interchanges will not be altered as a result of this project and will be maintained through construction. These businesses provide employment opportunities for residents in the study area and contribute to the quality of life in the community. The Preferred Alternative does not require any business relocations and only temporary impacts to businesses during construction are anticipated. Therefore, no significant impacts on business or employment are anticipated.

3.1.3 LAND USE CHANGES

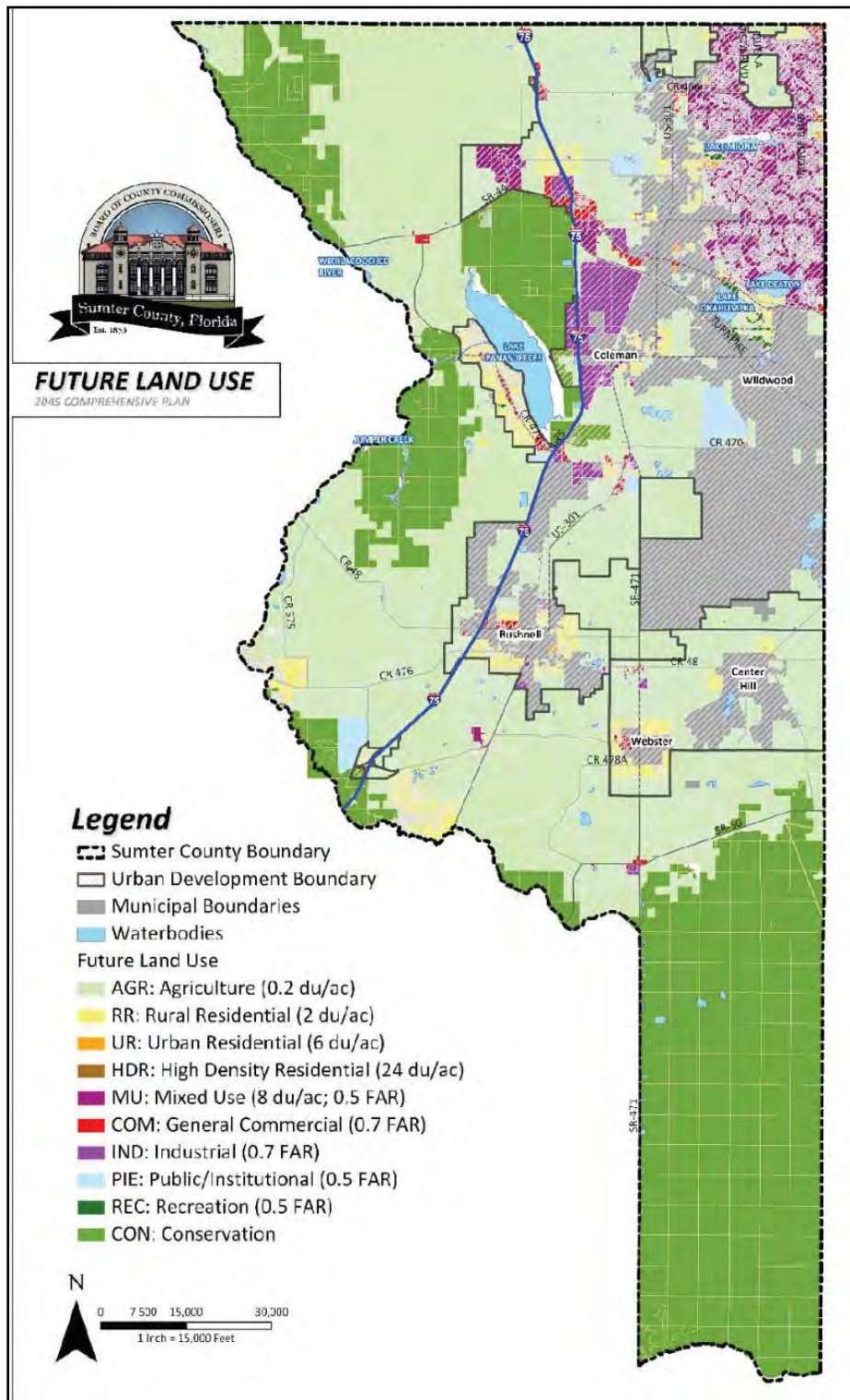
During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to land use changes. No ETAT comments were submitted for this topic.

The proposed project is expected to result in minimal involvement with land use resources since the project occurs largely within an existing transportation corridor. Furthermore, it is consistent with the local governments' comprehensive use plans and future land use maps, and there will be no change to future land uses in the area.

The future land use in the vicinity of the Marion County segment of the study area consists primarily of agricultural near county lines, medium residential, preservation, municipality, and urban growth boundary (UGB). UGB identifies urban areas where long term capital improvements shall be directed to create compact and efficient development patterns and allow for sufficient growth opportunities to maintain the County's long-term viability. The 2045 Sumter County future land use map is displayed in **Figure 3.5**.

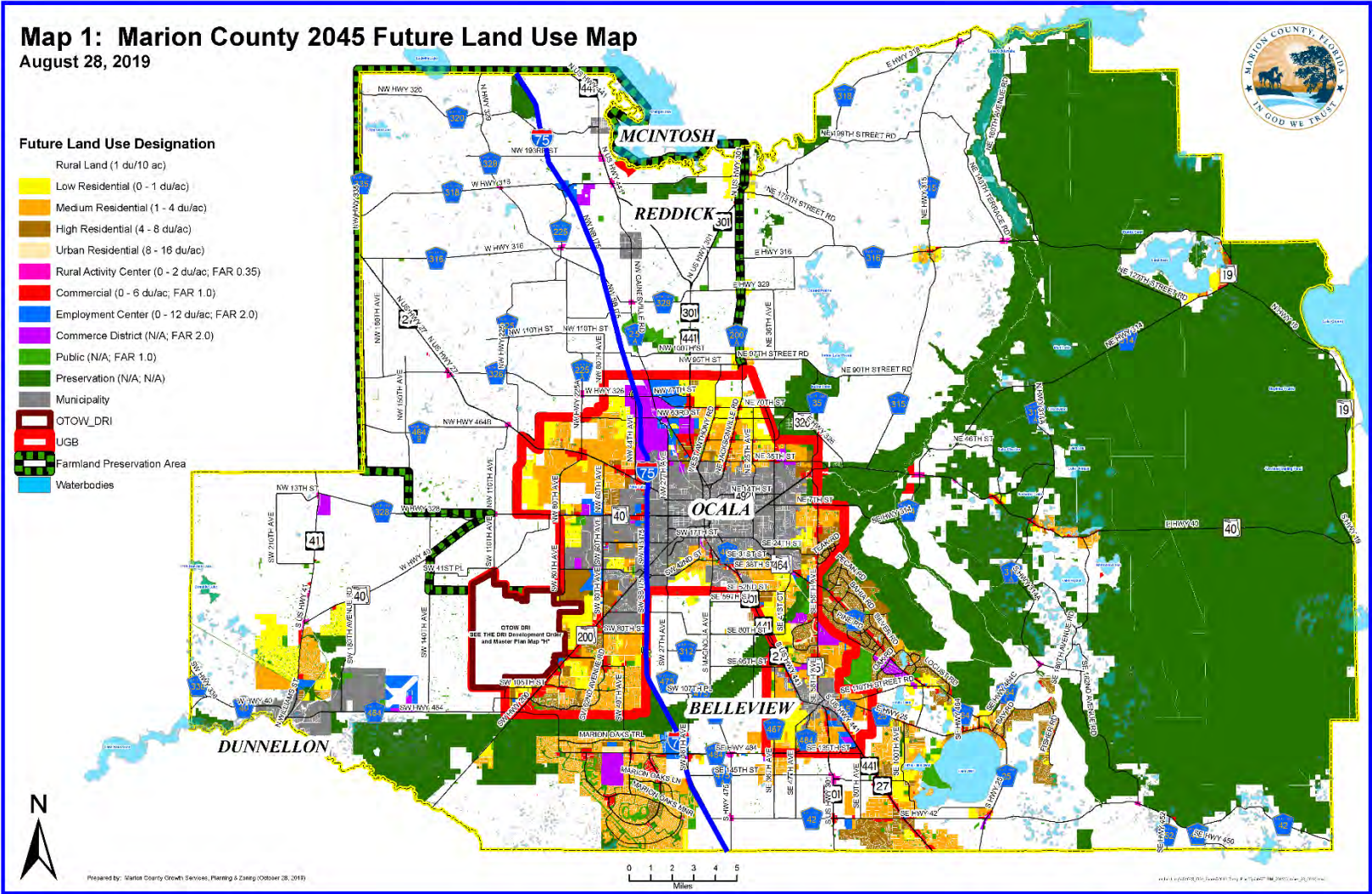
The future land use in the vicinity of the Sumter County segment of the study area consists predominantly of agricultural, general commercial, mixed use, and industrial. The agricultural/rural residential uses include single family and accessory structures, facilities and uses associated with farming, agriculture, and raising poultry or livestock. The Marion County 2045 future land use map can be seen in **Figure 3.6**.

Figure 3.5: Sumter County 2045 Future Land Use Map



Source: Sumter County Unified Comprehensive Plan 2023

Figure 3.6: Marion County 2045 Future Land Use Map



Source: Marion County Comprehensive Plan

3.1.4 MOBILITY

During the ETDM Programming Screen, a Summary Degree of Effect of 1 (Enhanced) was assigned to Mobility. No ETAT comments were submitted for this topic.

I-75 is a SIS facility on the National Highway System (NHS) and is designated by the FDEM as a critical link evacuation route. I-75 serves as an important north-south facility connecting the Great Lakes region of the Midwest to the southeastern United States. Within Florida, I-75 travels from the Georgia line, near Jennings, Florida down the west coast of Florida across the southern portion of the state to Miami, connecting several major population centers, economic centers, and intermodal facilities. As part of the NHS, I-75 is one of the most important roadways used to stimulate and maintain Florida's economy, as this network carries the heaviest truck traffic linking goods and commerce to and from major population centers and intermodal hubs as outlined in the FDOT's Freight and Mobility Trade Plan.

Heavy freight vehicles and passenger vehicles traveling between interchanges in the project area contribute to both operational congestion and safety concerns. Providing auxiliary lanes would improve the efficiency and reliability of the existing travel lanes, reduce incident-related congestion, and provide additional capacity between existing interchanges. Additionally, the proposed improvements will provide enhanced connectivity to major roadway corridors, support emergency evacuation and decrease incident response times.

3.1.5 AESTHETIC EFFECTS

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to Aesthetic Effects. No ETAT comments were submitted for this topic. Minor changes in elevation will occur and some trees will likely be removed due to the project widening to the outside and the need for stormwater ponds; however, change to the overall viewshed will be minimal for motorists and surrounding property owners.

Within the study limits, I-75 has existing landscaping at multiple locations along the corridor within the FDOT right of way, primarily at the interchange infield areas. Existing landscaping can be seen at the interchanges with S.R. 44, C.R. 484, and S.R. 200 interchange. These areas consist primarily of planted palms, crepe myrtles, and/or natural vegetation. No designated or naturally occurring wildflower areas currently exist within the study limits.

During community engagement events with the Community of Royal, the inclusion of aesthetic features in the design of the proposed C.R. 462 bridge replacement was discussed. Due to the potential pond effects on the Community of Royal rural historic landscape viewshed, design options presented to the community included installing a medallion on a support column or similar location with prominent visibility to the traveling public, honoring the Community of Royal and its establishment. Additional options included the use of terraces along the retaining wall of

the new bridge coupled with the use of drought tolerant Florida-friendly plants and providing landscaping around dry ponds within the project area. Renderings of proposed designs were presented to the Community of Royal and photos of similar designs at S.R. 408 and S.R. 429 were provided to illustrate these options. Additionally, proposed dry ponds that are generally shallow and unobtrusive could be landscaped depending on consensus from the community. To provide perspective, photos of existing dry ponds with landscaping and dry ponds with no landscaping were shown to aid in the community's decision.

Proposed pond site 3-1 abuts I-75 and requires separation from the limited access right of way. FDOT proposed to install woven fencing around the pond to serve as a barrier to the interstate, without blocking the historic viewsheds of the Community of Royal. Ultimately, the Community of Royal made the decision to not have the proposed fencing installed. Refer to the Comments and Coordination Report for renderings and photos of proposed aesthetic features, located in the project file. Despite impacts to aesthetics being minimal, the FDOT, in coordination with the local community, has committed to mitigate to address effects on existing viewsheds to the Community of Royal from the C.R. 462 bridge replacement with the following (see **Section 5.0: Commitments**):

- Fencing will not be installed around pond 3-1 located just south of the Community of Royal historic royal landscape boundary.
- The terrace, on the north side, will consist of a rectangular pattern and have a sunset buff pattern color.
- Provide low-level landscaping not taller than the wall height of the terrace.
- Include plants that are predominantly green year-round, showcase yellow and purple hues and blossoms, and utilize palms as opposed to trees.
- Provide medallions highlighting the Community of Royal into the overall design on the bridge.

3.1.6 RELOCATION POTENTIAL

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to Relocation Potential. No ETAT comments were submitted for this topic. The project will require right of way for stormwater pond locations; however, no relocations are anticipated.

The existing limited access right of way width varies along the corridor with a minimum width of 300 feet. The project will require right of way for proposed stormwater ponds and the preferred alternative stormwater ponds have the potential to impact 97 parcels for a total of 304.9 acres.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of

displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.1.7 FARMLAND

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to Farmlands based on comments received from the NRCS.

The NRCS noted that there are soils designated as Prime Farmland and Farmland of Local Importance at all buffer widths within the project footprint. Additionally, areas currently used for agricultural production are present within the study area buffer.

There are 18.9 acres of prime farmland anticipated to be impacted for the Preferred Alternative including the preferred ponds sites. These unavoidable farmland impacts were minimized as much as possible. A Farmland Conversion Impact Rating Form was prepared and sent to NRCS for review and concurrence was received on May 10, 2024. A map showing prime farmlands in the vicinity of the study area is included in **Figure 3.7** and **Figure 3.8** shows prime farmland impacts. The Farmland Conversion Impact Rating form is included in the project file.

Figure 3.7: Prime Farmland in Study Area

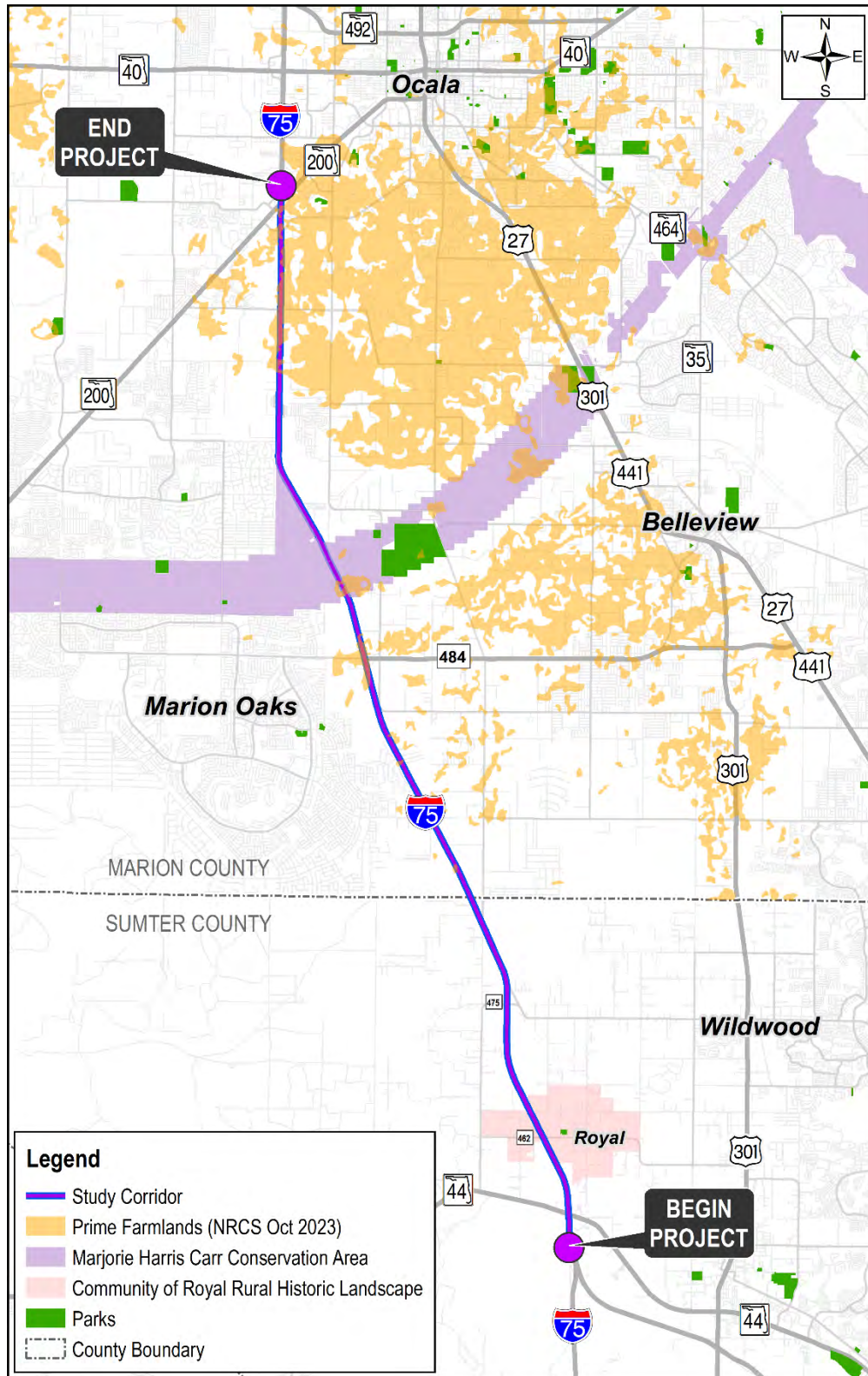
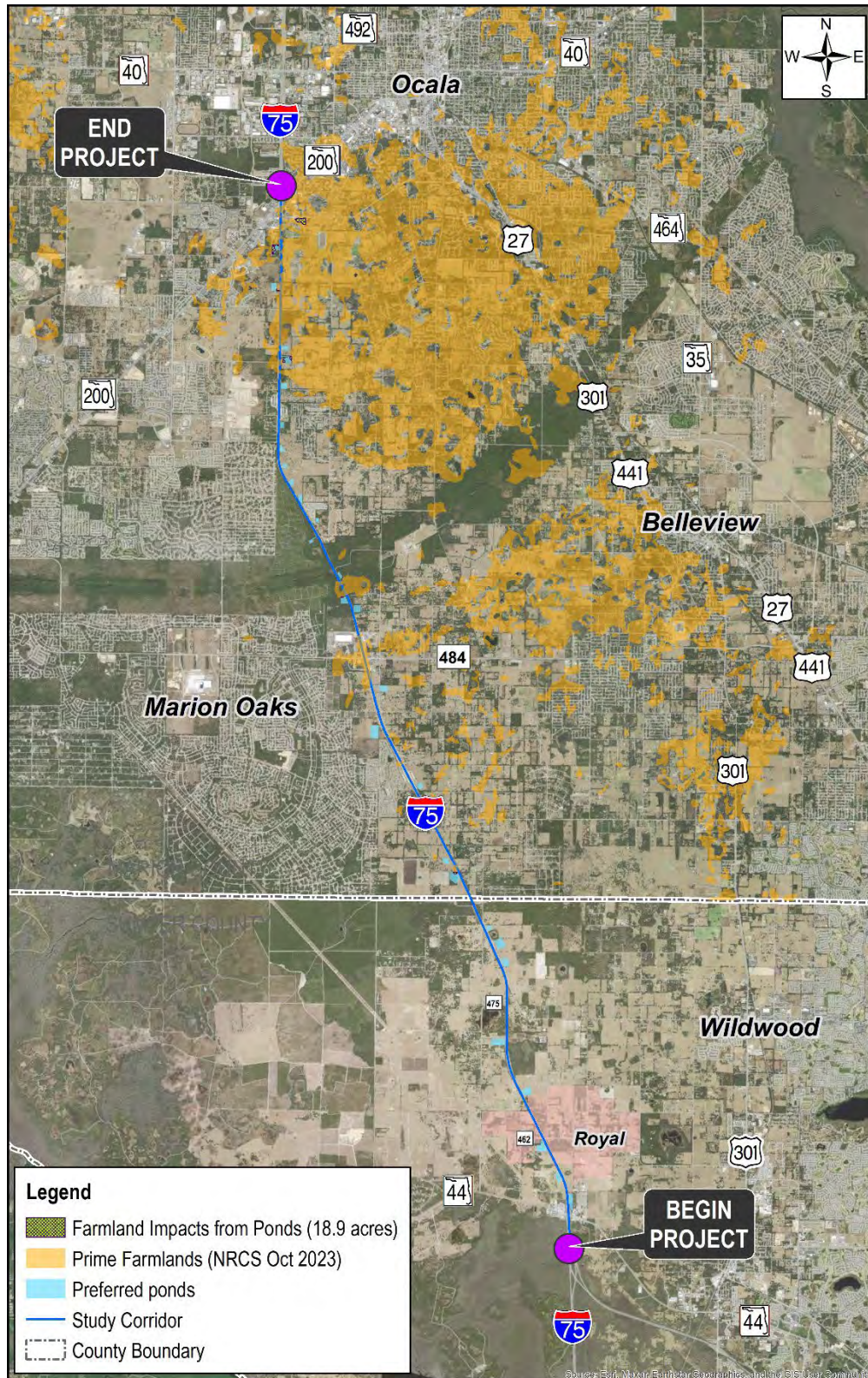


Figure 3.8: Prime Farmland Impacts in Study Area



3.2 CULTURAL

This section describes the existing conditions and potential effects on parks and recreation areas, historic properties and districts, and archaeological sites.

3.2.1 SECTION 4(F) POTENTIAL

During the ETDM Programming Screen, no ETAT comments were submitted with respect to Section 4(f) resources. At the time of the Programming Screen, FDOT assigned a Degree of Effect of “Moderate” since the project falls within the Marjorie Harris Carr Cross Florida Greenway State Recreation and Conservation Area (Marjorie Harris Carr Conservation Area) and construction of proposed stormwater facilities may result in minor impacts. Following the evaluation detailed below, it was determined Section 4(f) is not applicable.

An evaluation was conducted to identify properties within the project study area that may be protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. Field conditions were reviewed along with existing data including the ETDM Programming Screen Summary Report and GIS files for the FDEP Greenways and Trails and Florida Natural Areas Inventory (FNAI) Managed Lands. It was determined that I-75 currently bisects Marjorie Harris Carr Conservation Area, an FNAI Managed Area which is managed by the FDEP (**Figure 3.8**).

The Marjorie Carr Conservation Area is located adjacent to I-75, north and south of the Land Bridge. The Land Bridge holds soil, rock, trees, native plants, a watering system, and a hiking trail over I-75. The conservation area runs for approximately 1.2 miles along the eastern side of I-75 and 3.2 miles along the western side of I-75 in Marion County. The Marjorie Carr Conservation Area is identified as a state park, a state-owned Florida managed area. The entire conservation area totals approximately 78,946 acres and traverses four counties: Citrus, Levy, Marion and Putnam. With its links to other existing and proposed public lands, the Marjorie Carr Conservation Area is a key section of a much larger system of greenway corridors, including the Central Florida Loop. As shown on **Figure 3.9**, one approximately 3.3-acre stormwater management facility (pond site 19-4) is proposed within a parcel owned by FDOT and surrounded by the Marjorie Carr Conservation Area. Pond site 19-4 will have No Use of the Marjorie Carr Conservation Area within the meaning of Section 4(f).

One approximately 3.8-acre stormwater management facility (pond site 18-4) is proposed on FDOT easement land within the Marjorie Carr Conservation Area. This portion of the conservation area was part of the original Cross Florida Barge Canal improvement which was cancelled by a presidential Executive Order in 1971. In a letter to FDOT dated September 28, 1993, FHWA determined that Section 4(f) does not apply to the Marjorie Carr Conservation Area and I-75 corridor since the Section 4(f) resource was developed or planned concurrently with the development of a transportation facility (i.e. the Cross Florida Barge Canal). Documentation

supporting FHWA's determination includes a transfer of easement land from the Canal Authority to FDOT in 1962 (see **Figure 3.9**). The Office of Environmental Management (OEM)'s State Cultural Resources Coordinator reviewed the 1993 letter from FHWA and supporting documentation from The Canal Authority leading to FHWA's determination. OEM accepted FHWA's determination stating Section 4(f) is Not Applicable for the Marjorie Carr Conservation Area and I-75 corridor interaction, specifically pond site 18-4, in accordance with 23 CFR 774.11(i), the modern equivalent to the citation in the 1993 letter from FHWA. The concurrence from OEM, dated March 11, 2024, and the 1993 letter from FHWA is provided in **Appendix C** and is located in the project file.

3.2.2 RECREATION AND PROTECTED LANDS

Recreation and protected lands within the 500-foot buffer include the Cross Florida Greenway Trail and one trail opportunity as shown in **Figure 3.8**. sensitivity

The Cross Florida Greenway Trail crosses the Land Bridge connecting the Marjorie Carr Conservation Area from the west side of I-75 to the east. The trail follows a natural ridge over 100 feet in elevation to minimize ecological damage and is used by visitors for hiking, walking, running, nature trips, and horseback riding. The trail is also an important corridor for wildlife to safely cross the interstate. The project will pass under the Cross Florida Greenway and will not disturb the trail's route or affect the land bridge. The addition of auxiliary lanes will not affect the structure.

Within the project area, I-75 intersects the Cross Florida Greenway Trail by land under an existing easement. Coordination with the FDEP Division of Parks regarding the Cross Florida Greenway Trail has been ongoing throughout the PD&E Study. Meeting summaries are included in the Comments and Coordination Report, located in the project file.

The FDEP Office of Greenways and Trails has identified one multi-use trail opportunity within the 500-foot buffer to run adjacent to the Cross Florida Greenway Trail.

The location of proposed pond site (18-4) occurring within the existing FDOT easement was selected with consideration to provide a large buffer between the pond and all active recreation trails in the vicinity. Since the proposed roadway improvements will not disturb the Cross Florida Greenway Trail or affect the land bridge, the proposed project is expected to result in no involvement with recreational and protected lands.

Figure 3.8: Recreation and Potential Section 4(f) Areas

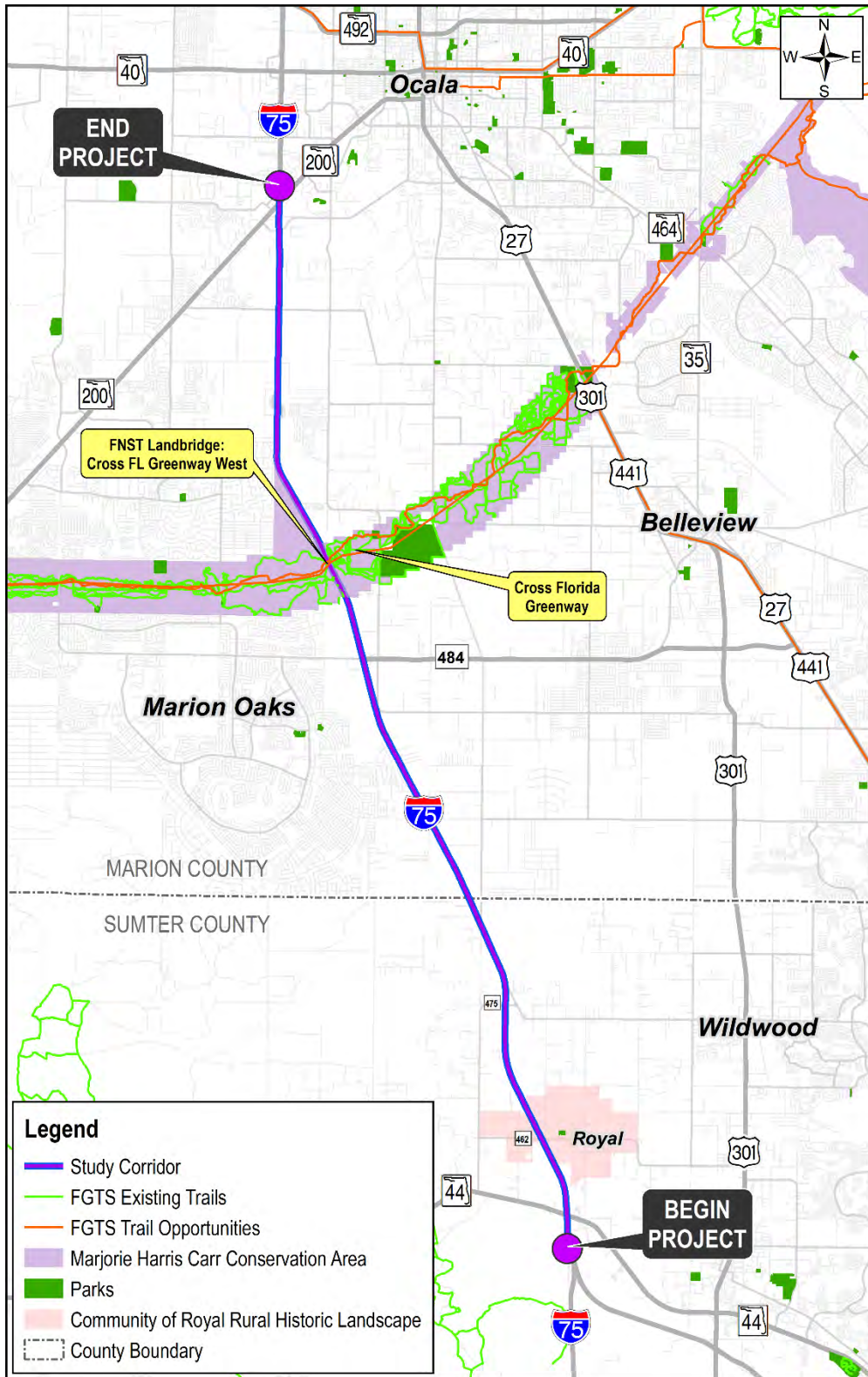
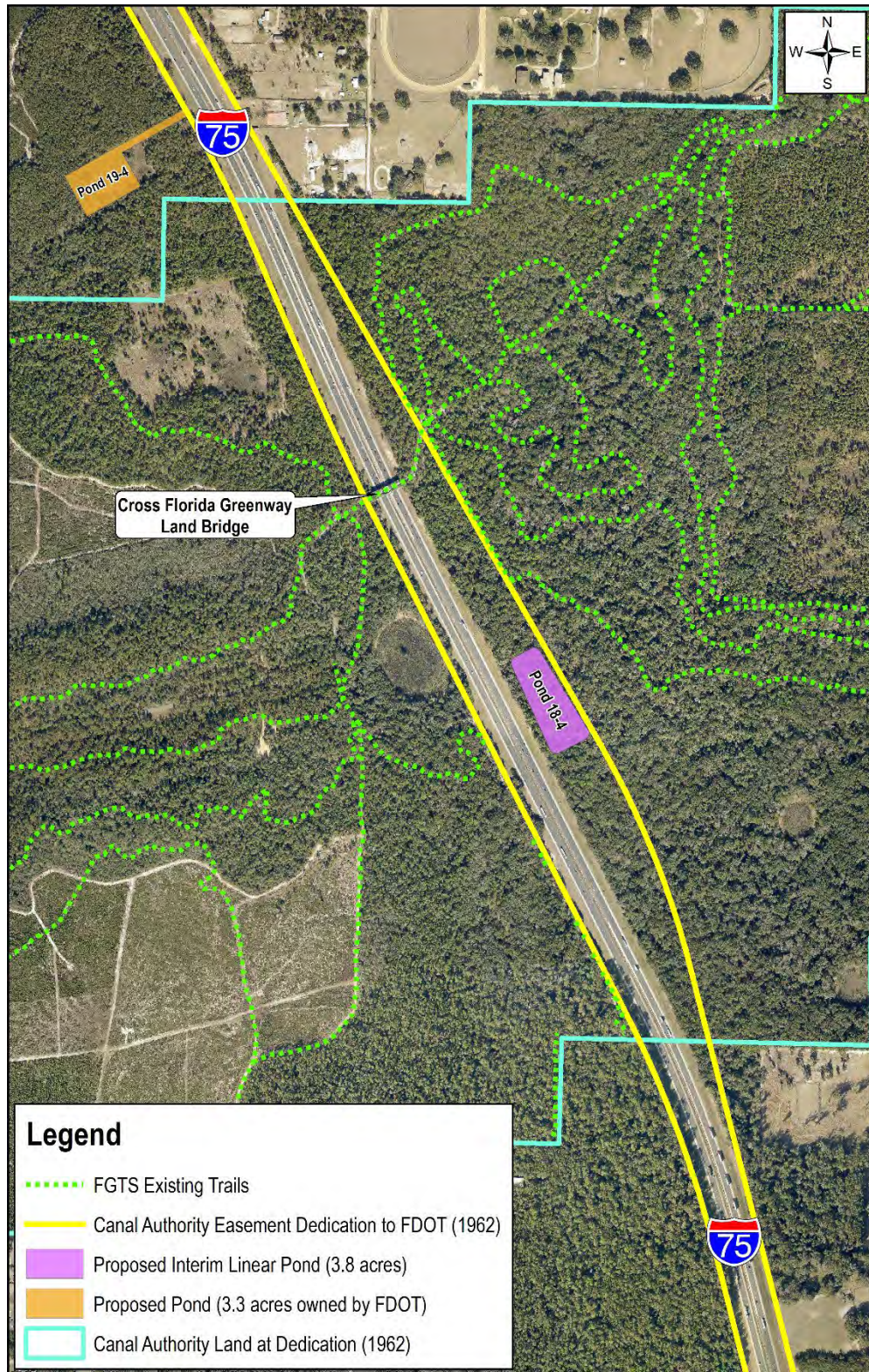


Figure 3.9: FDOT Easement Within Canal Authority Land



3.2.3 HISTORIC AND ARCHAEOLOGICAL SITES

During the ETDM Programming Screen, a Summary Degree of Effect of 3 (Moderate) was assigned to Historic and Archaeological Sites based on comments received from the Florida Department of State, Division of Historical Resources (DHR) and the SWFWMD.

The Florida Department of State noted there are two known National Register of Historic Places (NRHP) listed or eligible properties, the Cross Florida Greenway (MR03410), and the Community of Royal (SM01343). They commented that an effects finding will be made at the completion of the CRAS.

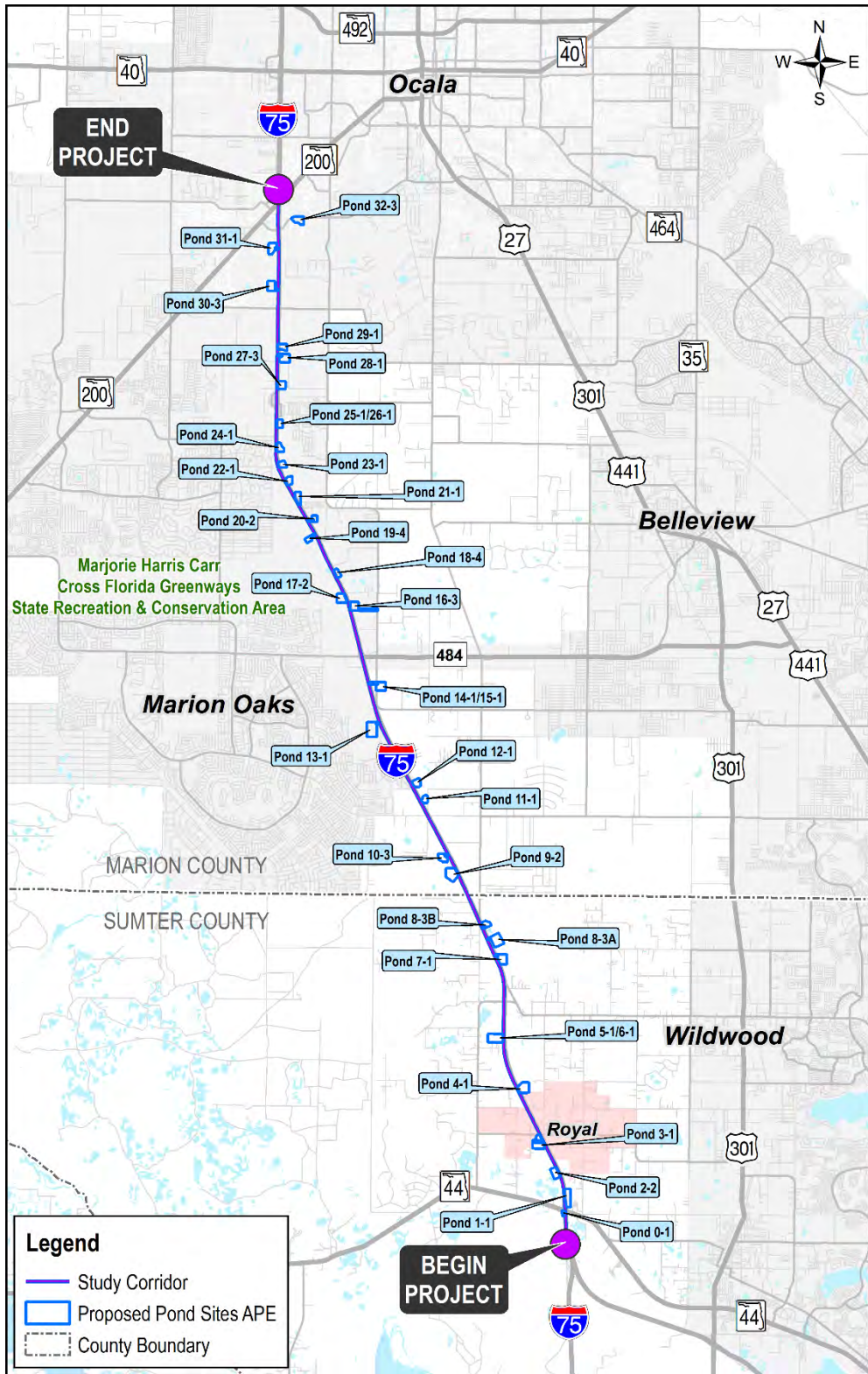
The SWFWMD commented work proposed in, on, or over wetlands and/or surface water will require communications from DHR indicating there will be no impacts to significant historical or archaeological resources.

A CRAS, dated November 2023, was conducted within the I-75 right of way from south of S.R. 44 to S.R. 200, and a CRAS Addendum, dated February 2024, was conducted for the proposed stormwater management pond footprints (plus a 100-foot buffer). These surveys were performed to comply with Public Law 113-287 (Title 54 US Code), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended. The study also meets the regulations for implementing National Historic Preservation Act Section 106 found in 36 Code of Federal Regulations Part 800 (Protection of Historic Properties) and complies with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code.

The defined Area of Potential Effects (APE) includes the existing I-75 right of way and the proposed pond site footprints (see **Figure 3.10**). The CRAS and CRAS Addendum are located in the project file.

Following the submittal of the CRAS Addendum in March 2024, pond site 18-4 was established to provide stormwater management in Basin 18. Pond 18-4 is located on FDOT easement land within the Marjorie Carr Conservation Area (refer to **Section 3.2.1** and **Figure 3.9**). A CRAS for pond site 18-4 will be performed and documented as CRAS Addendum No. 2., submitted to SHPO for concurrence and added to the project file. FDOT coordinated with the FDEP to establish the location for pond site 18-4 and will continue coordinating with FDEP throughout the CRAS process. A summary of the CRAS for pond 18-4, its findings and details including SHPO concurrence will be added to this Environmental Assessment once documented.

Figure 3.10: Cultural Resources APE



3.2.3.1 ARCHAEOLOGICAL SITES

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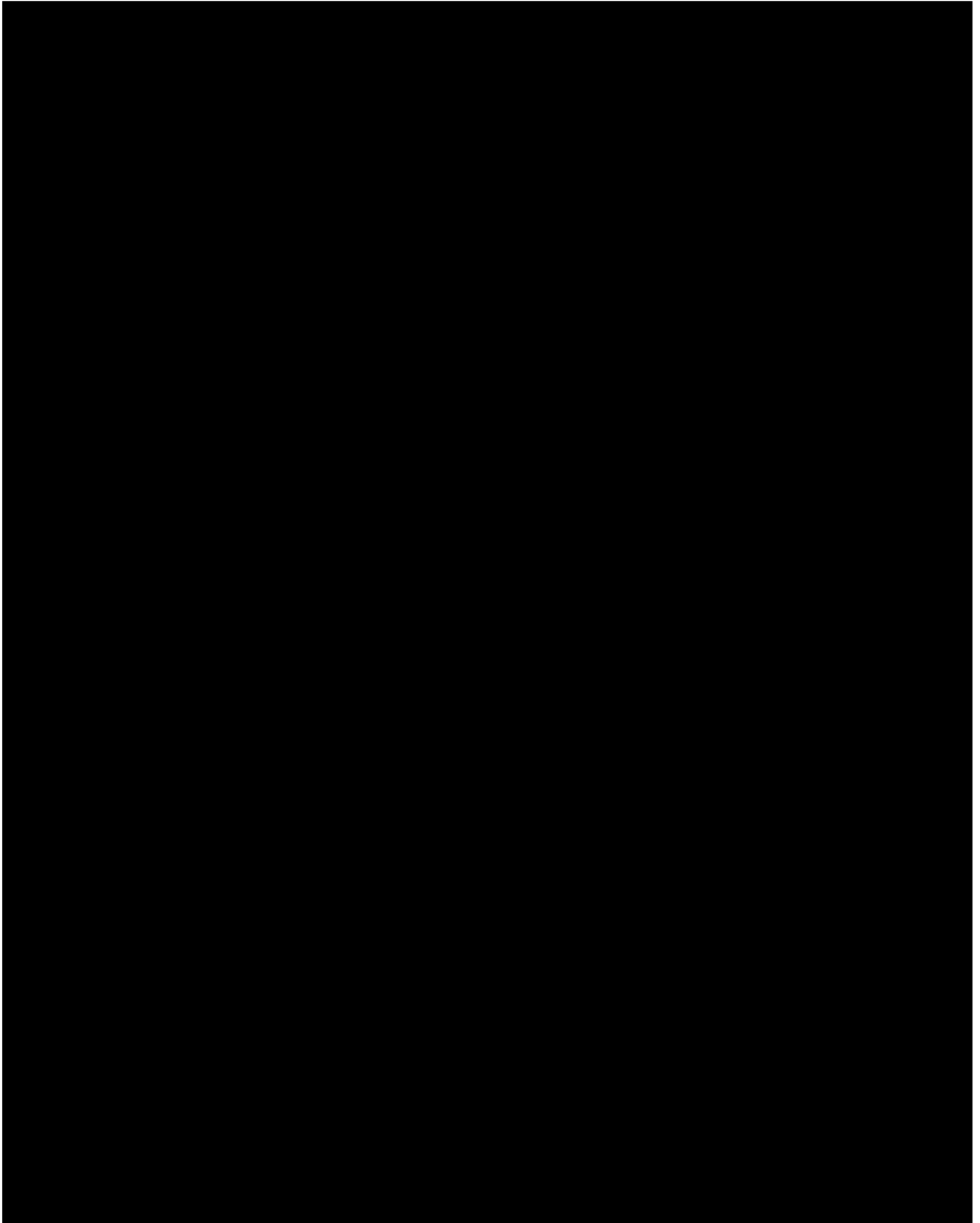
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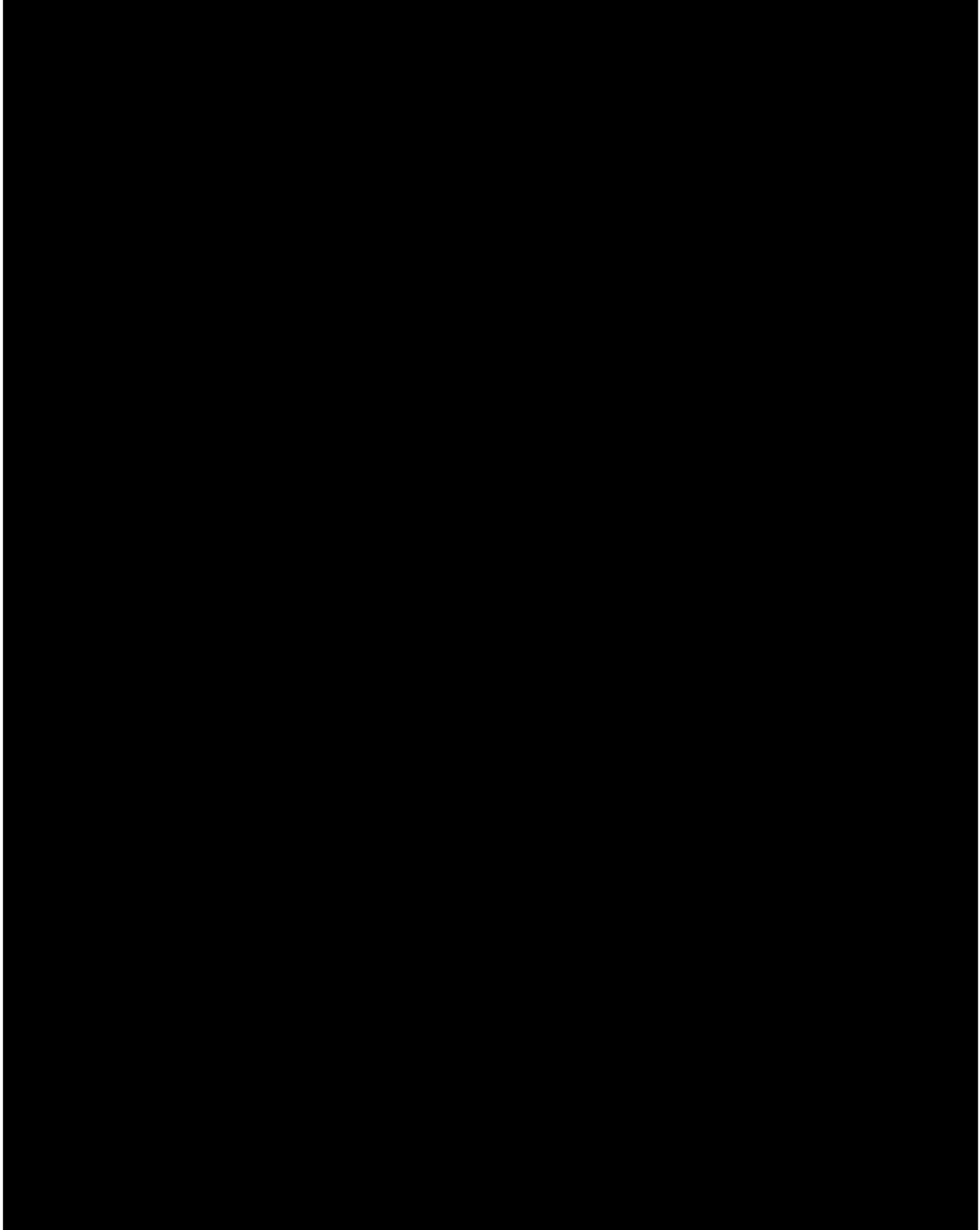
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3.2.3.2 HISTORICAL RESOURCES/DISTRICTS

The architectural survey resulted in the re-identification and evaluation of two previously recorded historic resources (the Cross Florida Greenway [8MR03410] and the Community of Royal [8SM01343]), and documentation and evaluation of one new historic resource within the APE. **Table 3.6** includes a description and SHPO evaluation for each of these identified historic resources.

The SHPO determined Resource 8MR03410 eligible for listing in the NRHP on June 28, 2022. The project will pass under the Cross Florida Greenway (8MR03410), an historic recreational trail, and will not disturb the trail's route or materials, nor affect the structures associated with the trail. The addition of the auxiliary lanes will not affect the resource, therefore, it has been determined that the project will result in no adverse effect to Resource 8MR03410.

The SHPO determined Resource 8SM01343 eligible for listing on April 4, 2022. The NRHP-eligible Community of Royal is a previously recorded rural historic landscape whose boundary extends on either side of the I-75 corridor and abuts adjacent proposed pond sites 3-1 and 4-1 located outside the recorded boundary (see Figures 3.10 and 3.12). The proposed construction of auxiliary lanes is part of the continued use and maintenance of the existing roadway. No additional right of way is proposed for the construction of the auxiliary lanes within the boundaries of the Community of Royal (8SM01343). The adjacent pond sites, 3-1 and 4-1, will be dry retention ponds which are generally shallow and unobtrusive.

An assessment of project effects was conducted for the undertaking of both the I-75 auxiliary lane project area and the associated pond sites. In consideration of direct and indirect effects, namely potential viewshed changes to the rural historic landscape, the I-75 auxiliary lane construction within the existing right of way will not adversely affect the Community of Royal (8SM01343)

Construction of pond sites associated with the I-75 auxiliary lane project, specifically adjacent pond sites 3-1 and 4-1, are proposed in undeveloped pastoral settings adjacent to the boundary of the Community of Royal (8SM01343). The shallow dry ponds are anticipated to result in minimal long term (after construction completion) visual changes to the rural landscape that characterizes the area's present (and historic) conditions. Pond 3-1 abuts I-75 and requires separation from the limited access right of way. FDOT proposed to install woven fencing around the pond to serve as a barrier to the interstate, without blocking the historic viewsheds of the Community of Royal. Ultimately, the Community of Royal made the decision to not have the proposed fencing installed. The FDOT has, in coordination with the local community, committed to mitigate the minor

aesthetics impact to the Community of Royal from the C.R. 462 bridge replacement (refer to **Section 3.1.5: Aesthetic Effects**). FDOT has determined pond sites, specifically 3-1 and 4-1, will have no adverse effect to historic properties including the Community of Royal; therefore, no further architectural history survey is warranted for the pond locations.

Finally, the architectural survey resulted in the documentation of one new historic resource, bridge (8SM01393) included in **Table 3.6**. The bridge (FDOT Bridge No. 180047) was built following construction of the original I-75 and is not historically linked to the development of the Community of Royal. As such, it is recommended the newly recorded bridge (8SM01393) is individually ineligible and ineligible as a contributing feature to the Community of Royal (8SM01343) since it is not significant under NRHP Criterion A. Additionally, due to its lack of association with a person(s) significant in history, the resource is not significant under Criterion B. The bridge is also not significant under Criterion C due to its lack of architectural or engineering distinction. Finally, the bridge is not significant under Criterion D since it lacks the potential to yield further information of historical importance. SHPO concurrence was received on April 22, 2024.

Table 3.6: Recorded Historic Resource Groups

FMSF No.	Name	Resource Type	NRHP Evaluation
8MR03410	Cross Florida Greenway	Historic landscape	Eligible
8SM01343	Community of Royal	Rural historic landscape	Eligible
8SM01393	C.R. 462 Bridge	Historic bridge	Ineligible

While determined individually ineligible and a non-contributing resource to the Community of Royal, the bridge replacement is being planned in consideration of the visual changes to the rural historic landscape. Public outreach efforts with the Community of Royal by FDOT are ongoing and include 3D modeling and augmented visualization of the new bridge to assist the residents to visualize the potential project effects to the community. Design level analysis was also conducted using LIDAR to confirm considerations such as tie-down locations, slope heights and wall heights with the goal of minimizing impacts to the viewshed. The bridge replacements will be within the existing right of way. Earlier discussions with community leaders were held to validate a project commitment to keeping lanes of travel open during construction of the C.R. 462 bridge replacement (see **Section 5.0: Commitments**). Meeting summaries and presentation materials are included in the Comments and Coordination Report, located in the project file.

Based on the results of the comprehensive CRAS study, the proposed project is expected to result in No Adverse Effect to historic properties and no further cultural resources work is anticipated. A

more detailed description of cultural resources within the APE is provided in the CRAS Report and CRAS Addendum, located in the project file.

Coordination with SHPO regarding the CRAS was initiated on November 28, 2023, and concurrence with the results of the mainline CRAS was provided on December 19, 2023. Coordination with SHPO regarding the CRAS Addendum was initiated on March 4, 2024, and concurrence with the results of the ponds CRAS Addendum was provided on April 22, 2024. On March 4, 2024, both the mainline CRAS and ponds CRAS Addendum were provided to the Miccosukee Tribe of Indians of Florida, the Muscogee (Creek) Nation, the Poarch Band of Creek Indians, the Seminole Tribe of Florida (STOF), and the Seminole Nation of Oklahoma for their review and comment. One response was received from the STOF Tribal Historic Preservation Office (THPO) stating their opinion that archeological sites should be evaluated for their NRHP eligibility as a whole, not in parts. The STOF THPO also provided concurrence with the avoidance of staging or storing equipment and materials within the portion of site 8MR475 that occurs within the APE. The SHPO and STOF concurrence letters are provided within **Appendix D**.

3.3 NATURAL

This section describes the natural resources present and potentially affected by the project including wetlands and other surface waters, OFWs, water resources, floodplains, and protected habitat and species.

3.3.1 WETLANDS AND OTHER SURFACE WATERS

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to Wetlands and Surface Waters based on review comments from USFWS, USEPA, SWFWMD, SJRWMD, FDEP, and National Marine Fisheries Service (NMFS).

The USFWS reported wetlands provide important habitat for the fish and wildlife that have the potential to occur within the study area including the federally listed Florida scrub-jay (*Aphelocoma coerulescens*), Eastern indigo snakes (*Drymarchon corais couperi*), and the wood stork (*Mycteria americana*). They recommended Best Management Practices (BMPs) be used to prevent degradation of wetlands and that the project be designed to avoid wetlands to the greatest extent practicable. If impacts to wetlands are unavoidable, the USFWS recommends FDOT provides mitigation that compensates for the functional loss of wetlands.

The USEPA commented that due to an increase in the impervious surface area, the project area may experience increased stormwater runoff and pollutants into surface waters and wetlands. Contamination by pollutants or sediments can reduce wetland function characteristics and value. They recommended an analysis of total impacts be provided for review before a final determination of the project's degree of effect on wetlands and water resources.

The SWFWMD noted the majority of wetlands are classified as freshwater forested systems by the WMD Wetlands layer of the EST, although there are wetlands that may have an herbaceous component. Forested wetland impacts will require additional wetland mitigation as assessed through the Uniform Mitigation Assessment Method (UMAM), specifically the time lag and risk coefficients portion of the formula. SWFWMD stated most of the wetlands are portions of larger systems, noting that wetland impacts that leave a remnant wetland less than 1/2 acre will require mitigation for the full wetland. The SWFWMD recommended the FDOT submit a Formal Wetland Determination Petition prior to the ERP application submittal.

The SJRWMD reported their jurisdiction within the study area would consist only of the east side of I-75 within Marion County. They noted wetland areas within the Ross Prairie State Park should be avoided.

The FDEP commented that the proposed project will potentially impact surrounding wetlands and surface waters, therefore, a 404 Clean Water Act permit may be required per Chapter 62-331, F.A.C.

The NMFS assigned Wetlands and Surface Waters a Degree of Effect of N/A. This project has been coordinated with NMFS and there is no involvement with, or adverse effect on Essential Fish Habitat; therefore, Essential Fish Habitat consultation and preparation of an Essential Fish Habitat Assessment are not required.

A Natural Resources Evaluation (NRE) was prepared in accordance with Presidential Executive Order 11990 and Part 2, Chapter 9, Wetlands and Other Surface Waters, of the FDOT PD&E Manual. Agency coordination was initiated as part of the ETDM screening (November 2023). Full agency comments are available in the ETDM Summary Report (ETDM No. 14541), located in the project file.

The jurisdictional extent of wetland and Other Surface Water (OSW) systems within the study corridor was approximated through a desktop GIS analysis, the review of aerial photography, National Wetland Inventory (NWI) data (USFWS, 2014), U.S. Geological Survey Topographic Maps, soils maps, land use maps, and ground-truthing activities. The approximated wetland lines were then field verified and/or updated as needed based on current site conditions. The wetland limits were identified in accordance with the U.S. Army Corps of Engineers (USACE) Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (November 2010), the State of Florida's Delineation of the Landward Extent of Wetlands and Surface Waters (Chapter 62-340, Florida Administrative Code (FAC)). To the extent wetland boundaries differed between the federal and state methods, the more landward extent was used to define that wetland system's boundary.

Approximate wetland and OSW locations were identified along the project corridor. Nine (9) wetland areas and five (5) OSWs were identified in proximity to the project. Wetland communities anticipated to be impacted primarily consist of mixed wetland hardwood communities (FLUCCS 615). Dominant vegetation within these areas consists primarily of red maple (*Acer rubrum*), American elm (*Ulmus americana*), and sugar berry (*Celtis laevigata*), with scattered swamp bay (*Persea palustris*) and box elder (*Acer negundo*). The understory is comprised of box elder (*Acer negundo*), beggarticks (*Bidens alba*), royal fern (*Osmunda regalis*), button bush (*Cephalanthus occidentalis*), elderberry (*Sambucus nigra*), cinnamon fern (*Osmundastrum cinnamomeum*), and climbing fern (*Lygodium sp.*). Signs of hydrology included stained leaves, water lines, lichen lines, and drainage patterns. Several small freshwater marsh areas occur scattered along the project corridor. Dominant vegetation within these areas consists of maidencane (*Panicum hemitomon*), duck potato (*Sagittaria Lancifolia*), saw grass (*Cladium jamaicense*), Virginia chain fern (*Woodwardia virginica*), and swamp fern (*Blechnum serrulatum*) with Carolina willow (*Salix caroliniana*), primrose willow (*Ludwigia sp.*), and wax myrtle (*Myrica cerifera*) along the margins. Signs of hydrology included standing water, saturated soils, and drainage patterns.

OSWs observed within the project corridor are limited to permitted surface water collection features (FLUCCS 837) associated with the existing roadway. The dominant vegetation in this herbaceous community consists of maidencane, arrowhead (*Sagittaria lancifolia*) and pennywort (*Hydrocotyle umbellata*) with some primrose willow. These jurisdictional surface waters are part of the roadside drainage system and are routinely maintained. Their proximity to the road and continued disturbance from routine maintenance activities limit their functional habitat value.

3.3.1.1 WETLAND IMPACTS

The preferred alternative will result in impacts to jurisdictional wetland and OSW communities that occur within the right of way. Avoidance and minimization of the jurisdictional wetland and OSW impacts will be addressed through limiting activities to the existing road right of way and adjusting the design as needed. During the design phase, potential secondary wetland impacts will be discussed with both the SJRWMD and the USACE to determine if any additional mitigation will be required for these impacts.

All nine (9) wetland areas are considered jurisdictional by the SWFWMD and the FDEP. Impacts for wetlands and OSW have been calculated and are included in **Table 3.7** and shown on **Figures 3.13 to 3.22**. There is an estimated total of 5.38 and 3.72 acres of direct and secondary impact to wetlands, respectively. There is an estimated total of 3.1 acres of direct impact to OSW.

Cumulative impacts are not anticipated to result from the proposed project since the proposed mitigation will be completed in the same basin as the impacts. The proposed mitigation is anticipated to sufficiently offset requisite direct wetland impacts, and secondary impacts that may result from the proposed project.

Construction practices will include perimeter stabilization, as well as control BMPs for erosion, sediment, and turbidity in accordance with regulatory requirements, and a National Pollutant Discharge Elimination System (NPDES) permit will be required from the FDEP. No secondary water quality impacts should result from the proposed project. The proposed stormwater management system will intercept stormwater runoff allowing the capture and controlled removal of pollutants generated onsite prior to discharge. The proposed stormwater management system improvements will be designed to meet the state water quality standards and should ensure that ecological function, and water quantity and quality within adjacent wetlands and OSW will not be adversely affected.

Table 3.7: Wetland and OSW Impacts

Wetland/OSW ID	Type (FLUCCS/NWI)	Estimated Total Wetland/OSW Area (acres)*	Direct Impact Area (acres)	Secondary Impact Area (acres)	Impact Source & Area (acres)	
					Roadway	Pond
W-1	641/PEM	6.0	0.22	0.20	0.22	0.00
W-3	615/PFO	2.50	2.50	0.25	2.20	Pond 1-1 0.30
W-4	615/PFO	0.11	0.11	-	0.11	0.00
W-5	615/PFO	4.80	0.12	0.25	0.12	0.00
W-6	615/PFO	0.47	0.47	-	0.00	Pond 0-1 0.47
W-8	615/PFO	1.90	0.19	0.11	0.19	0.00
W-9	615/PFO	>1000	0.63	1.68	0.63	0.00
W-10	615/PFO	15.95	0.33	0.05	0.33	0.00
W-14	615/PFO	9.10	0.81	1.18	0.81	0.00
Total Wetlands		NA	5.38	3.72	4.61	0.77
OSW-1	837	0.09	0.09	-	0.00-	Pond 1-1 0.09
OSW-2	837	0.59	0.59	-	0.59	0.00
OSW-3	837	0.31	0.31	-	0.31	0.00
OSW-4	837	0.55	0.55	-	0.55	0.00
OSW-5	837	1.56	1.56	-	1.56	0.00
Total OSW		3.10	3.10	-	3.01	0.09

* Total wetland area (acres) includes the entire wetland or OSW system both within and extending outside of the preferred alternative. These areas were estimated using data from the National Wetlands Inventory, Statewide FLUCCS data, NAIP color infrared imagery, and 2022 aerial photography.

Figure 3.13: Wetland Impacts (1 of 10)



Figure 3.14: Wetland Impacts (2 of 10)



Figure 3.15: Wetland Impacts (3 of 10)



Figure 3.16: Wetland Impacts (4 of 10)



Figure 3.17: Wetland Impacts (5 of 10)



Figure 3.18: Wetland Impacts (6 of 10)



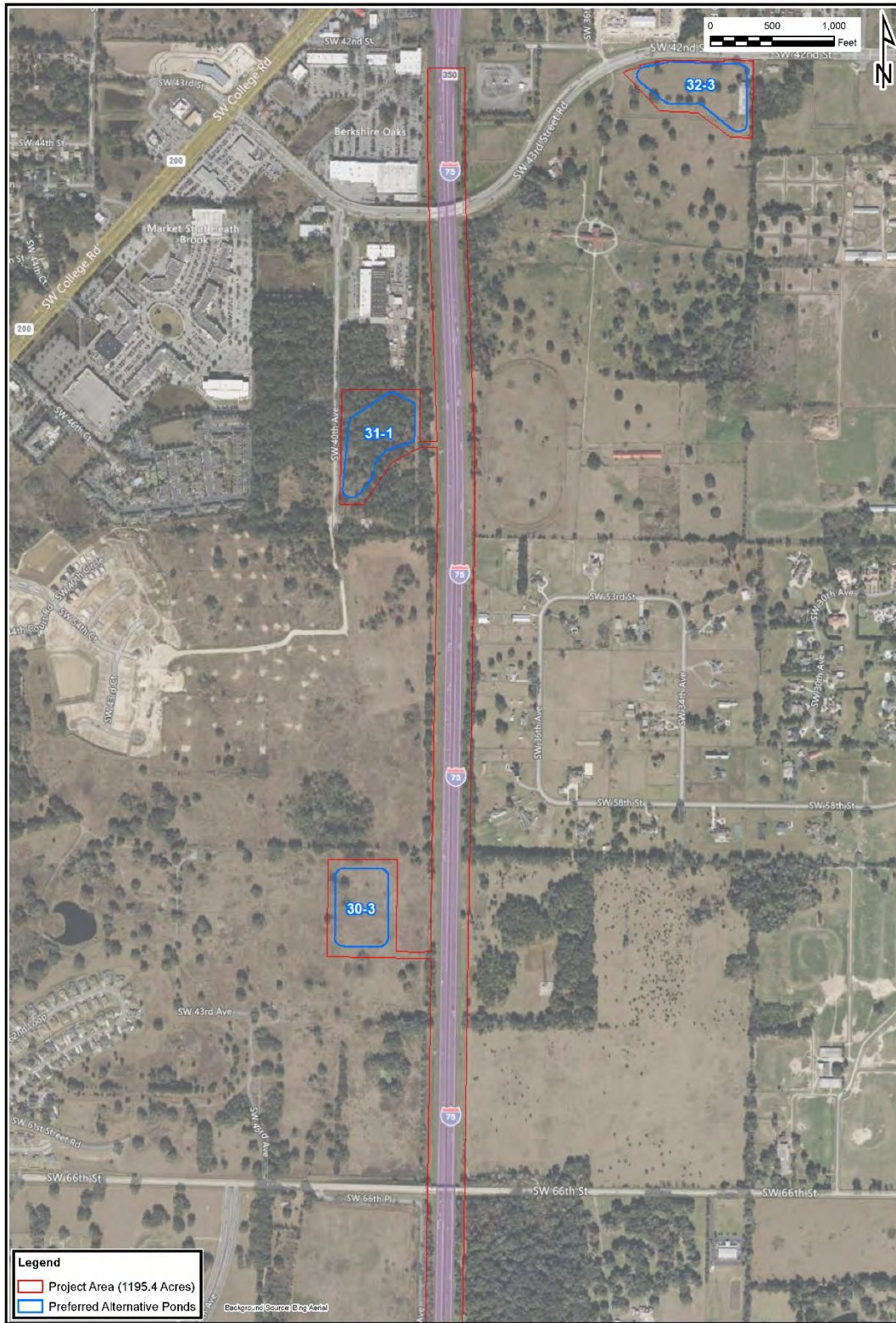
Figure 3.20: Wetland Impacts (8 of 10)



Figure 3.21: Wetland Impacts (9 of 10)



Figure 3.22: Wetland Impacts (10 of 10)



3.3.1.2 WETLAND MITIGATION

Mitigation to offset the estimated 5.38 acres of direct impacts associated with the clearing and construction of the preferred alternative will be required. The functional loss associated with the proposed wetland impacts was estimated using the Uniform Mitigation Assessment Method (UMAM), which is the current standard wetland functional assessment tool required by the state for assessing the functions provided by wetlands and OSW, the amount that those functions are reduced by a proposed impact, and the amount of mitigation necessary to offset that loss. Current wetland function has been impacted due to proximity to the road and roadside surface waters, and modification of the canopy from construction and maintenance of the powerlines. UMAM scores related to water environment (WE) and community structure (CS) for W-1 and W-4 were generally low, likely due to their proximity to the existing I-75. Specifically, disturbances due to the previous road construction have promoted the growth of more opportunistic species along the edge of the right of way. Therefore, a WE score of 6 and CS score of 6 were assessed for these wetlands. A landscape and location (LL) score of 7 was assessed, considering connectivity to larger wetland systems and their proximity to larger wetland systems and wildlife corridors. A detailed summary of proposed wetland impacts and associated functional loss is provided in the NRE in the project file.

Compensatory mitigation will be required to offset an estimated 3.61 units (0.15 herbaceous and 3.46 forested) of functional loss resulting from direct impacts and 0.25 units (0.013 herbaceous and 0.237 forested) of functional loss resulting from secondary wetland impacts.

Approximately 3.1 acres of OSW impacts are proposed for this project. OSWs that occur within the project are limited to permitted stormwater features. In-kind replacement and/or construction of new stormwater management features are anticipated to sufficiently offset impacts to the remaining proposed OSW impacts. Therefore, no mitigation is proposed for OSW impacts.

The preferred mitigation option proposed for this project is the purchase of mitigation credits from an approved in basin mitigation bank to offset any impacts as agreed to with the appropriate regulatory agencies. The final mitigation approach and selection of the bank(s) and number of credits will be provided once the UMAM scores have been reviewed and approved by SWFWMD and FDEP staff.

Mitigation – Purchase of Mitigation Bank Credits:

The project is located within the Withlacoochee River and the Ocklawaha River Basins with all wetland impacts occurring within the Withlacoochee River Basin. This project falls within the service areas for the Green Swamp, Withlacoochee, Crooked River, Hilochee and Hammock Lakes Mitigation Banks. As of May 2023,, data available from the SWFWMD indicates that credits are available at the Green Swamp Mitigation Bank, the Hammock Lakes Mitigation Bank, and the

Withlacoochee Wetland Mitigation Bank. Additionally, data available from the USACE maintained Regulatory In-lieu Fee and Bank Information Tracking System (RIBITS) indicates that credits are available from the Green Swamp Mitigation Bank, the Crooked River Mitigation Bank, the Hilochee Mitigation Bank, and the Withlacoochee Mitigation Bank.

Wetland impacts resulting from the construction of this project will be mitigated pursuant to Section 373.4137, Florida Statutes, to satisfy all mitigation requirements of Part IV of Chapter 373, Florida Statutes, and 33 U.S.C. §1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements. The proposed project will have no significant short-term or long-term adverse impacts to wetlands because any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetlands.

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. Therefore, this project complies with the provisions established in EO 11990 - Protection of Wetlands.

3.3.2 AQUATIC PRESERVES AND OUTSTANDING FLORIDA WATERS

There are no aquatic preserves nor OFWs directly associated with the waterbodies that cross through the project area. In the vicinity of the project Lake Panasoffkee and the Ocklawaha River are classified as OFWs. Lake Panasoffkee is located west of the I-75 / Florida Turnpike Interchange and south of SR 44; and is the receiving water body for the Little Jones Creek, which passes through the interchange. This OFW does not occur in the project area; therefore, no further involvement or mitigation is required. The Ocklawaha River is an OFW; however, the project does not directly discharge to this waterbody.

3.3.3 WATER RESOURCES

During the ETDM Programming Screen, a Summary of Effect of 3 (Moderate) was assigned to Water Quality and Quantity based on review comments from the FDEP, the SJRWMD, the SWFWMD, and the USEPA.

The FDEP noted several Basin Management Action Plans (BMAPs) have been adopted along this corridor: Ocklawaha Silver Springs and Withlacoochee Rainbow River and Springs, and every effort should be made to maximize the treatment of stormwater runoff from the proposed road project to prevent ground and surface water contamination. The FDEP recommended stormwater treatment be designed to maintain the natural predevelopment hydroperiod and water quality as well as to protect natural functions of the adjacent wetlands. FDOT District Five is an active stakeholder for the BMAPs located within and/or immediately adjacent to the project limits. The

FDEP is the lead agency implementing BMAPs with local stakeholders to address Total Maximum Daily Loads (TMDL).

The SJRWMD stated the project will require an Individual Environmental Resource Permit (ERP) to provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands. The project must meet the applicable design criteria in the ERP Applicant's Handbook (A.H.) Volume I and the SJRWMD ERP A.H. Volume II.

The SWFWMD reported the project occupies four (4) drainage basins within the project 200-foot buffer and untreated or under-treated runoff generated by the proposed roadway improvement project could impact the WBIDs. Un-attenuated or under-attenuated runoff could cause flooding impacts to existing off-site stormwater management systems and drainage conveyance facilities.

USEPA noted that 51.47% of the project is within a sensitive karst area and the proposed project area has a most vulnerable rating from the Floridian Aquifer System Contamination Potential (FAVA) for 2,587.78 acres.

Two primary watersheds exist within the limits of the project; the Withlacoochee River Watershed – which is regulated and managed by the SWFWMD, and the Ocklawaha River Watershed – which is regulated and managed by the SJRWMD. Two major springsheds also exist within the project limits:

- Silver Springs Springshed, listed as Outstanding Florida Springs, begins north of S.R. 44 on the east side of I-75 and continues north on the east side of I-75 to the project end.
- Rainbow Springs and Rainbow River Springshed on the west side of I-75, occurs in the northern portion of the study area in Marion County.

Effective in June 2018, the FDEP issued a final order establishing the Silver Springs and Rainbow Springs and Rainbow River Springsheds as part of the “Silver and Rainbow Springs Best Management Action Plan”. This BMAP establishes nutrient TMDLs for the impaired water basins, as authorized under the Florida Watershed Restoration Act and the Florida Springs and Aquifer Protection Act. Surface waters covered in the BMAP are Class III waters which are defined as suitable for recreational use and for the propagation and well-being of fish and wildlife.

Stormwater management design criteria required by both WMDs are uniquely different in regard to water quality treatment and water quantity attenuation. **Table 3.8** itemizes each District's water quality design criteria.

Table 3.8: Water Management Design Criteria for Water Quality

SWFWMD	SJRWMD
<u>Dry Retention</u> : Half-inch over impervious, 72-hour recovery	<u>Dry Retention</u> : One-inch or 1.75-inches over new impervious, 72-hour recovery
<u>Wet Detention</u> : 1-inch over the impervious	<u>Wet Detention</u> : 1-inch or 2.5-inches over new impervious
<u>Open Basin</u> : 25-year/24-hour peak discharge <u>Closed Basin</u> : 100-year/24-hour retention volume	<u>Open Basin</u> : 25-year/24-hour peak discharge <u>Closed Basin</u> : 25-year/96-hour retention volume, 14-day recovery

Dry retention ponds are proposed in Basins 2-32 due to the “Closed Basin” characteristics. Wet detention ponds are proposed for Basins 0 and 1 since this area is within an “Open Basin” with positive outfall to the Withlacoochee River. The preliminary pond sizes have been calculated accounting for attenuation based on volumetric differences in runoff predicted by the NRCS equation for runoff for the 100-year, 24-hour storm. The pond sizing calculations do not consider percolation of the soil below the pond bottom. Therefore, some of the ponds can provide the required volume in a smaller footprint due to high permeability rates and vertical separation between the pond bottom and the water table/confining layer. Alternatives that can use a smaller area than estimated in the calculations will be further evaluated in design.

Proposed ponds 3-1, 18-4 and 19-4 were sized to provide treatment volume for the additional impervious area proposed for this project. The remaining stormwater management facilities were sized conservatively to account for the ultimate I-75 roadway typical section condition consistent with I-75 Forward, having a 300-foot wide right of way footprint throughout this portion of the project. For these pond sites, it was assumed that 90-percent of the ultimate build-out typical section would consist of impervious area due to the safety requirements associated with the expanded interstate corridor.

The project will be designed to meet the regulatory requirements of the applicable WMDs, and the requirements outlined in the FDOT Drainage Manual. FDOT will implement BMPs during construction to ensure adherence to water quality standards. The proposed stormwater management will provide the required water quality and attenuation requirements for the project in accordance with WMD ERP regulations.

Stormwater runoff from the proposed roadway improvements will be collected and conveyed in both open and closed storm drain systems and routed to stormwater management facilities located throughout the I-75 corridor for treatment and attenuation. Offsite drainage patterns will

remain unchanged and runoff that currently drains towards the FDOT right of way will be collected and conveyed by diversion ditches that preserve the existing drainage patterns and discharge to the existing receiving waterbodies, where feasible, otherwise, the offsite flow will be incorporated into the stormwater management system for the specific subbasin. Overall, stormwater management systems will be designed to preserve the historic drainage patterns throughout the project limits for the proposed improvements to I-75.

The Water Quality Impact Evaluation (WQIE) for the Sumter County open drainage basins documents the WBIDs that are located within and immediately adjacent to the study limits per the FDEP verified list for TMDLs, Waters Not Attaining Standards and there is no proposed discharge to any impaired water bodies. The WQIE for the Marion County and Sumter County closed drainage basin systems documents existing conditions where there is no positive outfall to any impaired water bodies.

Further details on water resources associated with the project are included in the Location Hydraulics Report (LHR) and WQIE available in the project file.

3.3.4 WILD AND SCENIC RIVERS

As confirmed by GIS analysis, there are no Wild and Scenic Rivers within the 500-foot project buffer area. The proposed project will have no involvement with any resources related to Wild and Scenic Rivers.

3.3.5 FLOODPLAINS

During the ETDM Programming Screen, a Summary Degree of Effect of 3 (Moderate) was assigned to Floodplains based on review comments from the SWFWMD and SJRWMD.

The SWFWMD noted the study area is within the limits of the SWFWMD supported Watershed Management Models for Little Jones Creek / Wildwood, Nichols Pond, Gum Swamp / Big Jones Creek, Cotton Plant 3, S.R. 200 and West Ocala watersheds. They reported 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 Floodways. The SWFWMD expects future ERP permitting will be routine for impacts to existing and/or future Zone A and AE floodplains and floodways and historic basin storage areas within the proposed areas of roadway construction, new stormwater management ponds, and alterations of existing surface water storage and conveyance facilities.

The SJRWMD reported the project will require an Individual ERP and will require a stormwater/surface water management system to provide the necessary water quantity treatments and flood protection. Designing the project to meet the applicable design criteria in the ERP Applicant's Handbook (A.H.) Volume I and the SJRWMD ERP A.H. Volume II, and the

conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse floodplain impacts or adverse water quantity impacts to water resources and adjacent lands.

FEMA has designated locations of the 100-year base flood elevations (BFEs) within the project corridor. These floodplains are associated with the contributing drainage basins and surface water tributaries to the Withlacoochee River and to the Ocklawaha River. There are no regulatory floodways within the project limits. FEMA has approved Flood Insurance Studies and has authorized the issuance of FIRMs for Sumter and Marion Counties. The FIRMs are listed in **Table 3.9** by Panel Number and issue date.

Table 3.9: Sumter and Marion County Flood Insurance Rate Map List

County	Map No.	Effective Date
Sumter	12119C0127D	9/26/2013
Sumter	12119C0064D	9/26/2013
Sumter	12119C0063D	9/26/2013
Sumter	12119C0061D	9/26/2013
Sumter	12119C0053D	9/26/2013
Marion	12083C0880D	8/28/2008
Marion	12083C0860D	8/28/2008
Marion	12083C0720D	8/28/2008
Marion	12083C0716E	4/19/2017
Marion	12083C0708E	4/19/2017
Marion	12083C0706E	4/19/2017
Marion	12083C0518E	4/19/2017

FEMA designates locations of floodplains by zones and are defined as follows.

- Zone A: Special Flood Hazard Area without BFE
- Zone AE: Special Flood Hazard Area with BFE
- Zone C: Areas of Minimal Flood Hazard
- Zone X: 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas less than one square mile

The FEMA National Flood Hazard Layer (NFHL) Viewer was reviewed to identify designated flood hazard areas throughout the project limits. The proposed roadway improvements will impact several floodplains that extend into the existing I-75 right of way. Estimated floodplain encroachment and floodplain compensation (FPC) site acreages are listed in **Table 3.10**. A map showing estimated floodplain impacts is provided in **Figures 3.23 to 3.32**

All FPC sites will be sized to provide equivalent flood volumes in a “cup to cup” or 1 to 1 ratio to ensure the existing impacts maintain the historic stages that exist throughout the corridor. All floodplain impacts are estimated from the FEMA floodplain GIS layers and 2-foot contour maps, and volumes will be replaced by balancing cut/fill either within the right of way, or by the addition of equivalent compensatory volume within the proposed stormwater management facilities.

Table 3.10: Estimated Floodplain Encroachments and FPC Site Sizes

Basin No.	Floodplain within Right of Way	Flood Zone	Base Flood Elevation (ft)	Floodplain Encroachment Area (acres)	FPC Site Size (acres)
0	No	-	-	-	0.00
1	No	-	-	-	0.00
2	Yes	A	56.0	0.02	0.03
3	Yes	A	58.0	0.13	0.16
4	No	-	-	-	0.00
5	Yes	A	59.0	0.93	1.12
6	Yes	A	54.0	1.07	1.29
7	No	-	-	-	0.00
8	Yes	A	57.0	0.86	1.04
9	No	-	-	-	0.00
10	No	-	-	-	0.00
11	No	-	-	-	0.00
12	No	-	-	-	0.00
13	No	-	-	-	0.00
14	No	-	-	-	0.00
15	No	-	-	-	0.00
16	No	-	-	-	0.00
17	Yes	A	54.0	0.63	0.76
18	Yes	A	54.0	0.53	0.64
19	No	-	-	-	0.00
20	No	-	-	-	0.00
21	Yes	AE	83.8	0.80	0.97
22	Yes	AE	81.3	0.18	0.22
23	Yes	AE	82.0	0.23	0.28
24	No	-	-	-	0.00
25	Yes	AE	82.8	0.78	0.94
26	No	-	-	-	0.00
27	No	-	-	-	0.00
28	Yes	AE	67.5	1.05	1.26
29	No	-	-	-	0.00
30	Yes	AE	76.8	1.16	1.39
31	Yes	AE	70.7	-	0.00
32	Yes	AE	69.7	1.38	1.66
TOTAL				9.75	11.76

Note: Zone A base flood elevations are estimated based on GIS and topographic data.
 FPC site size estimates include an additional 20% to account for access and terrain irregularities.

Figure 3.23: Floodplain Impacts (1 of 10)



Figure 3.24: Floodplain Impacts (2 of 10)

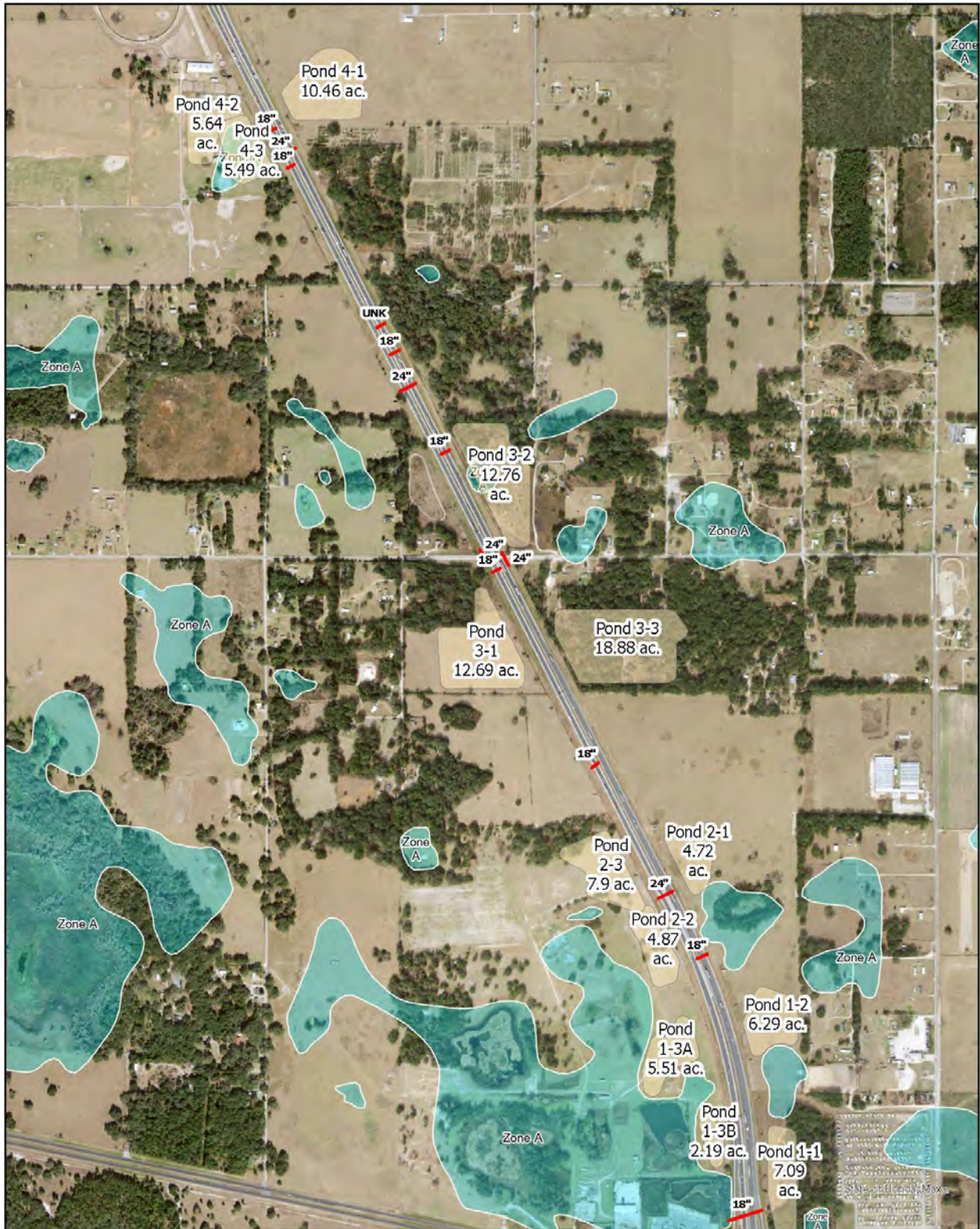


Figure 3.25: Floodplain Impacts (3 of 10)

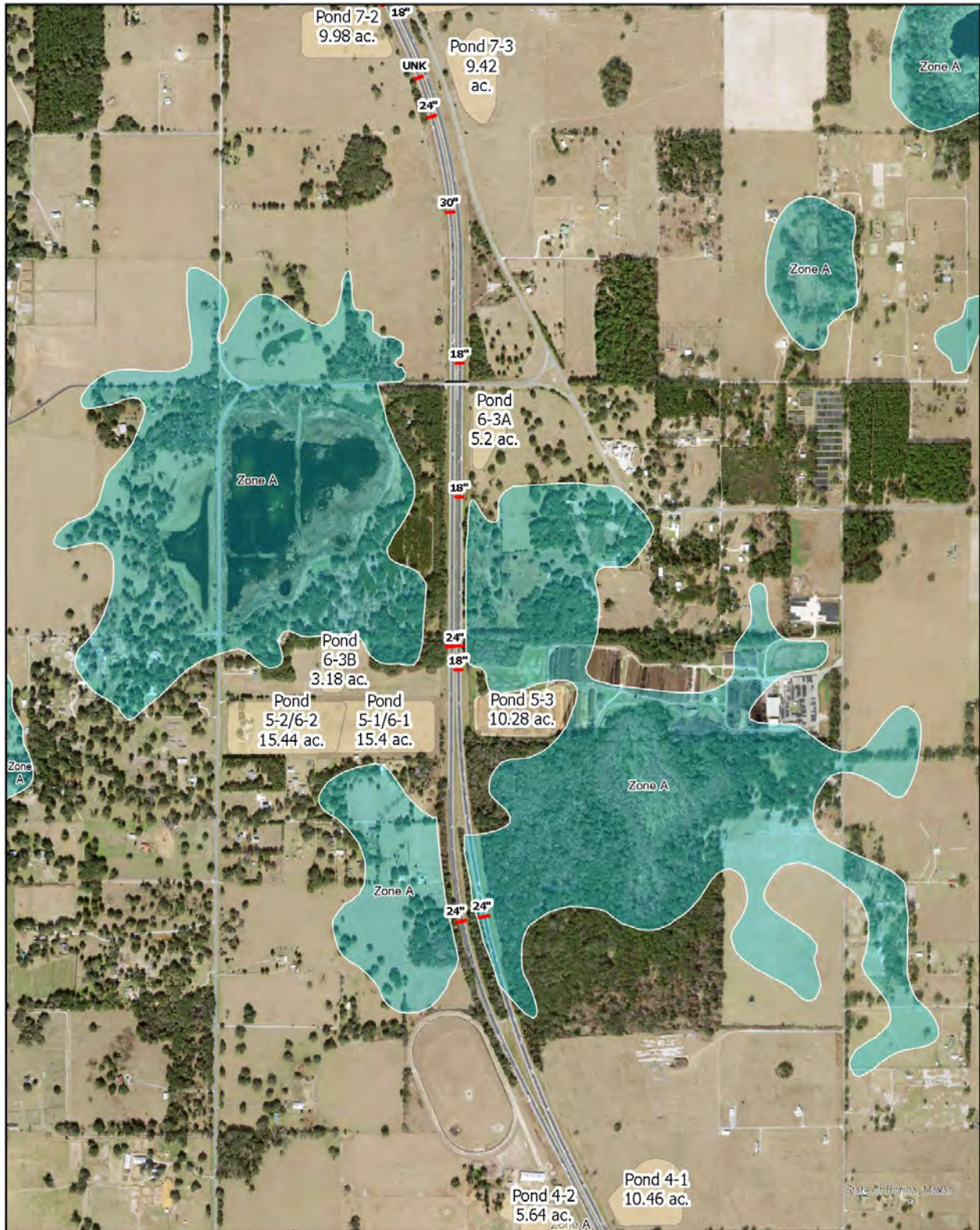


Figure 3.26: Floodplain Impacts (4 of 10)

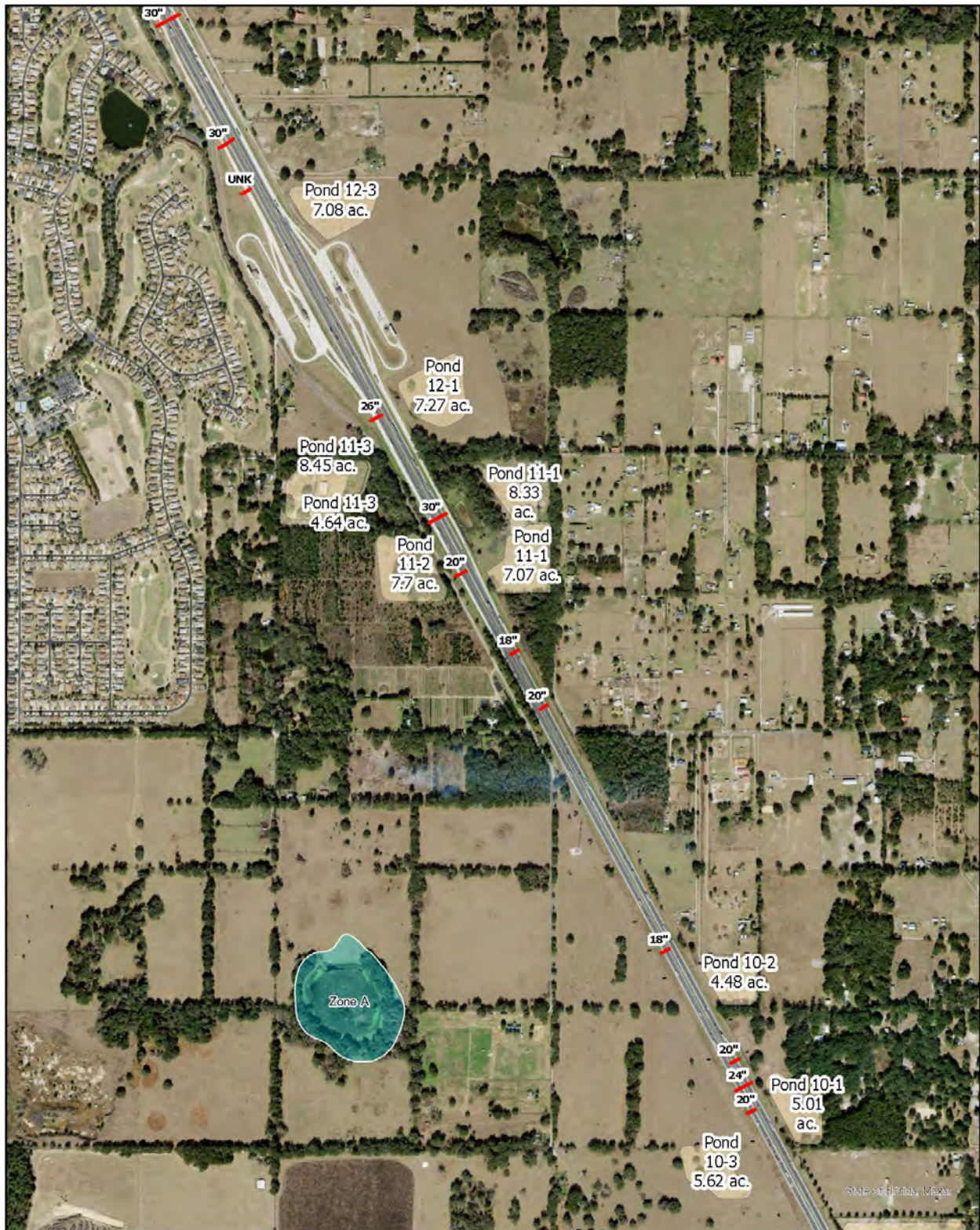


Figure 3.27: Floodplain Impacts (5 of 10)



Figure 3.28: Floodplain Impacts (6 of 10)



Figure 3.29: Floodplain Impacts (7 of 10)

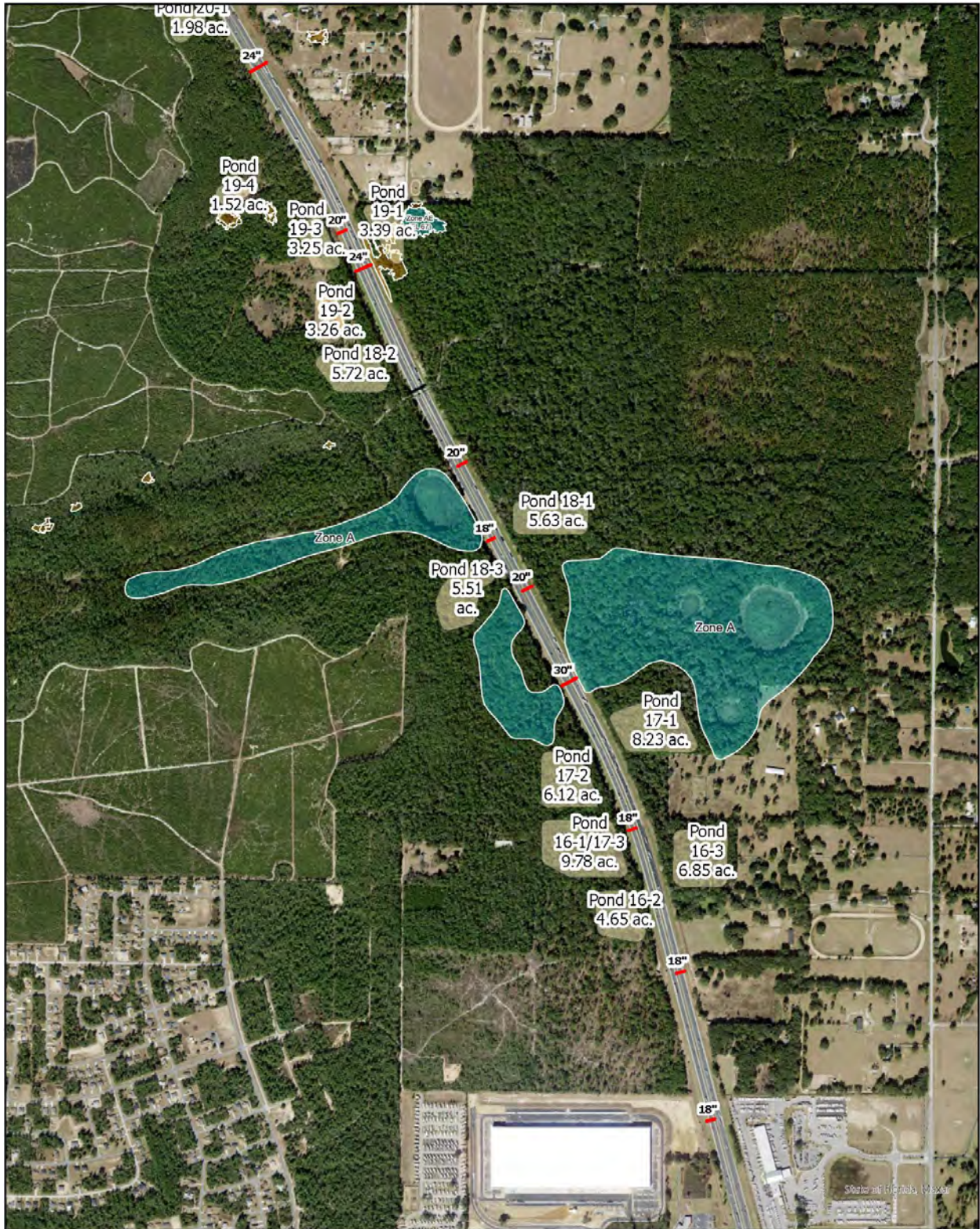


Figure 3.30: Floodplain Impacts (8 of 10)

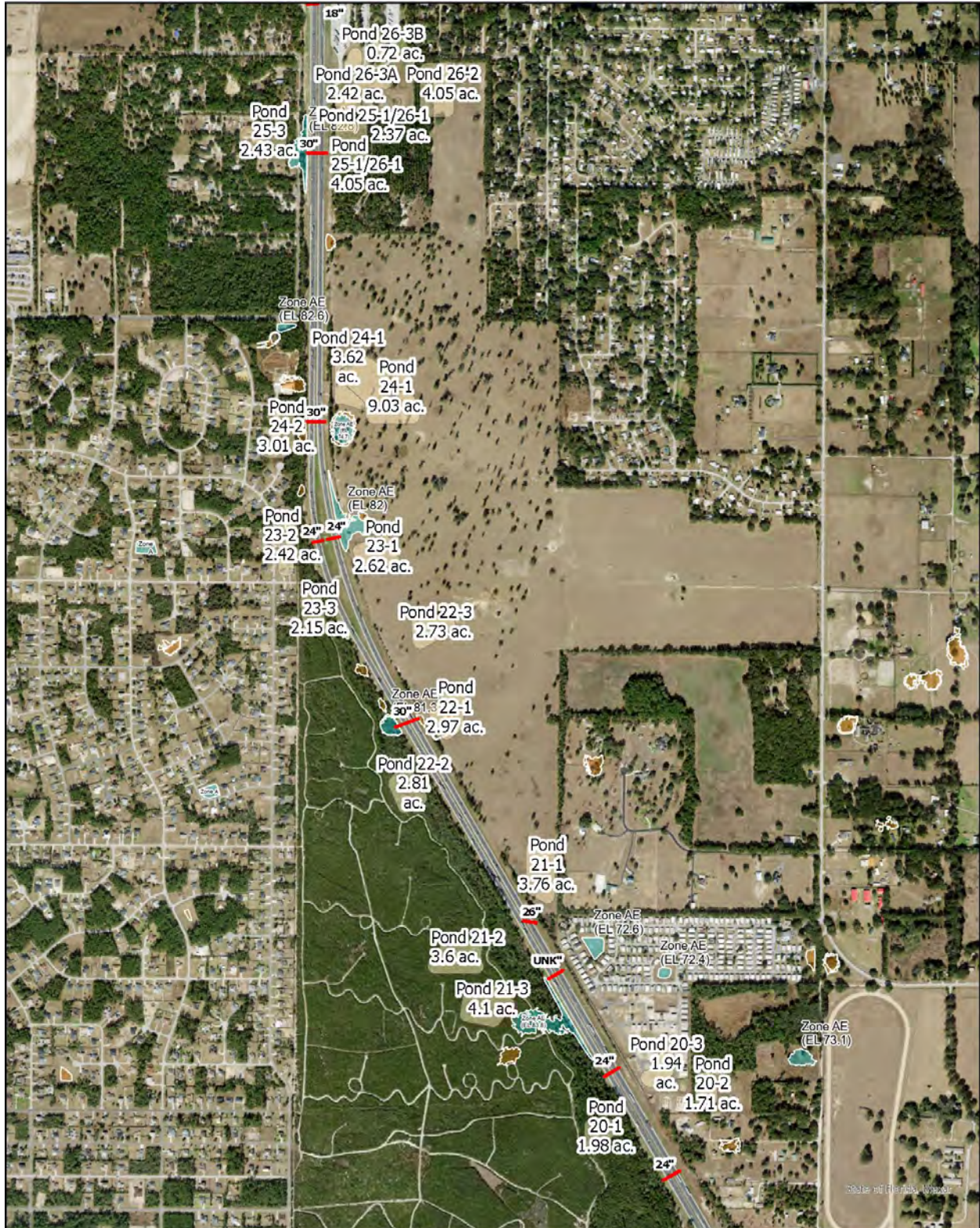


Figure 3.31: Floodplain Impacts (9 of 10)



The Preferred Alternative has been developed to avoid and minimize the potential for impacts to the FEMA designated floodplain that extends into the I-75 roadway right of way. Mitigation for any floodplain impacts along the mainline associated with the Preferred Alternative will be within the existing right of way through compensatory volume provided within the roadway ditches. Mitigation for floodplain impacts from the interchange in-fields will be through compensatory volume provided within the proposed stormwater management facilities.

Modifications to existing drainage structures such as extending cross drains and median drains included in this project will result in an insignificant change in their capacity to convey stormwater runoff through the Interstate corridor during extreme weather events. Proposed modifications to the existing cross drains will cause minimal, if any, increases in flood heights and flood limits to these depressional areas. The proposed roadway and drainage improvements will be developed to prevent adverse impacts on the natural and beneficial floodplain values noted for the land uses adjacent to I-75. There will be no significant change in the potential for interruption or termination of emergency services or evacuations as the result of modifications to existing drainage structures. Finally, the proposed design approach for the roadway and drainage improvements to this portion of I-75 will not cause or create any significant changes to the flood risks, potential for overtopping nor changes to the existing flood stages on either side of I-75. Therefore, it has been determined that the anticipated encroachments onto the existing floodplain limits noted throughout this project are minimal and will not damage or pose a significant threat to the beneficial function provided by these systems.

3.3.6 COASTAL ZONE CONSISTENCY

The Advanced Notification Package was distributed to State agencies to conduct Federal consistency reviews in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. On January 22, 2024, the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

3.3.7 COASTAL BARRIER RESOURCES

This project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource; therefore, this project has no involvement in coastal barrier resources.

3.3.8 PROTECTED SPECIES AND HABITAT

During the ETDM Programming Screen, a Summary Degree of Effect of 3 (Moderate) was assigned to Protected Species and Habitat based on review comments from FWC, USFWS, SWFWMD, and Florida Department of Agriculture and Consumer Services (FDACS).

The USFWS and SWFWMD assigned a "Minimal" Degree of Effect to Protected Species and Habitat. The USFWS provided information on protected species that may potentially occur within

or adjacent to the project area including the Florida scrub-jay, Eastern indigo snake and the wood stork. For the Florida scrub-jay, the USFWS recommends that Florida scrub-jay surveys be conducted during the Florida scrub-jay surveying season. For the Eastern indigo snake, they noted direct impacts from vehicles, loss and fragmentation of habitat would contribute to the further decline of this species and recommended following the Standard Protection Measures for the Eastern indigo snake during construction. For the wood stork, they recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measures should be employed and BMPs to avoid further degradation of the site. The SWFWMD stated coordination with FWC for potential threatened or endangered species may be required at the time of design.

The FWC and FDACS assigned a “Substantial” Degree of Effect to Protected Species and Habitat. Both agencies reported listed species that have the potential to occur within the project area and stated the Marjorie Harris Carr Cross Florida Greenways State Recreation and Conservation Area lies within the project corridor. Additionally, the Lake Panasoffkee Wildlife Management Area, managed by FWC, is within 500 feet of the project corridor. The FWC recommended using BMPs during construction, permitting special conditions, utilizing avoidance and minimization measures, and locating stormwater ponds appropriately to decrease impacts to wildlife and habitat along the roadway. Coordination with land managers was also recommended with regards to right of way acquisition and the potential impact on prescribed burning (Refer to **Section 3.2.2: Recreation and Protected Lands** regarding coordination with land managers).

The FDACS mentioned the State’s ERP standard requirements and specified the potential for habitat fragmentation for animals with large home ranges, including the Florida black bear (*Ursus americanus floridanus*). The FDACS also reported road mortality presents a challenge for the conservation and management of Florida scrub-jays.

This project was evaluated for impacts to wildlife and habitat resources, including protected species, in accordance with 50 CFR Part 402, the Florida Endangered and Threatened Species Act (Section 379.2291 F.S.), and the PD&E Manual. A NRE report was prepared and is located in the project file.

The USFWS, through the Endangered Species Act (ESA) of 1973, as amended, and the FWC, through Chapter 68 of the FAC and the Florida Endangered and Threatened Species Act, Section 379.2291, Florida Statutes, regulate activities that may affect protected species. Section 7(a)(2) of the ESA (16 U.S.C. § 1536) requires federal agencies to consult with USFWS or the NMFS, as appropriate, to ensure that federally funded or authorized actions are not likely to jeopardize the continued existence of federally endangered or threatened species or result in the destruction or adverse modification of designated critical habitat.

To comply with federal and state regulations, information regarding the occurrence, or likelihood of occurrence, for protected species was gathered for the project area. A literature review was conducted to identify those species classified by USFWS and FWC as being Endangered or Threatened within the project corridor. In addition to the literature review, the FNAI, USFWS, FWC, and Audubon EagleWatch databases were consulted regarding current state and federally protected wildlife species that are known or have the potential to occur within certain habitats found in the project area.

Field reconnaissance to assess the potential occurrence of protected species within the study corridor was conducted in April 2023. Wildlife observations were conducted by environmental scientists through recognition of tracks, scat, calls, and other visual observations. During the field reconnaissance, the project corridor was also evaluated for the presence of flora and fauna listed by USFWS as endangered and/or threatened, and those listed by the FWC as endangered or threatened. The available habitat, habitat preferences, or critical habitat, if applicable, for these species was also evaluated throughout the study corridor.

Protected species with the potential to occur within the limits of the Preferred Alternative are listed in **Table 3.11** and shown in **Figures 3.33 to 3.41**. The project corridor is located within the USFWS designated Consultation Area for the Florida scrub-jay; however, the right of way does not provide habitat and only some of the pond alternatives contain marginal habitat for the Florida scrub-jay. Species listed as having a Low probability of occurrence is due to the lack of suitable habitat within the project corridor and due to the existing roadway. However, several species were observed in the field or identified to have a Moderate probability of occurrence, including the gopher tortoise, Florida sandhill crane (*Antigone canadensis pratensis*), wood stork (*Mycteria americana*), tricolored heron (*Egretta tricolor*), southeastern American kestrel (*Falco sparverius paulus*), and little blue heron (*Egretta caerulea*). The bald eagle (*Haliaeetus leucocephalus*) has a Moderate probability of occurrence and is protected by the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act and FAC 68A-16.002. The Florida black bear has a Low to Moderate probability of occurrence and is protected in the State of Florida through FAC 68-A-4.009. In addition, there are large contiguous tracts that are connected to undeveloped areas outside the project corridor that have known occurrences of some species that require larger habitats such as the Eastern indigo snake.

A candidate species, the monarch butterfly (*Danaus plexippus*) was also identified as having a Moderate probability of occurrence within the project area. A more detailed description of the protected species with probability of occurrences ranging from “None to Moderate” to “Observed” within the project corridor is provided in the following sections, including observations noted for the current evaluation.

Table 3.11: Potential Listed Species Occurrence

Scientific Name	Common Name	Federal Status	State Status	Probability of Occurrence
Reptiles and Amphibians				
<i>Ambystoma cingulatum</i>	Frosted Flatwoods Salamander	Threatened	Threatened	None – The project is outside of this species known range
<i>Notophthalmus perstriatus</i>	Striped newt	N/A	Threatened	Low to Moderate – Within the species range bur very limited suitable available
<i>Drymarchon couperi</i>	Eastern Indigo Snake	Threatened	Threatened	Moderate – Within species range, suitable habitat available but none observed
<i>Gopherus polyphemus</i>	Gopher Tortoise	N/A	Threatened	Observed
<i>Lampropeltis extenuata</i>	Short-tailed Snake	N/A	Threatened	Low to Moderate - Within the species range bur very limited suitable available
<i>Pituophis melanoleucus mugitus</i>	Florida Pine Snake	N/A	Threatened	Moderate - Within species range, suitable habitat available but none observed
Birds				
<i>Antigone canadensis pratensis</i>	Florida Sandhill Crane	N/A	Threatened	Moderate - Within species range, suitable foraging habitat available but none observed
<i>Aphelocoma coerulescens</i>	Florida Scrub-Jay	Threatened	Threatened	Low to Moderate - Within species range, Type III habitat available but none observed
<i>Athene cunicularia floridana</i>	Florida Burrowing Owl	N/A	Threatened	Low to Moderate - Within species range, suitable habitat available but none observed
<i>Egretta caerulea</i>	Little Blue Heron	N/A	Threatened	Observed
<i>Egretta tricolor</i>	Tricolored Heron	N/A	Threatened	Moderate - Within species range, suitable habitat available but none observed
<i>Falco sparverius paulus</i>	Southeastern American Kestrel	N/A	Threatened	Moderate - Within species range, suitable habitat available but none observed
<i>Haliaeetus leucocephalus</i>	Bald Eagle	Managed	N/A	Moderate- Within species range, habitat available
<i>Mycteria americana</i>	Wood Stork	Threatened	Threatened	Moderate - Within species range, habitat available
Mammals				
<i>Myotis austroriparius</i>	Southeastern Bat	N/A	Managed	Moderate - Within species range, habitat available
<i>Perimyotis subflavus</i>	Tricolored bat	Proposed Endangered	Managed	Moderate - Within species range, habitat available

Scientific Name	Common Name	Federal Status	State Status	Probability of Occurrence
<i>Ursus americanus floridanus</i>	Florida Black Bear	N/A	Managed	Low to Moderate- Within species range, habitat available
Insects				
<i>Danaus plexippus</i>	Monarch Butterfly	Candidate	N/A	Moderate- Within species range, habitat available
Plants				
<i>Bonamia grandiflora</i>	Florida Bonamia	Threatened	Endangered	Low - Within species range, very limited habitat available
<i>Clitoria fragrans</i>	Scrub Pigeon-Wing	Threatened	Endangered	Low - Within species range, very limited habitat available
<i>Dicerandra cornutissima</i>	Longspurred Mint	Endangered	Endangered	Observed
<i>Eriogonum longifolium var. gnaphalifolium</i>	Scrub Buckwheat	Threatened	Endangered	Low – Within species range, very limited habitat available
<i>Nolina brittoniana</i>	Britton's Beargrass	Endangered	Endangered	Low – Within species range, very limited habitat available
<i>Polygala lewtonii</i>	Lewton's Polygala	Endangered	Endangered	Low – Within species range, very limited habitat available
<i>Warea amplexifolia</i>	Clasping Warea	Endangered	Endangered	Low – Within species range, very limited habitat available

3.3.8.1 FEDERAL SPECIES

Florida Scrub-jay

This small, blue and gray, gregarious bird is listed by the USFWS as Threatened. They can be found in low-growing, oak-scrub habitats with well drained soils as well as fallow orange groves. They are year-round residents in Florida but are most likely to be spotted between March and October. No suitable habitat is located within the existing I-75 right of way and only remnant habitat (Type III) converted to pasture (Improved pasture with five or fewer live oaks) was observed in some of the pond alternatives (Pond Alternatives 1-1, 2-2, 3-1 8-3A, 8-3B, 10-3, 12-1, 27-3). However, suitable habitat occurs at several locations adjacent to the project area (Figures 5A through 5I), with the most substantial occurrence occurring near the Cross Florida Landbridge that is being managed for Florida scrub-jays. Because of the availability of suitable habitat managed for Florida scrub-jays, the likelihood that Florida scrub-jays would use remnant xeric habitat converted to pasture is low. No Florida scrub-jays were observed during field surveys, no suitable habitat occurs within the maintained road right of way and no pond alternatives are located within areas with suitable Florida scrub-jay habitat. Therefore, this project will have “**no effect**” on this species.

Wood Stork

This long-legged wader is a large bodied white bird with black and white wings and tail. Wood storks nest in colonies in a variety of inundated forested wetlands such as cypress swamps, sloughs or mangroves. Suitable foraging habitat (SFH) includes shallow freshwater marshes, ponds, ditches, or pastures. The USFWS lists the wood stork as Threatened. However, the USFWS has submitted a proposal to delist the wood stork from the ESA (February 2023). The status of the proposal is pending review. No wood storks were observed within the project footprint or within the shallow marshes and ponds adjacent to the project corridor.

Based upon the updated colony map prepared by the USFWS in May 2019, the project corridor is not located within a Core Foraging Area (CFA) for wood storks. However, the proposed project will impact greater than 0.5 acres of SFH. FDOT commits that "project impacts to SFH have been avoided and minimized to the extent practicable; compensation (Service approved mitigation bank or as provided in accordance with Mitigation Rule 33 CFR Part 332) for unavoidable impacts is proposed in accordance with the CWA section 404(b)(1) guidelines; and habitat compensation replaces the foraging value matching the hydroperiod of the wetlands affected and provides foraging value similar to, or higher than, that of impacted wetlands.." Therefore, based on the USFWS's Wood Stork Programmatic Concurrence Key (A>B>C>D) this project "**may affect but not likely to adversely affect**" this species.

Eastern Indigo Snake

This snake is listed by the USFWS as Threatened. This large, stout-bodied, shiny black snake can reach 8 feet in length and will utilize a wide range of habitats from scrub and sandhills to wetlands throughout Florida. Eastern indigo snakes require large tracts of natural land to survive, typically foraging in more hydric habitats. A review of available literature and online data revealed no occurrences of Eastern indigo snakes in the project area. No Eastern indigo snakes were observed during the field review of the corridor. However, Eastern indigo snakes are known to use underground refugia including gopher tortoise burrows and one hundred gopher tortoise burrows were identified within the project corridor during the preliminary survey that covered approximately 15% of the mapped suitable habitat. Additionally, the project will potentially impact more than 25 active and inactive gopher tortoise burrows. Therefore, based on the USFWS' Eastern Indigo Snake Programmatic Effect Determination Key for North Florida (A>B>C>D) this project "may affect" this species. However, most of the gopher tortoise burrows are located within the existing I-75 right of way which reduces the likelihood of occurrence due to the high traffic volumes and human presences. This is supported by the FNAI records, no documented occurrences of the Eastern indigo snake occur within the project area. Additionally, prior to construction of the project a 100% gopher tortoise survey will be conducted and all potentially occupied burrows within the project limits and within 25-feet of the limits of construction will be located. Subsequently, a Gopher Tortoise Conservation Permit will be obtained from the FWC and

all potentially occupied burrows within the limits of construction or within 25-feet of the limits of construction will be excavated and the tortoises will be relocated. The FWC's Gopher Tortoise Conservation Permit will be conditioned so that if an Eastern indigo snake is encountered during attempts to capture gopher tortoises or during subsequent land alteration or development activities within the project area, all movement of heavy equipment and land alteration or development activities within the vicinity of the Eastern indigo snake shall cease until the snake has vacated the work area. In addition, The USFWS Standard Protection Measures for The Eastern Indigo Snake will be implemented during site preparation and project construction. Accordingly, pursuant to footnote 2 of the USFWS' Eastern Indigo Snake Programmatic Effect Determination Key for North Florida, we are requesting informal consultation with the USFWS as a **"may affect but not likely to adversely affect"** designation for the Eastern indigo snake.

Monarch Butterfly

This large colorful butterfly that is identified by its orange and black markings is a Candidate species but has not yet been listed by the USFWS. Monarch butterfly habitat includes roadsides and open fields which are available throughout the project corridor. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, during the design and permitting phase of the proposed project, FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the newly listed species. (see **Section 5.0: Commitments**). Therefore, impacts to these species are not anticipated.

Tricolored Bat

The tricolored bat (*Perimyotis subflavus*) was proposed for listing under the ESA by the USFWS on September 13, 2022. During the spring, summer, and fall tricolored bats primarily roost among live and dead leaf clusters of live or recently dead deciduous hardwood trees, Spanish moss (*Tillandsia usneoides*) and lichens. They will also roost within artificial roosts like barns, bridges, and concrete culverts. Female tricolored bats exhibit high site fidelity, returning year after year to the same summer roosting locations. FDOT commits to no tree clearing when day-time high temperatures are below 45 degrees, nor during maternity season (May 1st through July 15th) (see **Section 5.0: Commitments**). With implementation of the commitments the project **"may affect but not likely to adversely affect"** the tricolored bat. FDOT is seeking a conference opinion for the tricolored bat as a proactive step to avoid delays to the project construction schedule once the bat becomes listed. If tree clearing is required during these months, consultation will be reinitiated.

3.3.8.2 STATE SPECIES

Striped Newt

The striped newt is a semiaquatic salamander that is listed as Threatened by the FWC. It can be identified in most of its life stages by a reddish orange stripe that runs almost the entire length of its body. Striped newts can be found in north Florida with terrestrial adults typically found in sandhills, scrub, or scrubby flatwoods that surround breeding ponds which can be either depressions marshes, basin marshes, dome swamps or borrow pits. There is very limited suitable habitat within the right of way or pond alternatives for striped newts and no striped newts were observed during the field review. There is a Low to Moderate probability of occurrence of striped newts and this project will have “**no adverse effect anticipated**” on this species.

Florida Burrowing Owl

This pint-sized bird resides in open, treeless areas where it spends most of its time on the ground. Its sandy brown plumage offers camouflage from predators from its ground-level perch. Throughout the state its distribution is considered localized and spotty. They often inhabit native prairies, golf courses, airports and vacant lots. Burrows are used year-round that are dug on their own, however, they can also utilize gopher tortoise or armadillo burrows. They are listed as Threatened by the FWC. The presence of gopher tortoise within the project corridor indicated that appropriate habitat exists within the project corridor, but no burrowing owls or their burrows were observed during the field review. There is a Low to Moderate probability of occurrence of Florida burrowing owls and this project will have “**no adverse effect anticipated**” on this species.

Gopher Tortoise

Gopher tortoises are found statewide, typically in upland habitat including sandhills, scrub, xeric oak hammock, dry pine flatwoods, abandoned citrus groves, and pine plantations. Gopher tortoises also commonly use disturbed habitats such as pastures, old fields, and road shoulders. More than 300 other species of animals have been recorded sharing gopher tortoise burrows. Gopher tortoises are listed by the FWC as Threatened. Suitable gopher tortoise habitat is available within the road right of way and some of the preferred pond alternatives. The FWC, through Chapter 68 FAC, regulates activities that may affect the state-listed gopher tortoise. An FWC permit is required for land development activities (including site preparation for such activities) that result in impacts to gopher tortoises or their burrows.

Surveys were conducted in accordance with the methodologies identified in the “Methods for Burrow Surveys on Development and Recipient Sites” of the “Gopher Tortoise Permitting Guidelines” document released by the FWC in April 2008 (Revised in April 2023). Random pedestrian surveys covering approximately 15% of the mapped suitable habitat were conducted. Eighty-four (84) gopher tortoise burrows were documented within the road right of way. Additionally, sixteen (16) gopher tortoise burrows were documented within preferred pond alternatives 13-2, 14-1/15-1, 20-2, 21-1, 22-1, 24-1, 27-3 and 28-1.

Avoidance or on-site relocation may likely not be a feasible option. Therefore, relocation to an off-site, long-term protected recipient site may be the most suitable option. Through a combination of avoidance and offsite relocation, there is “**no adverse effect anticipated**” on this species.

Short-tailed Snake

The short-tailed snake is a small, slender snake that has adapted to digging and living underground and is listed as Threatened by the FWC. It has a small head that is indistinct from its gray body that is lined with brown spots that are separated by rust colored areas. The Short-tailed snake is endemic to Florida and is typically found in the sandy soils of either longleaf pine or xeric habitat between the Suwanee River to southern extents of Highlands County. There is very limited suitable habitat within the right of way or pond alternatives for short-tailed snakes and no short-tailed snakes were observed during the field review. There is a Low to Moderate probability of occurrence of short-tailed snakes and this project will have “**no adverse effect anticipated**” on this species.

Florida Pine Snake

The Florida pine snake is a large, stocky tan or rust colored snake with an indistinct pattern of large blotches on a lighter background. This species is known to occur throughout Florida in habitats with relatively open canopies and dry sandy soils, preferring sandhills and pine scrub. This species is listed by the FWC as Threatened. Florida pine snakes often coexist with gopher tortoises and pocket gophers (*Geomys pinetis*). One hundred gopher tortoise burrows were documented within the road right of way and pond alternatives during the approximately 15% survey of the mapped suitable habitat, but no pine snakes have been observed during field reviews. Suitable habitat exists within the project corridor, coinciding with suitable gopher tortoise habitat. Therefore, the potential occurrence of the pine snake is Moderate. Avoidance or on-site relocation of gopher tortoises may likely not be possible. Therefore, obtaining an FWC permit to relocate gopher tortoises might be necessary. All FWC gopher tortoise relocation permits have conditions that require Florida pine snakes to be either released onsite or be allowed to escape unharmed. Additionally, these permits are conditioned to require any observed Florida pine snakes to be documented and reported to the FWC. Therefore, there is “**no adverse effect anticipated**” on this species.

Florida Sandhill Crane

This tall, long-necked, long-legged bird ranges throughout the Florida peninsula from Okefenokee Swamp to the Everglades. These birds spend much of the year foraging within a variety of habitats including improved pasture, open pine forests, agricultural cropland, and freshwater marshes. In Central Florida, the Florida sandhill crane typically nests in shallow freshwater marshes and forages on agricultural lands. They are listed as Threatened by FWC. Suitable foraging habitat exists within the project corridor, but no sandhill cranes have been

observed during field reviews. Surveys for Florida sandhill crane nest sites will be conducted during the design phase. If it is determined nest areas are found and could be impacted by the project, FDOT will coordinate with FWC to determine appropriate avoidance and minimization measures to apply during construction. Therefore, there is **“no adverse effect anticipated”** on this species.

Southeastern American Kestrel

The southeastern American kestrel is listed as Threatened by the FWC and typically occurs in large, open fields for foraging, snags for nesting, and snags, fence lines or telephone poles as perching sites from which to hunt. No kestrels or suitable nesting snags were observed along the project corridor, nor within any pond sites or along the portion of the project to be widened. Due to the presence of large open fields adjacent to I-75, the occurrence of the southeastern American kestrel is anticipated to be Moderate. Therefore, there is **“no adverse effect anticipated”** on this species.

Wading Birds

Wading birds as a group are common to wetlands where they forage for small fish and invertebrates. Species that could be found in wetlands within the corridor include little blue heron, and tricolored heron which are listed as Threatened by the FWC. One little blue heron was observed during the field surveys and available foraging habitat indicates the probability of occurrence of the tricolored heron is Moderate. Minimal temporary impacts to wading bird foraging habitat are anticipated. If applicable, replacement foraging habitat will be provided onsite as part of the stormwater management system or through the purchase of herbaceous wetland mitigation. Therefore, there is **“no adverse effect anticipated”** on these species.

3.3.8.3 OTHER PROTECTED SPECIES

Bald Eagle

The USFWS has delisted the bald eagle from the list of Threatened and Endangered species because the bald eagle population has recovered in the lower 48 states, threats to the species have been reduced or eliminated, and reproductive success has significantly increased. The bald eagle will continue to be managed and protected by the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act. In addition, the bald eagle is protected in Florida through FAC 68A-16.002. As of September 2023, the Audubon EagleWatch bald eagle nesting database does not indicate any active or inactive bald eagle nests within 660 feet of the project. The nearest nest, MR155a, occurs approximately 0.2 miles to the east of the project corridor but the available habitat within the project corridor makes the probability of occurrence Moderate. Bald eagle protection guidelines require coordination with the USFWS if proposed activities occur within 660 feet of an active or alternate nest. No work is proposed within 660 feet of an active or alternate nest. Therefore, impacts to this species are not anticipated.\

Florida Black Bear

The Florida black bear is protected in the State of Florida through Ch. 68-A-4.009 FAC. It can be found in heavily wooded terrain, particularly hardwood swamps, cypress swamps, and undisturbed upland forest. The FWC has identified six core and two remnant areas of Florida bear populations: Apalachicola, Big Cypress, Eglin, Ocala, Osceola, St. Johns, Chassahowitzka, and Glades/Highlands, respectively. The proposed project is located outside of the primary and secondary black bear ranges identified by FWC. Therefore, the probability of occurrence of black bear is Low to Moderate and impacts to this species are not anticipated.

Bats

Based on 2015 occurrence data from FWC, at least one species of bat, the Southeastern bat, is known to occur in the vicinity of the project and is protected in Florida under FAC 68-4.001, FAC 68A-29.002 and FAC 68A-9.010. Bats occur in upland forested communities, but particularly those associated with floodplains, and most habitats in-between that support large, hollow trees used for roosting. These species are also found in old buildings, roadway structures, and culverts. Available habitat makes the probability of occurrence of bat species Moderate; however, no evidence of roosting bats was observed during the field surveys. Impacts to these species are not anticipated.

Plants

Habitats within the project corridor consist primarily of maintained roadside uplands, wetlands, and surface waters. However, small portions of the right of way include scrub and wetland habitat that is not maintained. As a result, there are small areas of suitable habitat within the project corridor for protected plants (See **Table 3.11**). Four federally Endangered plant species, Britton's beargrass, Lewton's polygala, clasping warea and longspurred mint and three federally Threatened species, Florida bonamia, scrub pigeon-wing and scrub buckwheat occur in scrubby habitat, which does occur within the project corridor. Longspurred mint was observed during the field surveys but none of the other protected species were observed during the field review. Based on the disturbed nature of the habitat within the existing I-75 right of way and careful review of the preferred pond sites, there is "**no effect**" to any of these protected plant species except for the longspurred mint which is discussed in the following section.

Longspurred Mint

Longspurred mint is a perennial shrub with needle-like leaves and a minty fragrance that grows in open, sunny areas within upland sand pine scrub and oak scrub. In fire-suppressed sites, it persists along firebreak and dirt access roads. It is a Florida endemic species that is found in only six sites in just two Counties of central Florida, Marion and Sumter Counties, and nowhere else in the world. It is listed as Endangered by the USFWS and the State of Florida because it has a very limited natural geographic distribution, so few populations exist, most locations are privately owned, and plant numbers are declining due to population loss and fire suppression.

During the field reviews, the longspurred mint was observed at several locations within the project corridor adjacent to or near the population identified within the Florida Greenways and Trails (FG&T) property. The extent of the longspurred mint observed in the 2023 field review appeared to be consistent with observations documented in 2017. Overall, the longspurred mint occurred sparsely near the right of way fence-line, with a relative areal cover ranging between 5% and 25%. If these areas cannot be avoided, FDOT will coordinate with the Rare Plant Conservation Program (RPCP) of Bok Tower Gardens (BTG) and the USFWS to relocate plants within the impact area. The RPCP has decades of experience in propagation and rescue of Florida's endemic mint species, including longspurred mint, as well as working with landowners and developers in a successful partnership for rare plant rescue. Therefore, this project **"may affect, but not likely to adversely affect"** this species.

3.3.8.4 PROTECTED SPECIES IMPACTS.

This project has been evaluated for impacts on federally threatened and endangered species and designated critical habitat. A review was conducted to determine those possible threatened or endangered species which may inhabit the project area. This search resulted in findings that no federally listed species are likely to be present in the action area and no critical habitat was identified. This was determined after undertaking a listed species and habitat evaluation and a field survey of the project area by a biologist. The determination was made that the project will not impact any proposed threatened or endangered species, any threatened or endangered species or affect or modify any critical habitat except for the longspurred mint. A **"may affect, but not likely to adversely affect"** determination has been made for this species. Informal Section 7 consultation with USFWS is pending final review of the NRE. A determination of **"no effect"** has been made to the remaining plant species listed above, and the project is consistent with the Endangered Species Act, as amended.

3.3.9 ESSENTIAL FISH HABITAT

Coordination with the NMFS during the ETDM screening phase indicated that neither Essential Fish Habitat (EFH) nor protected species under the purview of the NMFS will be impacted by this project and that no further consultation related to the Magnuson-Stevens Fishery Conservation and Management Act is necessary.

Figure 3.33: Protected Species and Habitat Map (1 of 9)

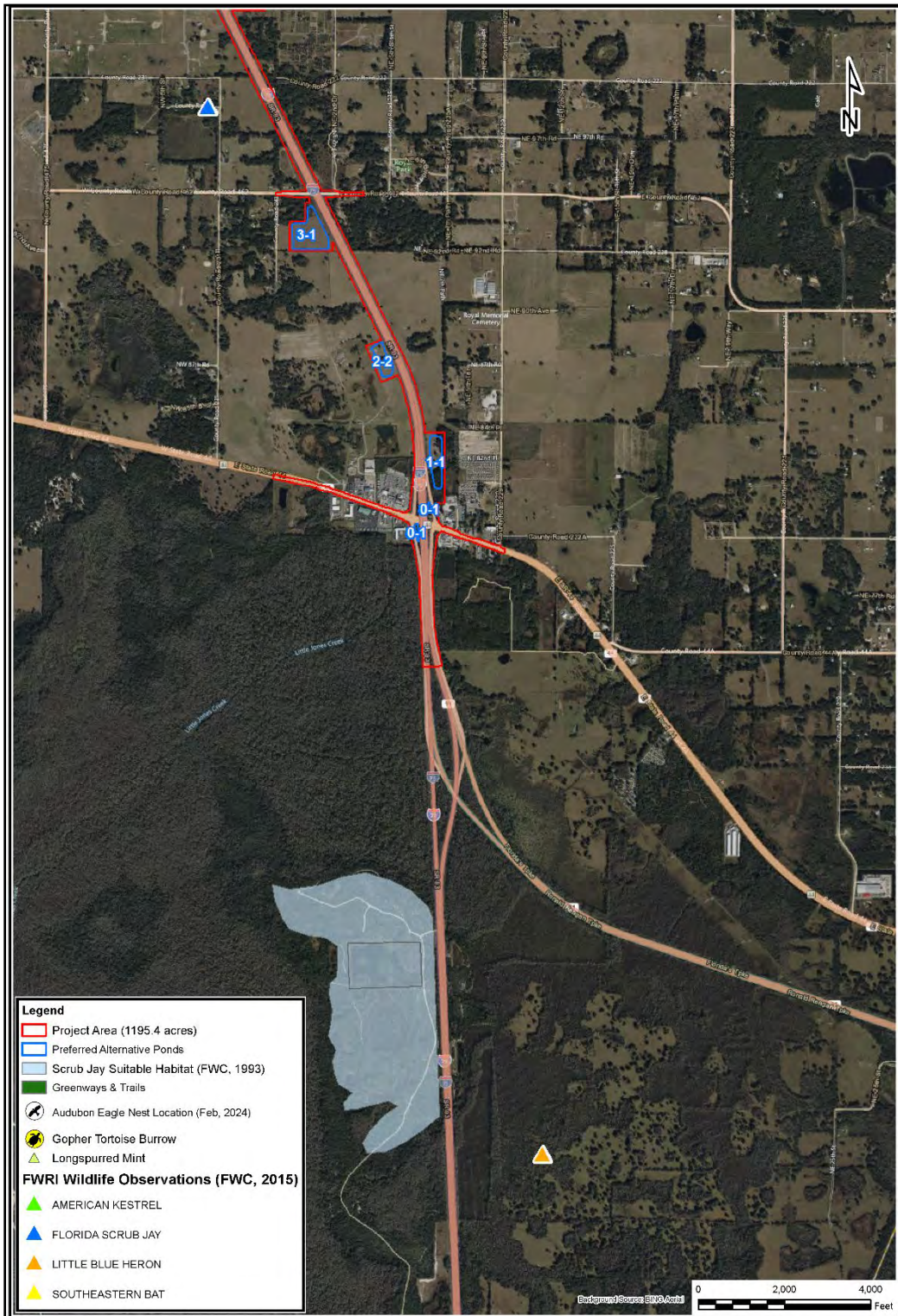


Figure 3.34: Protected Species and Habitat Map (2 of 9)



Figure 3.35: Protected Species and Habitat Map (3 of 9)

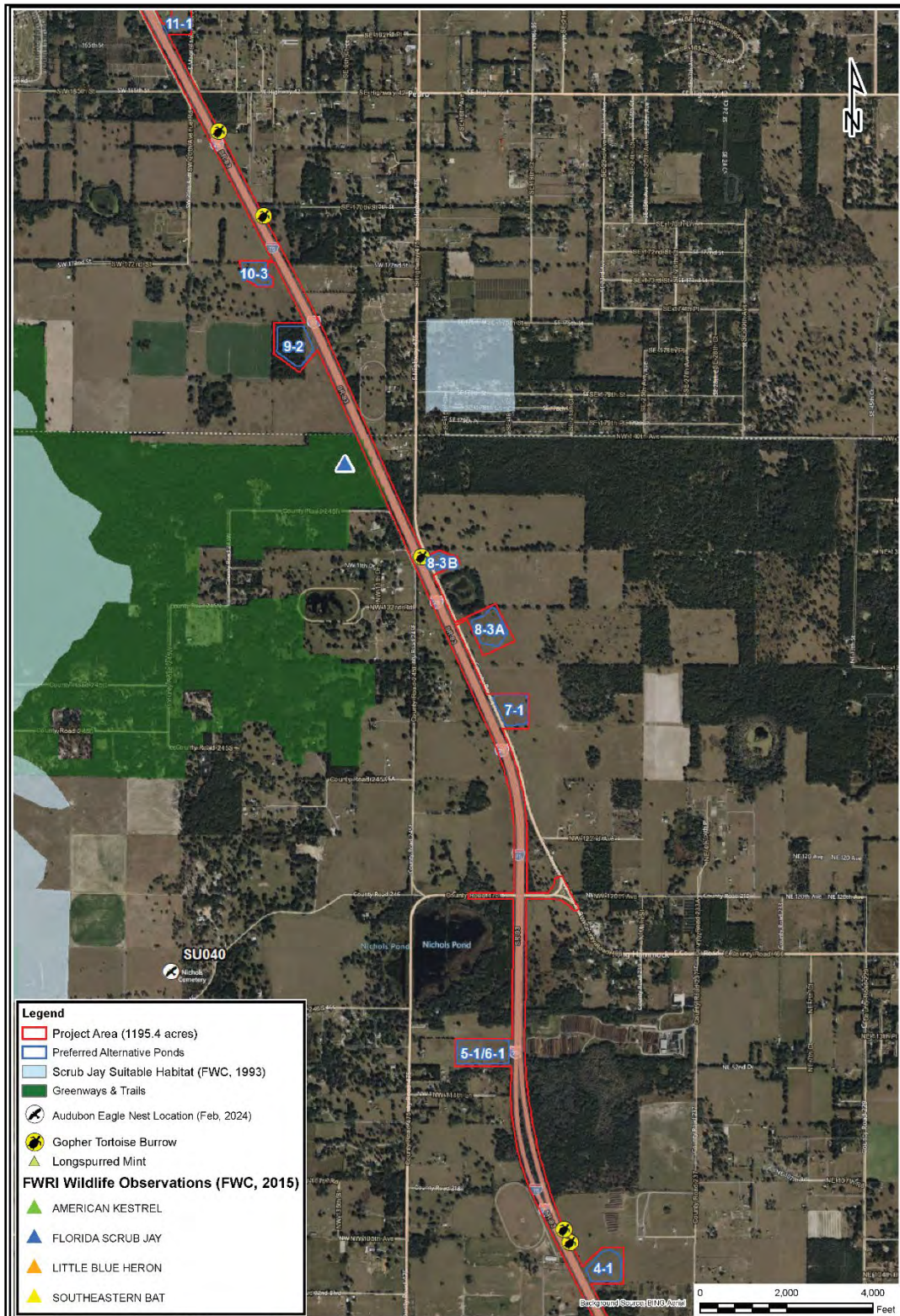


Figure 3.36: Protected Species and Habitat Map (4 of 9)

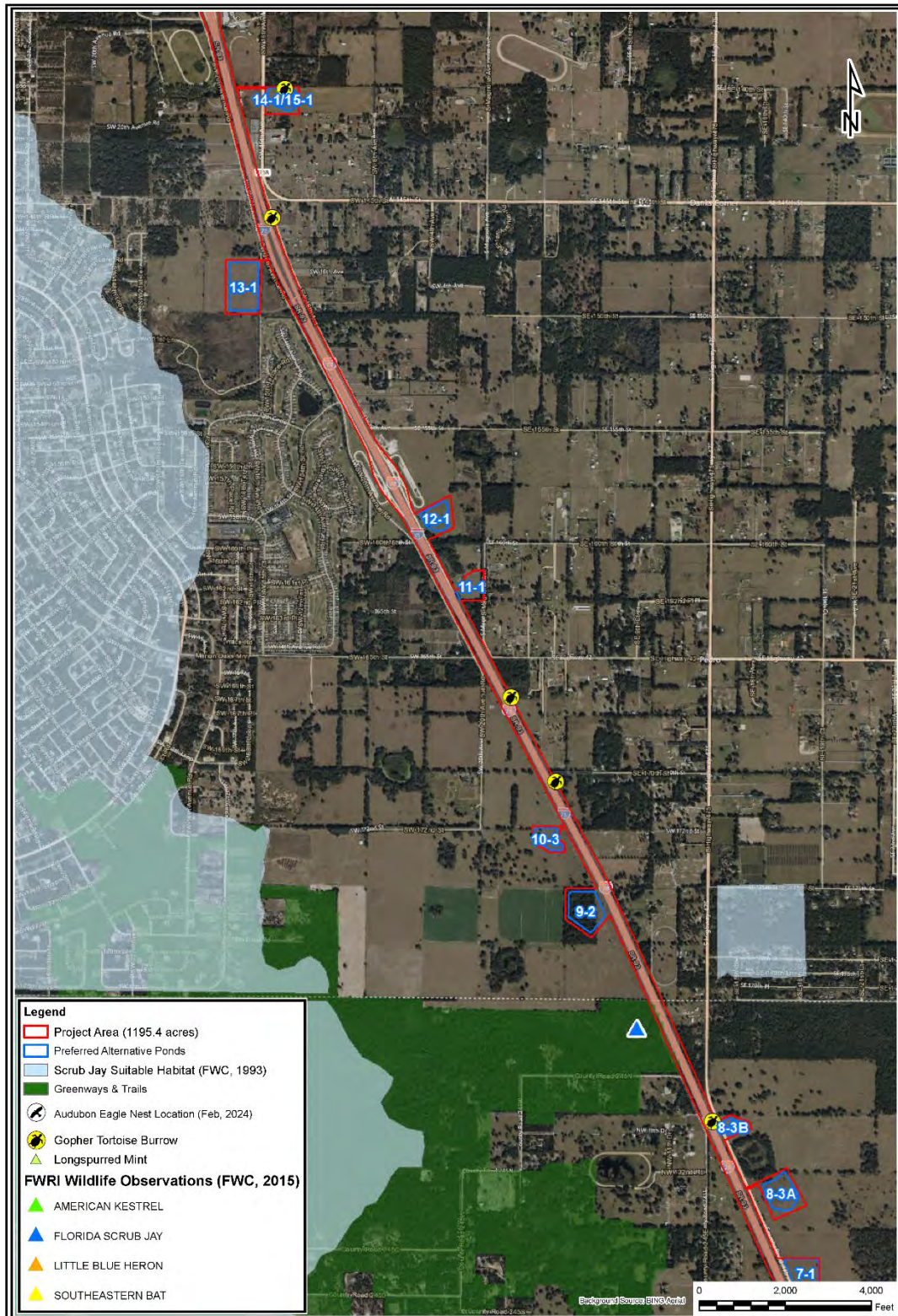


Figure 3.37: Protected Species and Habitat Map (5 of 9)

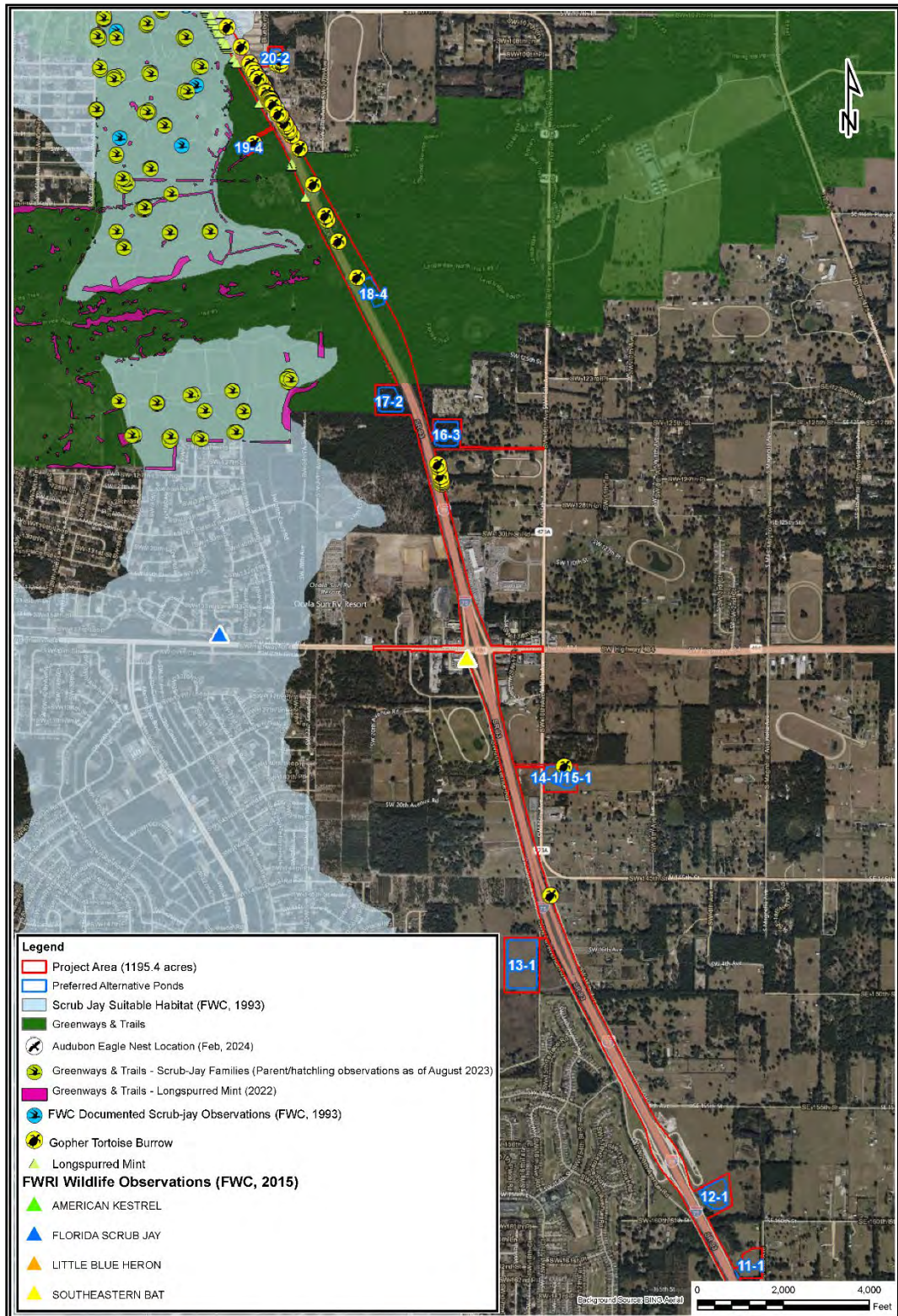


Figure 3.38: Protected Species and Habitat Map (6 of 9)

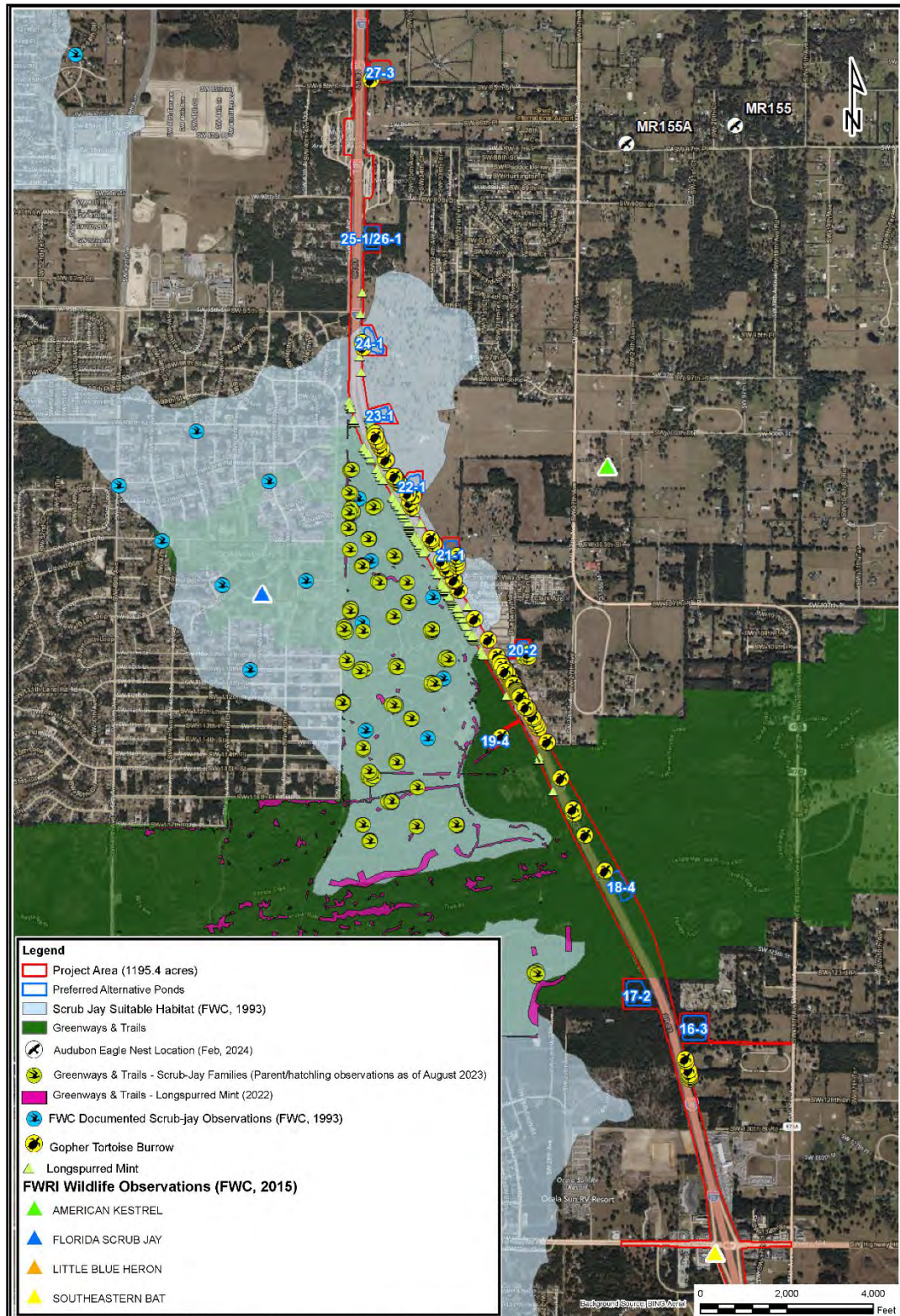


Figure 3.39: Protected Species and Habitat Map (7 of 9)

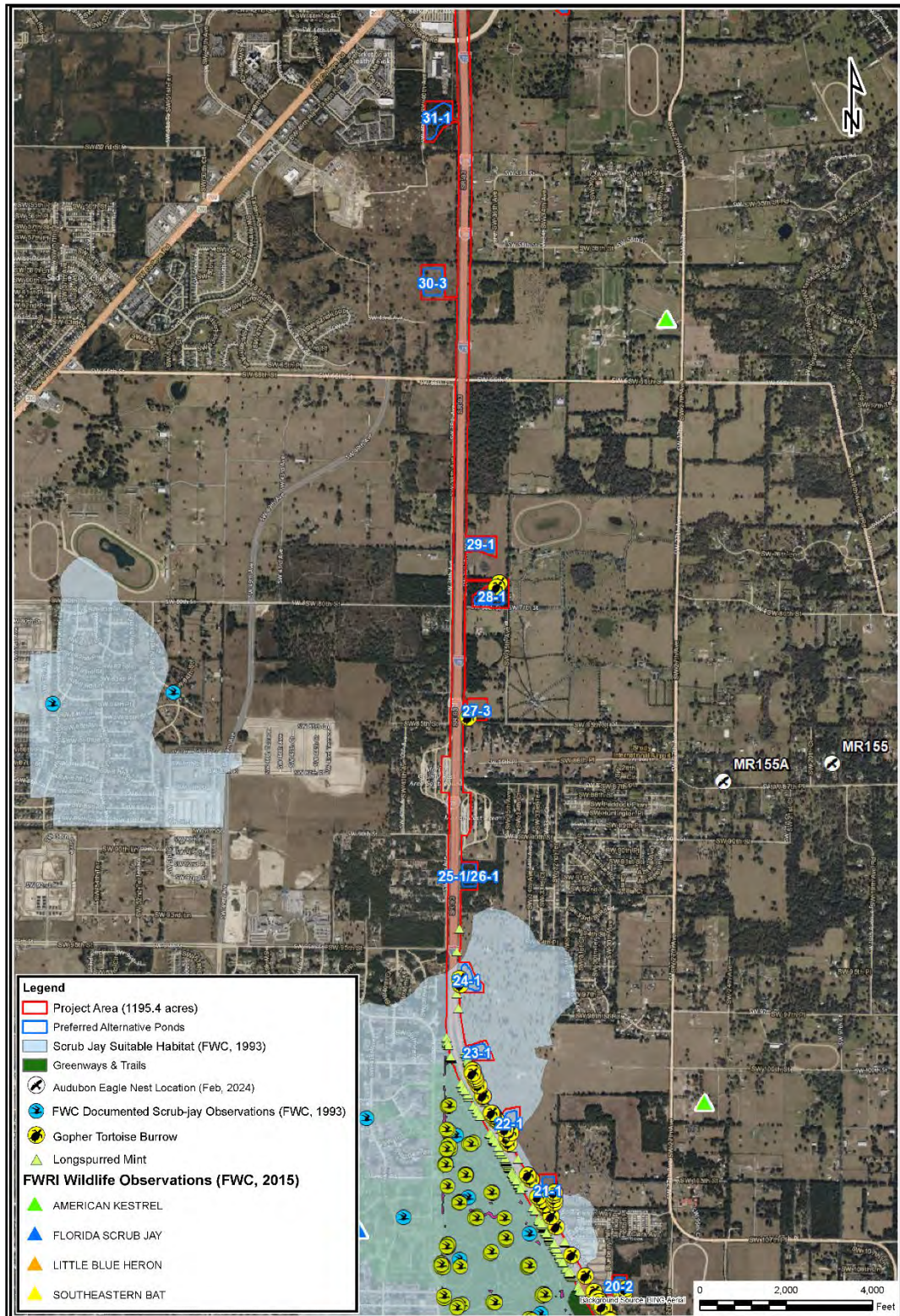


Figure 3.40: Protected Species and Habitat Map (8 of 9)

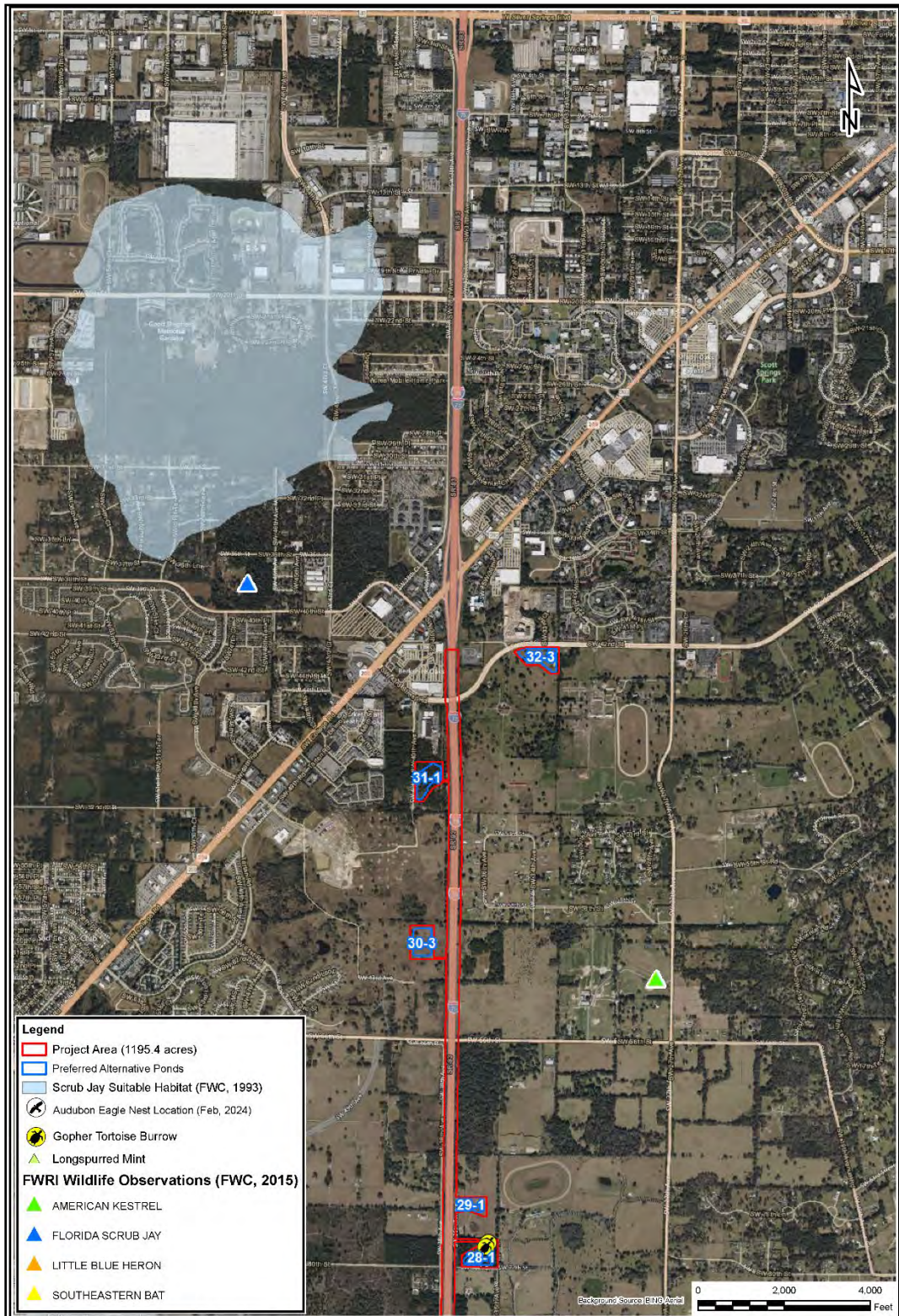


Figure 3.41: Protected Species and Habitat Map (9 of 9)



3.4 PHYSICAL

This section describes the physical resources present and potentially affected by the project including noise, air quality, contamination, utilities, and safety.

3.4.1 HIGHWAY TRAFFIC NOISE

During the ETDM Programming Screen, no ETAT comments were received for Highway Traffic Noise. A Summary Degree of Effect of 3 (Moderate) was assigned based on noise sensitive sites present in the study area.

The traffic noise impact analysis conducted for this project is consistent with Title 23, Code of Federal Regulations CFR, Part 772, FDOT PD&E Manual and Section 335.17, Florida Statutes. The assessment adhered to current FHWA traffic noise analysis guidelines contained in FHWA-HEP-10-025.

Overall, 81 noise receptors are currently affected by I-75 traffic noise. Under the No-Build Alternative, noise levels are predicted to meet or exceed the NAC for 153 noise receptors. By comparison, predicted noise levels for the Preferred Alternative meet or exceed the NAC at 198 noise receptors with an average 3.1 dB(A) increase in noise levels over the existing condition. The greatest increase, 4.8 dB(A), occurs in NSA SB3 at receptors SB3-01 and SB3-02. None of the project noise increases in the study corridor are considered substantial (defined as 15 dB(A) or higher).

Noise levels for this project were predicted using the FHWA Traffic Noise Model (TNM), version 2.5. A total of 309 receptor locations representing 367 residential and 38 nonresidential "special land use (SLU)" noise sensitive sites were included in the TNM. Noise levels at 185 residences and thirteen SLU sites are predicted to approach or exceed the Noise Abatement Criteria (NAC) for the year 2050 Preferred Alternative and are therefore considered "impacted."

Analyses of the impacted locations were performed to determine if noise abatement was feasible and reasonable under FDOT policy. The PD&E study phase analysis indicated that noise barriers are potentially feasible and reasonable at two locations within the project corridor. These two noise barriers could potentially provide reasonable and feasible noise abatement for 51 of the 185 impacted residences, and one impacted SLU site. Noise abatement was not determined feasible and reasonable for the remaining twelve impacted SLU sites. The results of the noise barrier evaluations where noise abatement was determined to not be feasible and reasonable are summarized in **Tables 3.12 and 3.13**.

The potentially feasible and reasonable noise barriers meet the FDOT's cost per benefit criteria with a preliminary cost under the \$42,000 per benefited receptor criterion. The inclusion of noise barriers at the two potential locations, including proposed dimensions, will be carried forward for

further consideration in this project's design phase. The results of the noise barrier evaluations where noise abatement was determined to be feasible and reasonable are summarized in **Table 3.14**. Noise barrier locations (recommended and not recommended) and noise sensitive sites are shown in **Figures 3.42 to 3.60**.

Table 3.12: Not Feasible and Reasonable Residential Noise Barrier Evaluation Summary

Noise Study Area	Barrier ID	Number of Impacted Residences	Analyzed Noise Barrier Height (ft) ¹	Analyzed Noise Barrier Length (ft) ¹	Analyzed Noise Barrier Location ²	Total Noise Barrier System Cost ³	Number of Residences Potentially Benefited by a Noise Barrier ⁴		Does the Barrier Satisfy the Noise Reduction Design Goal ⁶	Total Noise Barrier System Cost Per Benefited Residence ⁷
							Impacted	Total ⁵		
RESIDENTIAL NOISE BARRIERS EVALUATED ON NORTHBOUND SIDE OF I-75										
NB2,NB3	NB-A1	6	20	4,859	ROW	\$2,915,400	6	11	Yes	\$265,036
NB4	NB-A2	4	22	2,794	ROW	\$1,844,040	4	7	Yes	\$263,434
NB4	NB-A3	9	14	5,200	ROW	\$2,184,000	9	13	Yes	\$168,000
NB5	NB-A4	9	16	5,373	ROW	\$2,579,040	9	12	Yes	\$214,920
NB8	NB-A5	3	16	1,338	ROW	\$642,240	3	3	Yes	\$214,080
NB9	NB-A6	5	20	4,859	ROW	\$2,280,000	5	6	Yes	\$380,000
RESIDENTIAL NOISE BARRIERS EVALUATED ON SOUTHBOUND SIDE OF I-75										
SB3	SB-A1	6	20	3,233	ROW	\$1,939,800	6	7	Yes	\$277,114
SB3	SB-A2	4	16	2,220	ROW	\$1,065,600	4	4	Yes	\$266,400
SB3	SB-A3	7	18	4,161	ROW	\$2,246,940	6	6	Yes	\$374,490
SB7	SB-A5	37	14	6,544	SH	\$2,748,480	34	51	Yes	\$53,892
SB8	SB-A6	11	20	4,609	ROW	\$2,765,400	10	10	Yes	\$276,540

¹ Full height is for length indicated.

² ROW (within Right of Way); SH (on road shoulder).

³ Unit cost of \$30/ft² for all noise barriers.

⁴ Residences that receive a minimum 5 dB(A) reduction from analyzed noise barrier.

⁵ Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed the NAC but are incidentally benefited.

⁶ FDOT Noise Reduction Design Goal is 7.0 dB(A) at a minimum of 1 benefited receptor. Analysis ends if goal is not achieved.

⁷ FDOT Reasonable Cost Guideline is \$42,000 per benefited residence.

Table 3.13: Not Feasible and Reasonable SLU Noise Barrier Evaluation Summary

Noise Study Area	Barrier ID	SLU Description	Analyzed Noise Barrier Height (ft) ¹	Analyzed Noise Barrier Length (ft) ¹	Analyzed Noise Barrier Location ²	Does the Barrier Satisfy the Noise Reduction Design Goal ³	Did the Barrier Pass the Reasonable Cost Guidelines Calculation?	Additional Daily Usage Required to be Cost Reasonable (Persons/Hour)
SLU NOISE BARRIERS EVALUATED ON NORTHBOUND SIDE OF I-75								
NB5	NB-A4	Shree Swaminarayan Temple Front Patio	16	5,373	ROW	Yes	No	2,991
NB9	NB-A6	Equestrian Complexes Paddock and Barn Areas	20	3,800	ROW	Yes	No	2,748
SLU NOISE BARRIERS EVALUATED ON SOUTHBOUND SIDE OF I-75								
SB6	SB-A4	Hampton Inn Pool & Alphabet Land Learning Center Playground	20	1,953	ROW	Yes	No	998
SB8	SB8-SLU1	Ocala Korean Baptist Church Front Entrance and Benches	20	6,010	ROW	Yes	No	4,774
SB10	SB-A7	Shopping Center Bench; Fairfield Inn Pool; Steak and Shake Tables	16	1,206	ROW	Yes	No	177

¹ Full height is for length indicated.

² ROW (within Right of Way); SH (on road shoulder).

³ FDOT Noise Reduction Design Goal is 7.0 dB(A). Analysis ends if goal is not achieved.

Table 3.14: Potentially Feasible and Reasonable Noise Barrier Evaluation Summary

Noise Study Area	Barrier ID	Number of Impacted Residences	Approximate Noise Barrier Stationing		Preliminary Noise Barrier Height (ft) ¹	Preliminary Noise Barrier Length (ft) ¹	Preliminary Noise Barrier Location	Total Noise Barrier System Cost ²	Number of Residences Potentially Benefited by a Noise Barrier ³		Total Noise Barrier System Cost Per Benefited Residence ³
			Begin Station	End Station					Impacted	Total	
NOISE BARRIERS ON NORTHBOUND SIDE OF I-75											
NSA NB7	NB1	50	1807+20	1858+80	14	5,112	SH ⁵	\$2,147,040	33	53	\$40,510
NOISE BARRIERS ON SOUTHBOUND SIDE OF I-75											
NSA SB11	SB1	18	2166+87	2183+00	22	1,621	ROW ⁴	\$1,069,860	18	32	\$33,433

¹ Full height is for length indicated.

² Unit cost of \$30/ft² for all noise barriers.

³ Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed the NAC but are incidentally benefited.

⁴ ROW - Noise barrier constructed at the I-75 Right of Way with 10-foot offset unless otherwise noted.

⁵ SH - Noise barrier constructed at the shoulder of the roadway. Any required tapers in height at a shoulder noise barrier termination would be in addition to the length indicated.

Figure 3.42: Noise Barrier Location Key Map

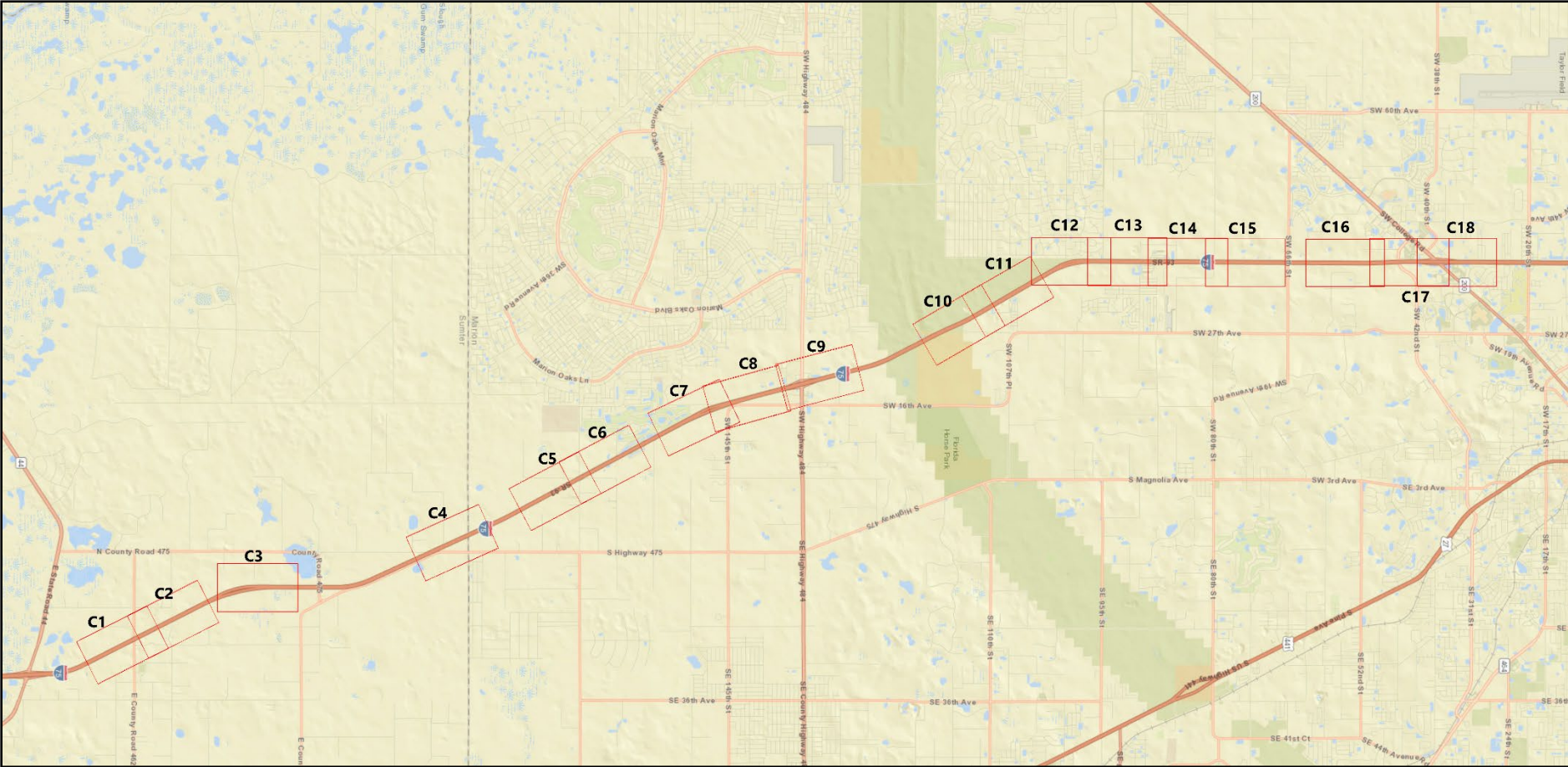


Figure 3.43: Noise Barrier Location Map (1 of 18)

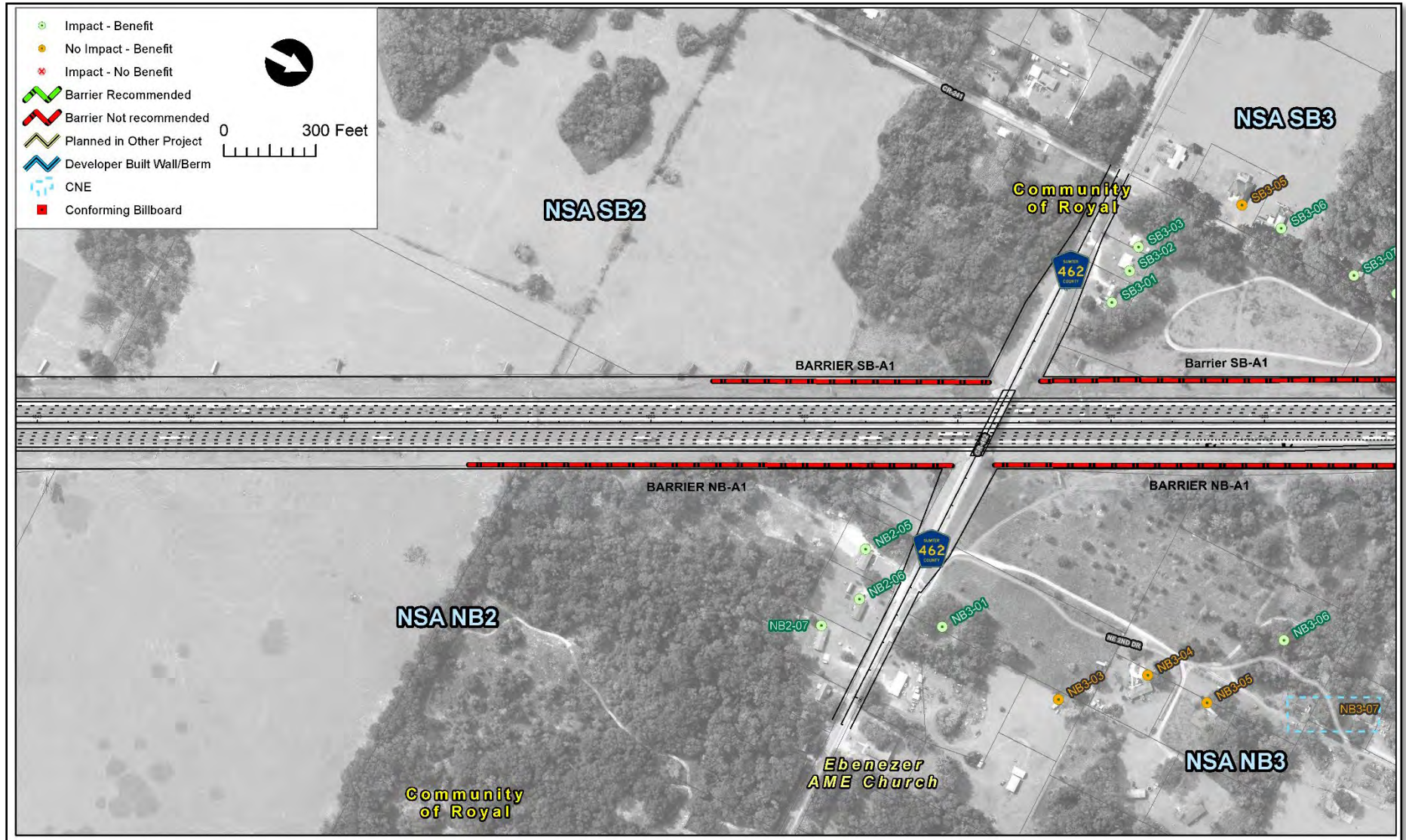


Figure 3.44: Noise Barrier Location Map (2 of 18)

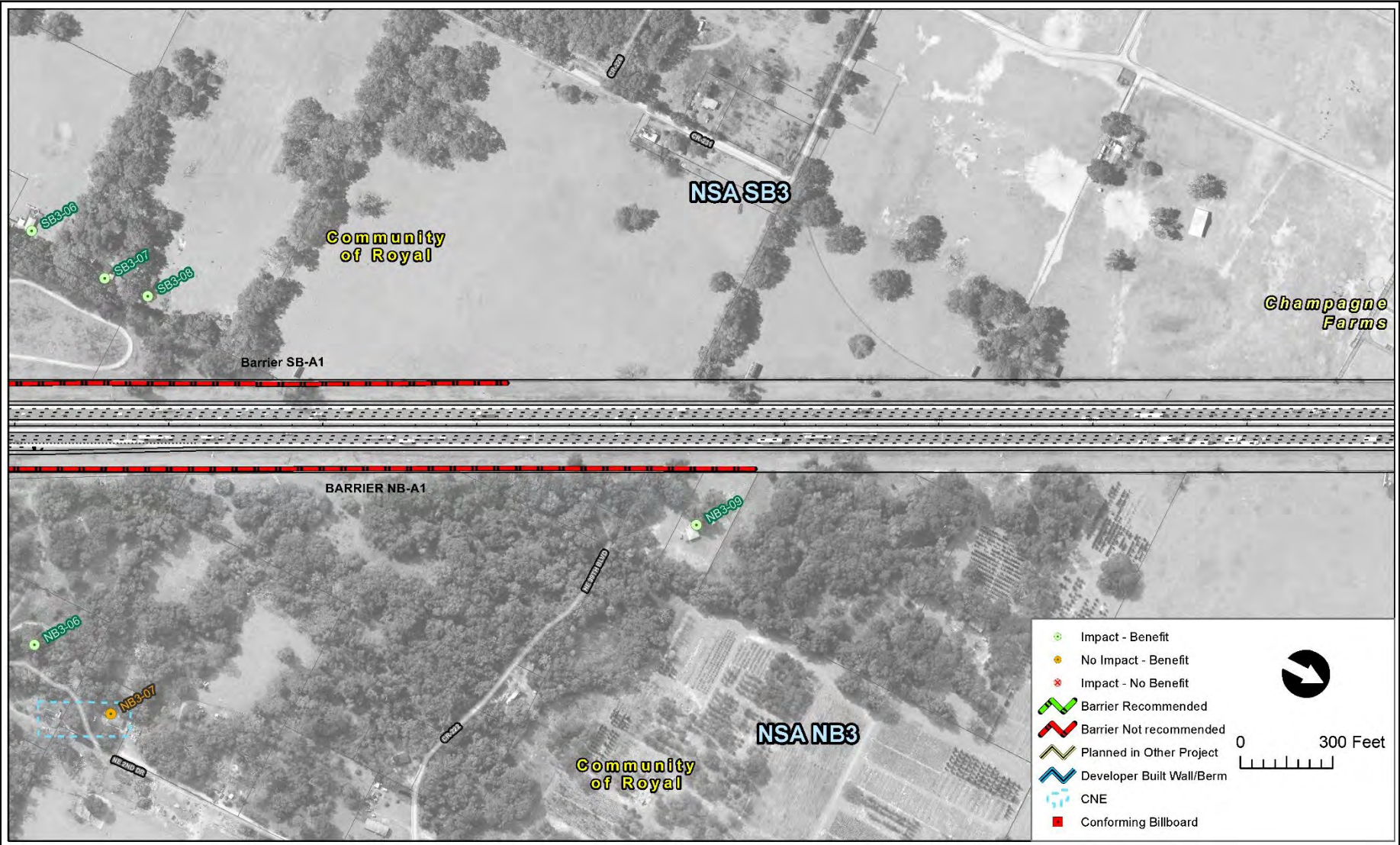


Figure 3.45: Noise Barrier Location Map (3 of 18)

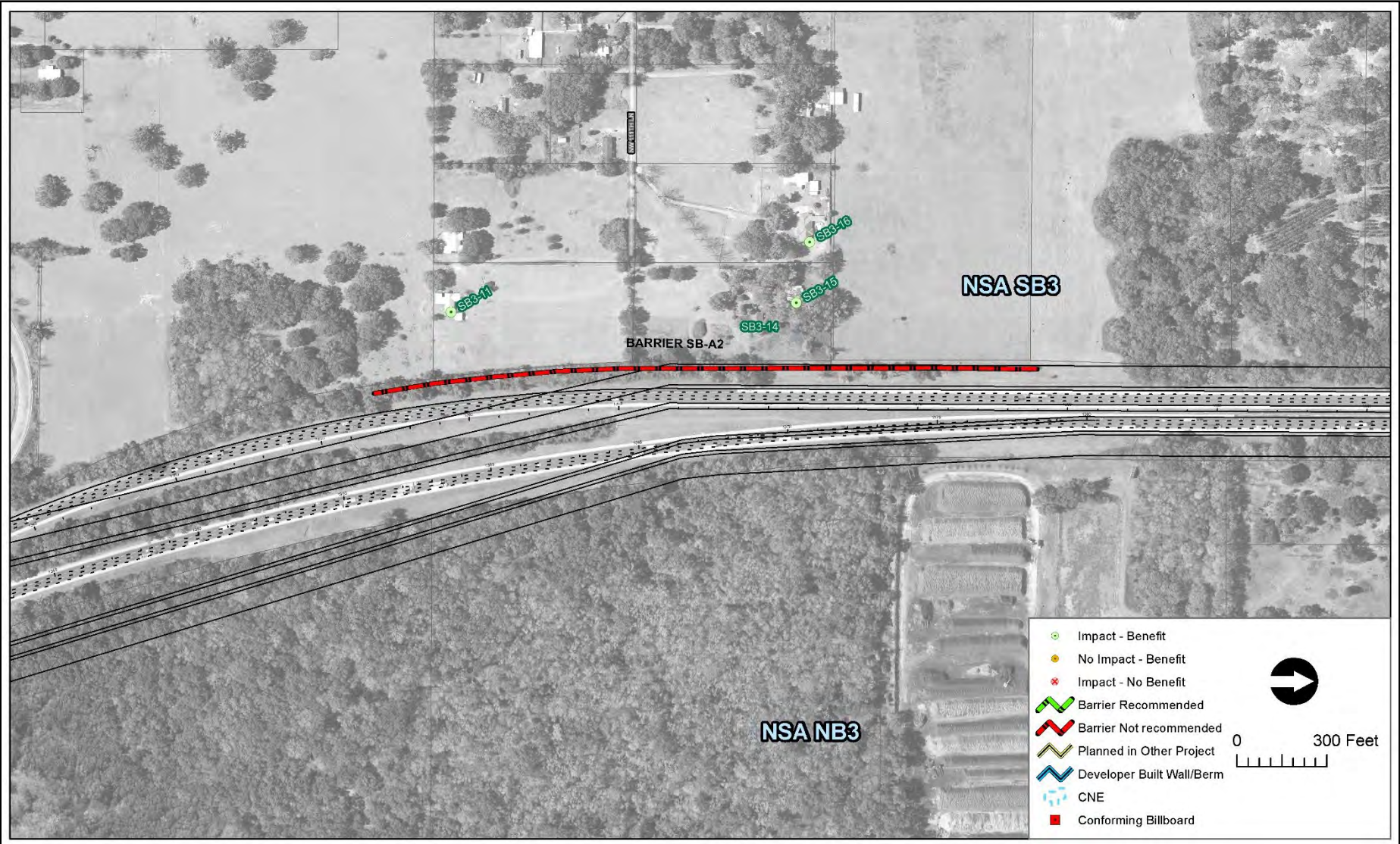


Figure 3.46: Noise Barrier Location Map (4 of 18)

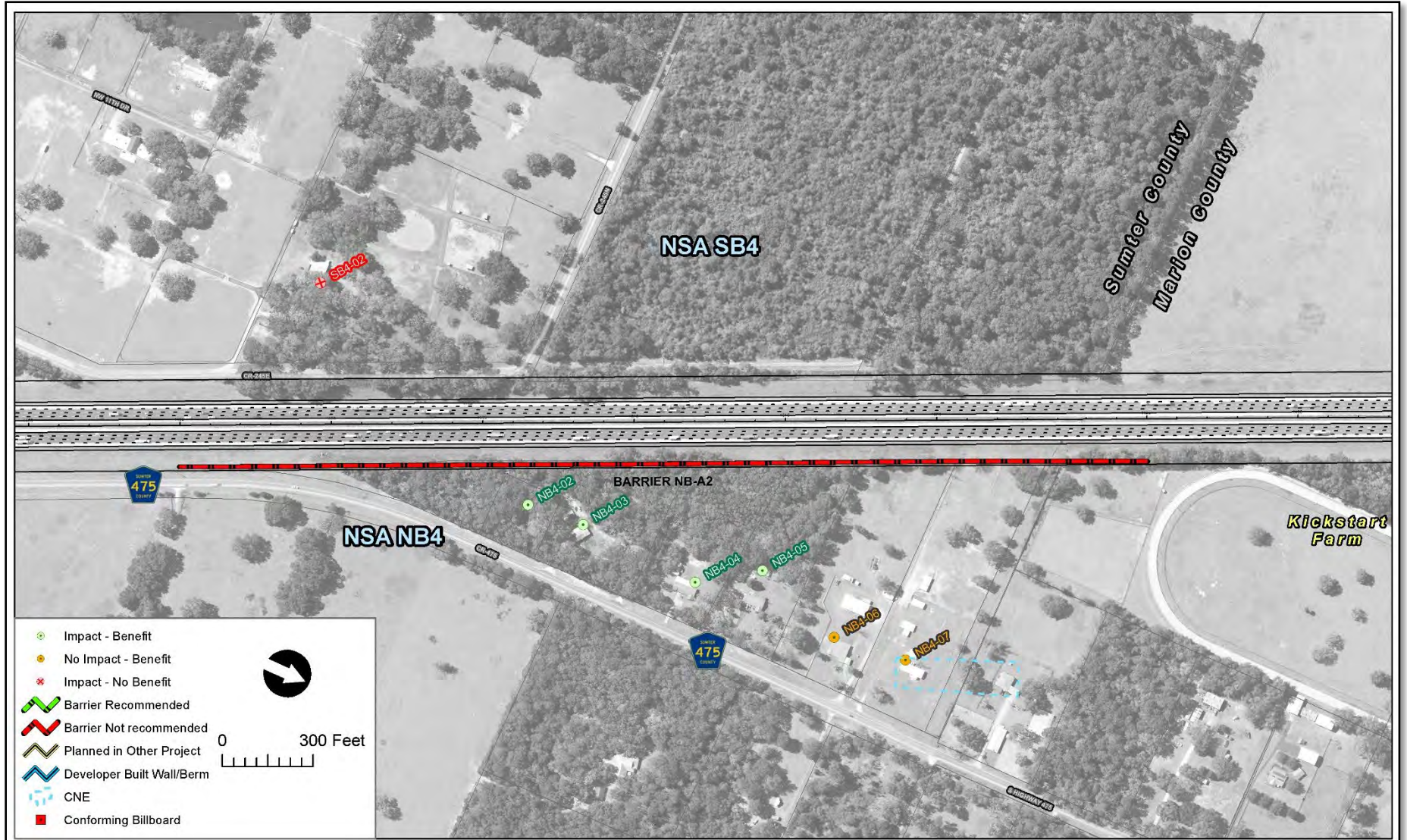


Figure 3.47: Noise Barrier Location Map (5 of 18)

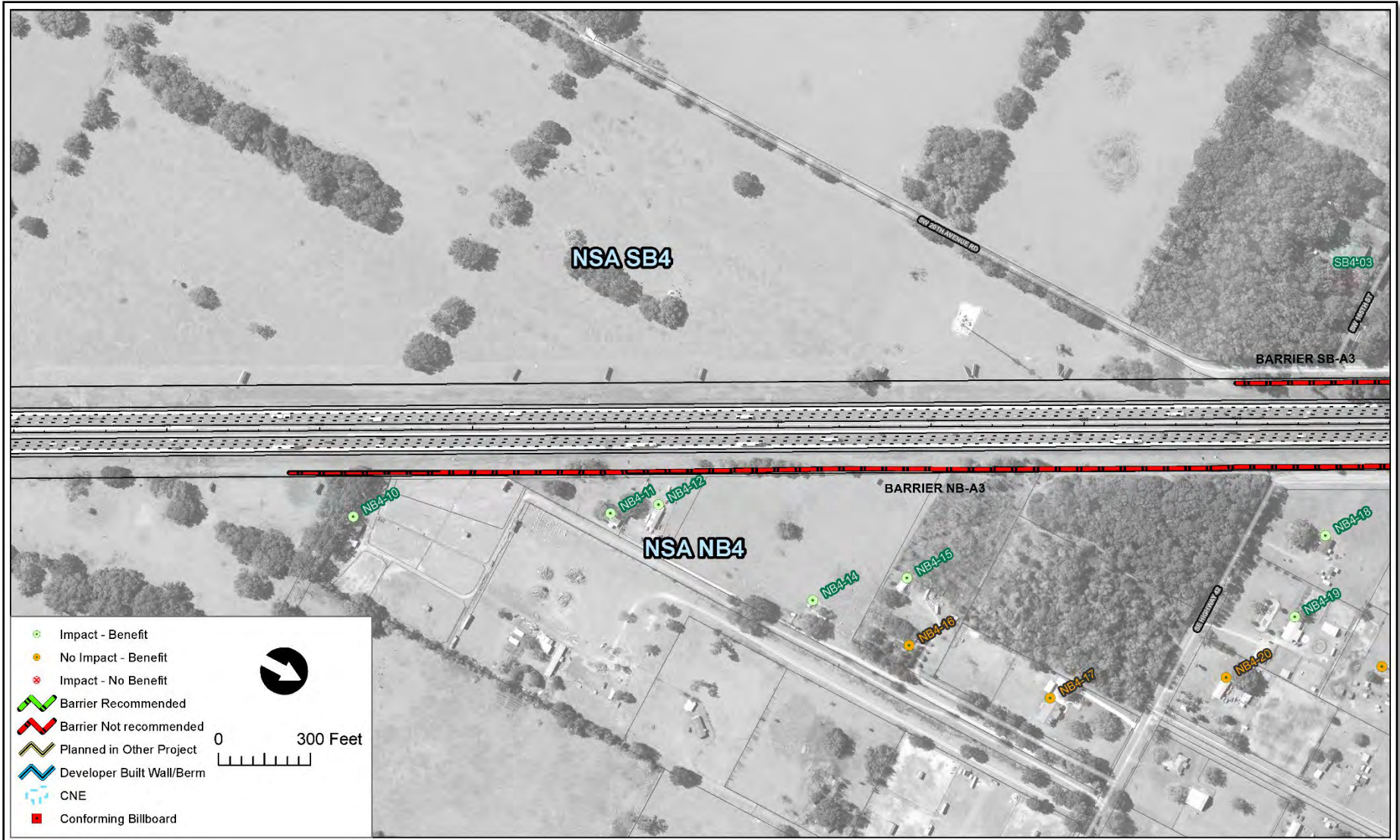


Figure 3.48: Noise Barrier Location Map (6 of 18)

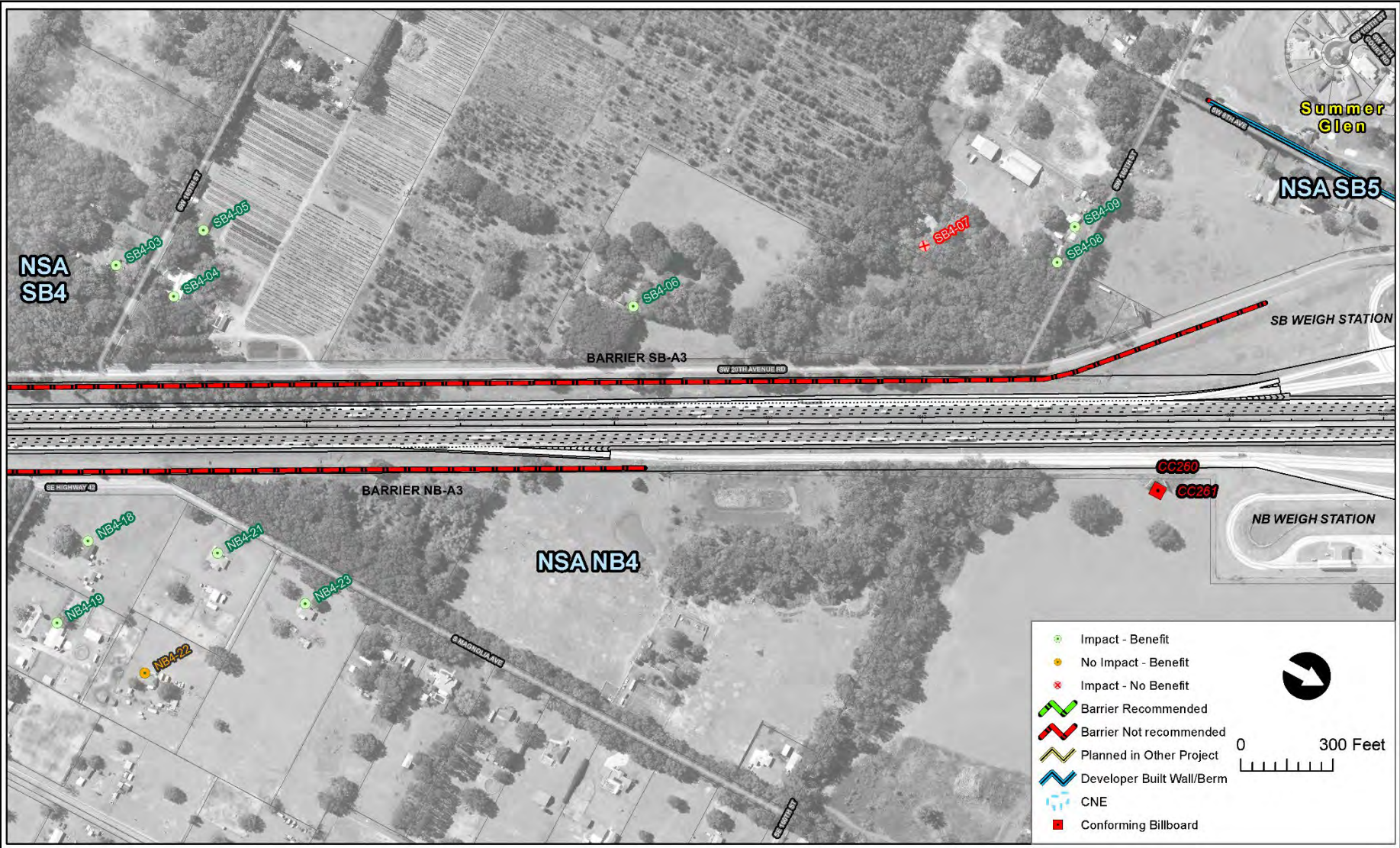


Figure 3.49: Noise Barrier Location Map (7 of 18)

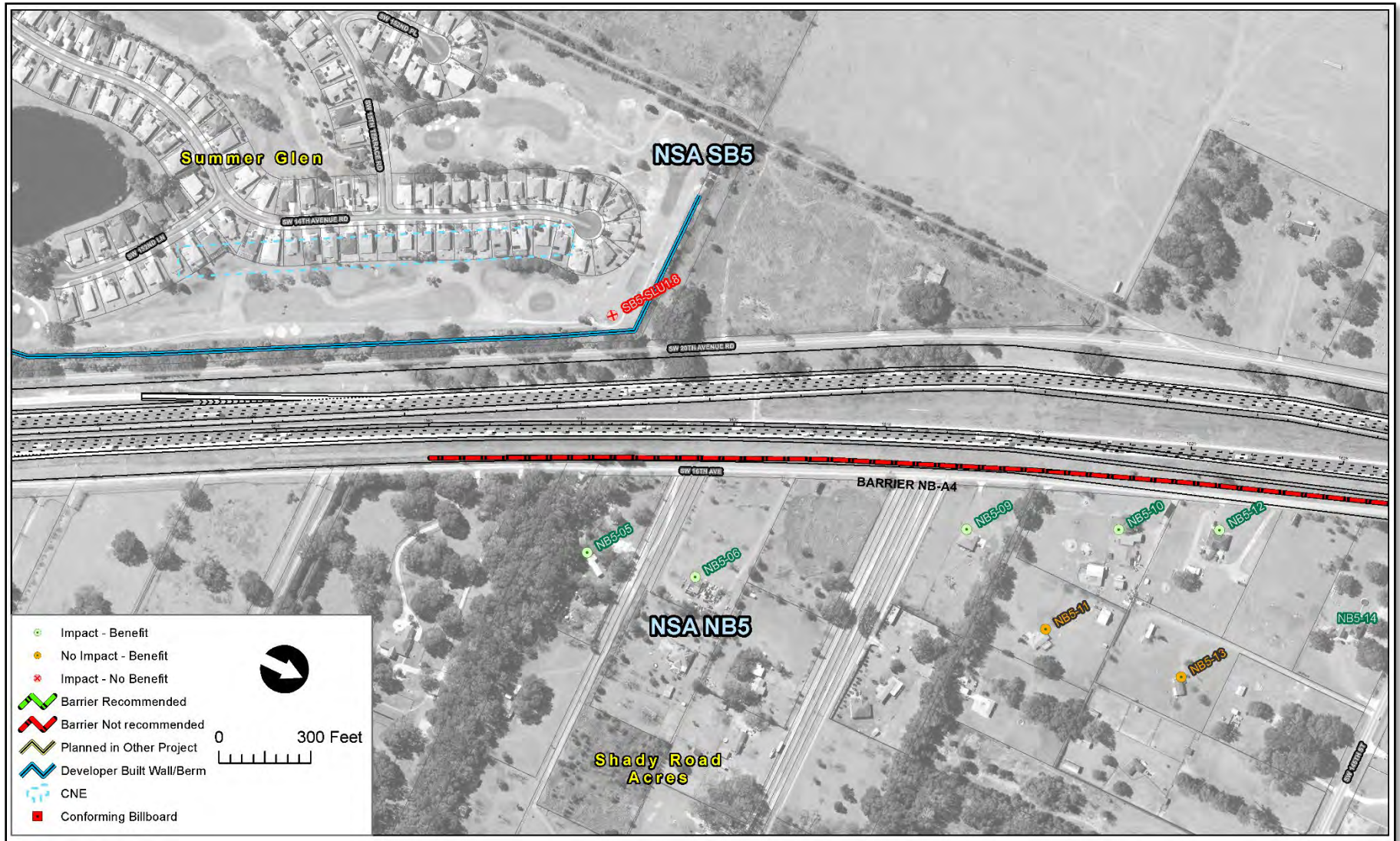


Figure 3.50: Noise Barrier Location Map (8 of 18)

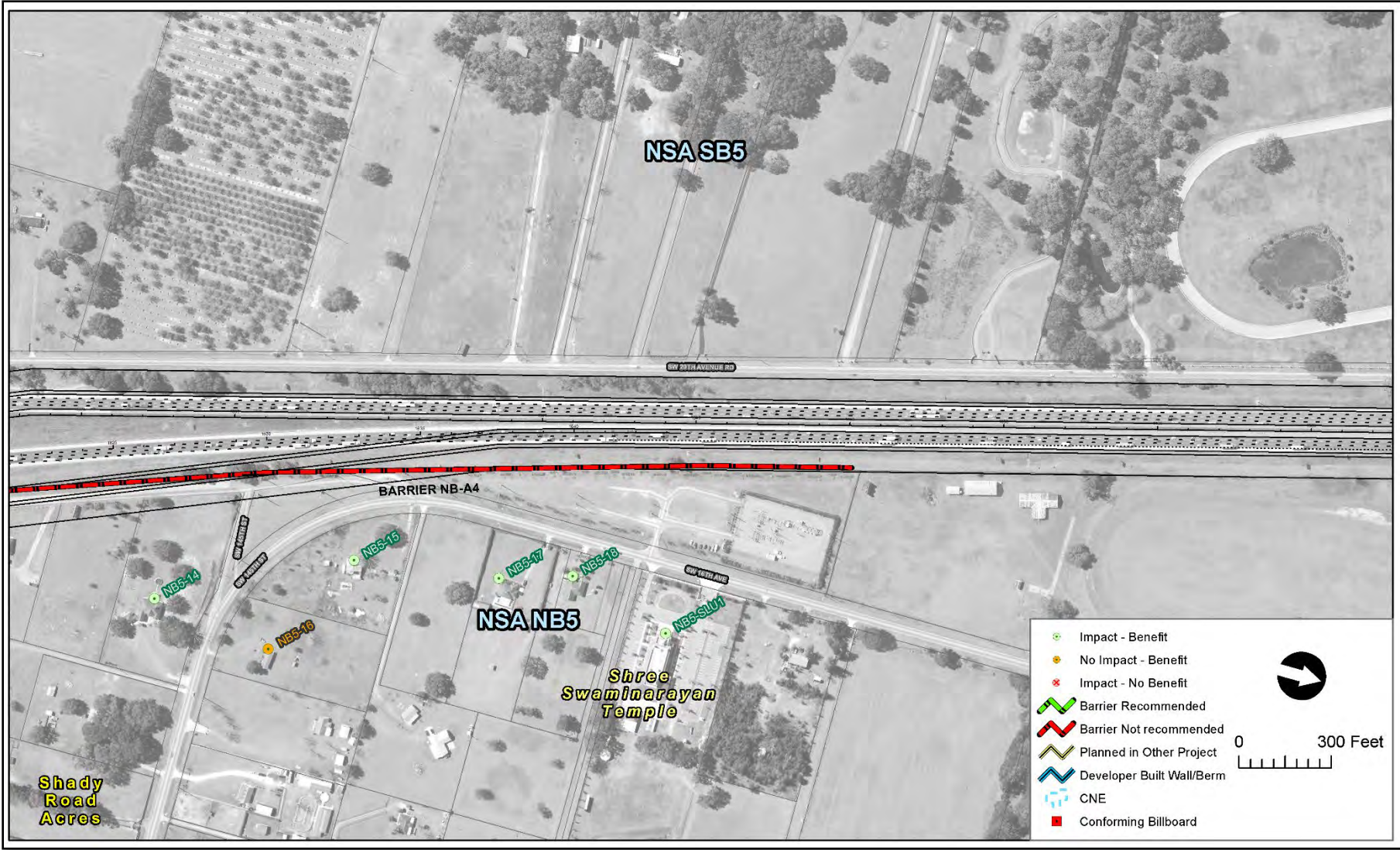


Figure 3.51: Noise Barrier Location Map (9 of 18)

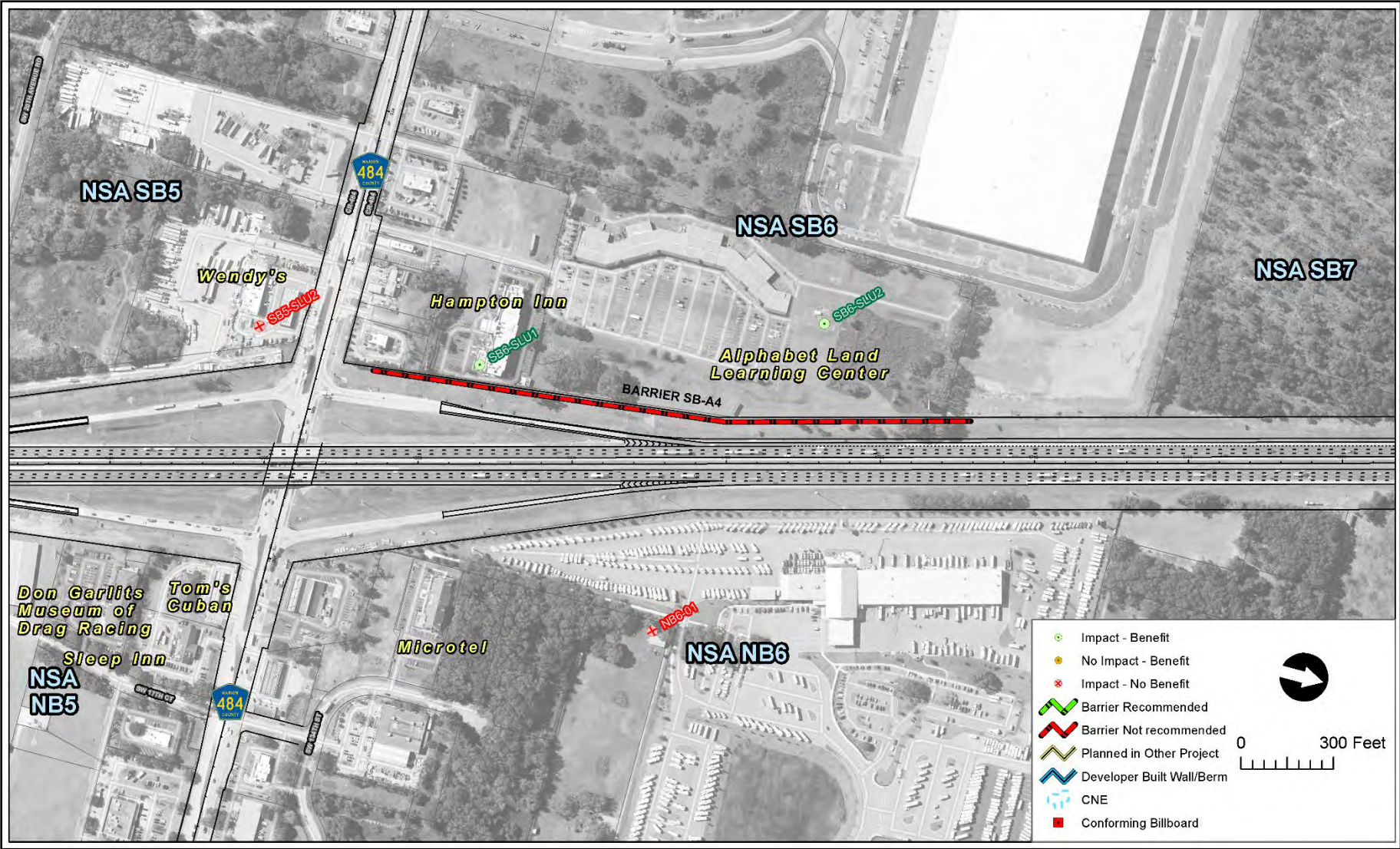


Figure 3.52: Noise Barrier Location Map (10 of 18)

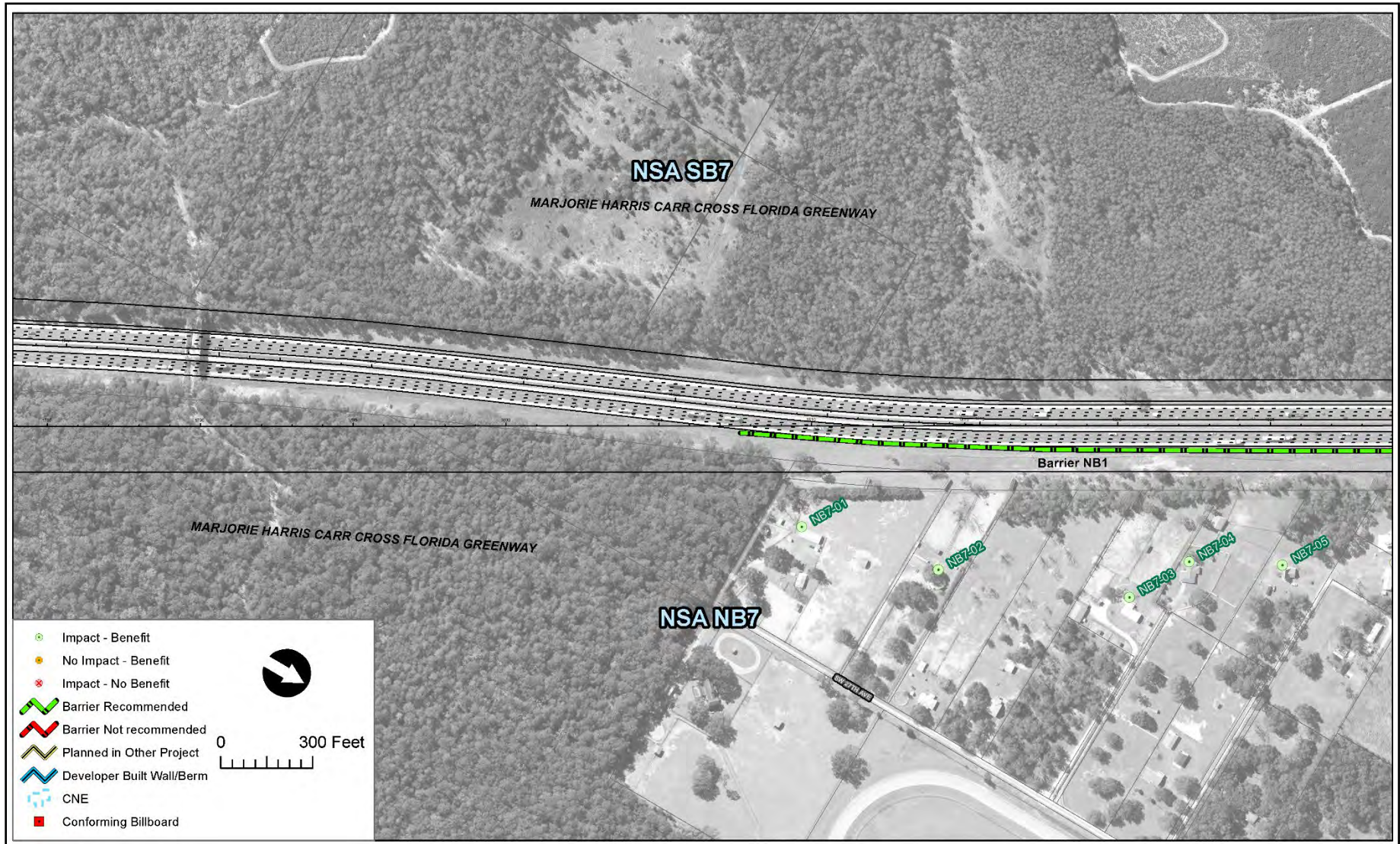


Figure 3.54: Noise Barrier Location Map (12 of 18)

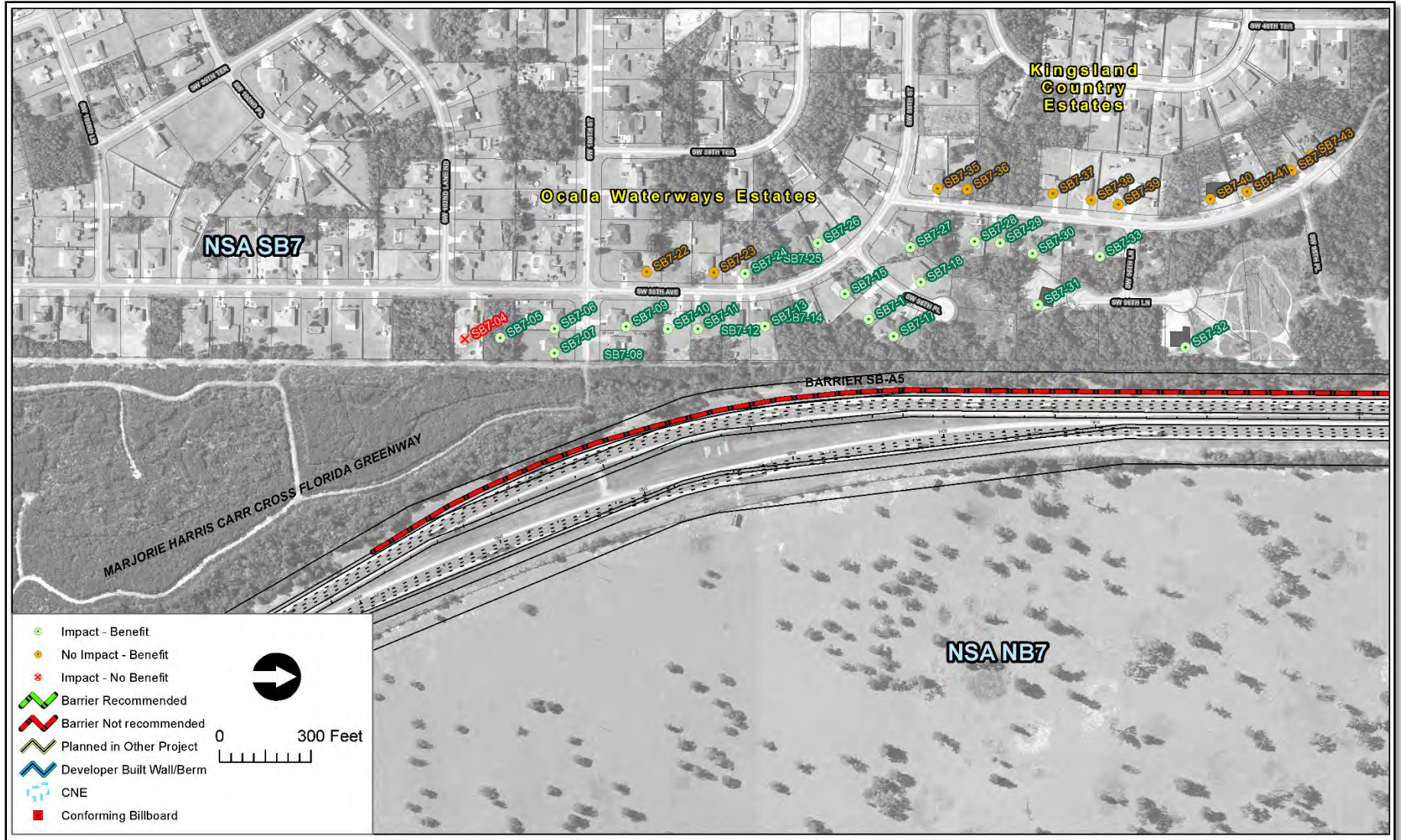


Figure 3.55: Noise Barrier Location Map (13 of 18)

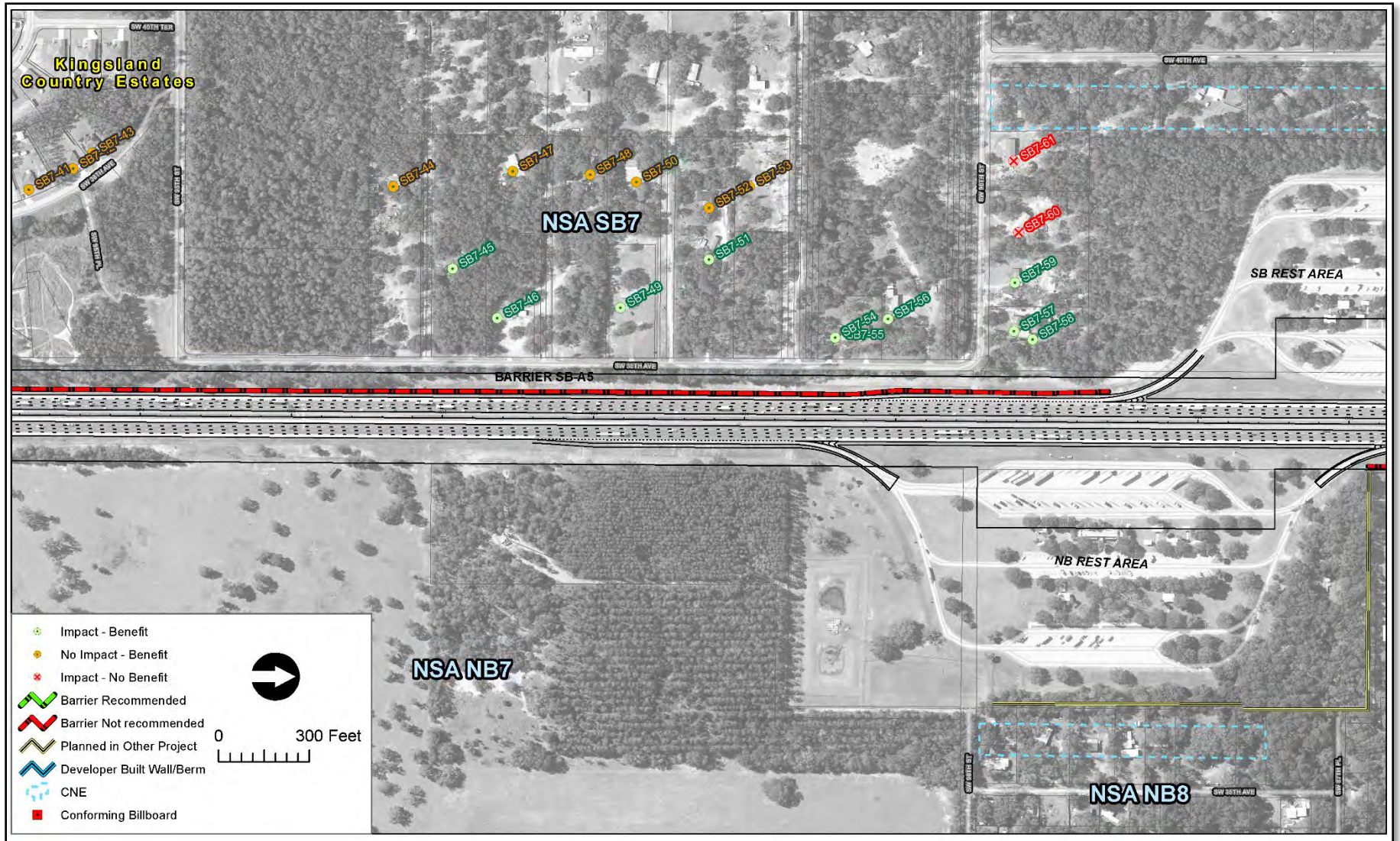


Figure 3.56: Noise Barrier Location Map (14 of 18)

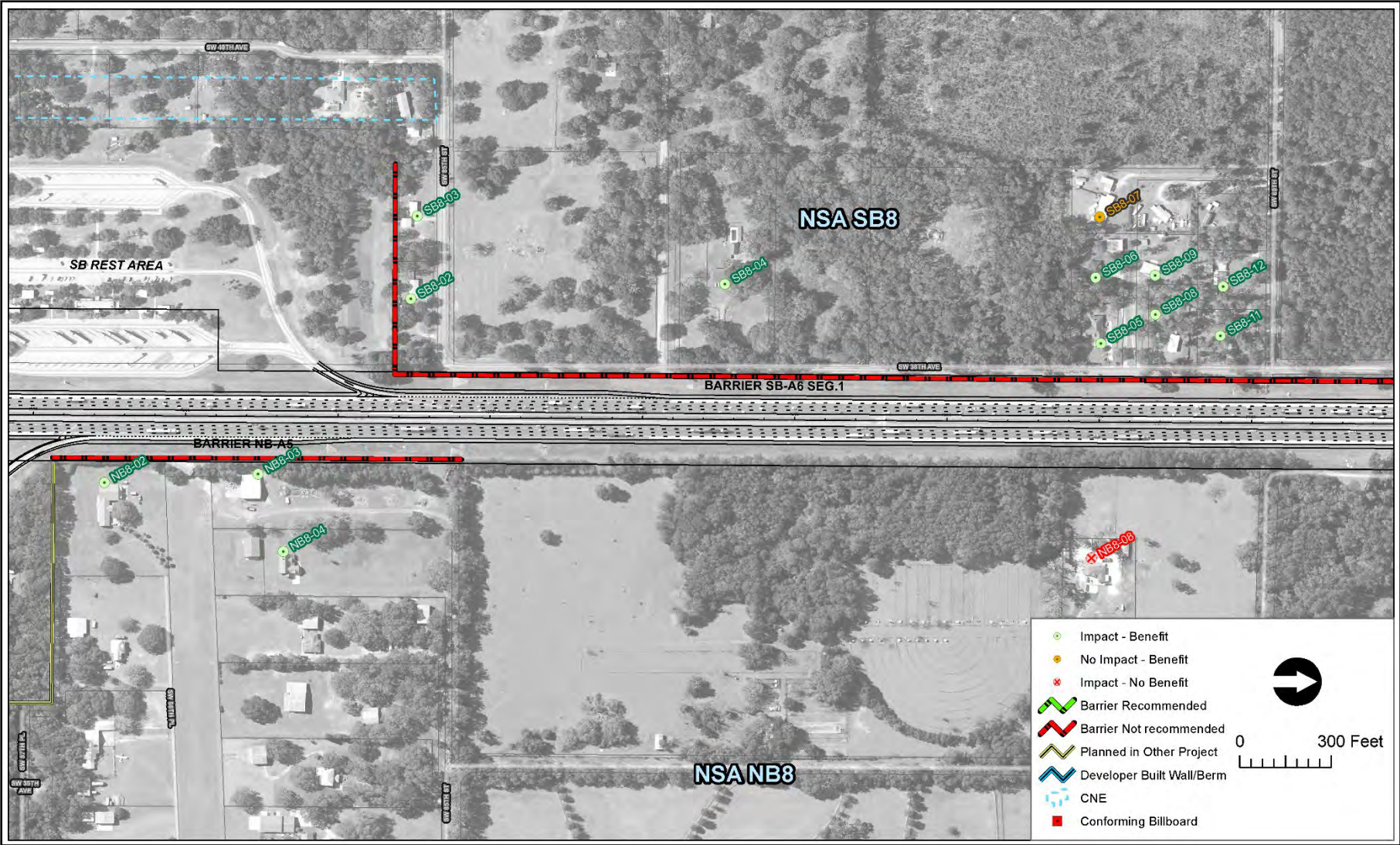


Figure 3.57: Noise Barrier Location Map (15 of 18)

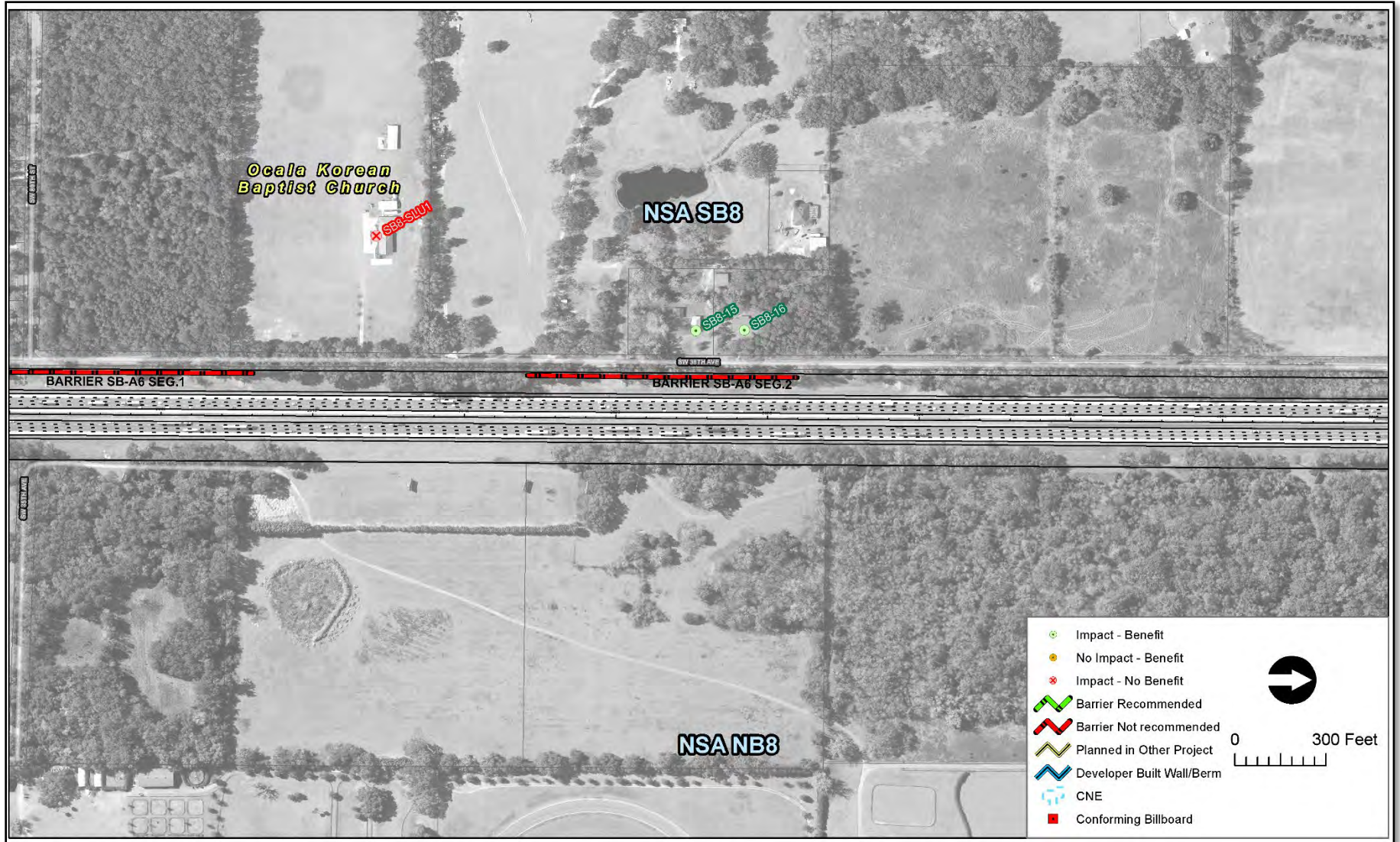


Figure 3.58: Noise Barrier Location Map (16 of 18)

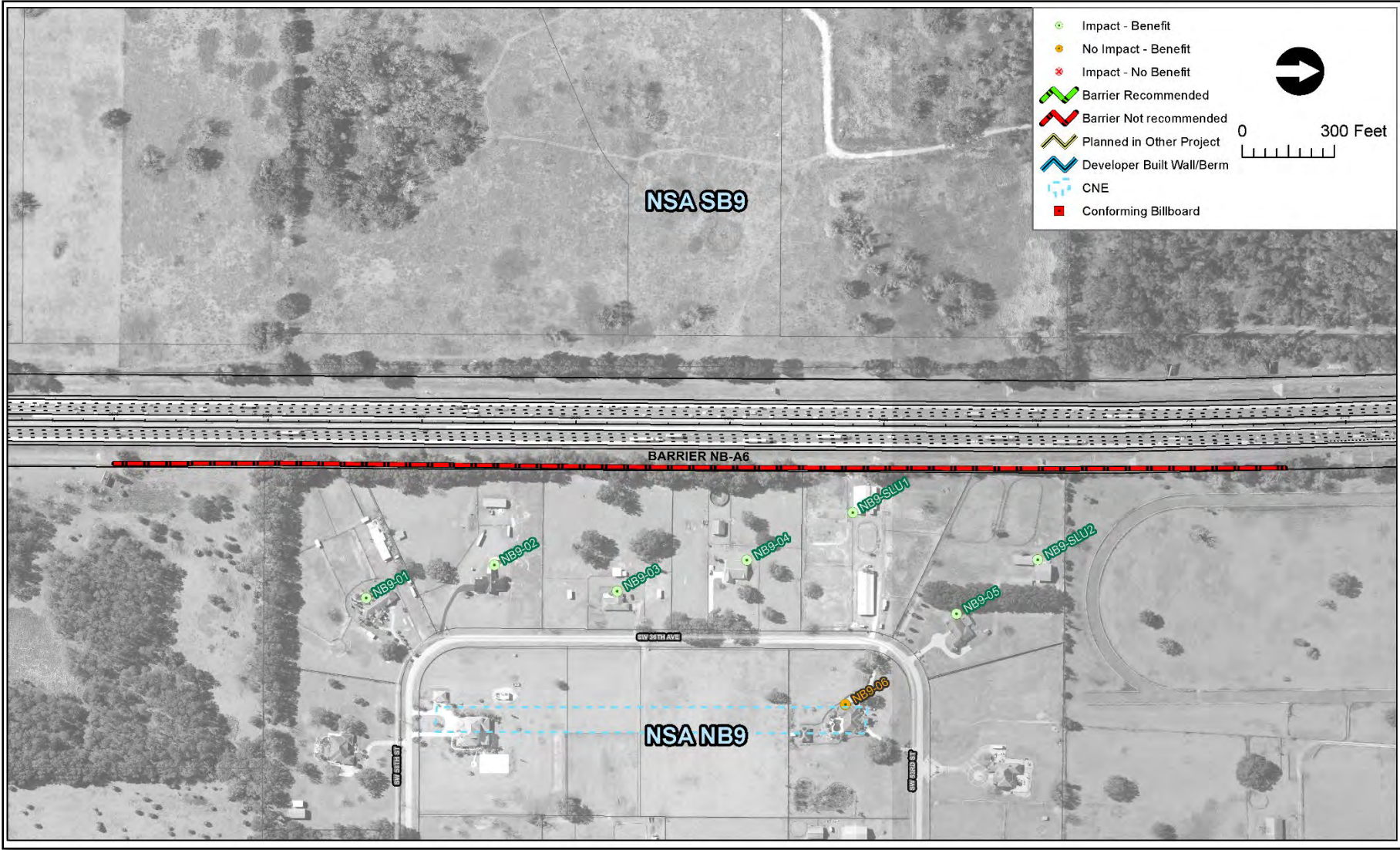


Figure 3.59: Noise Barrier Location Map (17 of 18)

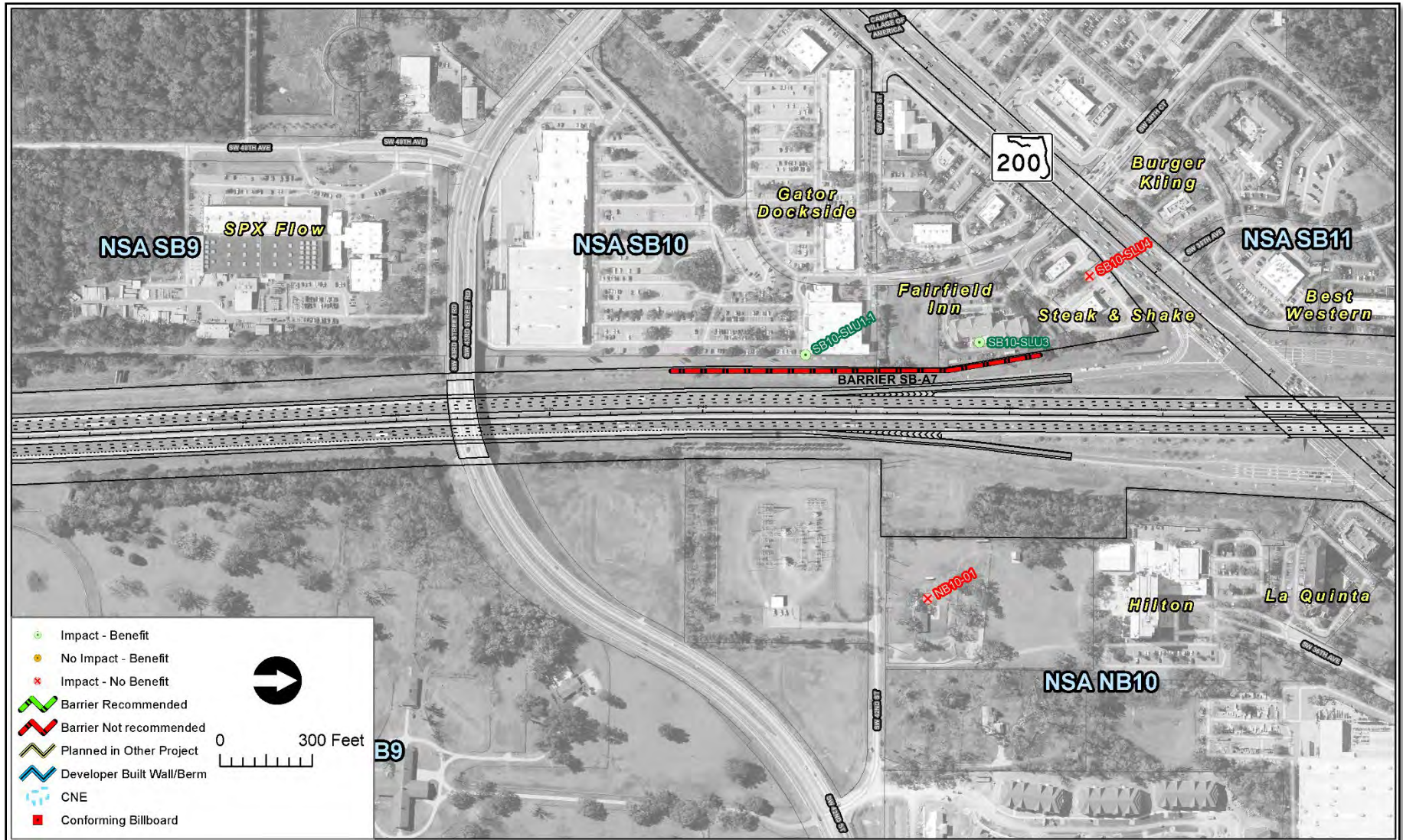
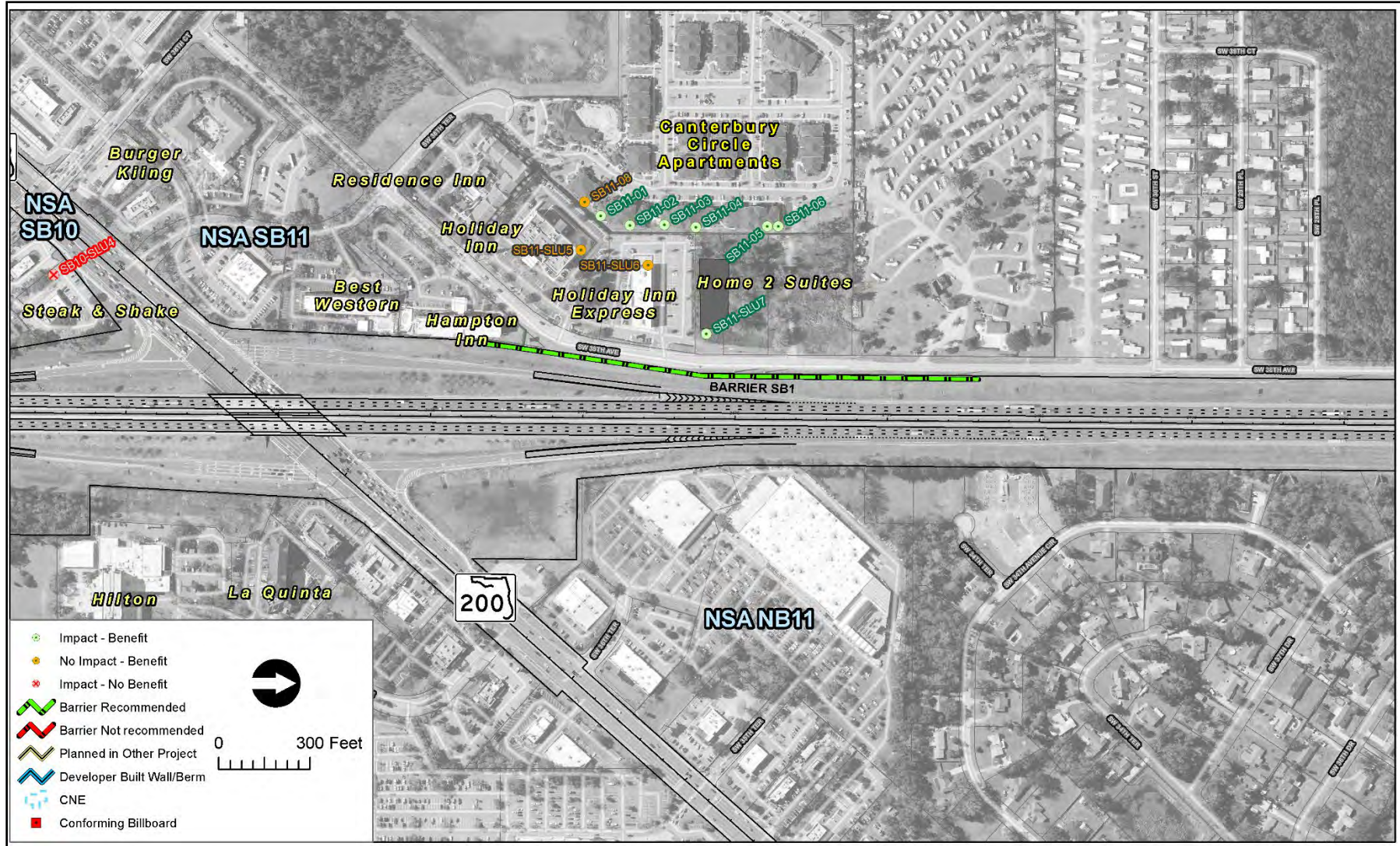


Figure 3.60: Noise Barrier Location Map (18 of 18)



The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations described above, contingent upon the following conditions (see **Section 5.0: Commitments**).

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
- Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion; and
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to FDOT; and
- Safety and engineering aspects have been reviewed, and any conflicts or issues resolved.

During the design phase, a land use review will be performed to identify all noise sensitive sites that may have received a building permit between the time the PD&E Noise Study Report (NSR) is finalized (April 18, 2024) and prior to OEM's approval of the project's Environmental Assessment (Date of Public Knowledge). The Date of Public Knowledge for the project is the date of approval of the Environmental Document for the project. The FDOT is not responsible for providing noise abatement for noise sensitive land uses that are permitted for construction after that date if the review identifies noise sensitive sites that have been permitted prior to the Date of Public Knowledge, then those noise sensitive sites will be evaluated for traffic noise impacts and abatement considerations. See **Section 5.0, Commitments**.

Full details of the noise analysis are documented in the project NSR (March 2024), located in the project file.

3.4.2 AIR QUALITY

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to Air Quality based on review comments from the USEPA.

As noted by the USEPA, the proposed project is located in Sumter and Marion counties which are currently designated as being in attainment for the following Clean Air Act National Ambient Air Quality Standards (NAAQS): ozone, nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide (CO), and lead. Because the counties are in attainment, the Clean Act conformity requirements do not apply to the project.

An air quality analysis was conducted and documented in the project Air Quality Technical Memorandum (March 2024). The three pollutants analyzed in the Environmental Document for air quality are CO, particulate matter (PM), and mobile source air toxics (MSAT). The entire state

of Florida is currently in attainment for PM; therefore, no project level analysis is needed. Even though Florida is also in attainment for CO, a project-level analysis is required due to the forecasted intersection volumes.

Screening Test

The No-Build and Preferred Alternatives were subjected to a CO screening model that makes conservative worst-case assumptions about site conditions, meteorology, and traffic. The FDOT’s screening model, CO Florida 2012, uses the latest USEPA software [Motor Vehicle Emission Simulator (MOVES) version 2010a and CAL3QHC] to produce estimates of one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the current one-and eight-hour NAAQS for CO, which are 35 parts per million (ppm) and 9 ppm, respectively.

The highest total traffic volumes for the No-Build and Preferred Alternatives are associated with the S.R. 200 interchange with I-75. Both alternatives were evaluated for the 2030 opening year and the 2040 design year.

Estimates of CO were predicted for the default receptors, which are located 10 feet to 150 feet from the edge of the roadway. The maximum one-hour and eight-hour CO concentrations for each evaluated alternative are presented in **Table 3.15**. Based on the results from CO Florida 2012, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour NAAQS for this pollutant with either the No-Build or the Preferred Alternative. As such, the project “passes” the screening model.

Table 3.15: Predicted CO Concentrations

I-75 Interchange at S.R. 200						
Alternative	Year	Receptor Site Number(s)	One-Hour CO Concentration (ppm)		Eight-Hour CO Concentration (ppm)	
			NAAQS	Project Maximum	NAAQS	Project Maximum
No-Build and Preferred	Year Open (2030)	1, 3, 6, 7, 11, 16, 17	35	5.3	9	3.2
No-Build and Preferred	Design Year (2040)	1, 3, 6, 7, 11, 16, 17	35	5.3	9	3.2

Note: Traffic volumes are identical for both the No-Build and Preferred Alternative

Mobile Source Air Toxics Analysis

The purpose of this project is to enhance current transportation safety and modal interrelationships by constructing one 12-foot auxiliary lane to the outside of the general-purpose

lanes in each direction. This improvement will provide additional capacity between existing interchanges and improve operational and safety deficiencies.

This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the No-Build alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with USEPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050, while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

This project is not expected to create adverse impacts on air quality since the project area is in attainment for all NAAQS and because the project is expected to improve the LOS and reduce delay and congestion on all facilities within the study area. Construction activities will cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to all applicable State and local regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

3.4.3 CONTAMINATION

During the ETDM Programming Screen, a Summary Degree of Effect of 3 (Moderate) was assigned to contamination based on review comments from USEPA, the FDEP and the SWFWMD.

The FDEP assigned a Degree of Effect of 2 (Minimal) to Contamination noting they identified five hazardous waste sites located within the project's 500-foot buffer. They recommended during the Contamination Screening Evaluation, special attention be paid to historical land uses that may have an effect on the proposed project, including stormwater retention and treatment areas.

The SWFWMD assigned a Degree of Effect of 2 (Minimal) for Contamination. SWFWMD commented that based on their experience that future ERP permitting is expected to be routine for any contaminated sites encountered.

A Contamination Screening Evaluation was conducted to assess the risk of encountering petroleum or hazardous substance contamination of soil, groundwater, surface water, or sediment that could adversely affect this project. Relevant information from the FDEP, USEPA, and local

agencies in Marion and Sumter counties was used to identify known or potential contamination sites within the study area. Additionally, a site reconnaissance of the project study area was conducted on December 13, 2023. Results of the contamination screening evaluation are documented in the project Contamination Screening Evaluation Report (CSER), located in the project file. The study area is defined by the following distances from the right of way:

- All sites within 500 feet
- Non-landfill solid waste sites within 1,000 feet
- Solid waste landfills, CERCLA, or National Priorities List (NPL) sites within a half-mile

Based on the results of the contamination screening activities, Risk Ratings were assigned to each potential contamination site. The risk rating system was developed by FDOT and incorporates four levels of risk: No, Low, Medium and High.

3.4.3.1 POTENTIAL CONTAMINATION SITES ALONG ROADWAY CORRIDOR

As a result of this evaluation, 39 sites were assigned Contamination Risk Ratings within the study area. The 39 site locations are shown on **Figures 3.61** and **3.62** and the contamination status of each site is summarized in **Tables 3.16** and **3.17**. Using the FDOT Risk Ratings a total of 22 Low Risk sites and 17 Medium Risk sites were identified.

Table 3.16: Contamination Low Risk Ratings: Roadway

Site No.	Site Name	Site Address	Risk Rating
1	A Day in The Country Inc	809 S.R. 44	Low
6	Radio Tower 1	N/A	Low
8	Tommy's Tire Shop	418 S.R. 44	Low
9	Black Gold Compost Facility	11424 County Road 237	Low
10	Radio Tower 2	CR 475 North	Low
11	Radio Tower 3	Southwest 20th Avenue Road	Low
13	Whetstone Oil Co-Southern Road Building	I-75 Weigh Station	Low
15	SummerGlen Golf Course	1450 Southwest 154th Street Road	Low
17	Summerglen Electrical Substation	14245 Southwest 16th Avenue	Low
18	Don Garlits Museum of Drag Racing Inc	13700 Southwest 16th Avenue	Low
22	Quality #193; Marion Oaks Amoco; H&D Service Inc	2045 Southwest Highway 484/2105 Southwest 135th Street	Low
23	Chevron #47740	2095 Southwest 135th Street/Highway 484	Low
24	Conrad's Wood Recycling	10920 Southwest 27th Avenue	Low
26	Radio Tower 4	North of Southwest 66th Street	Low
27	Radio Tower 5	Southwest 40th Avenue	Low
29	Industrial Technologies & Services Americas Inc	4647 Southwest 40th Avenue	Low
30	Electrical Substation 2	Southwest 43rd Street Road	Low
33	Interstate Center	I-75 and S.R. 200	Low
35	Gadco-Ocala 400	3701 Southwest College Road	Low
36	Home Depot #0253	3300 Southwest 35th Terrace	Low
37	Historical Railroad	S.R. 200 and I-75 Intersection	Low
38	Agricultural Land Use and Tree Farms	East and West of I-75	Low

Table 3.17: Contamination Medium Risk Ratings: Roadway

Site No.	Site Name	Site Address	Risk Rating
2	Apec-Treeline #842	861 East Highway 44	Medium
3	Florida Citrus Center #400; Sunoco Service Station #06146419; Wareco Service Center #576	753 East S.R. 44/7993 Northeast 7 th Drive	Medium
4	Former BP Station	549 S.R. 44	Medium
5	Pilot #4556; Wilco Travel Plaza #4510	744/768 East Highway 44	Medium
7	Wildwood Travel Center #53	556 East S.R. 44	Medium
12	Tampa Bay Auto Transport	I-75 Southbound Mile Marker 337.5	Medium
14	Circle Express Spill	Near I-75 Weigh Station	Medium
16	Florida Peach – Belleview	East of I-75	Medium
19	Gate #133	1800 Southwest Highway 484	Medium
20	Pilot Travel Center #293	2020 Southwest 135 th Street/Southwest Highway 484	Medium
21	Florida Citrus Center #30	1805 Southwest Highway 484/135 th Street	Medium
25	Mike’s Mobile Repair Service	I-75 Northbound Mile Marker 344	Medium
28	Eagle Transport	I-75 Northbound Mile Marker 349	Medium
31	Sunshine Food #250; Shealy J L – Historical Gas Station	3710/3740 Southwest College Road	Medium
32	Raceway #6721	3708 Southwest College Road	Medium
34	Diamond Oil S.R. 200	3711 Southwest College Road	Medium
39	Area of Pits-Dumps Complex, Udorthents	East and West of I-75	Medium

Based on the findings of the Level I Contamination Screening Evaluation, Level II Impact to Construction Assessments (ICAs) or construction support will be considered during the design phase for the following Medium Risk sites for this project:

Site No. 4: Could affect the construction of the southwest portion of proposed Pond 0-1 if dewatering is required.

Site No. 5: Could affect the construction of the northeast portion of proposed Pond 0-1 if dewatering is required.

Site No. 12: Potentially has petroleum impacted soil within the work area.

Site No. 14: Potentially has petroleum impacted soil within the work area.

Site No. 25: Potentially has petroleum impacted soil within the work area.

Site No. 28: Has groundwater impacts approximately 25 feet below the ground surface but has a conditional closure that includes restrictions on dewatering activities.

The remaining Medium Risk sites should be reviewed if dewatering is proposed in the vicinity of those sites.

3.4.3.2 POTENTIAL STORMWATER FACILITIES CONTAMINATION SITES

As a result of the evaluation, Contamination Risk Ratings were assigned to the proposed stormwater pond sites. The contamination status of each site is summarized in **Table 3.18**.

Table 3.18: Contamination Risk Ratings: Proposed Stormwater Facilities

Pond Site No.	Location	Risk Potential
Pond 0-1	This pond site consists of two areas. Northeast and southwest corners of the I-75 and S.R. 44 interchange	Medium
Pond 1-1	About 130 feet east of I-75 and about 810 feet north of S.R. 44	Low
Pond 2-2	About 85 feet west of I-75	Low
Pond 3-1	About 140 feet southwest of I-75 and about 460 feet south of Sumter C.R. 462 East	Low
Pond 4-1	About 130 feet east of I-75 and 1,700 feet north of CR 231	Low
Pond 5-1/6-1	About 140 feet west of I-75 and about 700 feet north of NW 111 Lane	Low
Pond 7-1	About 190 feet east of I-75 and about 650 feet south of NE 130 th Avenue	Low
Pond 8-3A	About 450 feet east of I-75 and about 460 feet north of NE 130 th Avenue	Low
Pond 8-3B	About 210 feet east of I-75 and about 150 feet south of NE 135 th Grove	Low
Pond 9-2	About 165 feet west of I-75	Low
Pond 10-3	About 270 feet west of I-75 and about 1,200 feet east of SW 20 th Avenue Road	Low
Pond 11-1	About 155 feet east of I-75 and about 70 feet west of South Magnolia Avenue	Low
Pond 12-1	About 200 feet east of I-75 and about 90 feet south of the I-75 northbound weigh station	Low
Pond 13-1	About 340 feet west of I-75 and about 120 feet north of 21 st Terrace	Low

Pond Site No.	Location	Risk Potential
Pond 14-1/15-1	About 775 feet east of I-75, about 2,700 feet south of S.R. 484	Low
Pond 16-3	About 145 feet east of I-75	Low
Pond 17-2	About 180 feet west of I-75	Low
Pond 18-4	About 115 feet east of I-75 located in FDOT easement 0.25 mile south of Greenway Trail	Low
Pond 19-4	About 650 feet west of I-75	Medium
Pond 20-2	About 520 feet east of I-75 and about 200 feet east of SW 109th Place	Low
Pond 21-1	About 90 feet west of I-75 and about 325 feet northwest of SW 106 th Street	Low
Pond 22-1	About 145 feet east of I-75	Low
Pond 23-1	About 115 feet east of I-75	Low
Pond 24-1	About 130 feet east of I-75. The eastern half of this pond site shares a footprint with Pond 24-3	Low
Pond 25-1/ 26-1	About 110 feet east of I-75 and about 355 feet east of SW 38 th Avenue. The northern portion of this pond contains the footprint of Pond 25-2	Low
Pond 27-3	About 170 feet east of I-75 and about 50 feet north of SW 85 th Street	Low
Pond 28-1	About 160 feet east of I-75 and about 80 feet north of SW 35th Avenue	Medium
Pond 29-1	About 130 feet east of I-75	Low
Pond 30-3	About 430 feet west of I-75 and about 1,900 feet north of SW 66 th Street	Low
Pond 31-1	About 250 feet west of I-75 and about 65 feet east of SW 40 th Avenue	Low
Pond 32-3	About 1,490 feet east of I-75 and about 45 feet south of SW 42 nd Street	Low

The three Medium Risk Ponds will be evaluated for potential contamination impacts to determine their suitability for this project. Specifically, Pond 0-1 has potential petroleum contamination due to Sites 4 and 5, Pond 19-4 is in an area of historical excavation, and Pond 28-1 contains areas of dumping.

Table 3.19 includes contamination sites for both the roadway and pond sites that will be further assessed during the Design phase due to potential impacts within the project area.

Table 3.19: Contamination Sites with Potential Impacts in Project Area

Contamination Site	Reason for Potential Impact
Site No. 4: Former BP Station	Southwest portion of proposed Pond 0-1 could be affected if dewatering is required
Site No. 5: Pilot #4556; Wilco Travel Plaza #4510	Northeast portion of proposed Pond 0-1 could be affected if dewatering is required
Site No. 12: Tampa Bay Auto Transport	Petroleum impacted soil within work area
Site No. 14: Circle Express Spill	Petroleum impacted soil within work area
Site No. 25: Mike’s Mobile Repair Service	Petroleum impacted soil within work area
Site No. 28: Eagle Transport	Groundwater impacts approximately 25 feet below the ground surface
Pond Site 19-4	Area of historical excavation
Pond Site 28-1	Contains areas of dumping

Based upon the above considerations, it is determined that there is no practical alternative to the proposed action, and that all practical measures have been included to eliminate or minimize all possible impacts from contamination involvement.

Figure 3.61: Potential Contamination Site Map (1 of 2)

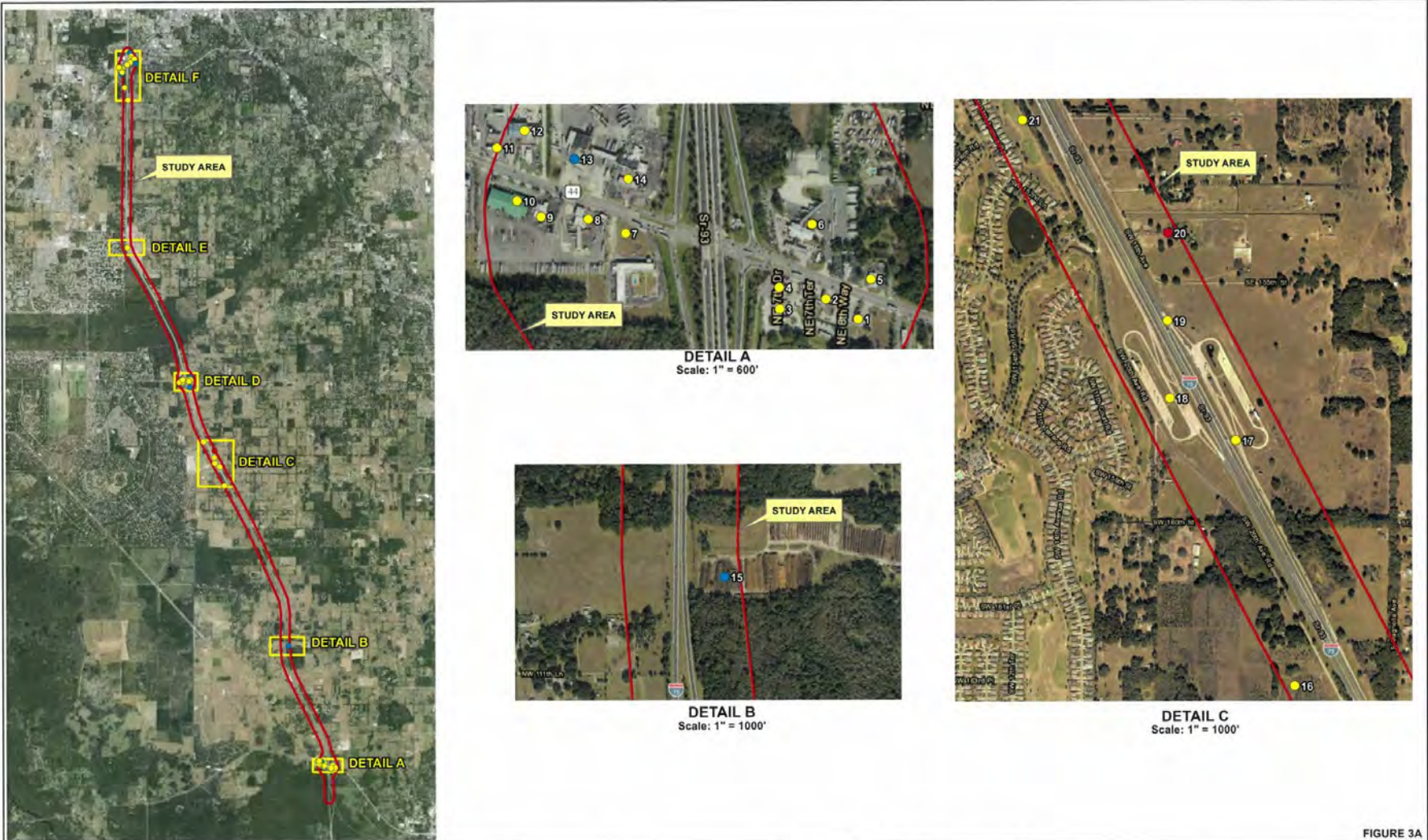


FIGURE 3A

- HIGH RISK RATING SITE LOCATION
- MEDIUM RISK RATING SITE LOCATION
- LOW RISK RATING SITE LOCATION



RICHARD P. MCCORMICK, P.G.
 P.G. LICENSE NUMBER 2096
 GEOTECHNICAL AND ENVIRONMENTAL
 CONSULTANTS, INC.
 919 LAKE BALDWIN LANE
 ORLANDO, FL 32814

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTIES	FINANCIAL PROJECT ID
I-75	SUMTER MARION	443623-1-22-01

POTENTIAL CONTAMINATION
SITE MAP

SHEET
NO.

Figure 3.62: Potential Contamination Site Map (2 of 2)

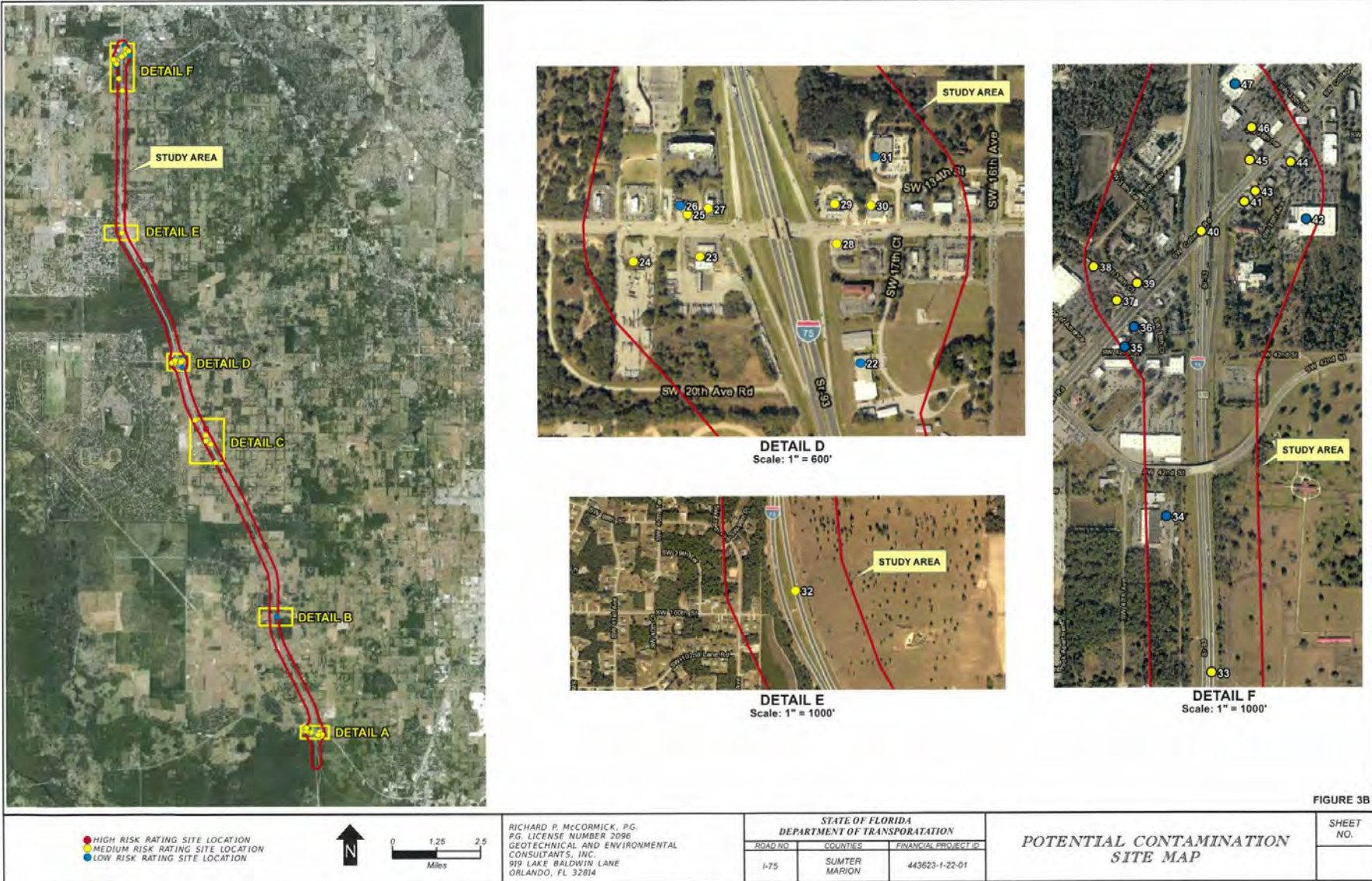


FIGURE 3B

3.4.4 UTILITIES

Using the results of a design ticket from Sunshine State One-Call of Florida (SSOCOF) on February 6th, 2024, a total of 20 utility companies were identified within the project corridor. The utility companies were contacted during the development of the Preferred Alternative via phone calls, and through email. A list of these contacts and the SSOCOF Design Tickets are included in the project Utility Assessment Package (UAP), located in the project file.

Letters informed the Utility Agency Owner (UAO) of the PD&E Study and requested that the UAOs identify all major existing and proposed surface and subsurface facilities that could be affected by the proposed improvements. The UAP (March 2024) was compiled to identify and describe the exact location, type/size/material of all utility facilities, obtain an order-of-magnitude cost estimate including potentially reimbursable utilities, and provide any potential mitigation measures to resolve potential conflicts during construction of any proposed improvements.

Utilities identified within the study area, their limits within the study area, and potential impacts of each utility are listed below in **Table 3.20**.

Table 3.20: Utilities Occurring in the Study Area

Type of Utility	Utility Owner	Limits	Offset/Side	Potential Impacts
Communications	AT&T Florida	No Facilities		
	Bighthouse (dba Charter/Spectrum)	No Response to Date		
	CenturyLink (local)	East and West along I-75 Majority of the lines stay outside I-75 ROW	East and West Throughout	None Anticipated
	CenturyLink (lvl3)	East and West along I-75 Majority of the lines stay outside I-75 ROW	East and West Throughout	Crossing Conflicts: NW 120th Ave., SW County Highway 484, SW 66th Street
	City of Ocala Telecomm	Runs east and west along S.R. 200 with Crossings north and south of S.R. 200	East to West	None Anticipated
	Comcast	Runs east/west along SW County Highway 484	East to West	None Anticipated
	Cox Cable	No Response to Date		
	Zayo	Outside I-75 ROW with two underground crossings	East to West Crossings	SW 66th Street
	Zito	Underground crossing south of 484	East and West Crossing	None Anticipated

Type of Utility	Utility Owner	Limits	Offset/Side	Potential Impacts
Electric	City of Ocala Electric	Crossing at SW 66th St & north of S.R. 200	East to West	South Basin 20 South Basin 31 South Basin 29
	Duke Energy Distribution	No Facilities		
	Duke Energy Fiber	No response to date. Typically follows Duke Transmission		
	Duke Energy Transmission	Multiple overhead crossings	East to West Crossings	Pond 1-3A
	SECO Energy	Runs along ROW with multiple crossings	East to West Crossings Multiple anticipated	
Gas	Central Florida Gas	No Facilities		
	Spectra Energy Sabal Trail	Runs along S.R. 44 east and west	East to West Crossings	Crossing just north of S.R. 44 South Basin 1
	TECO Peoples Gas	Facilities within the corridor	Unknown	More research needed
Water / Sewer	City of Wildwood W&S	Crossing just north of S.R. 44	East to West S.R. 44	None Anticipated
	Marion County Utilities	Multiple underground crossings	East to West Crossings	None Anticipated
	City of Ocala W&S	SW 42nd St crossing S.R. 200 crossing	East to West	None Anticipated

As of the date of this Environmental Assessment, utility companies have not provided potential adjustment cost data. Further coordination will be arranged with utility companies to avoid or minimize impacts and costs. The existing facilities are either within the road right of way, railroad right of way, or on private property within an easement. During the design phase, efforts will be made to avoid or minimize impacts on the existing utility facilities and further consideration will be arranged with utility companies to minimize community disruption.

3.4.5 CONSTRUCTION

Maintenance of traffic (MOT) and sequence of construction will be planned and scheduled to minimize traffic delays during project construction. Signs will be used as appropriate to provide sufficient notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related activities which could inconvenience the community so that pedestrians, motorists, and property owners can plan travel routes in advance. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling.

Noise and vibration impacts may be generated by heavy equipment and construction activities such as pile driving and vibratory compaction of embankments.

Based on the existing land use within the limits of this project, the construction of the proposed roadway improvements will have temporary noise and vibration impacts. Vibration-sensitive sites on the project include residences and medical offices. Trucks, compaction equipment, earth-moving equipment, pumps, and generators are sources of construction noise and vibration. During the construction phase of the proposed project, short-term noise and vibration may be generated by stationary and mobile construction equipment. The construction noise and vibration will be temporary at any location and controlled by adherence to the most recent edition of the FDOT Standard Specifications for Road and Bridge Construction. Adherence to local construction noise and/or construction vibration ordinances by the construction contractor will also be required where applicable.

Visual impacts associated with the storage of construction materials and establishment of temporary construction facilities will occur but are temporary and short-term in nature.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT Standard Specifications for Road and Bridge Construction and using BMPs. Erosion and sediment control will be treated by the Contractor in accordance with the FDEP's NPDES Construction Generic Permit and the FDOT Design Manual (FDM) 251 – Stormwater Runoff Control Concept (SRCC).

The Preferred Alternative will require the replacement of three bridges carrying local roadways over I-75. These bridge overpasses are located at C.R. 462, C.R. 475, and SW 66th Street and each will be reconstructed to accommodate the auxiliary lane improvement along I-75. The existing I-75 bridges (southbound) over S.R. 44 and over C.R. 484 would be widened (modified beams). The Florida Greenway Land Bridge (Florida Trail) over I-75, the existing I-75 bridges (northbound) over S.R. 44, over SW 43rd Street and over S.R. 200 (SW College Road) would remain unchanged.

Traffic will be maintained on each roadway facility while the new bridges are being constructed. This will involve a phased approach, applicable to all overpass replacements, as follows:

- Phase I: Construct a portion of the new bridge (approximately 34 feet in width) north of the existing bridge. Traffic will be maintained on the existing bridge during this construction phase.
- Phase II: Shift traffic to the newly constructed partial bridge and demolish the existing bridge.
- Phase III: Finish construction of the new bridge while temporarily maintaining traffic on the newly constructed partial bridge.
- Phase IV: Open the new bridge and shift all traffic to the final configuration.

As noted previously, the C.R. 462 bridge replacement is within the Community of Royal. FDOT has coordinated the proposed bridge replacement and construction phasing with leaders from the Community of Royal.

Further details on construction for the project are included in the project Preliminary Engineering Report (PER), in the project file.

3.4.6 BICYCLES AND PEDESTRIANS

The project does not include bicycle or pedestrian features on the existing roadway or proposed roadway improvements. Proposed bridge replacements over C.R. 484, C.R. 475 and SW 66th Street do not include features for bicycles or pedestrians; however, the C.R. 462 bridge replacement will include a 6-foot sidewalk on the north side of the bridge.

3.4.7 NAVIGATION

There are no navigable waterways within the study area or 500-foot study area buffer. The proposed roadway improvements have no involvement with navigation resources.

3.5 ANTICIPATED PERMITS

The following agency permits are anticipated for this project:

- SJRWMD Individual Environmental Resource Permit
- USACE 404 Individual Permit
- FDEP National Pollutant Discharge Elimination System Construction Generic Permit
- FWC Gopher Tortoise Relocation Permit

The proposed project would require permits from state regulatory agencies for impacts to wetlands, water quality protection, and gopher tortoises. Improvements to I-75 will be permitted by the SJRWMD pursuant to agreement between SJRWMD and SWFWMD.

A 404 Individual Permit for the proposed I-75 widening project will also be necessary. This project will involve the dredge and fill impact to approximately 5.38 acres of wetlands and 3.1 acres of OSWs. Wetlands occurring within the project corridor are hydrologically connected to wetland systems adjacent to Little Jones Creek, which flows into the Withlacoochee River.

A NPDES permit will be required from the FDEP.

It is anticipated that an FWC Gopher Tortoise Conservation Permit will be required to relocate gopher tortoises identified within the project area and may require Incidental Take Permits for other impacted protected species.

4.0 PUBLIC INVOLVEMENT

A comprehensive Public Involvement Plan (PIP) (updated March 2024) was prepared and initiated at the start of the PD&E study. This plan is in compliance with the FDOT's PD&E Manual and other related federal and state statutes including Section 339.155, Florida Statutes; Council on Environmental Quality Regulations for implementing the procedural provisions of the NEPA; and 23 CFR 771. The purpose of this plan is to establish and maintain communication with concerned citizens, agencies, private groups, and governmental entities. The following sections summarize public and agency engagement to date. A complete summary of the meetings, including meeting notifications, presentations, display materials, comments, sign-in sheets, and media coverage is provided in the Comments and Coordination Report located in the project file.

4.1 AGENCY COORDINATION

Agency coordination was conducted throughout the PD&E Study. Coordination meetings with Sumter County, Marion County, the City of Ocala, City of Belleview, Ocala Metro Chamber and Economic Partnership, the East Central Florida Regional Planning Council, Lake-Sumter MPO, and Ocala/Marion TPO were conducted to discuss the proposed improvements and project status. Presentations were also given to local officials and agencies to share the project status, specific location, and design concepts, and to receive feedback.

This project was reviewed through the ETDM process where stakeholders provided input that informed the scope of the PD&E Study and assisted FDOT with early identification of potential project effects as well as avoidance, minimization, and mitigation opportunities. The Advanced Notification Package was sent to the ETAT on December 5, 2023, and the ETDM Programming Screen Summary Report was published on February 22, 2024. An updated ETDM Programming Screen Summary Report was published on March 29, 2024, to include acceptance of the Class of Action Determination which can be found at <https://etdmpub.flor.gov/etat.org/est/> (under ETDM project number 14541).

An Environmental Look Around meeting was held on December 12, 2023, with the local agencies identified within the I-75 project corridor to explore the potential for joint-use stormwater management projects. There was one opportunity identified as a potential partnership with Marion County for joint-use ponds on this project.

4.2 PUBLIC INFORMATION MEETINGS

Two public information open house meetings were conducted for the I-75 improvements. One was held in Ocala on December 11, 2023, from 5:30 p.m. – 7:30 p.m., at the Savannah Center at The Villages and the second was held on December 13, 2023, from 5:30 p.m. – 7:30 p.m. at the Hilton Ocala. A virtual meeting also occurred on Thursday, December 14, 2023, at 5:30 p.m.

Twenty-nine (29) members of the public participated in the December 11, 2023, event and two public comments were received. One comment was positive for the project overall and suggested improvements for additional interchanges in the project area and another population projection. The second comment noted heavy traffic along S.R. 484 Westbound and on/off ramps at S.R. 44, asking FDOT to consider improvements.

Forty-five (45) members of the public participated in the December 13, 2023, event and 19 comments were received. The comments were positive overall and suggested improvements for additional interchanges in the project area. A majority of the comments expressed concerns about construction related noise and pond placements, as well an inquiry into an entrance/exit interchange added for The Villages between C.R. 44 and C.R. 484 due to congestion at the exits at C.R. 484 and C.R. 475.

Thirty (30) members of the public participated in the December 14, 2023, virtual event and four public comments were received. Comments included inquiries about the project schedule, concerns about noise, and future improvements. Two comments were received during the public comment period concerning potential property impacts and noise impacts. FDOT provided responses to each attendee who submitted a comment. Details and documentation of the public information meetings for this project are included in the Comments and Coordination Report located in the project file.

4.3 STAKEHOLDER MEETINGS

Public engagement with the Community of Royal was initiated very early in the project and has continued throughout the PD&E phase. FDOT held a series of meetings on November 16, 2023, February 1, 2023, and March 28, 2024, with the Community.

The first meeting was held on November 16, 2023, at the Alonzo A. Young, Sr. Enrichment and Historical Center in Wildwood (Royal), FL. Twelve (12) members of the public participated in the event including the leadership of the Community. FDOT District Five Secretary John Tyler presented the overall project details including the need for the project, history of how the project was developed, introduced key staff that would be involved in the project and invited the Community to the December public meetings. He also discussed the transportation challenges in the corridor and how the project was influenced by the Northern Turnpike Extension, which identified the need for outreach to the communities that will be impacted by the project, as well as improvements to I-75.

The need for the replacement of the C.R. 462 Bridge over I-75 was discussed due to the additional lanes being added to I-75. The Secretary noted this type of bridge can be replaced without an extensive detour by building a new bridge outside of the existing bridge. The new bridge is anticipated to be higher, wider (to accommodate pedestrians and bicyclists) and longer than the

existing bridge and is estimated to take one year to construct. However, each of these changes will be minimal with consideration for the context at each end (driveways, paths, slopes). The resurfacing of C.R. 462 was also mentioned and is projected for the near future under a separate project by Sumter County to provide safer bike and pedestrian facilities consistent with the County's design.

As a result, the residents had several concerns including the replacement of the C.R. 462 bridge, noise walls and timeline of other projects in the area. C.R. 462 bridge replacement options were mentioned as well as potential impacts due to the new bridge needing to be higher and wider than the existing structure, as well as maintenance of traffic during construction. Questions about noise and the use of noise walls were discussed, and analysis of this aspect shared by the Secretary indicated noise walls will not likely be used, as the noise study area does not meet the criteria for a sound wall, however the necessary studies would be conducted to confirm this.

Secretary Tyler discussed the proposed project including the auxiliary lanes, bridge widening and replacements, improvements planned for the S.R. 40 and S.R. 326 interchanges. These project specifics generated questions regarding the need for ponds, how they might look, and where they are planned to be located. It was shared that the ponds would be within each basin along I-75 and would, where possible, be placed on vacant land. The pond alternative sites were still being developed and planned at that time for display at the December public meetings.

Secretary Tyler concluded the meeting with information regarding upcoming public meetings, both in-person and virtual, and provided the contact information for himself and the project team.

A follow up meeting was held on February 1, 2024, at New Life Center Ministries in Wildwood (Royal), FL and was attended by Forty-four (44) members of the public. The purpose of the meeting was to include property owners directly adjacent to C.R. 462 bridge and was extended to the entire Community of Royal to make sure all voices were heard and had an opportunity to provide feedback. Secretary Tyler provided an overall update on the project and referenced the meeting in November as part of a smaller group, but that continual community engagement is needed until construction was complete. At the meeting it was stated that a decision has not been made on how to replace the bridge and several options were presented at the meeting to obtain the Community's feedback. The FDOT District Five Project Development Administrator presented several bridge replacement options including typical sections:

- Option 1 - Maintain traffic on existing bridge. This option was presented with a wall option (shifted north) which would result in a 2-inch height differential at the driveway connections. This option was also presented with a terraced wall. Moving forward, the landscaping options will continue to be refined if this overall option is selected.

- Option 2 – Detour Option to eliminate walls and provide an in-kind replacement. This option was presented with a 4-month schedule for the detour option.

The FDOT District Five District Consultant Project Management Engineer presented on potential mitigation options, including the addition of aesthetic features such as terraces along the retaining wall of the new bridge coupled with the use of drought tolerant, Florida-friendly plants, as well as landscaping alternatives for dry ponds within the project area. Additionally, a medallion could be installed on a support column or similar location with prominent visibility to the traveling public, honoring the Community of Royal and its establishment. The medallion could display representative artwork and text signifying the Community of Royal similar to the City of Eatonville.

An overview of dry ponds was provided which highlighted the ponds as being generally shallow and unobtrusive. In addition, the dry ponds could be landscaped or not depending on preference. It was noted that due to the auxiliary lanes widening to the outside of the existing interstate travel lanes and the need for stormwater ponds, trees will likely have to be removed but the overall viewshed change will be minimal for motorists and surrounding property owners. Overall changes in elevation for both the bridge and ponds would be minor and the project is not expected to affect the viewshed.

It was also mentioned that the schedule was to advertise a phased design build contract this spring where the Department will select a general contractor which will provide feedback on the design and help to develop plans. Moving forward, FDOT will continue coordination with the Community of Royal and a follow-up meeting would be held in the March/April timeframe.

Numerous questions were raised about the ponds, maintenance of the bridge, aesthetics and overall process. All questions and responses as well as the material shown at these meetings are documented in the Communication and Coordination Report located in the project file. This meeting provided valuable feedback to guide the exhibits and related materials moving forward.

The March 28, 2024, event was attended by approximately 25 members of the public and was held at the Wildwood Community Center in Wildwood, FL. Since this meeting was intended to showcase potential aesthetic options, notices were mailed to over 765 residents located throughout the community.

The overall goal of the event was to obtain feedback on the options presented that would be used to guide the design and construction of the bridge regarding the preference of the community for the C.R 462 bridge aesthetics. Several concepts were displayed that showcased aesthetic options for the planned replacement of the C.R. 462 bridge. These concepts included several visual renderings of the bridge, hardscape palettes, landscape design and palette and options for the medallion design.

As part of the meeting FDOT had a landscape architect and a graphics designer with extensive experience in community planning design in attendance to capture the creative thoughts of the attendees and ensure the feedback that was captured truly could be incorporated into the design. The palettes, medallion options and landscape design options that were presented (**Figures 4.1 to 4.4**) allowed residents the opportunity to place notes and input on the graphics so that the Community's preference could be captured and incorporated into the bridge replacement and overall commitments. The medallion options were developed based on colors and fonts provided by the Community. Some of the boards that were on display are shown below along with the input received.

Figure 4.1: Community of Royal Meeting Display Board – Plant Palette

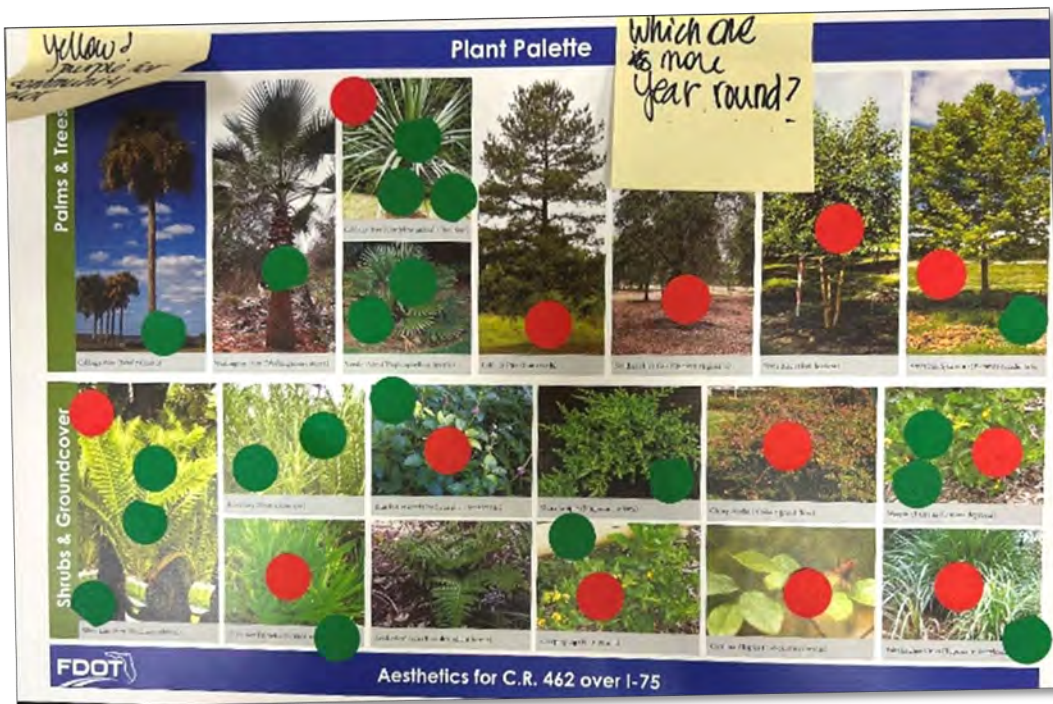


Figure 4.2: Community of Royal Meeting Display Board – Terrace Wall

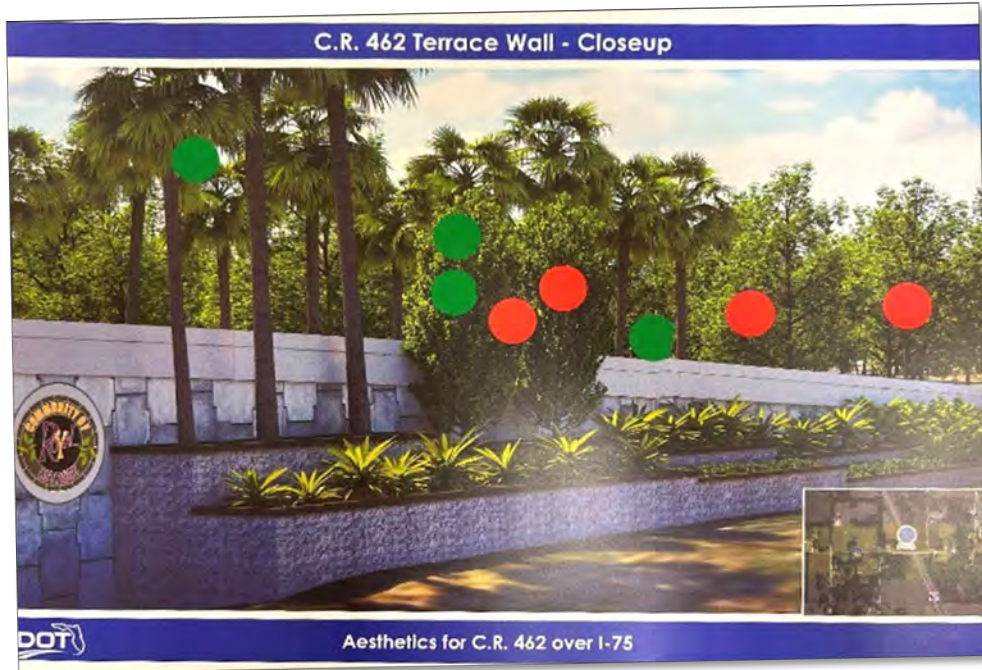


Figure 4.3: Community of Royal Meeting Display Board – Medallion Options

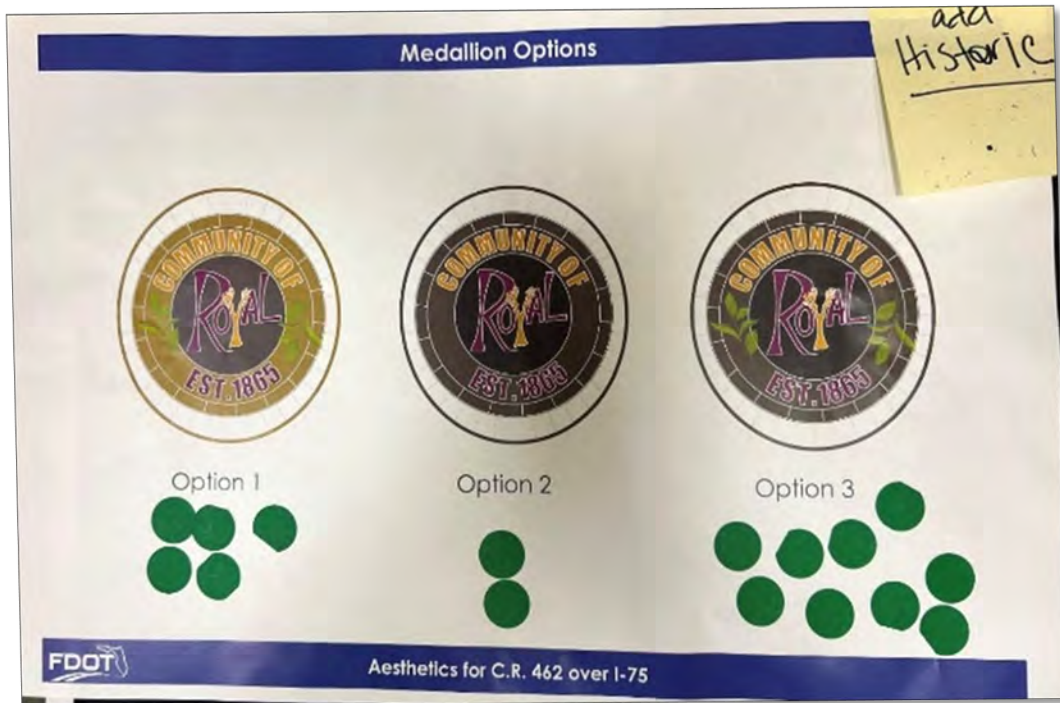
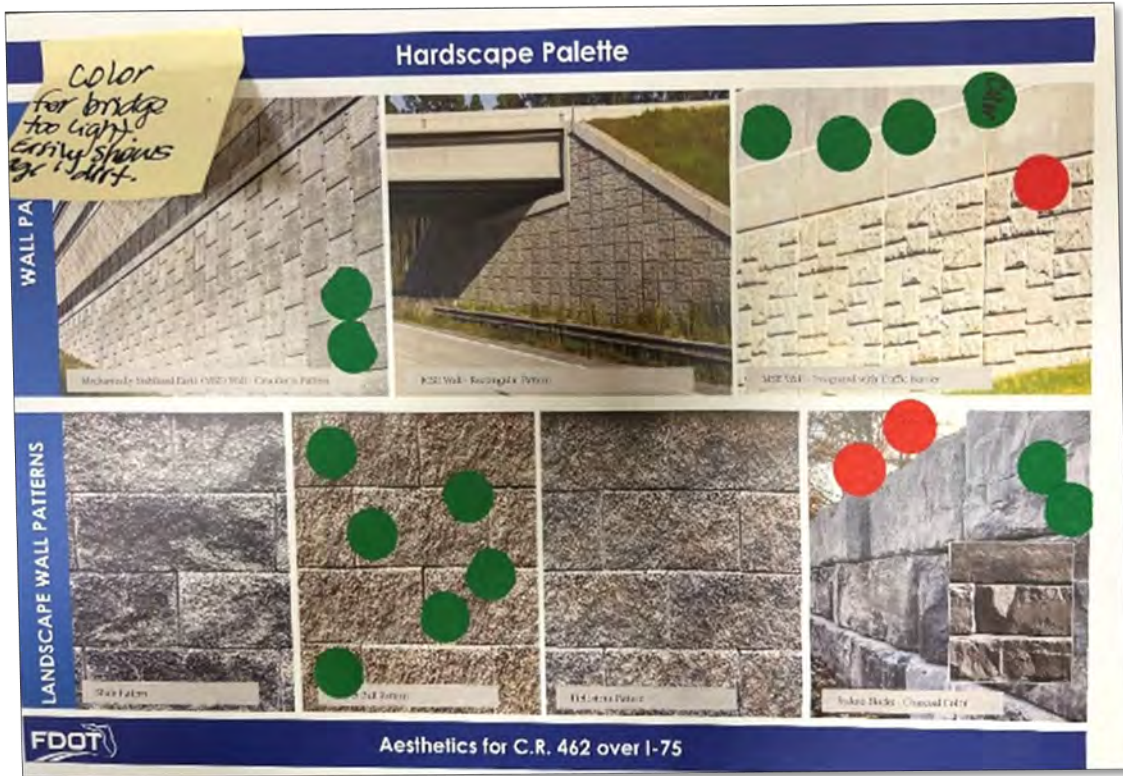


Figure 4.4: Community of Royal Meeting Display Board – Hardscape Palette



Based on feedback received from the various stakeholders, a decision was made to move forward with maintaining traffic for the bridge replacement during construction without a detour. To construct the bridge within the existing right of way, a retaining wall would be needed on the north side of the bridge so that the bridge could be shifted to maintain traffic and construct the replacement in phases. The retaining wall provides an opportunity for terraces for plantings. In addition, to showcase the Community, the new bridge would contain four medallions. Three options were presented at the meeting and consensus was to move forward with Option 3 with the word "Historic" integrated into the overall design, the green leaves will be better integrated into the overall design and the medallion will utilize contrasting colors for greater visibility.

As part of the meeting, several written comments were provided as well as feedback received by staff that included everyone's preference on the hardscape and landscape palettes that were on display. Based on the feedback, several key decisions have been made and have been incorporated into the bridge replacement and commitments (see **Section 5.0: Commitments**). These include:

- The bridge will be replaced to minimize overall impacts to the local community and traveling public as such, traffic will not be detoured during construction.

- The terrace will have a sunset buff pattern color, consist of a rectangular pattern, and includes low level landscaping, matching the height of the terraces, to break up the overall look of the retaining wall. Tall trees will not be located within the terrace.
- Landscaping will incorporate the following features: plants that are predominantly green year-round, showcase yellow and purple hues and blossoms and utilize palms as opposed to trees.
- The bridge will include a sidewalk located on the north side.
- The medallion will have the word "Historic" integrated into the design and the established date at the bottom with leaves surrounding the date. The medallion will utilize contrasting colors that will make it more visible and further enhance the focus point of the Royal logo.

In addition to these meetings numerous conversations were had to further engage the Community and determine their needs to guide the overall look of the aesthetics and provide timely communication. The C.R. 462 bridge replacement features that are documented above will enhance community cohesion and connectivity with pedestrian safety and ADA compliant features facilitating walkability for the Community of Royal.

FDOT is committed to working with the Community of Royal throughout the duration of the project to continue providing project status updates, maintaining an open dialogue and to develop mitigation options that are consistent with the community's vision and goals (see **Section 5.0: Commitments**). Meeting summaries and presentation materials are included in the Comments and Coordination Report, located in the project file.

4.4 PUBLIC HEARING

This section will be updated after the public hearing currently scheduled for June 26, 2024.

5.0 COMMITMENTS

Initial project commitments are being identified and will be finalized following the Public Hearing.

- FDOT is committed to working with the Community of Royal throughout the duration of the project to continue providing project status updates, maintaining an open dialogue and to develop mitigation options that are consistent with the community's vision and goals. The following commitments are being made to mitigate the minor aesthetics impact to the Community of Royal from the C.R. 462 bridge replacement (refer to **Section 4.3: Stakeholder Meetings** for detailed descriptions of each aesthetic feature):

- FDOT is committed to keeping the lanes of travel open during construction of the C.R. 462 bridge replacement.
 - Fencing will not be installed around pond 3-1 located just south of the Community of Royal historic royal landscape boundary.
 - The terrace, on the north side, will consist of a rectangular pattern and have a sunset buff pattern color.
 - Provide low-level landscaping not taller than the wall height of the terrace.
 - Include plants that are predominantly green year-round, showcase yellow and purple hues and blossoms, and utilize palms as opposed to trees.
 - Provide a sidewalk on the north side of the bridge.
 - Provide medallions highlighting the Community of Royal into the overall design on the bridge.
- No equipment or materials are to be staged or stored within the limits of the mapped 8MR00475 boundary where it intersects the I-75 right of way (the area from the edge of the expanded road/shoulder to the FDOT fence line between the correlating stations).
 - FDOT will continue to coordinate with FDEP regarding any potential impacts to the Greenway during the permitting process and will minimize and avoid impacts to the maximum extent possible.
 - FDOT commits to provide habitat compensation within the Service Area of a USFWS approved wetland mitigation bank(s).
 - FDOT will provide mitigation for impacts to wood stork Suitable Foraging Habitat within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank.
 - The most recent version of the USFWS Standard Protection Measures for the Eastern indigo snake will be utilized during construction.
 - A survey for the listed plant species *Dicerandra cornutissima* (longspurred mint) will be performed during the design phase and coordination with USFWS/FDACS and the RPCP of BTG will occur if impacts to the species are anticipated.
 - The USFWS is proposing to list the tricolored bat as an endangered species. To prevent disturbance of potential arboreal roost habitat, no tree clearing will occur when day-time

high temperatures are below 45 degrees, nor during maternity season (May 1st through July 15th).

- If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, during the design and permitting phase of the proposed project, FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the newly listed species.
- The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations described above, contingent upon the following conditions:
 - Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
 - Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;
 - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
 - Community input supporting types, heights, and locations of the noise barrier(s) is provided to FDOT; and
 - Safety and engineering aspects have been reviewed, and any conflicts or issues resolved.

6.0 LIST OF TECHNICAL DOCUMENTS

Public Involvement Plan, March 2024

Draft I-75 Forward Interstate Master Plan, May 2024

Draft Natural Resources Evaluation Report (NRE), May 2024

Contamination Screening Evaluation Report (CSER), April 2024

Cultural Resource Assessment Survey (CRAS), November 2023

Cultural Resource Assessment Survey (CRAS) Addendum, April 2024

Draft Cultural Resource Assessment Survey (CRAS) Addendum No. 2, pending

Noise Study Report (NSR), April 2024

Typical Section Package, May 2024

Water Quality Impacts Evaluation (WQIE), March 2024

Project Traffic Analysis Report (PTAR), March 2024

Pond Siting Report (PSR) for Sumter County, April 2024

Pond Siting Report (PSR) for Marion County, May 2024

Draft Location Hydraulics Report (LHR), April 2024

Utilities Assessment Package (UAP), March 2024

Draft Preliminary Engineering Report (PER), May 2024

Draft Comments and Coordination Report, May 2024

7.0 APPENDICES

Appendix A: Planning Consistency Documents

Appendix B: Preferred Alternative Concept Plans

Appendix C: Section 4(f) Determination Support Documents

Appendix D: Agency/Government Consultation Letters

Appendix A: Planning Consistency Documents



Federal Aid Management David Williams - Manager

STIP Project Detail and Summaries Online Report

** Repayment Phases are not included in the Totals **

Selection Criteria	
Current STIP Financial Project: 452074 2 As Of: 3/22/2024	Detail Related Items Shown

HIGHWAYS							
Item Number: 452074 2	Project Description: I-75 IMPROVEMENTS AUXILIARY LANES SOUTH PORTION					*SIS*	
District: 05	County: DIST/ST-WIDE	Type of Work: ADD AUXILIARY LANE(S)			Project Length: 21.169MI		
		Fiscal Year					
Phase / Responsible Agency	<2024	2024	2025	2026	2027	>2027	All Years
P D & E / MANAGED BY FDOT							
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT		17,500					17,500
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT		250,000					250,000
MFF-MOVING FLORIDA FOWARD		25,300,000					25,300,000
Phase: PRELIMINARY ENGINEERING Totals		25,550,000					25,550,000
RIGHT OF WAY / MANAGED BY FDOT							
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT		150,000					150,000
MFF-MOVING FLORIDA FOWARD		75,000,000					75,000,000
Phase: RIGHT OF WAY Totals		75,150,000					75,150,000
RAILROAD & UTILITIES / MANAGED BY FDOT							
Fund Code: MFF-MOVING FLORIDA FOWARD		1,028,000					1,028,000
Item: 452074 2 Totals		101,745,500					101,745,500
Project Totals		101,745,500					101,745,500
Grand Total		101,745,500					101,745,500

Table 4-10: 2045 Cost Feasible Plan Projects

2045 Capacity Projects: Fully Funded							
Map ID	Location	On Street	From	To	Improvement Type	Implementation Timeframe	
Strategic Intermodal System (SIS) Projects - Figure 4-2							
1	Lake	SR-50/SR33	CR-565 (Villa City)	CR-565A (Montevista)	Realignment	2026-2030	
2	Lake	US-27	Florida's Turnpike Ramps	South of SR 19	Widen to 6 Lanes	2036-2045	
3	Sumter	I-75	Florida's Turnpike	Sumter/Marion Co Line	Managed Lanes	2036-2045	
4	Sumter/ Marion	I-75**	SR 44	SR 200 (Marion County)	Add 2 Auxillary Lanes	2021-2025	
25	Lake	Florida's Turnpike	O'Brien Road	US 27	Widen to 8 Lanes	2026-2030	
26	Lake	Florida's Turnpike	US 27	CR 470 Interchange	Widen to 8 Lanes	2026-2030	
29	Lake	Florida's Turnpike	CR 470 Interchange	Lake/Sumter County Line	Widen to 8 Lanes	2026-2030	
30	Sumter	Florida's Turnpike	Lake/Sumter County Line	US 301	Widen to 8 Lanes	2026-2030	
State Projects - Figure 4-3							
5	Lake	SR-19	SR-50	CR-455	Widen to 4 Lanes	2036-2045	
6	Lake	SR-44	SR-44 & Orange Ave	CR-46A	Widen to 4 Lanes	2036-2045	
7	Lake	SR-44	US-441	E Orange Ave	Widen to 4 Lanes	2036-2045	
8	Sumter	SR-471	SR-48	US 301	Widen to 4 Lanes	2036-2045	
9	Lake	US-192	US-27	Orange/Lake County Line	Corridor Improvements	2026-2030	
10	Lake	US-441 (SR-500)	Perkins Street	SR-44	Widen to 6 Lanes	2025	
11	Lake	US-441 (SR-500)	SR-44	N of SR-46	Widen to 6 Lanes	2026-2030	
12	Sumter	US-301	CR-525E	Florida's Turnpike	Realignment/ Widen to 4 Lanes	2021-2025	
13	Sumter	US-301	CR-470	CR-525E	Widen to 4 Lanes	2026-2030	
14	Sumter	US-301	@ CR-525E		Modify Intersection	2036-2045	
15	Sumter	US-301	@ E CR-462		Modify Intersection	2036-2045	
--	Lake/ Sumter	Intelligent Transportation Systems/ Autonomous, Connected, Electric, and Shared Vehicles					2025

2045 LRTP Cost Feasible Capacity Projects (YOE)

Lake-Sumter MPO

2045 Capacity Projects: Fully Funded

ID	Location	On Street	From Street	To Street	Mi.	Improv	PD&E Time	PD&E Cost (YOE)	PD&E Source	PE Time	PE Cost (YOE)	PE Source	ROW Time	ROW Cost (YOE)	ROW Source	CST Time	CST Cost (YOE)	CST Source	**CEI Cost (YOE)	Funded Level
Strategic Intermodal System (SIS) Projects																				
1	Lake	SR-50	CR-565 (Villa City)	CR-565A (Montevista)	2.10	Realign	COMPLETE	\$ 1,603,000	SIS	COMPLETE	\$ 3,206,000	SIS	2020-2024	\$ 25,645,000	SIS	2026-2030	\$ 42,314,000	SIS	N/A	Fully Funded
2	Lake	US-27	Florida's Turnpike Ramps - N	South of SR 19	4.71	4D-6D	2031-2035	\$ 9,378,000	SIS	2031-2035	\$ 5,348,000	SIS	2036-2045	\$ 62,092,000	SIS	2036-2045	\$ 106,522,000	SIS	N/A	Fully Funded
3	Sumter	I-75	Florida's Turnpike	Sumter/Marion Co Line	6.95	MGLANE	2031-2035	\$ 3,920,000	SIS	2031-2035	\$ 12,400,000	SIS	2036-2045	\$ 51,250,000	SIS	2036-2045	\$ 410,000,000	SIS	N/A	Fully Funded
4 ⁴	Sumter	I-75	SR-44	SR 200 (Marion County)	23.00	Add 2 Aux Lanes	COMPLETE	COMPLETE	COMPLETE	2021-2025	\$ 28,000,000	MFF	2021-2025	\$ 75,000,000	MFF	2021-2025	\$ 246,000,000	MFF		Fully Funded
25	Lake	Florida's Turnpike	O'Brien Road	US 27	3.70	4D-8D	COMPLETE ¹	\$ 3,700,000	PKYI	COMPLETE ²	\$ 17,467,429	PKYI	2025	\$ 7,153,417	PKYI	2026-2030	\$ 101,880,784	PKBD	\$12,010,018	Fully Funded
28	Lake/Sumter	SR 50	East of CR 478A	CR 33	12.16	2U-4D	COMPLETE	COMPLETE	COMPLETE	2021-2025	\$ 14,239,174	ART, DDR, DS, DIH	2021-2025	\$ 18,709,055	ART, ARTW, DDR, DIH_DS	2026-2030	\$ 136,400,000	State/ Federal		Fully Funded
26	Lake	Florida's Turnpike	US 27	CR 470 Interchange	8.00	4D-8D	COMPLETE ¹	\$ 3,700,000	PKYI	2026-2030	\$ 16,135,145	PKYI	2026-2030	\$ 4,259,438	PKYI	2026-2030	\$ 320,686,234	PKBD	\$33,675,566	Fully Funded
29	Lake	Florida's Turnpike	CR 470 Interchange	Lake/Sumter Co Line	0.54	4D-8D	COMPLETE ¹	\$ 3,700,000	PKYI	2025	\$ 2,235,500	PKYI	2026-2030	\$ 1,058,400	PKYI	2026-2030	\$ 26,040,806	PKBD	\$3,256,694	Fully Funded
30	Sumter	Florida's Turnpike	Lake/Sumter Co Line	US 301	6.29	4D-8D	COMPLETE ¹	\$ 3,700,000	PKYI	2025	\$ 20,561,500	PKYI	2026-2030	\$ 7,048,000	PKYI	2026-2030	\$ 239,913,255	PKBD	\$24,926,745	Fully Funded
State Projects																				
5	Lake	SR-19	SR-50	CR-455	9.33	2U-4D	2026-2030	\$ 3,299,000	Prod. Sup.	2031-2035	\$ 7,748,000	Prod. Sup.	2026-2030	\$ 7,055,000	OR	2036-2045	\$ 96,840,000	OR	\$ 5,636,000	Fully Funded
6	Lake	SR-44	SR-44 & Orange Ave	CR-46A	6.15	2U-4D	2025	\$ 1,960,000	Prod. Sup.	2026-2030	\$ 4,348,000	Prod. Sup.	2026-2030	\$ 34,787,000	OR	2036-2045	\$ 63,817,000	OR	\$ 3,714,000	Fully Funded
7	Lake	SR-44	US-441	E Orange Ave	2.10	2U-4D	COMPLETE	\$ 1,325,000	Prod. Sup.	COMPLETE	\$ 2,650,000	Prod. Sup.	2026-2030	\$ 1,287,000	OR	2036-2045	\$ 51,337,000	OR	\$ 2,988,000	Fully Funded
8	Sumter	SR-471	SR-48	US 301	7.17	2U-4D	2026-2030	\$ 1,385,000	Prod. Sup.	2026-2030	\$ 2,770,000	Prod. Sup.	2026-2030	\$ 19,392,000	OR	2036-2045	\$ 40,657,000	OR	\$ 2,366,000	Fully Funded
9	Lake	US-192	US-27	Orange/Lake County Line	1.04	Corr. Imp.	2025	\$ 107,000	Prod. Sup.	2026-2030	\$ 238,000	Prod. Sup.	2026-2030	\$ 1,900,000	OR	2026-2030	\$ 2,245,000	OR	\$ 131,000	Fully Funded
10	Lake	US-441 (SR-500)	Perkins Street	SR-44	1.71	4D-6D	COMPLETE	\$ 690,000	Prod. Sup.	COMPLETE	\$ 1,379,000	Prod. Sup.	COMPLETE	\$ 11,036,000	OR	2025	\$ 15,513,000	OR	\$ 903,000	Fully Funded
11	Lake	US-441 (SR-500)	SR-44	N of SR-46	2.39	4D-6D	COMPLETE	\$ 1,112,000	Prod. Sup.	COMPLETE	\$ 2,223,000	Prod. Sup.	2020-2024	\$ 2,209,000	OR	2026-2030	\$ 27,733,000	OR	\$ 1,614,000	Fully Funded
12 ⁴	Sumter	US-301	CR-525E	Florida's Turnpike	4.67	2U-4D	COMPLETE	COMPLETE	COMPLETE	2021-2025	\$ 8,200,000	State/Fed (MFF)	2021-2025	\$ 48,000,000	State/Local (MFF)	2021-2025	\$ 96,000,000	State/Fed (MFF)		Fully Funded
13 ⁴	Sumter	US-301	CR-470	CR-525E	2.32	2U-4D	COMPLETE	COMPLETE	COMPLETE	2026-2030	\$ 5,500,000	Federal (MFF)	2021-2025	included w/ #12	State/Local (MFF)	2026-2030	\$ 66,000,000	State/Fed (MFF)		Fully Funded
14	Sumter	US-301	@ CR-525E		N/A	Int. Imp.	2026-2030	\$ 338,000	Prod. Sup.	2026-2030	\$ 677,000	Prod. Sup.	2026-2030	\$ 5,415,000	OR	2031-2035	\$ 7,512,000	OR	\$ 437,000	Fully Funded
15	Sumter	US-301	@ E CR-462		N/A	Int. Imp.	2026-2030	\$ 338,000	Prod. Sup.	2026-2030	\$ 677,000	Prod. Sup.	2026-2030	\$ 5,415,000	OR	2031-2035	\$ 7,512,000	OR	\$ 437,000	Fully Funded
***	Lake/Sumter	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2025	\$ 45,000	Prod. Sup.	2025	\$ 90,000	Prod. Sup.	N/A	2025	\$ 903,000	OR	\$ 45,000	Fully Funded		
***	Lake/Sumter	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2026-2030	\$ 183,000	Prod. Sup.	2026-2030	\$ 367,000	Prod. Sup.	N/A	2026-2030	\$ 3,666,000	OR	\$ 183,000	Fully Funded		
***	Lake/Sumter	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2031-2035	\$ 315,000	Prod. Sup.	2031-2035	\$ 631,000	Prod. Sup.	N/A	2031-2035	\$ 6,309,000	OR	\$ 315,000	Fully Funded		
***	Lake/Sumter	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2036-2045	\$ 1,070,000	Prod. Sup.	2036-2045	\$ 2,141,000	Prod. Sup.	N/A	2036-2045	\$ 21,405,000	OR	\$ 1,070,000	Fully Funded		
Local Projects																				
16	Lake	CR-466A	E of Timbertop Ln	Poinsettia Ave	1.29	2U-4D	COMPLETE	\$ 361,000	OR	COMPLETE	\$ 722,000	OR	COMPLETE	\$ 3,612,000	OR	2026-2030	\$ 9,010,000	OR	\$ 524,000	Fully Funded
17	Lake	CR-437 Realignment	Oak Tree Dr	SR-46	1.12	00-2U	COMPLETE	\$ 274,000	OR	2020-2024	\$ 874,000	OR	2031-2035	\$ 5,802,000	OR	2031-2035	\$ 8,035,000	OR	\$ 468,000	Fully Funded
18	Lake	CR-455/Hartle Rd	Lost Lake Rd	Good Hearth Blvd	1.02	2U-4D	COMPLETE	\$ 61,000	OR	COMPLETE	\$ 121,000	OR	COMPLETE	\$ 607,000	OR	2026-2030	\$ 1,515,000	OR	\$ 88,000	Fully Funded
19	Lake	CR-455/Hartle Rd	Hartwood Marsh	Lost Lake	2.16	00-2U	COMPLETE	\$ 651,000	OR	2025	\$ 744,000	OR	2031-2035	\$ 4,650,000	OR	2026-2030	\$ 16,241,000	OR	\$ 945,000	Fully Funded
20	Lake	Rolling Acres Rd	Co Rd 466	Griffin Ave	1.28	2U-4D	2026-2030	\$ 1,188,000	OR	2026-2030	\$ 849,000	OR	2025	\$ 3,825,000	OR	2036-2045	\$ 12,455,000	OR	\$ 725,000	Fully Funded
21	Lake	Round Lake Rd Ext. (A)	Wolf Branch Rd.	SR-44	2.61	00-4D	COMPLETE	\$ 1,070,000	OR	2020-2024	\$ 1,288,000	OR	2031-2035	\$ 9,445,000	OR	2036-2045	\$ 41,465,000	OR	\$ 2,413,000	Fully Funded
27	Lake	Citrus Grove Rd Phase II	E of US 27	Grassy Lake Rd	1.00	00-4D	COMPLETE	\$ -		COMPLETE	\$ -		COMPLETE	\$ -		2021-2025	\$ 11,588,896	GR23/LF ³		Fully Funded

2045 Capacity Projects: Partially Funded (Map A2)

ID	Location	On Street	From Street	To Street	Mi.	Improv	PD&E Time	PD&E Cost (YOE)	PD&E Source	PE Time	PE Cost (YOE)	PE Source	ROW Time	ROW Cost (YOE)	ROW Source	CST Time	CST Cost (YOE)	CST Source	CEI Cost (YOE)	Funded Level
State Projects																				
22	Lake	SR-19	CR-455	CR-48	3.93	Strat. Imp.*	2025	\$ 595,000	Prod. Sup.	2031-2035	\$ 775,000	Prod. Sup.	2031-2035	\$ -	OR	2036-2045	\$ 9,268,000	OR	\$ 539,000	Partially Funded
23	Lake	SR-19	CR-48	CR-561	4.76	Strat. Imp.*	COMPLETE	\$ -	Prod. Sup.	COMPLETE	\$ -	Prod. Sup.	2031-2035	\$ -	OR	2036-2045	\$ 11,225,000	OR	\$ 653,000	Partially Funded
Local Projects																				
24	Lake	CR-33	SR-50	Simon Brown Rd	2.37	Strat. Imp.*	2025	\$ 595,000	Prod. Sup.	2026-2030	\$ 660,000	Prod. Sup.	2031-2035	\$ -	OR	2026-2030	\$ 6,237,000	OR	\$ 363,000	Partially Funded
Strategic Intermodal System (SIS) Projects																				
31	Lake	Florida's Turnpike	US 301	I-75	4.38	4D-6D	COMPLETE ¹	\$ 3,700,000	PKYI	2026-2030	\$ 15,168,000	PKYI	2026-2030	\$ 4,967,000	PKYI	N/A	N/A	N/A	N/A	Partially Funded

*Operational capacity improvements to be determined

**CEI provided by Product Support

***System-wide Improvements

Note: YOE costs were developed using inflation factors provided in FDOT Revenue Forecasting Guidebook. For Project ID #4, #12, #13, #25, #26, #27, #28, #29, #30, and #31, present day cost (PDC) figures are also equal to year of expenditure (YOE) costs. PDC/YOE CST cost for #28 is planning level estimate provided by FDOT D5.

¹ Project was part of a single PD&E study, 423375-1 PD&E Widen TPK from SR 50 (Clermont) to I-75 (MP 272 – 309).

² Project design was included in, and funded with, 435786-1 Widen TPK from Minneola Interchange to O'Brien Road.

³ Construction for Citrus Grove Road Phase II is funded by a combination of \$8,000,000 in GR23 funds and \$3,588,896 in local funds.

⁴ Projects #4 (452074-2), #12 (430132-1), and #13 (430132-2) are being advanced as part of the 2023 Moving Florida Forward (MFF) Initiative. Project #4 represents the south portion of auxiliary lane improvements to I-75. The north portion (452074-1) of the auxiliary lanes from SR 200 to SR 326 will be included as an amendment to the Ocala Marion TPO's 2045 LRTP.

Projects #12 and #13 will utilize Design-Build delivery method. The ROW cost shown for Project #12 (430132-1) includes the ROW cost for Project #13 (430132-2).

All projects will use a combination of federal and state funding unless noted with an asterisk (*). Projects noted with an asterisk (*) will use local funds only.



Lake-Sumter MPO

5-Year Transportation Improvement Program (TIP)

FY 2024 - 2028

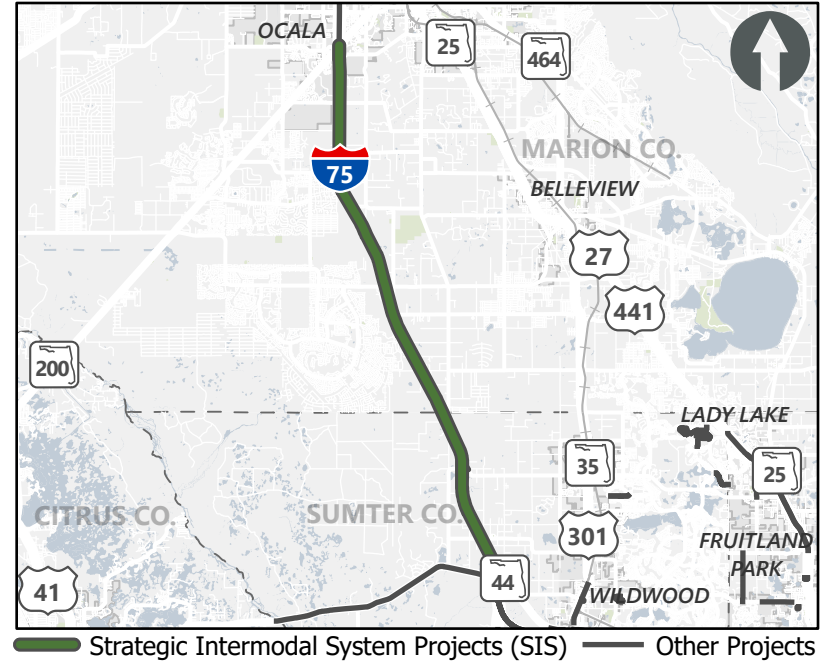
FM #: 4520742

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=29.0076373711347,-82.1515161146813>

- FM Number:** 4520742
- Project Name:** I-75 Improvements (Moving Florida Forward)
- Project Segment:** I-75 from S of SR 44 to SR 200
- From:** S of SR 44
- To:** SR 200
- Begin Milepost:** N/A
- End Milepost:** N/A
- Work Program Category:** Highways
- County:** Lake County
- L RTP Page:** N/A
- Project Length:** 21.169 Miles
- Amended:** Yes - Amendment Packet: 3
- Work Description:** Add Auxiliary Lane(s)
- Responsible Agency:** FDOT
- Project Description:** I-75 Improvements from S of SR 44 to SR 200



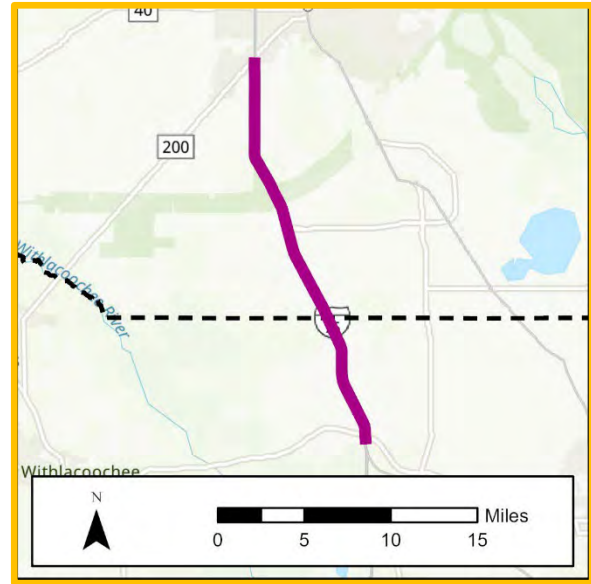
Historical Cost: \$0
 TIP Cost: \$101,728,000
 Future Cost: \$0
 Total Cost: \$101,728,000

Cost by Year and Phase

PHASE	FUND CODE	FUNDING SOURCE	HISTORIC COST	2024	2025	2026	2027	2028	FUTURE COST	TOTAL
Preliminary Engineering	DIH	State 100%	\$0.00	\$250,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250,000.00
Preliminary Engineering	MFF	State 100%	\$0.00	\$25,300,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,300,000.00
Right of Way	DIH	State 100%	\$0.00	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000.00
Right of Way	MFF	State 100%	\$0.00	\$75,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$75,000,000.00
Railroad and Utilities	MFF	State 100%	\$0.00	\$1,028,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,028,000.00

Project: I-75 Improvements

Project Type: Roadway Capacity
 FM Number: 4520742
 Lead Agency: FDOT
 Length: 20.5 miles
 LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.11)



Description:

This project is part of the Moving Florida Forward Infrastructure Initiative and will involve the addition of auxiliary lanes on the south portion of I-75 from SR 44 in Sumter County to SR 200 in Marion County.

Prior <2024:

\$0

Future >2028:

\$0

Total Project Cost:

\$101,728,000

Phase	Fund Category	Funding Source	2024	2025	2026	2027	2028	Total
PE	DIH	State	\$250,000	\$0	\$0	\$0	\$0	\$250,000
PE	MFF	State	\$25,300,000	\$0	\$0	\$0	\$0	\$25,300,000
ROW	DIH	State	\$150,000	\$0	\$0	\$0	\$0	\$150,000
ROW	MFF	State	\$75,000,000	\$0	\$0	\$0	\$0	\$75,000,000
RRU	MFF	State	\$1,028,000	\$0	\$0	\$0	\$0	\$1,028,000
Total:			\$101,728,000	\$0	\$0	\$0	\$0	\$101,728,000

Appendix B: Preferred Alternative Concept Plans

CONTRACT PLANS COMPONENTS

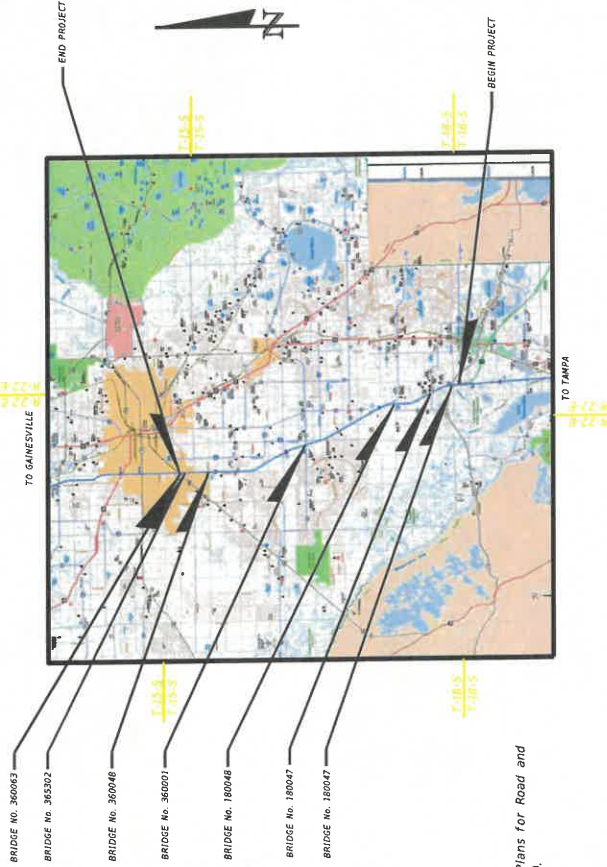
A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2-52	PD&E CONCEPT PLANS

**STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
CONTRACT PLANS**

**FINANCIAL PROJECT ID 452074-2
(FEDERAL FUNDS)
COUNTY (SUMTER/MARION)
I-75 FROM SOUTH SR 44 TO SR 200**



**ROADWAY PLANS
ENGINEER OF RECORD:**

SCOTT GOLDEN, PE
LICENSE NUMBER
101467
719 SOUTH WOODLAND BOULEVARD
DELAND FL 32720

FDOT PROJECT MANAGER:
STEVEN C. BUCK, PE

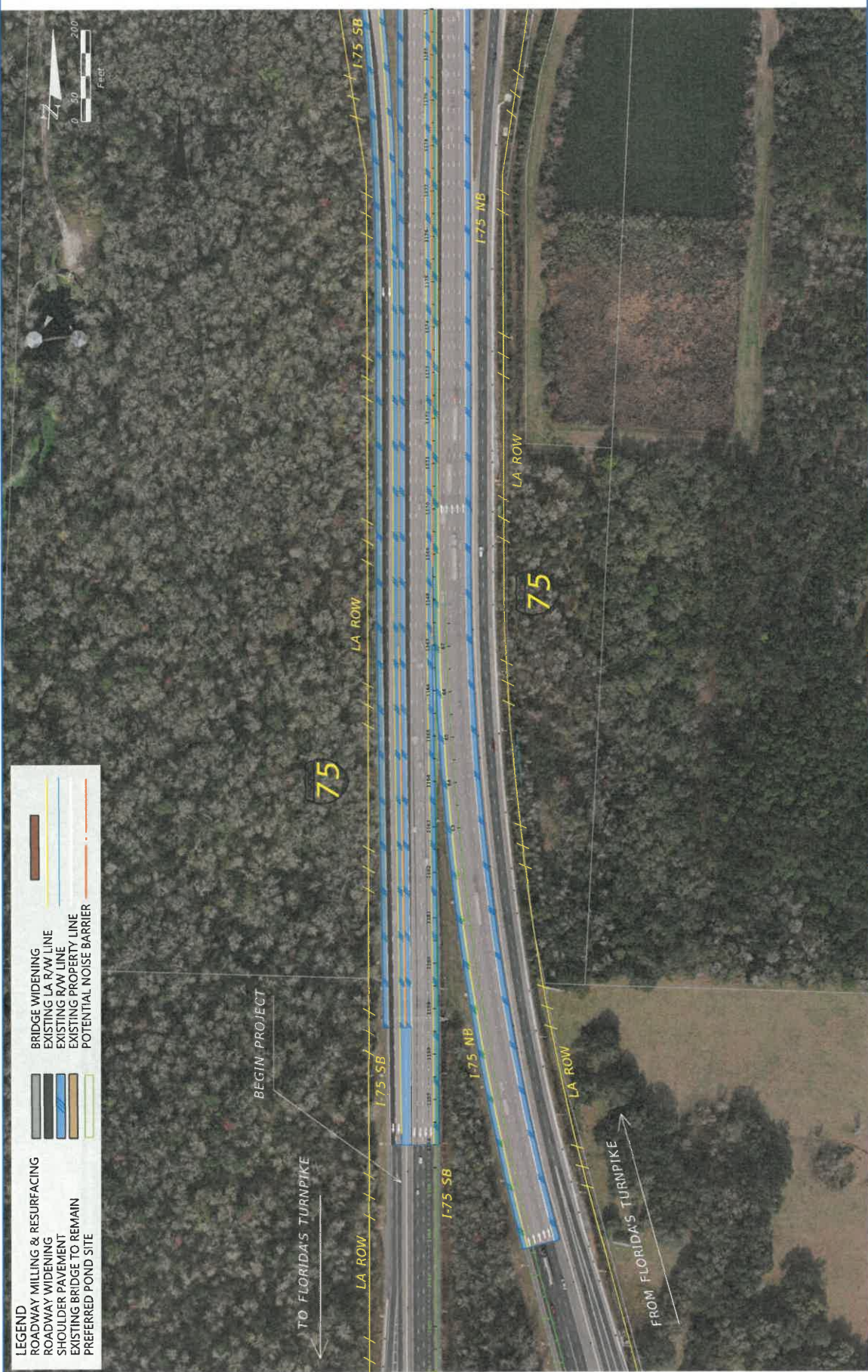
GOVERNING STANDARD PLANS:
Florida Department of Transportation, FY22-23 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

GOVERNING STANDARD SPECIFICATIONS:
Florida Department of Transportation, 22-23 Standard Specifications for Road and Bridge Construction at the following website:
<http://www.fdot.gov/programmanagement/implemented/SpecBooks>

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	2024	1-75

LEGEND

	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER



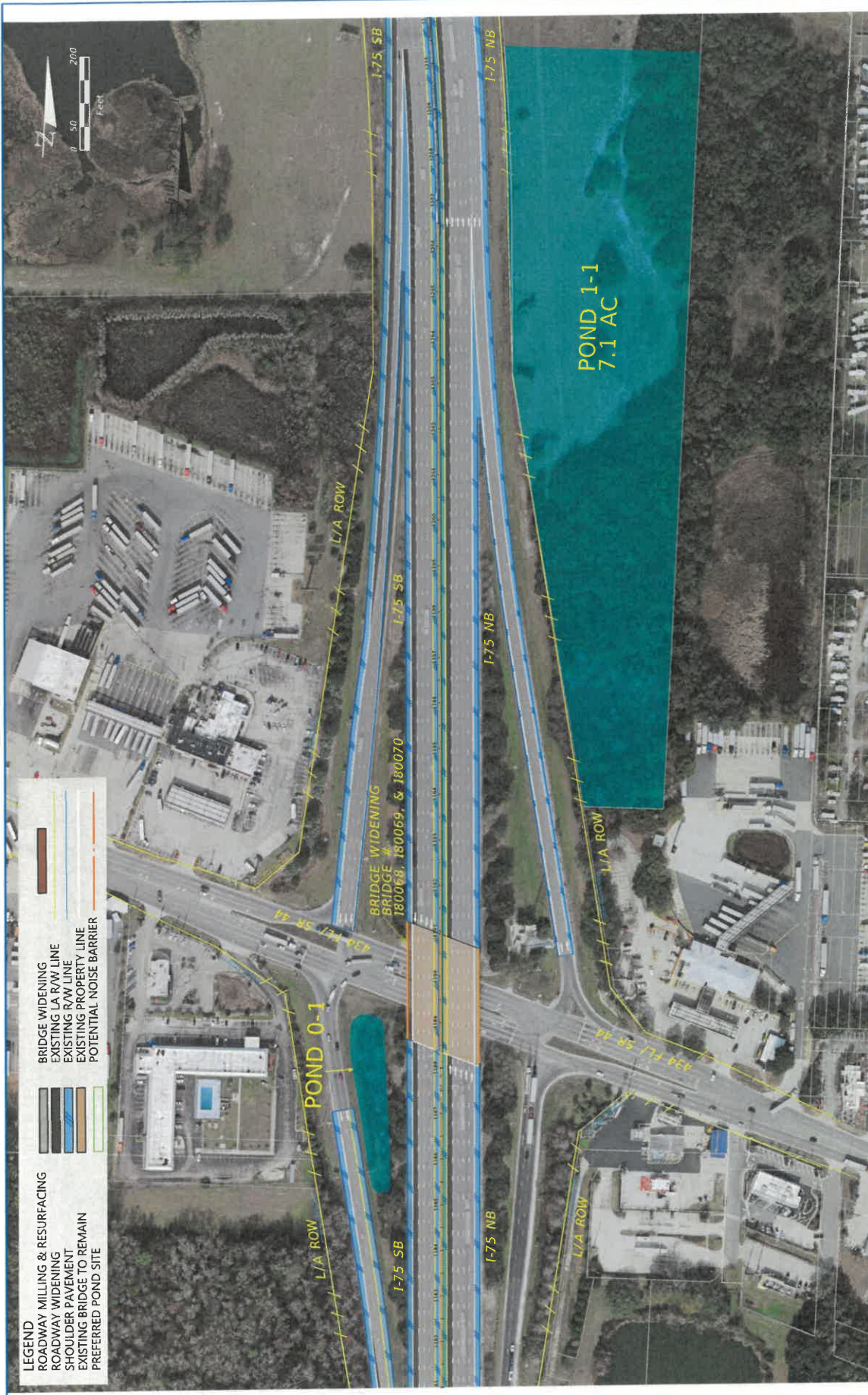
DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

STATE OF FLORIDA		DEPARTMENT OF TRANSPORTATION	
ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
93	MARION & SUWEE	452074-2-22-01	

PROFESSIONAL TYPE	
VOLKERT	

CONCEPT PLAN	
I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

SHEET NO.	1 of 40
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DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION	PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	CONCEPT PLAN	SHEET NO.
						ROAD NO. 93	I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	2 OF 40
						COUNTY MARION & SUMNER		
						FINANCIAL PROJECT ID 452074-2-22-01		

VOLKERT



LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER

DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA	DEPARTMENT OF TRANSPORTATION
COUNTY	FINANCIAL PROJECT ID
MARION & SUMNER	452074-2-22-01
ROAD NO.	93

PROFESSIONAL TYPE	VOLKERT
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CONCEPT PLAN	
I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

SHEET NO.	3 OF 40
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LEGEND

	ROADWAY MILLING & RESURFACING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER



POND 3-1
12.7 AC

L/A ROW

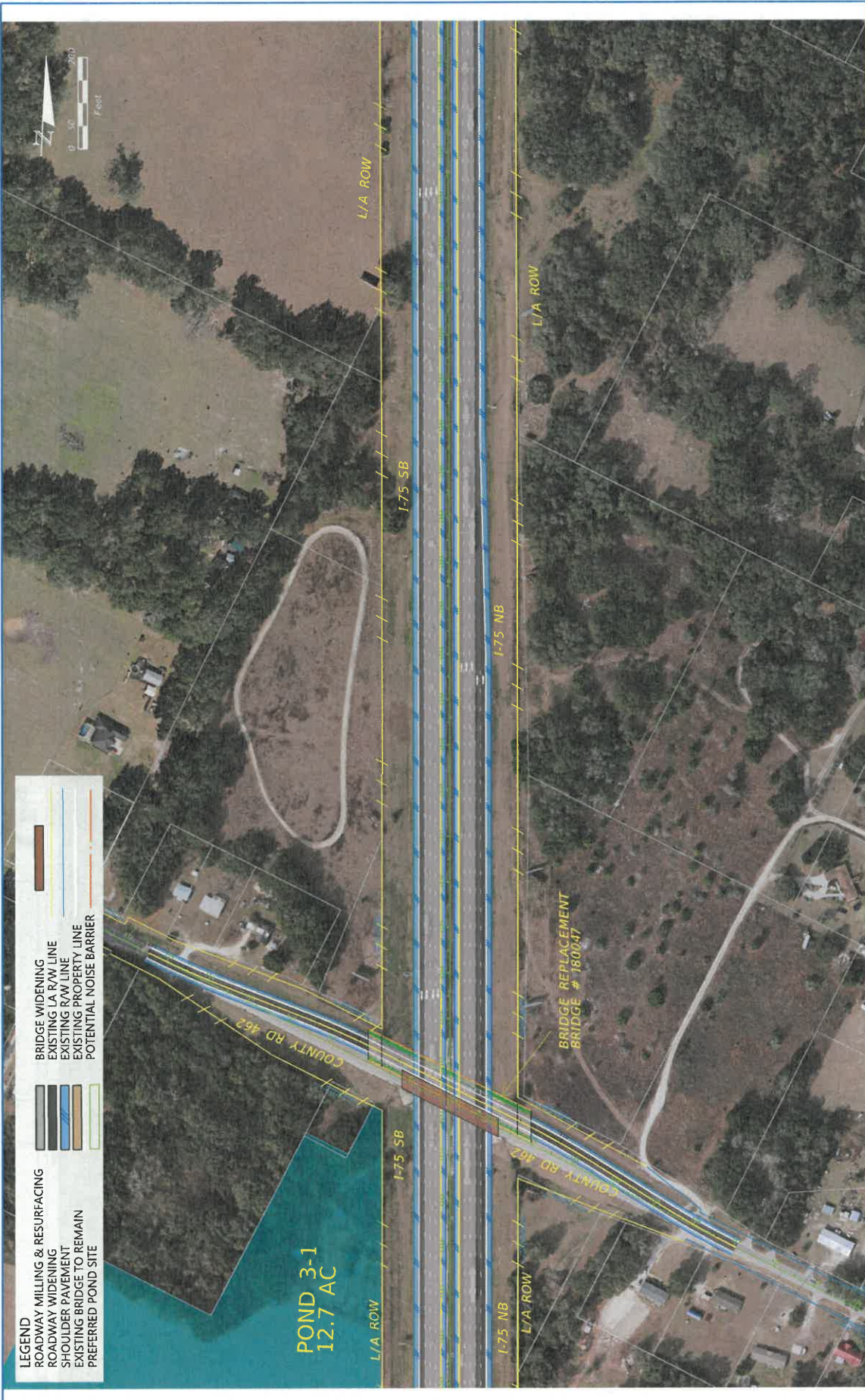
I-75 SB

I-75 NB

L/A ROW

482 COUNTY ROAD

DATE		DESCRIPTION		REVISIONS		DATE		DESCRIPTION		PROFESSIONAL TYPE		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		SHEET NO.	
										VOLKERT		ROAD NO. 93		4 OF 50	
										COUNTY MARION & SUMNER		FINANCIAL PROJECT ID 452074-2-22-01		CONCEPT PLAN	
										L/A ROW		I-75 FROM SOUTH OF S.R. 44 TO S.R. 200			



DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

PROFESSIONAL TYPE
VOLKERI

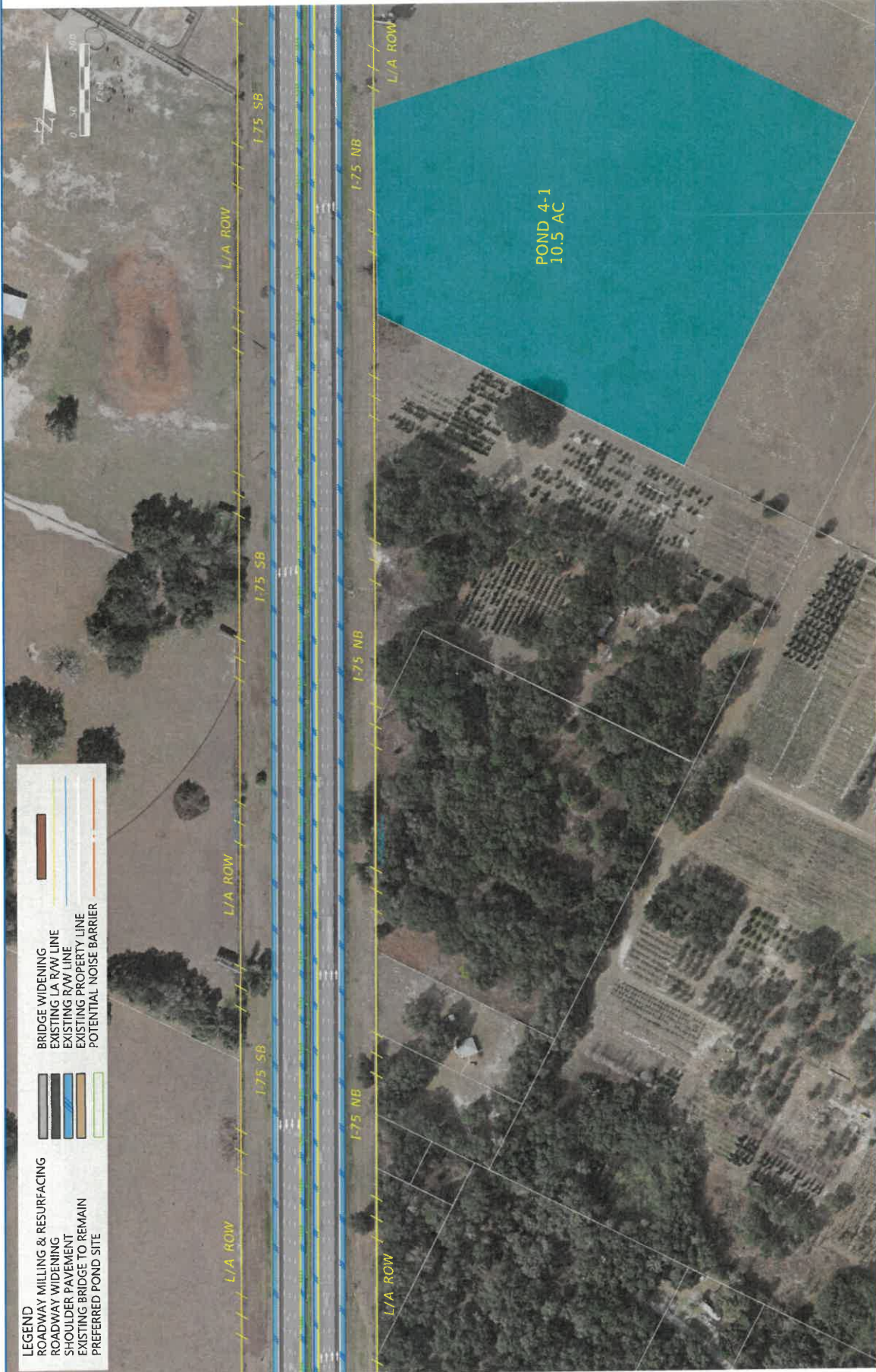
STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
93	MARION & SUITER	452074-2-22-01

CONCEPT PLAN
 I-75 FROM SOUTH OF S.R. 44 TO S.R. 200

SHEET NO.
 5 OF 40

LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER



REVISIONS		DESCRIPTION		DATE	

STATE OF FLORIDA		DEPARTMENT OF TRANSPORTATION	
ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
93	MARION & SUMNER	452074-2-22-01	

PROFESSIONAL TYPE		CONCEPT PLAN	
Volkert		I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

SHEET NO.	6 OF 40
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LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA ROW LINE
	EXISTING ROW LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION	PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	CONCEPT PLAN	SHEET NO.
						ROAD NO. 93	I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	7 OF 40
						COUNTY MARION & SUWATER		
						FINANCIAL PROJECT ID 452074-2-22-01		

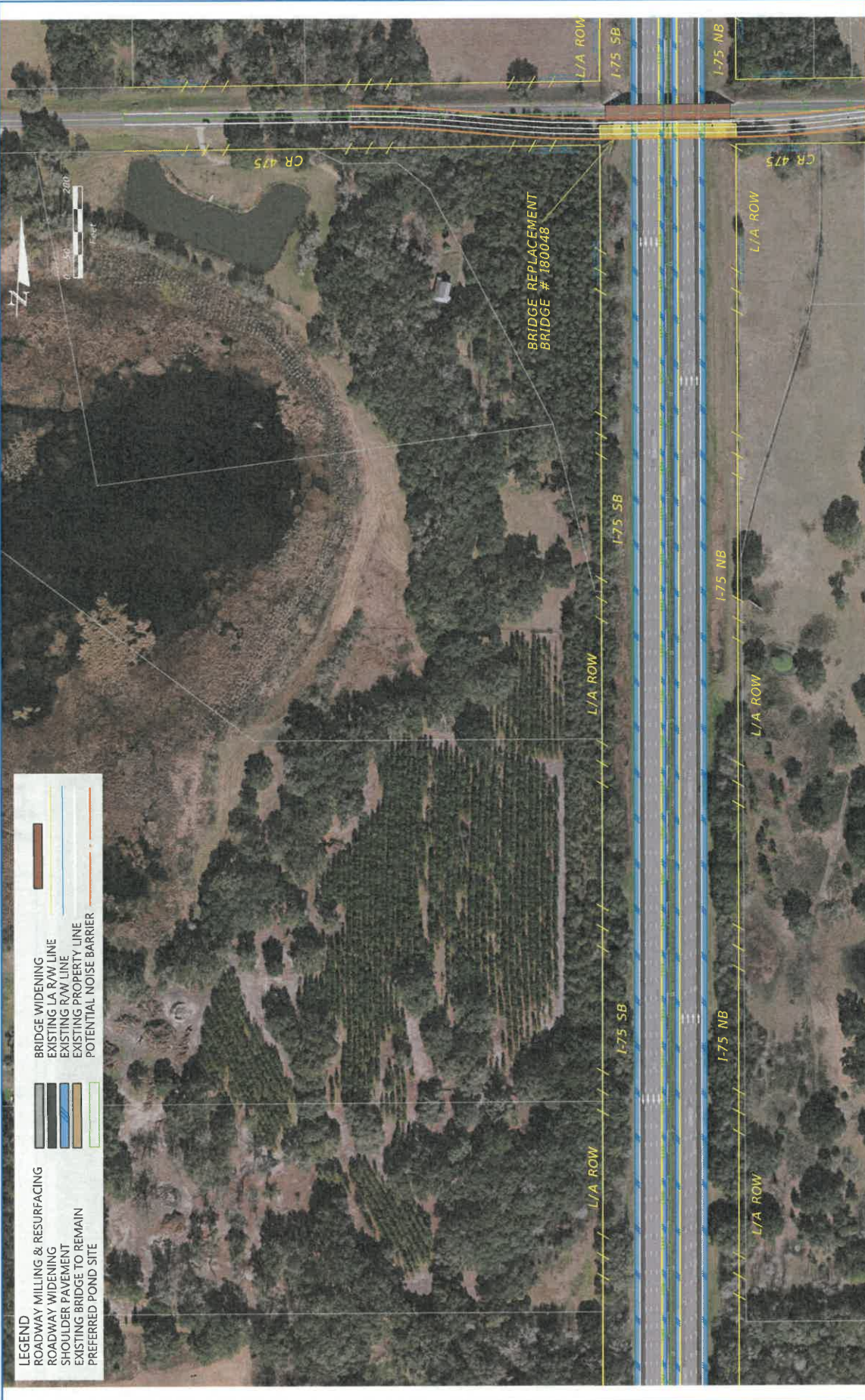
VOLKERT

LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA ROW LINE
	EXISTING RW LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER



DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION	PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	CONCEPT PLAN	SHEET NO.
						ROAD NO. 93	1-75 FROM SOUTH OF S.R. 44 TO S.R. 200	8 OF 40
						COUNTY MARION & SUMNER		
						FINANCIAL PROJECT ID 452074-2-22-01		

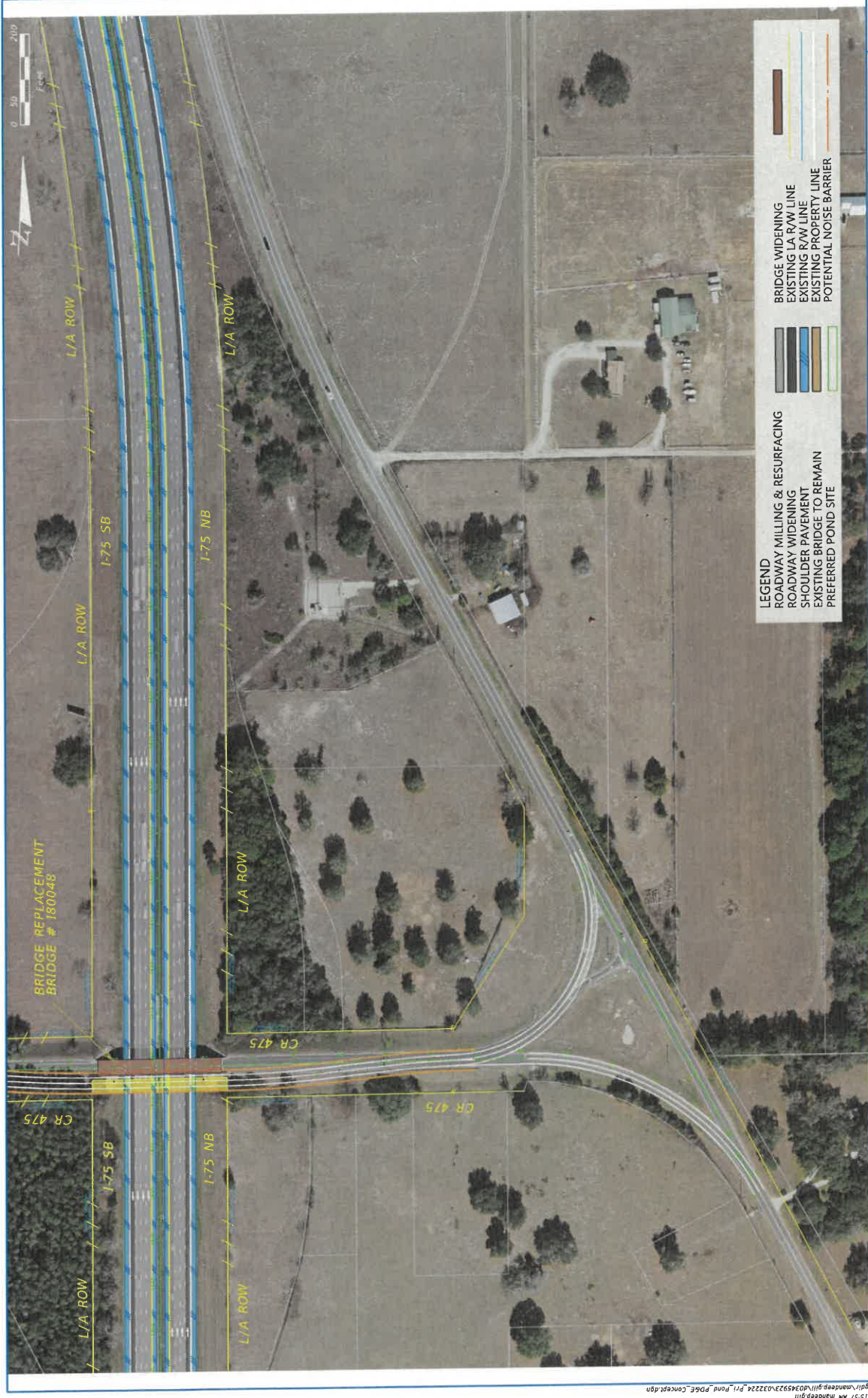
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DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

PROFESSIONAL TYPE 		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ROAD NO. 93	COUNTY MARION & SUNTER	FINANCIAL PROJECT ID 452074-2-22-01

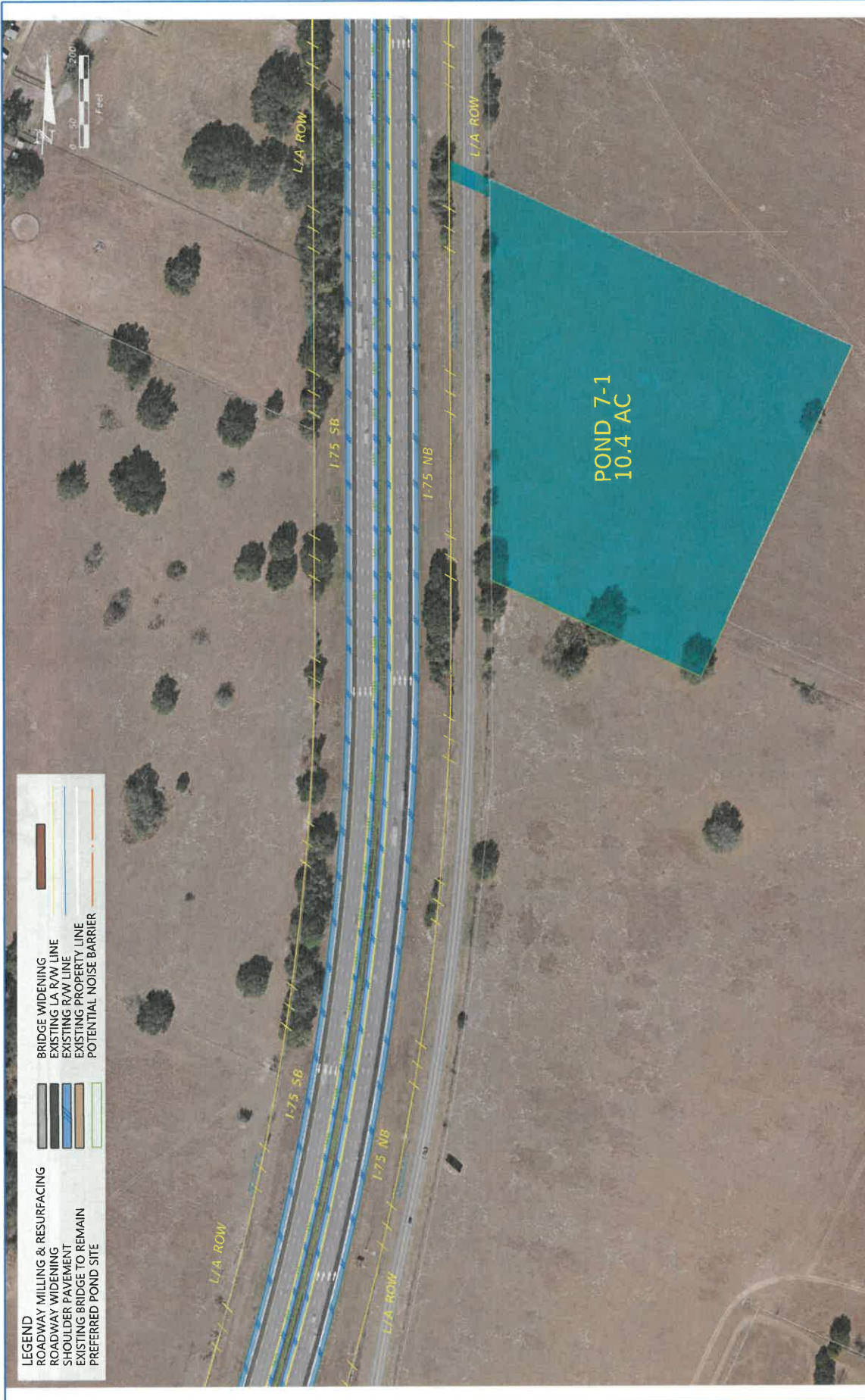
CONCEPT PLAN I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	
SHEET NO. 9 OF 40	



LEGEND

	ROADWAY MILLING & RESURFACING
	SHOULDER WIDENING
	EXISTING PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER

DATE		DESCRIPTION		REVISIONS		DATE	
PROFESSIONAL TYPE				STATE OF FLORIDA			
VOLKERT				DEPARTMENT OF TRANSPORTATION			
ROAD NO.		COUNTY		FINANCIAL PROJECT ID		SHEET NO.	
93		MARION & SUMNER		452074-2-22-01		10 OF 40	
CONCEPT PLAN							
I-75 FROM SOUTH OF S.R. 44 TO S.R. 200							



LEGEND	
	BRIDGE WIDENING
	ROADWAY MILLING & RESURFACING
	SHOULDER WIDENING
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

STATE OF FLORIDA	DEPARTMENT OF TRANSPORTATION	ROAD NO.	93	FINANCIAL PROJECT ID	452074-2-22-01
COUNTY	MANLYN & SUMNER				

PROFESSIONAL TYPE	VOLKERT
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CONCEPT PLAN
I-75 FROM SOUTH OF S.R. 44 TO S.R. 200

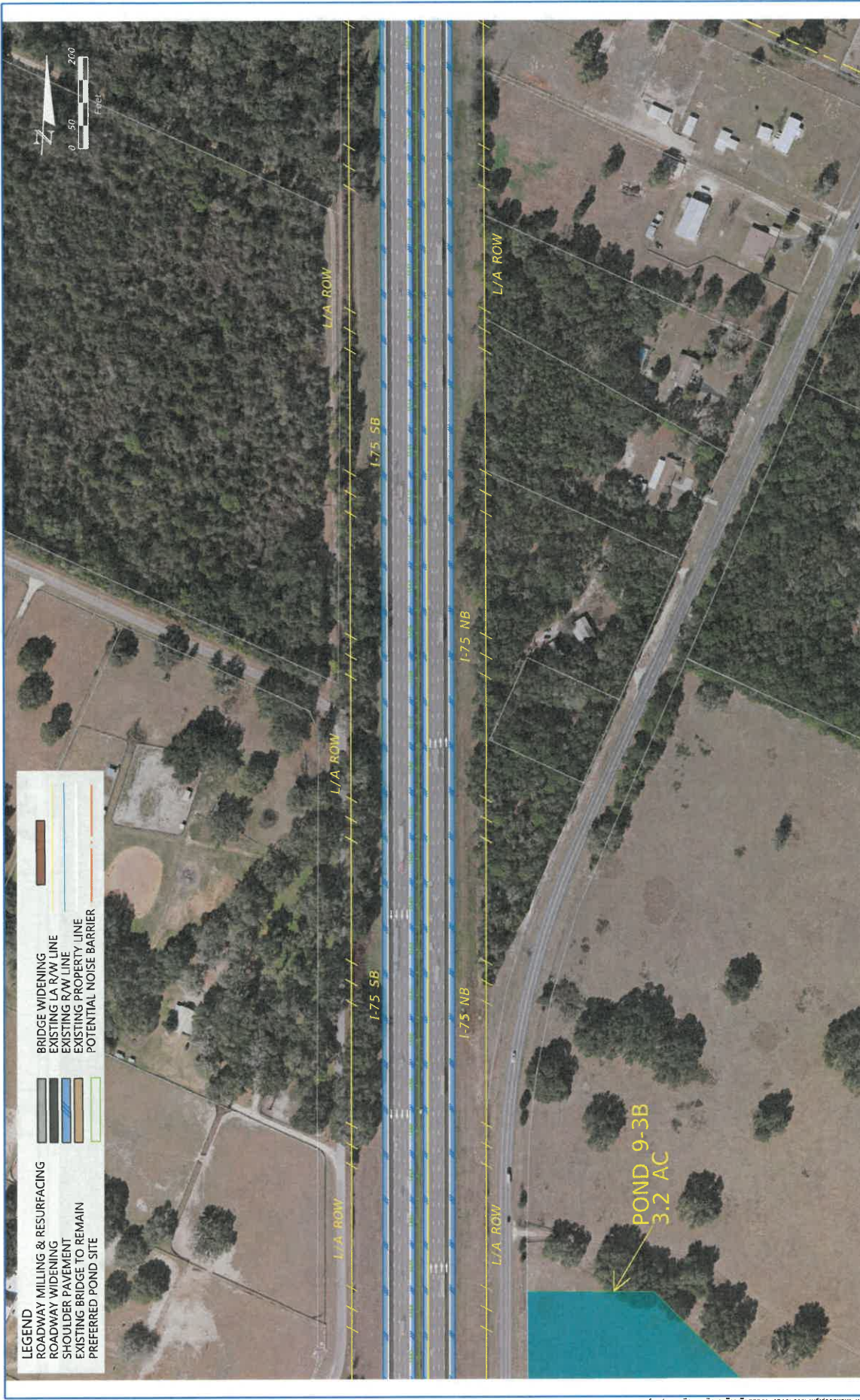
SHEET NO.	11 OF 40
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LEGEND

	BRIDGE WIDENING
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER

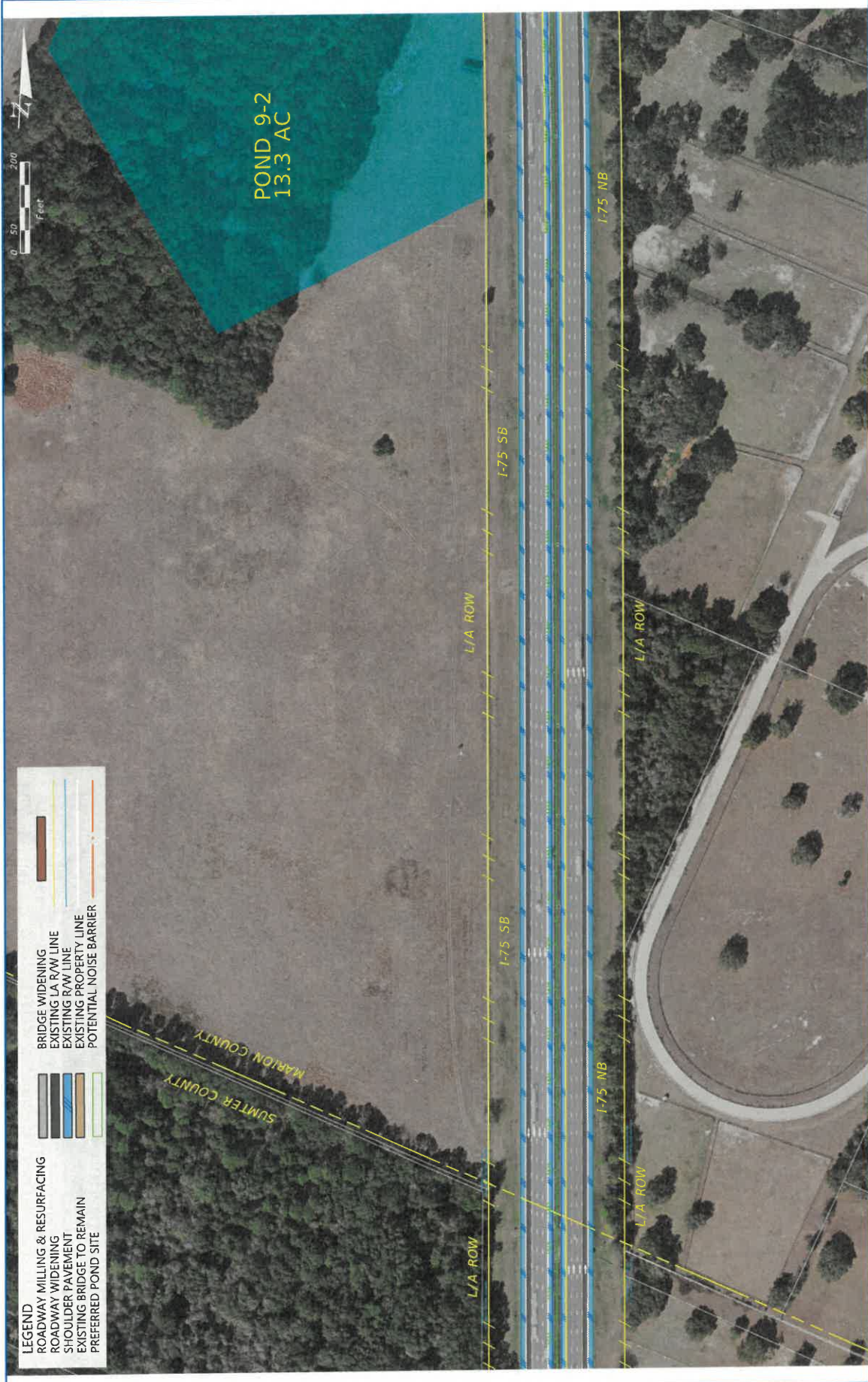
DATE		REVISIONS		PROFESSIONAL TYPE		STATE OF FLORIDA		SHEET NO.	
DESCRIPTION		DESCRIPTION		VOLKERT		DEPARTMENT OF TRANSPORTATION		CONCEPT PLAN	
						ROAD NO. 93		I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	
						COUNTY MARION & SUMNER			
						FINANCIAL PROJECT ID 452074-2-22-01		12 OF 40	



LEGEND

	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION
PROFESSIONAL TYPE				
VOLKERT				
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				
ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
93	MARION & SUHLER	452074-2-22-01		
CONCEPT PLAN				
I-75 FROM SOUTH OF S.R. 44 TO S.R. 200				
				SHEET NO.
				13 OF 40



LEGEND

	ROADWAY MILLING & RESURFACING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER

REVISIONS		DESCRIPTION		PROFESSIONAL TYPE		CONCEPT PLAN	
DATE	DESCRIPTION	DATE	DESCRIPTION	STATE OF FLORIDA	DEPARTMENT OF TRANSPORTATION	ROAD NO.	FINANCIAL PROJECT ID
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				COUNTY	MARION & SUMTER	I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	
				SHEET NO.		14 OF 40	

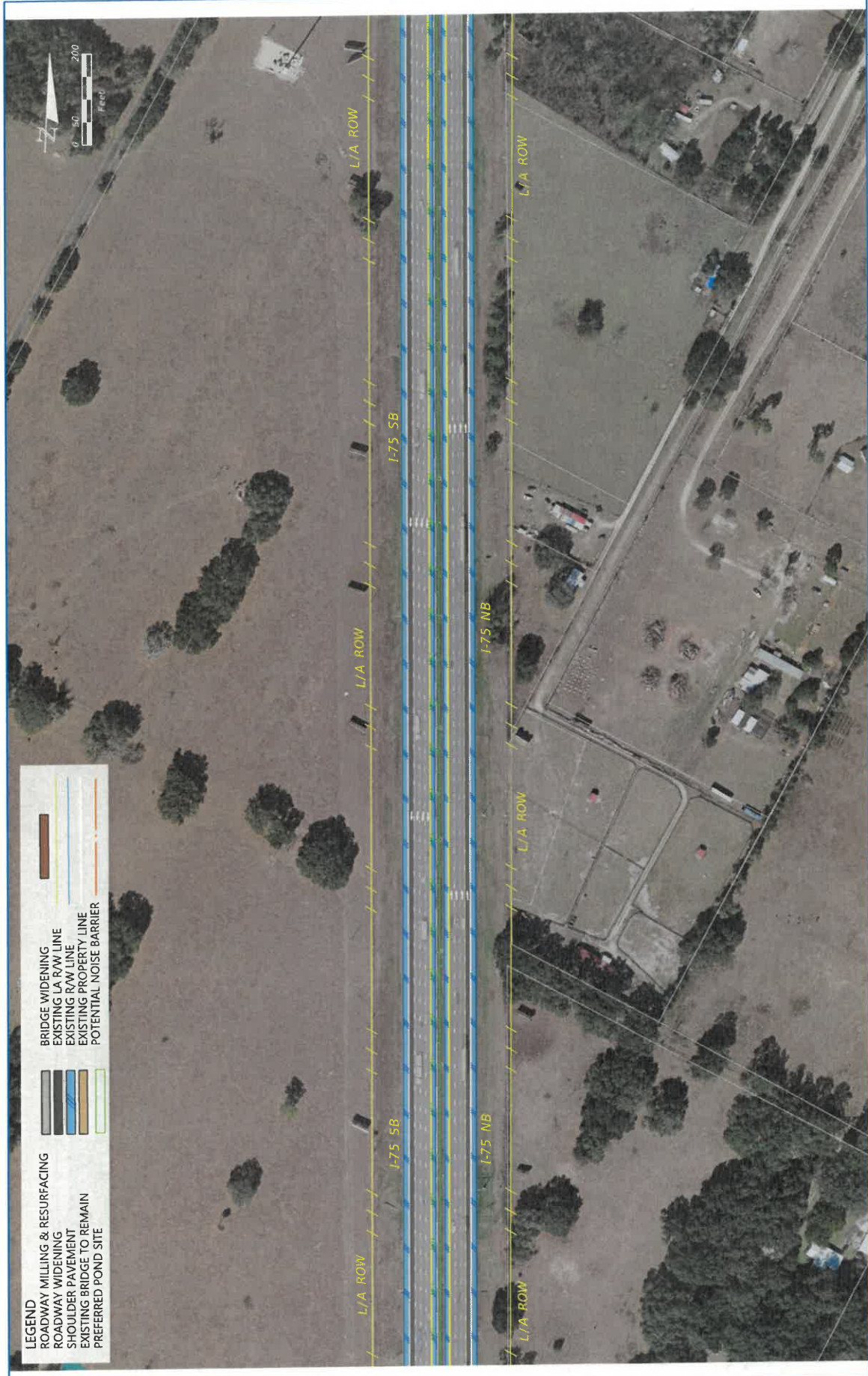
VOLKERT



LEGEND

	BRIDGE WIDENING
	EXISTING L/A ROW LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE

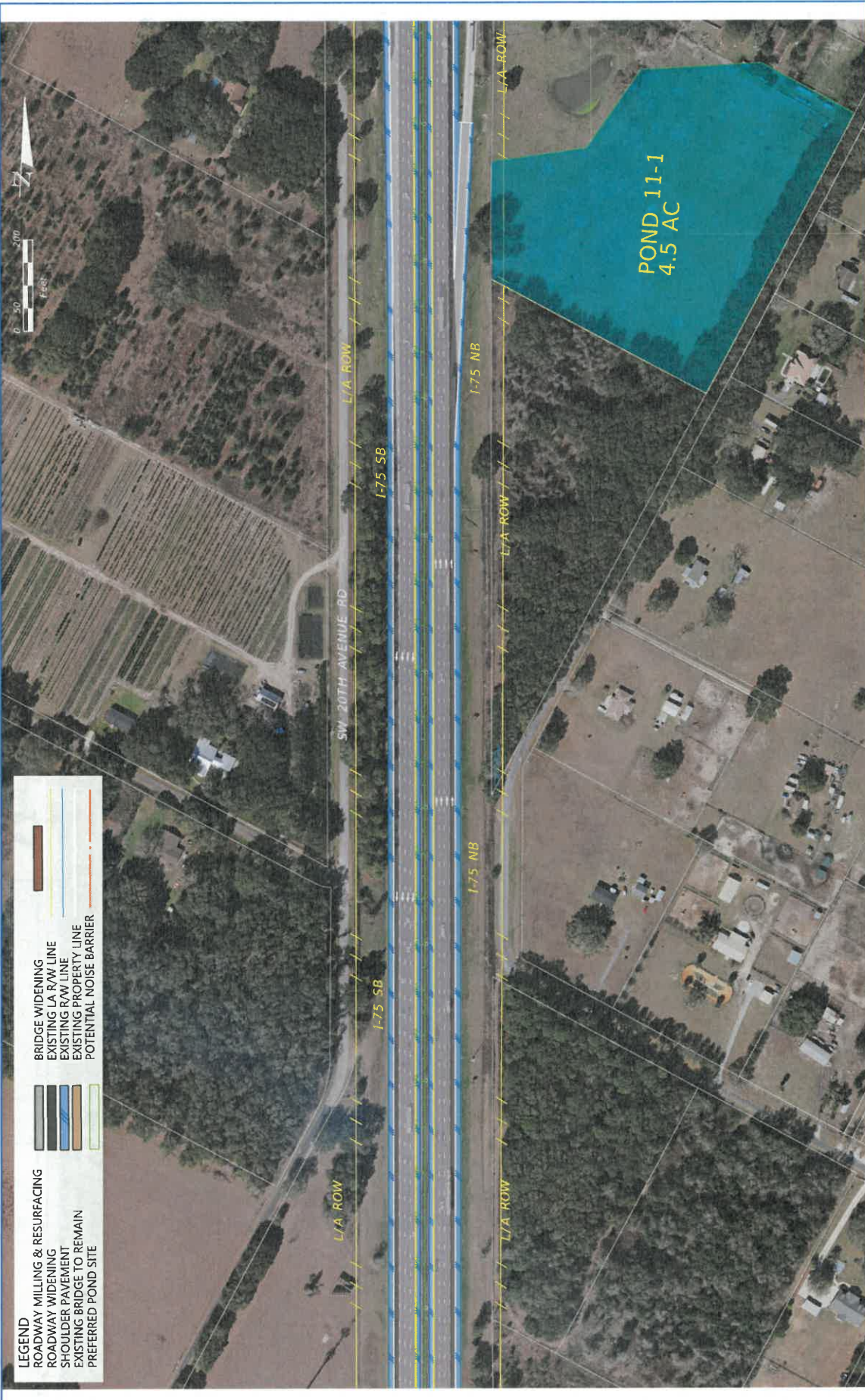
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<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p>		<p>PROFESSIONAL TYPE VOLKERT</p>								
<p>ROAD NO. 93</p>	<p>COUNTY MARION & SUITE</p>									
<p>FINANCIAL PROJECT ID 452074-2-22-01</p>		<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>DATE</th> <th>DESCRIPTION</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	DATE	DESCRIPTION	DATE	DESCRIPTION				
DATE	DESCRIPTION	DATE	DESCRIPTION							



LEGEND

	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER
	ROADWAY MILLING & RESURFACING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE

DATE		DESCRIPTION		REVISIONS		DATE		DESCRIPTION	
PROFESSIONAL TYPE					STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				
Volkert		ROAD NO. 93		COUNTY MARION & SUMNER		FINANCIAL PROJECT ID 45207A-2-22-01			
CONCEPT PLAN					I-75 FROM SOUTH OF S.R. 44 TO S.R. 200				
SHEET NO.					16 OF 40				



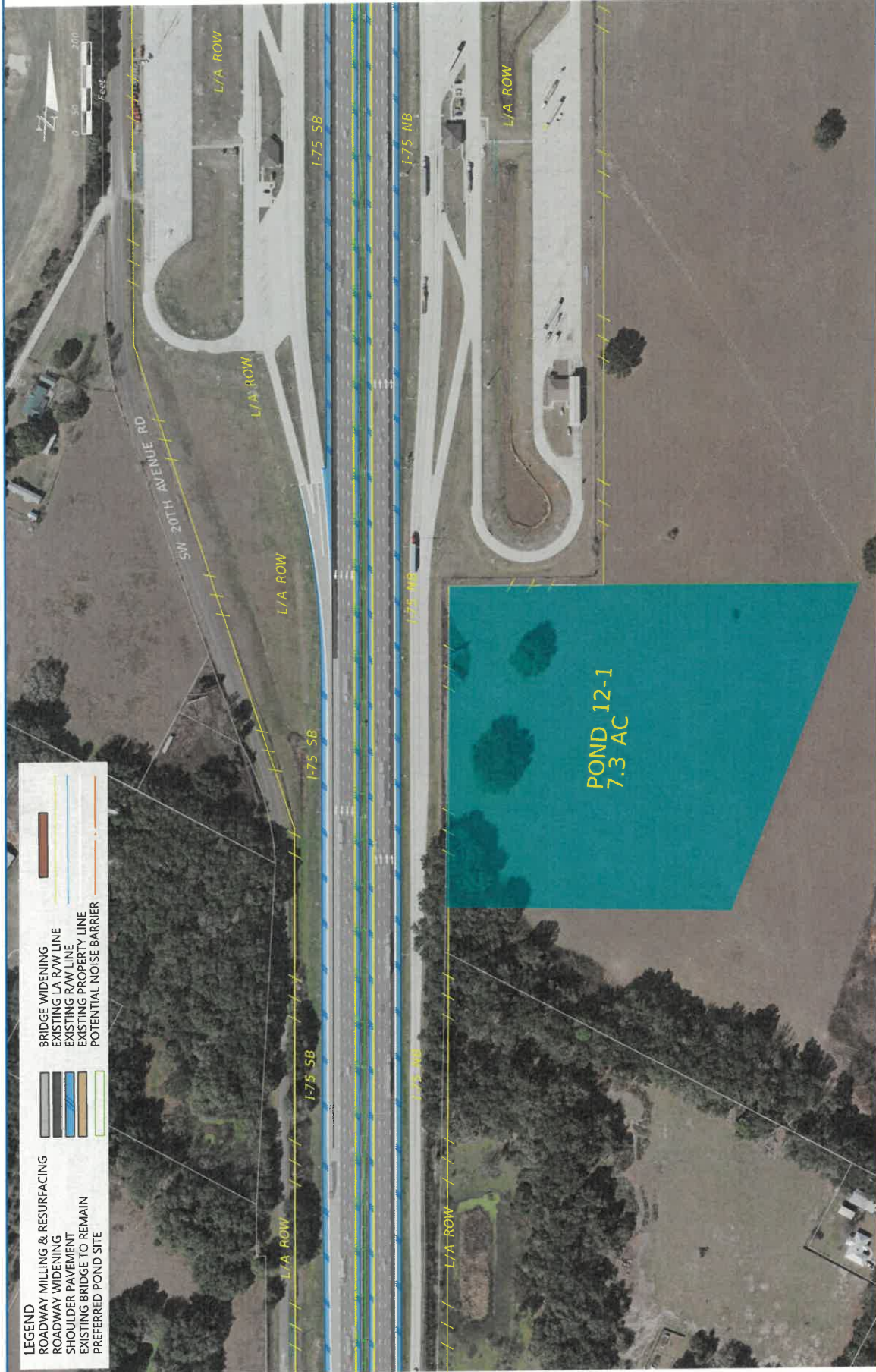
LEGEND

	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA ROW LINE
	EXISTING ROW LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION	PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		CONCEPT PLAN	SHEET NO.
						ROAD NO.	COUNTY	1-75 FROM SOUTH OF S.R. 44 TO S.R. 200	17 OF 40
						93	MARION & SUMNER		
							FINANCIAL PROJECT ID		
							452074-2-22-01		

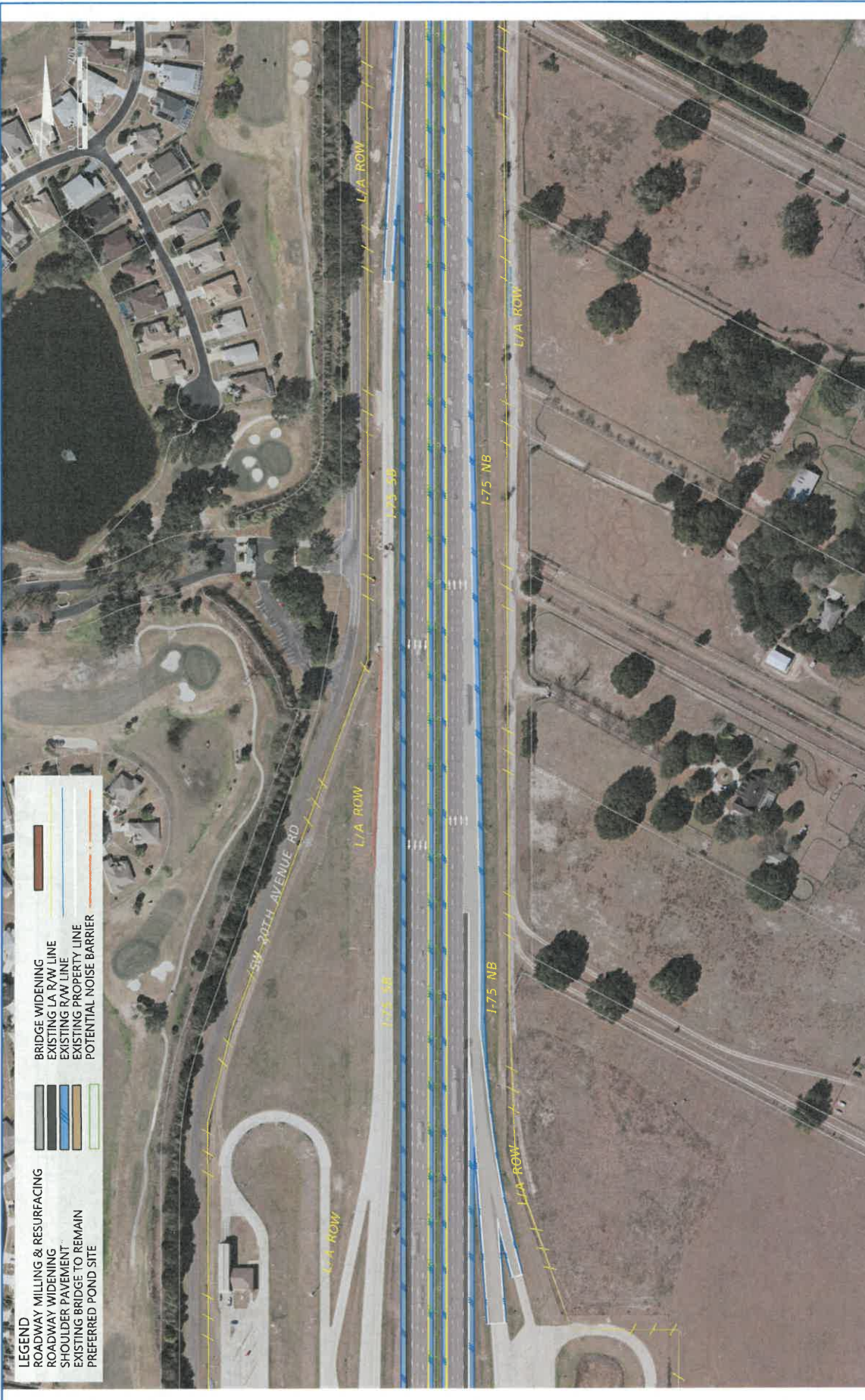
VOLKERT

LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER



DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION	PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		CONCEPT PLAN	SHEET NO.
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						93	450074-2-22-01		
						COUNTY			
						MARION & SUMNER			

Volkert



LEGEND

	ROADWAY MILLING & RESURFACING		BRIDGE WIDENING
	ROADWAY WIDENING		EXISTING L/A ROW LINE
	SHOULDER PAVEMENT		EXISTING ROW LINE
	EXISTING BRIDGE TO REMAIN		EXISTING PROPERTY LINE
	PREFERRED POND SITE		POTENTIAL NOISE BARRIER

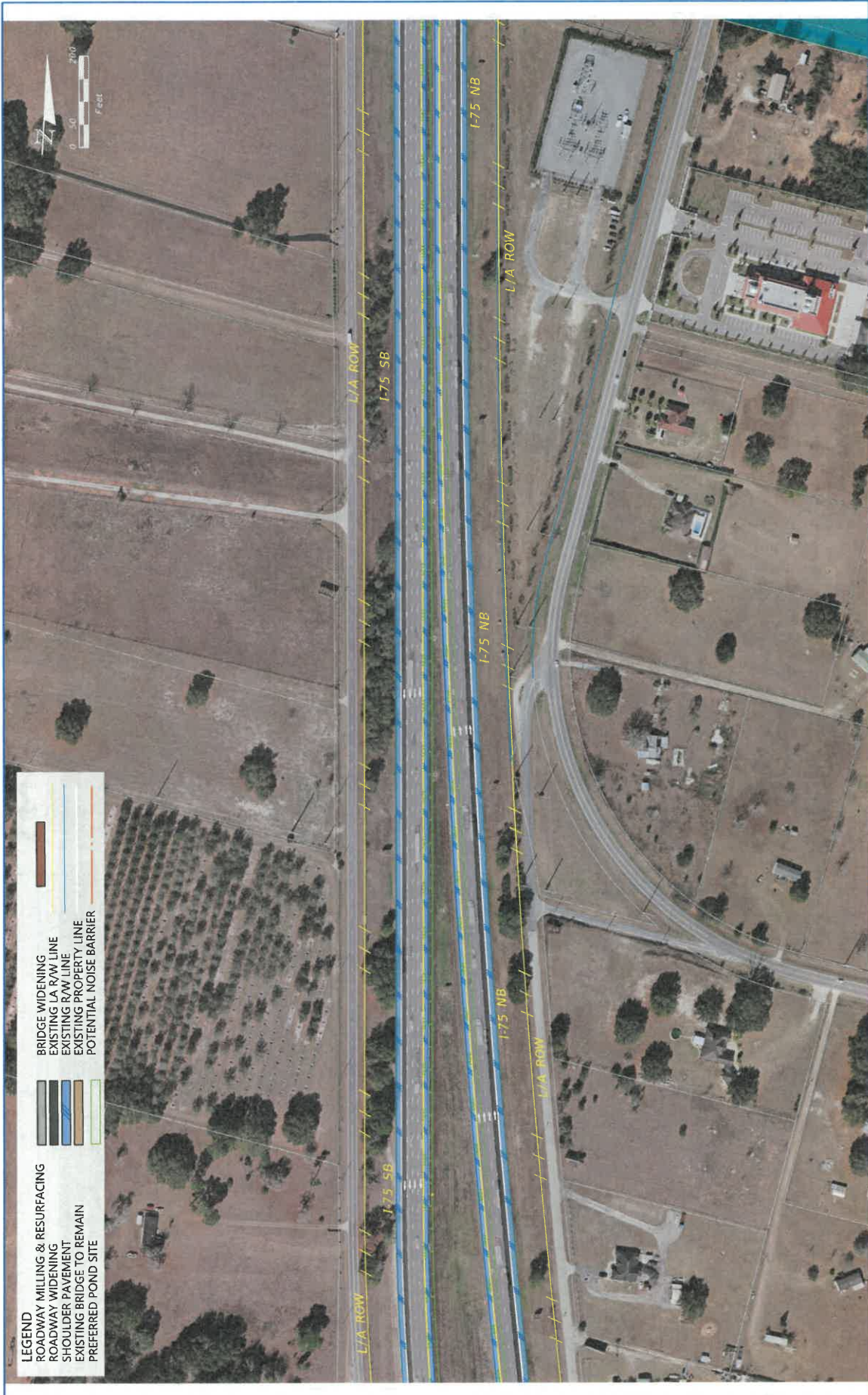
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						FINANCIAL PROJECT ID 452074-2-22-01	
						CONCEPT PLAN	
						I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

VOLKERT



DATE	DESCRIPTION	REVISIONS	DESCRIPTION	PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	CONCEPT PLAN	SHEET NO.
					ROAD NO. 93	I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	20 OF 40
					COUNTY MARION & SUMNER		
					FINANCIAL PROJECT ID 452074-2-22-01		

Volkert



DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

PROFESSIONAL TYPE 		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	
		ROAD NO. 93	FINANCIAL PROJECT ID 452074-2-22-01
COUNTY MARION & SUHLER		CONCEPT PLAN I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	



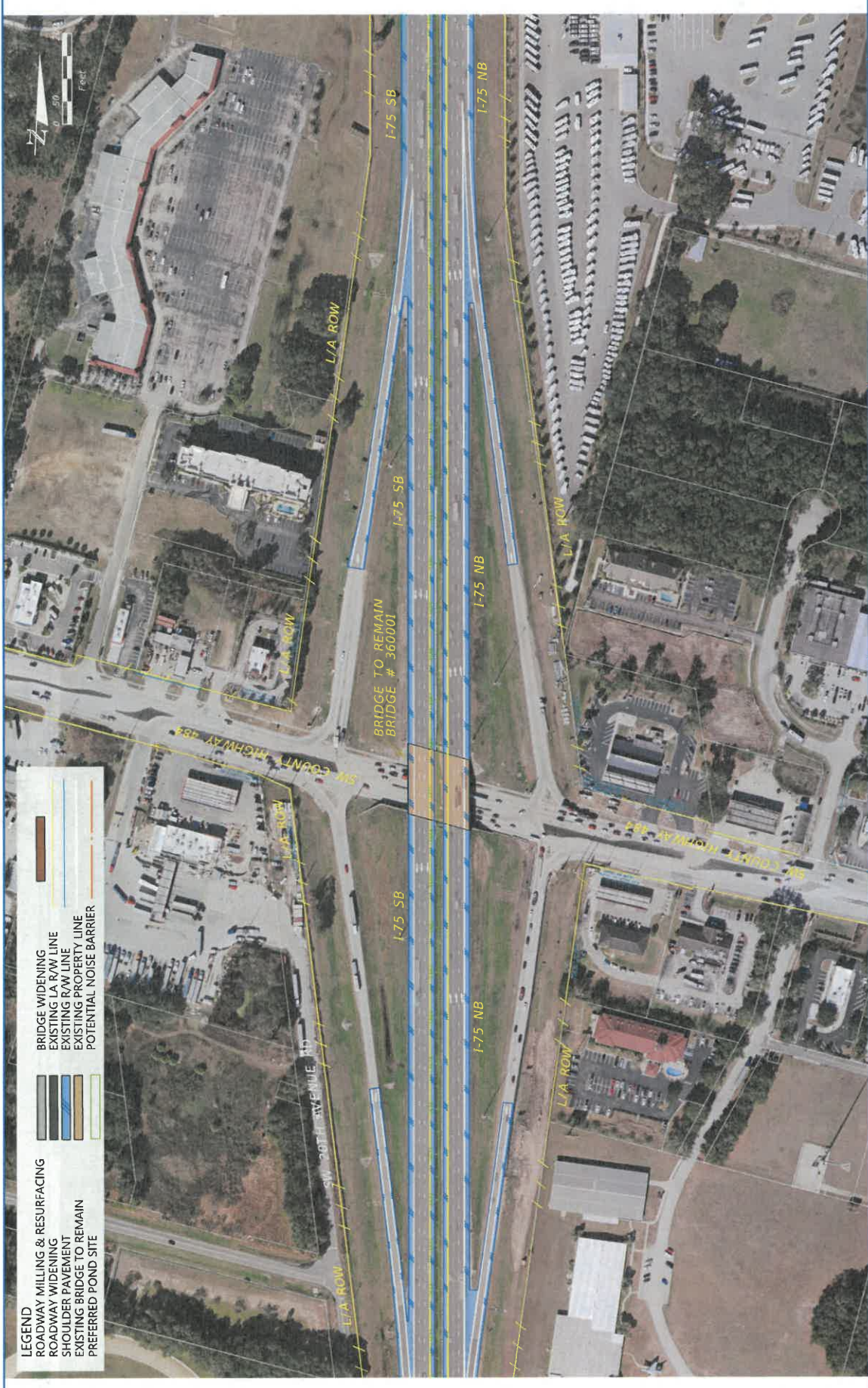
DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

STATE OF FLORIDA		DEPARTMENT OF TRANSPORTATION	
ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
93	MARION & SUMTER	452074-2-22-01	

PROFESSIONAL TYPE		CONCEPT PLAN	
		I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

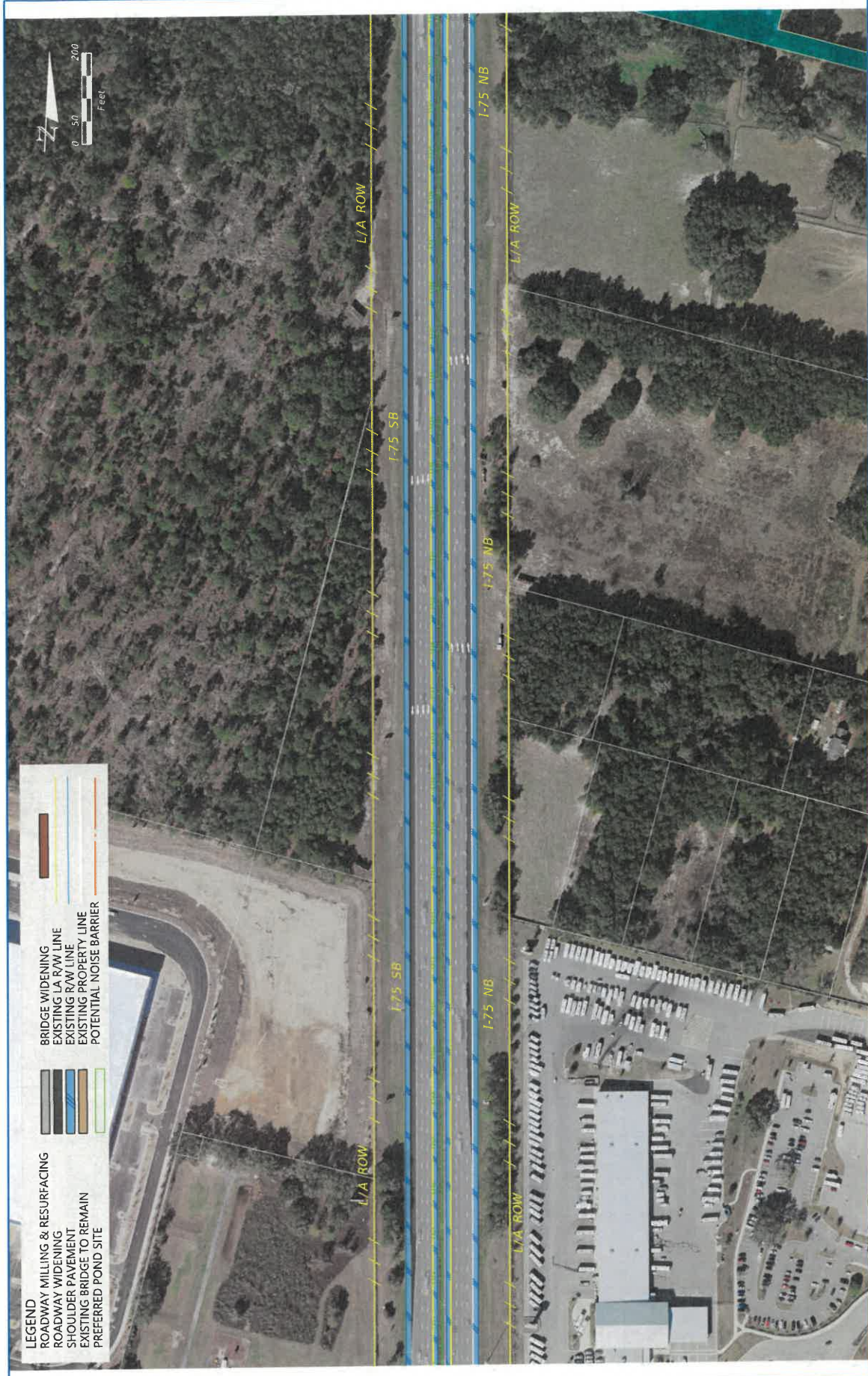
SHEET NO.	22 OF 40
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DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

VOLKERT		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	
ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PROFESSIONAL TYPE
93	MARION & SUWNER	452074-2-22-01	CONCEPT PLAN
I-75 FROM SOUTH OF S.R. 44 TO S.R. 200			



LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER

REVISIONS		DESCRIPTION	
DATE	DESCRIPTION	DATE	DESCRIPTION

PROFESSIONAL TYPE

STATE OF FLORIDA	
DEPARTMENT OF TRANSPORTATION	
ROAD NO.	FINANCIAL PROJECT ID
93	452014-2-22-01
COUNTY	MARION & SUMTER

CONCEPT PLAN

I-75 FROM SOUTH OF S.R. 44 TO S.R. 200

SHEET NO. 24 OF 40



LEGEND

	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION	PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	SHEET NO.
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						COUNTY MANLON & SOUTHER	
						FINANCIAL PROJECT ID 452074-2-22-01	
						CONCEPT PLAN	
						I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

LEGEND

	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER



DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION	PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	SHEET NO. 26 OF 40
					Volkert	ROAD NO. 93 COUNTY MARION & SUMNER FINANCIAL PROJECT ID 452014-2-22-01	CONCEPT PLAN I-75 FROM SOUTH OF S.R. 44 TO S.R. 200

LEGEND

	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA ROW LINE
	EXISTING RW LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER



**POND 19-4
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DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA		DEPARTMENT OF TRANSPORTATION	
ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
93	MARION & SUMNER	452094-2-22-01	

CONCEPT PLAN	
I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

SHEET NO.	27 OF 40
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LEGEND

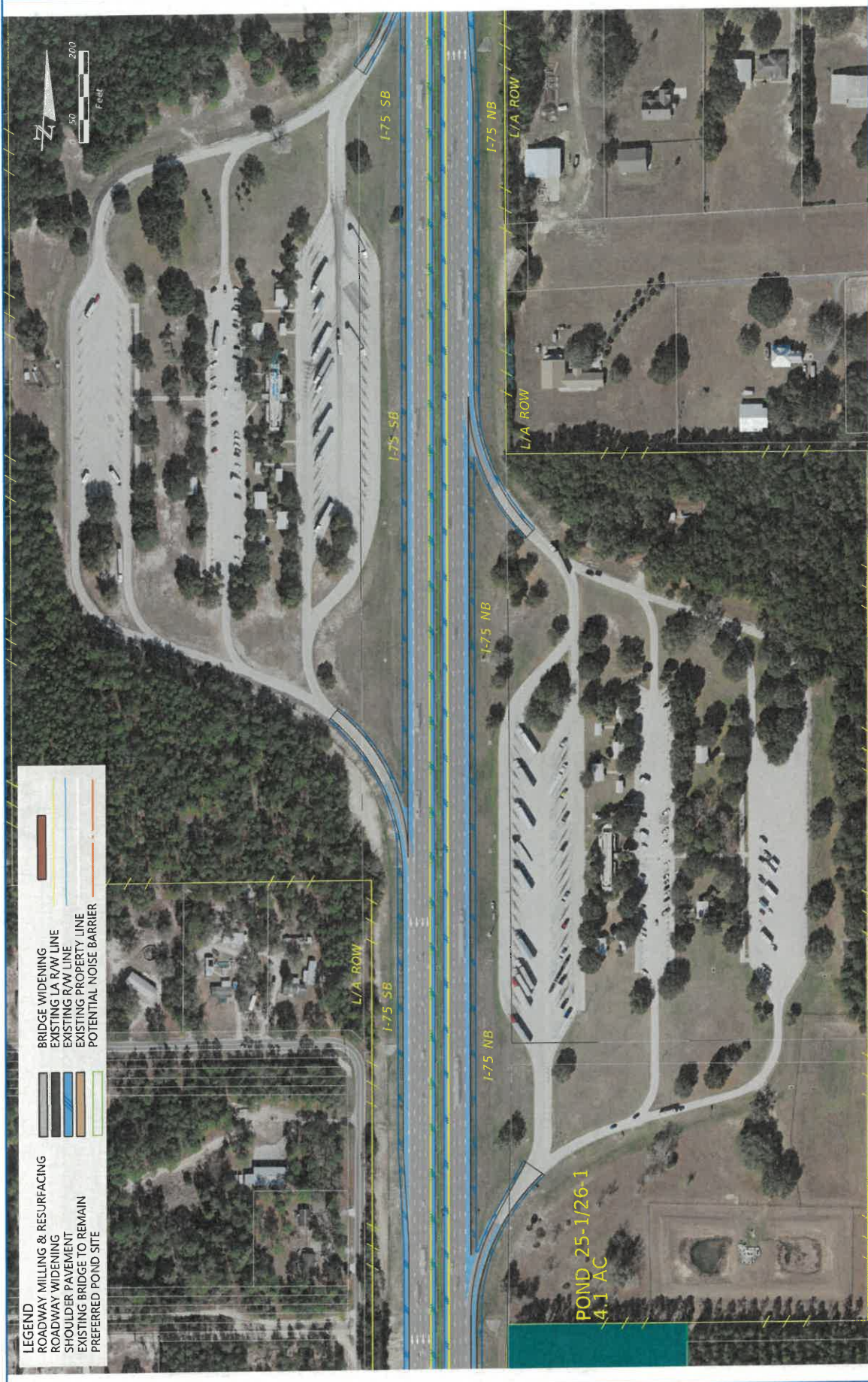
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	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER
	PREFERRED POND SITE
	EXISTING BRIDGE TO REMAIN

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION
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		SHEET NO. 28 OF 40		
		CONCEPT PLAN I-75 FROM SOUTH OF S.R. 44 TO S.R. 200		



DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

VOLKERT		PROFESSIONAL TYPE	
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		CONCEPT PLAN	
ROAD NO. 93	COUNTY MARION & SUMNER	FINANCIAL PROJECT ID 452074-2-22-01	I-75 FROM SOUTH OF S.R. 44 TO S.R. 200
			SHEET NO. 31 OF 40

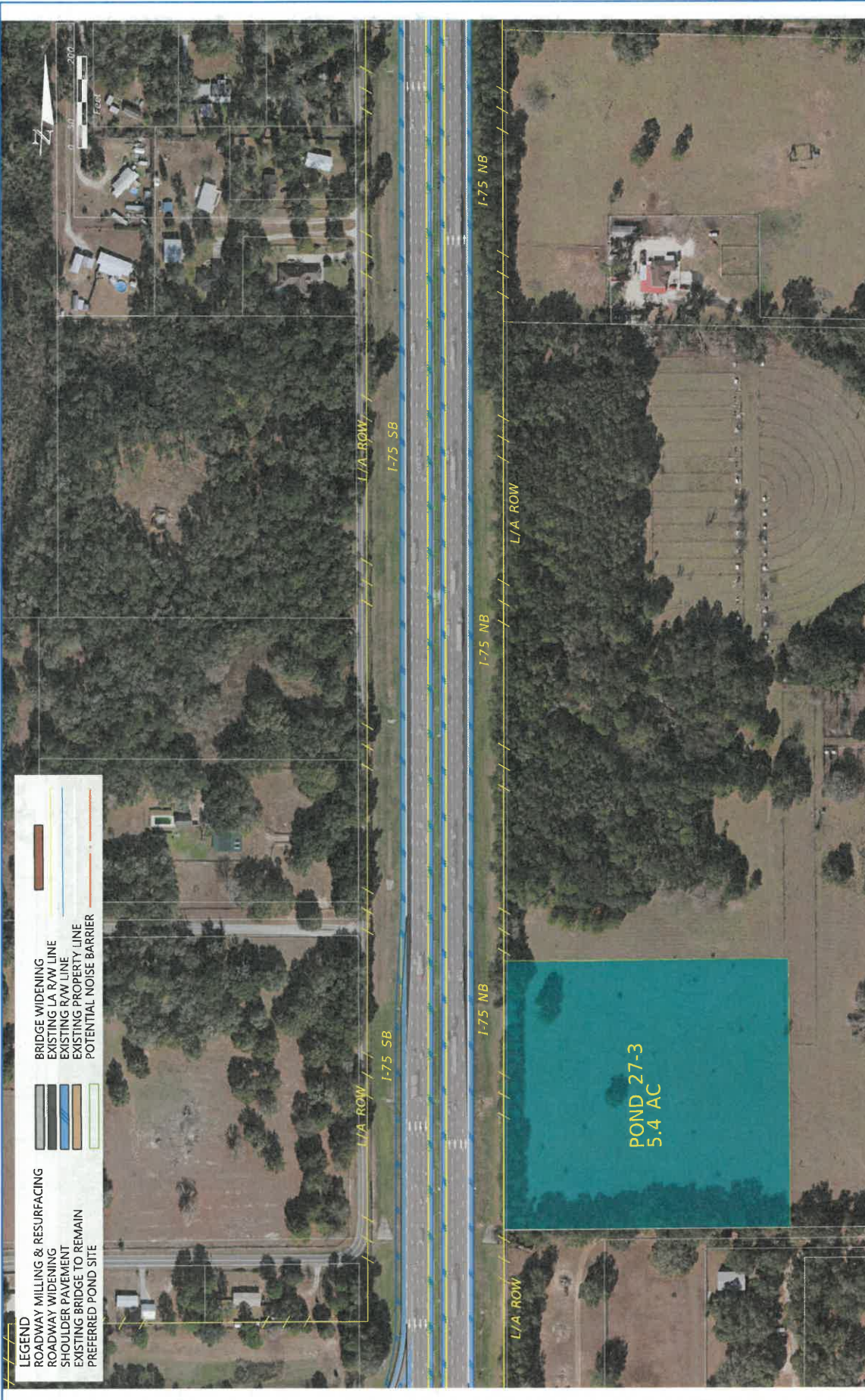


LEGEND

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	ROADWAY WIDENING		EXISTING LA R/W LINE
	SHOULDER PAVEMENT		EXISTING R/W LINE
	EXISTING BRIDGE TO REMAIN		EXISTING PROPERTY LINE
	PREFERRED POND SITE		POTENTIAL NOISE BARRIER

DATE	REVISIONS	PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	SHEET NO.
	DESCRIPTION		ROAD NO. 93	32 OF 40
	DESCRIPTION		COUNTY MARION & SUWARTER	
	DESCRIPTION		FINANCIAL PROJECT ID 452074-2-22-01	
			CONCEPT PLAN	
			I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

Volkert



DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

STATE OF FLORIDA		DEPARTMENT OF TRANSPORTATION	
ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
93	MARION & SUWATER	452074-2-22-01	

PROFESSIONAL TYPE	
VOLKERT	

CONCEPT PLAN	
I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

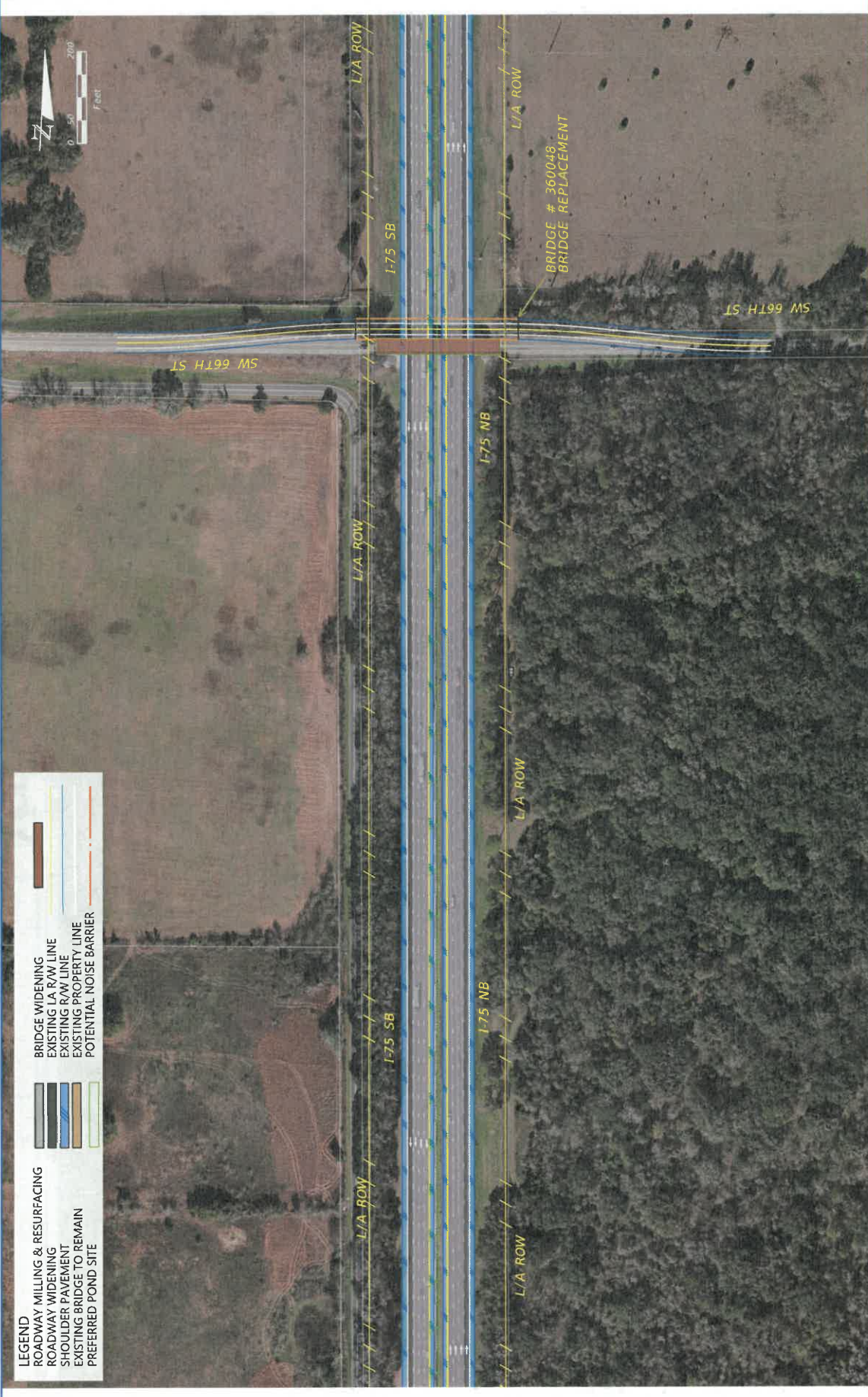
SHEET NO.	33 OF 40
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LEGEND

	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION
PROFESSIONAL TYPE				
Volkert				
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				
ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
93	MARION & SUMNER	452074-2-22-01		
CONCEPT PLAN				
I-75 FROM SOUTH OF S.R. 44 TO S.R. 200				
SHEET NO.				34 OF 40



LEGEND

	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING L/A ROW LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER

DATE	REVISIONS	DESCRIPTION	PROFESSIONAL TYPE	STATE OF FLORIDA		DEPARTMENT OF TRANSPORTATION		CONCEPT PLAN		SHEET NO.
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				93	MARION & SUMNER	452074-2-22-01				

LEGEND

	ROADWAY MILLING & RESURFACING
	SHOULDER WIDENING
	EXISTING PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE
	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER



DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

STATE OF FLORIDA		DEPARTMENT OF TRANSPORTATION	
COUNTY	MARION & SUMNER	FINANCIAL PROJECT ID	452074-2-22-01
ROAD NO.	93		

PROFESSIONAL TYPE	
VOLKERT	

CONCEPT PLAN	
1-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

SHEET NO.	36 OF 40
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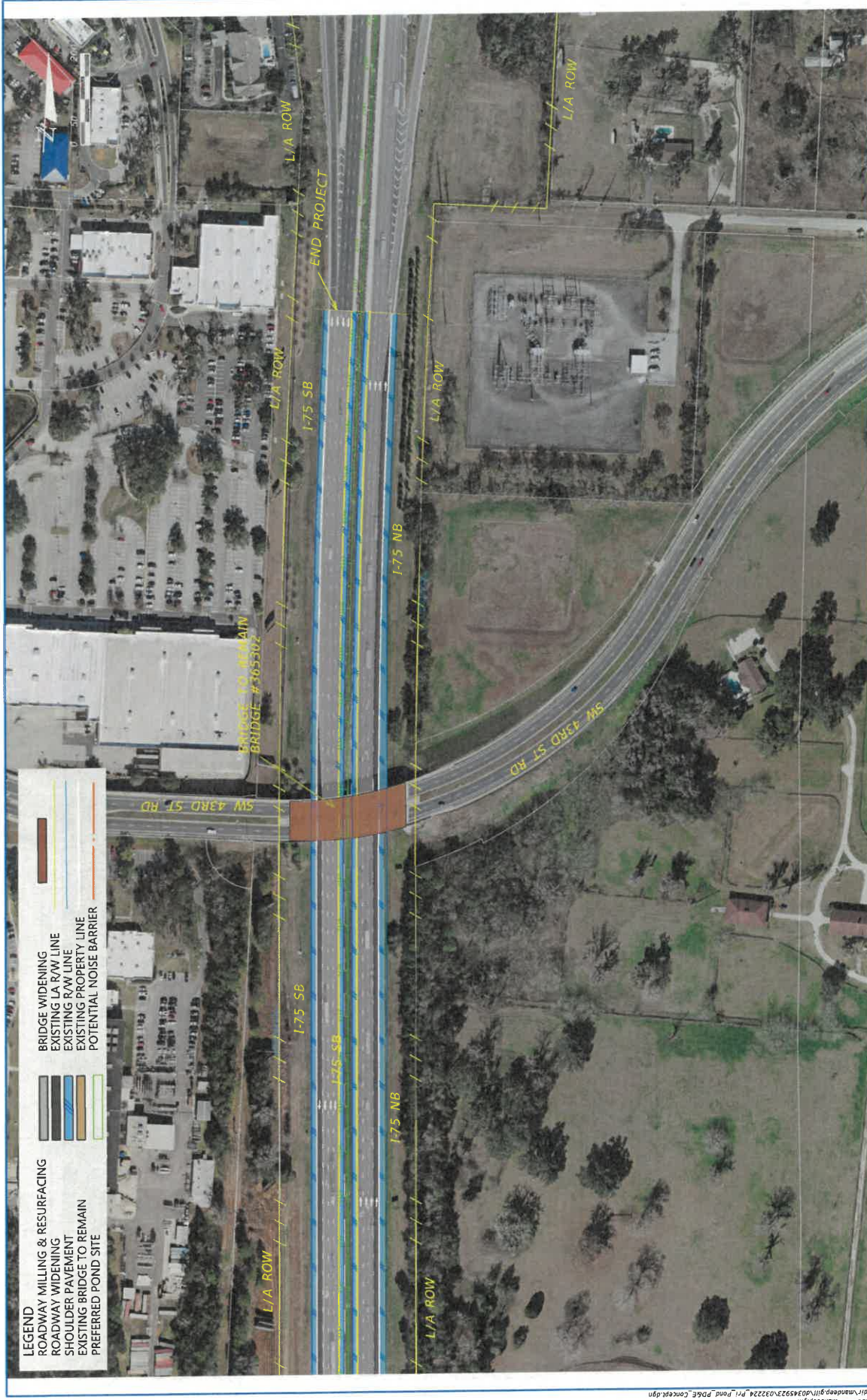
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
93	MARION & SUWAY	452074-2-22-01	

CONCEPT PLAN	
I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

SHEET NO.	37 OF 40
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PROFESSIONAL TYPE
VOLKERT



- LEGEND**
- ROADWAY MILLING & RESURFACING
 - BRIDGE WIDENING
 - SHOULDER PAVEMENT
 - EXISTING LA R/W LINE
 - EXISTING R/W LINE
 - EXISTING PROPERTY LINE
 - EXISTING BRIDGE TO REMAIN
 - POTENTIAL NOISE BARRIER
 - PREFERRED POND SITE

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION	PROFESSIONAL TYPE

STATE OF FLORIDA		DEPARTMENT OF TRANSPORTATION	
COUNTY	MARION & SUMNER	ROAD NO.	93
FINANCIAL PROJECT ID	452074-2-22-01		

CONCEPT PLAN	
I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

SHEET NO.	38 OF 40
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VOLKERT



LEGEND	
	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

STATE OF FLORIDA		DEPARTMENT OF TRANSPORTATION	
ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
93	MARION & SUITER	452074-2-22-01	

CONCEPT PLAN	
I-75 FROM SOUTH OF S.R. 44 TO S.R. 200	

SHEET NO.	38 OF 40
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LEGEND

	BRIDGE WIDENING
	EXISTING LA R/W LINE
	EXISTING R/W LINE
	EXISTING PROPERTY LINE
	POTENTIAL NOISE BARRIER
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	PREFERRED POND SITE

DATE		REVISIONS		DESCRIPTION		PROFESSIONAL TYPE		STATE OF FLORIDA		CONCEPT PLAN		SHEET NO.	
						VOLKERT		DEPARTMENT OF TRANSPORTATION		I-75 FROM SOUTH OF S.R. 44 TO S.R. 200		40 OF 40	
								ROAD NO.		FINANCIAL PROJECT ID			
								93		452074-2-22-01			
								COUNTY					
								MARION & SUMNER					

Appendix C: Section 4(f) Determination Support Documents

----- Forwarded message -----

From: "Rothrock, Lindsay" <Lindsay.Rothrock@dot.state.fl.us>

Date: Mar 7, 2024 4:37 PM

Subject: RE: I-75 South Improvements (FPID 452074-2) - Greenway/Section 4(f) Exemption To: "Browning, Stephen" <Stephen.Browning@dot.state.fl.us>

Cc: "Lyon, Casey" <Casey.Lyon@dot.state.fl.us>,"Northey, Edward"

<Edward.Northey@dot.state.fl.us>,"Owen, Catherine"

<Catherine.Owen@dot.state.fl.us>,"Linger, Kathaleen"

<Kathaleen.Linger@dot.state.fl.us>,"Rach, Denise" <Denise.Rach@dot.state.fl.us>,"John Palm"

<john.palm@volkert.com>,"Scott Golden" <scott.golden@volkert.com>,"Miranda Glass"

<miranda.glass@volkert.com>

Hi all,

I took the afternoon to review the submitted documents and summary provided. The modern equivalent to the citation in the FHWA letter is [23 CFR 774.11\(i\)](#). Specifically #2 below.

- (i) When a property is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint planning or development of the transportation facility and the Section 4(f) resource occurs, then any resulting impacts of the transportation facility will not be considered a use as defined in § 774.17.
- (1) Formal reservation of a property for a future transportation use can be demonstrated by a document of public record created prior to or contemporaneously with the establishment of the park, recreation area, or wildlife and waterfowl refuge. Examples of an adequate document to formally reserve a future transportation use include:
 - (i) A map of public record that depicts a transportation facility on the property;
 - (ii) A land use or zoning plan depicting a transportation facility on the property; or
 - (iii) A fully executed real estate instrument that references a future transportation facility on the property.
- (2) Concurrent or joint planning or development can be demonstrated by a document of public record created after, contemporaneously with, or prior to the establishment of the Section 4(f) property. Examples of an adequate document to demonstrate concurrent or joint planning or development include:
 - (i) A document of public record that describes or depicts the designation or donation of the property for both the potential transportation facility and the Section 4(f) property; or
 - (ii) A map of public record, memorandum, planning document, report, or correspondence that describes or depicts action taken with respect to the property by two or more governmental agencies with jurisdiction for the potential transportation facility and the Section 4(f) property, in consultation with each other.

The resolution you attached that outlines the easement for a transportation right of way qualifies as the document of public record.

The details appear to indicate that Section 4(f) is Not Applicable since joint planning took place. The only remaining question I have is regarding where the easement lines are – can you send me a map with the easement boundary mapped and overlay it on the plan sheet you provided?

Thanks,

Lindsay

Lindsay S. Rothrock, MA, RPA
State Cultural Resources Coordinator

Office of Environmental Management

Florida Department of Transportation

605 Suwannee Street | MS 37 | Burns Building Tallahassee, FL 32399-0450

PHONE: 850-414-5269 | FAX: 850-414-4443

lindsay.rothrock@dot.state.fl.us

Note: Most written communications to or from state officials are public records available to the public and media upon request (Florida Statute, Chapter 119).



From: Browning, Stephen <Stephen.Browning@dot.state.fl.us>

Sent: Thursday, March 7, 2024 11:33 AM

To: Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>

Cc: Lyon, Casey <Casey.Lyon@dot.state.fl.us>; Northey, Edward <Edward.Northey@dot.state.fl.us>; Owen, Catherine <Catherine.Owen@dot.state.fl.us>; Linger, Kathaleen <Kathaleen.Linger@dot.state.fl.us>; Rach, Denise <Denise.Rach@dot.state.fl.us>; John Palm <john.palm@volkert.com>; Golden, Scott <Scott.Golden@volkert.com>; Miranda Glass <miranda.glass@volkert.com>

Subject: I-75 South Improvements (FPID 452074-2) - Greenway/Section 4(f) Exemption

Good morning. I wanted to provide an update on the Greenway to coordinate any potential Section 4(f) involvement that may be necessary. Based on our research, a previous memo (attached) was prepared in 1993 as part of the widening of Interstate (I-75) from four to six lanes for the Section 4(f) determination. Based on that memo from FHWA, it was determined that the Section 4(f) does not apply to projects within the original barge canal. Also, see the attached easement and prior planning documentation from 1962.

The build alternative will not require any right of way from the Greenway. All stormwater ponds along I-75 through the Greenway (see PLANRD_INTERIM LINEAR POND AND INTERIM POND.pdf) will be located either within the existing I-75 easement (Interim Linear Pond 18-4), FDOT owned property (Pond 19-4) or on private property (Ponds 17-2, 20-2, 21-1, 22-1).

For your awareness, I-75 crosses the Greenway property by easement. Based on our understanding of the easement, the easement area can be used for the widening & improvement of I-75, including drainage purposes, ponds, and linear ditches. The use of the easement area needs to be specifically for FDOT's use and maintenance of I-75. There should be no "joint use" with private entities within the easement area. The build alternative is consistent with this use.

Based on this, our approach is to document a Section 4(f) exemption in the EA based on prior planning and utilize this letter and the easement language as documentation. Also, we have been coordinating with the Greenway and the land manager throughout this project and will also document that in the EA as well.

Please let me know your thoughts on this approach as we work to prepare the revised COA determination and initial EA.

Thanks.

Stephen Browning, PE

FDOT District Five Consultant (HDR)

Planning and Environmental Management
719 S Woodland Blvd, DeLand, FL 32720
(386) 943-5422



U.S. Department
of Transportation
Federal Highway
Administration

Florida Division Office

227 N. Bronough St.
Room 2015
Tallahassee, Florida 32301

September 28, 1993

OPTIONAL FORM 89 (7-90)

FAX TRANSMITTAL		# of pages ▶
To <i>Ray Jackson</i>	From <i>D. Fusco</i>	1
Dept./Agency	Phone #	
Fax # <i>922-7217</i>	Fax #	
NSN 7540-01-617-7000	5099-101	GENERAL SERVICES ADMINISTRATION

IN REPLY REFER TO: HPO-FL

Ms. Nancy Houston
District Secretary
Florida Department of Transportation
719 South Woodland Boulevard
Deland, Florida 32720

Attention: Mr. Fred Birnie

Dear Ms. Houston:

Subject: Florida - Section 4(f) Determination
Cross Florida Greenways State Recreation and
Conservation Area (CFGSRCA)

We have carefully reviewed your July 8, 1993, request concerning the applicability of Section 4(f) protection to the CFGSRCA, formerly known as the Florida Barge Canal.

In accordance with 23 C.F.R. § 771.135(d), (h), and (p)(5); where a 4(f) resource was developed or planned concurrently with the development of a transportation facility, or, where the property interests for transportation purposes was acquired prior to the determination of 4(f) significance, Section 4(f) does not apply. Given the expressed acknowledgement of the need to cross the CFGSRCA with transportation facilities in Florida's adopted resolution, we have determined that Section 4(f) does not apply to projects within the original canal. However, Section 4(f) does apply to land subsequently acquired for the CFGSRCA unless concurrently acquired for recreational and transportation purposes.

If you have any questions, please advise.

Sincerely yours,

Melvin J. Skinner

J. R. Skinner
Division Administrator



Beckwith

FILE

P. O. Box 1079
Tallahassee, Florida

May 11, 1964

Mr. John R. Phillips
Chairman
State Road Department
Tallahassee, Florida

Attention: Mr. M. N. Yancey
Engineer of Right of Way

Dear Sir:

Subject: Florida Right of Way. Project I-75-2(25)83
State No. 36210-2406

With your letter of April 14, 1964 you submitted a copy of resolution by the Canal Authority of the State of Florida which resolution modified the provisions of Clause One.

This resolution dated March 16, 1964 is now acceptable.

You understand, of course, that Federal funds will not be allowed to participate in the cost of alterations to I-75 made necessary by any construction plans of the Cross Florida Barge Canal Project."

Yours very truly,



J. S. Call
Division Engineer

FDP
FDP:mdm

*Not in our Files
copy secured From:
B.P.R. - May 9, 1967
[Signature]*

MAY 14 1964

ALABAMA
FLORIDA
GEORGIA
MISSISSIPPI
NORTH CAROLINA
SOUTH CAROLINA
TENNESSEE

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION THREE

P. O. Box 1079
Tallahassee, Florida

January 9, 1964

Mr. John R. Phillips
Chairman
State Road Department
Tallahassee, Florida

Marion County

Attention: Mr. A. J. Lewis, Director
Right-of-Way Division

Dear Sir:

Subject: Florida - Project I-75-2(25)83
State No. 36210-2406
Parcel 121.1

DISCONTINUED
DUE TO ILLEGIBILITY AND/OR
CONDITION OF ORIGINAL SOURCE DOCUMENT THE
MICROFILM IS NOT RELEASABLE

The resolution adopted by the Canal Authority of the State of Florida dedicating certain lands for highway purposes described under SRD No. 121.1 has been reviewed by our General Counsel and his comments relating thereto follow:

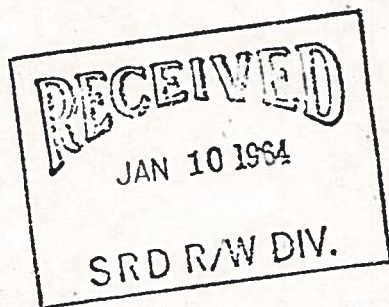
"This instrument does not make available for public highway purposes rights-of-way of such nature and extent as are adequate for the construction, operation and maintenance of the Federal-aid project involved, as contemplated by section 1.23 of the Regulations, as it does not provide an interest in right-of-way at least equivalent to a permanent easement for all necessary public highway purposes consistent with the type of Federal-aid highway involved."

The objection is to the revokable nature of the dedication contained in provision one.

Your Department should proceed at once to correct this deficiency and notify this office of the final action taken.

Yours very truly,

J. S. Call
Division Engineer
F. D. Pryor
F. D. Pryor
Right-of-Way Officer
For the Division Engineer



original
& attached letter
given to Buddy Lewis
as advised
by Jack Pierce
JHP

INDEXED	LEGAL
KS	BJ
CHECKED	FILED

SRD NO. 121.1
Section 36210-2406
State Road 93 (I-75)
County of Marion

RECEIVED
9 AM 10:56
CIRCUIT COURT
MARION COUNTY, FLA.

R E S O L U T I O N

**THE ~~XXXXX~~ CANAL AUTHORITY OF THE STATE OF FLORIDA
DEDICATION OF LAND FOR USE AS A
PUBLIC STATE ROAD**

ON MOTION of Mr. Saunders seconded by Mr. Van Arsdale

the following Resolution was adopted:

WHEREAS, application having been made on the 14th day of September

A. D. 1962, by the State Road Department to reconstruct, widen, improve and construct a portion of State Road 93 (I-75), upon lands of the ~~XXXXX~~ CANAL AUTHORITY of the State of Florida, hereinafter described, and said request having been considered;

BE IT RESOLVED, by the ~~XXXXX~~ CANAL AUTHORITY of the State of Florida that the following described lands, in Marion County, Florida, to-wit:

That part of:

The $N\frac{1}{2}$ of the $NW\frac{1}{4}$ and the $N\frac{1}{2}$ of the $SE\frac{1}{4}$ of the $NW\frac{1}{4}$ of Section 1, Township 17 South, Range 21 East; the $SW\frac{1}{4}$ LESS the $S\frac{1}{2}$ of the $NE\frac{1}{4}$ of the $SW\frac{1}{4}$ of Section 36, Township 16 South, Range 21 East; the $NE\frac{1}{4}$ of the $SE\frac{1}{4}$ and the $S\frac{1}{2}$ of the $SE\frac{1}{4}$ of the $NE\frac{1}{4}$ of Section 35, Township 16 South, Range 21 East;

lying within the boundaries described as follows: Commence on the South boundary of Section 1, Township 17 South, Range 21 East, at a point 2205.04 feet West of the Southeast corner thereof; thence run North $14^{\circ}48'13''$ West 2182.51 feet to the Point of Beginning; thence South $75^{\circ}11'47''$ West 150 feet to the beginning of a curve, concave to the Southwesterly with a radius of 7489.49 feet and a central angle of $12^{\circ}37'09''$; thence from a tangent bearing of North $14^{\circ}48'13''$ West run Northwesterly 1649.52 feet along said curve to end of curve; thence North $27^{\circ}25'22''$ West 3469.67 feet to the beginning of a curve, concave to the Northeasterly with a radius of 17,338.8 feet and a central angle of $03^{\circ}38'55''$; thence Northwesterly 1104.13 feet along said curve to end of curve; thence North $23^{\circ}46'27''$ West 972.86 feet to the beginning of a curve, concave to the Southwesterly with a radius of 8896.75 feet and a central angle of $06^{\circ}25'11''$; thence Northwesterly 996.83 feet along said curve to end of curve; thence North $59^{\circ}48'22''$ East 300 feet; thence South $30^{\circ}11'38''$ East 4927.62 feet to the beginning of a curve, concave to the Southwesterly with a radius of 5879.65 feet and a central angle of $15^{\circ}23'25''$; thence Southeasterly 1579.32 feet along said curve to end of curve; thence South $14^{\circ}48'13''$ East 1810.74 feet; thence South $75^{\circ}11'47''$ West 150 feet to the Point of Beginning; containing 74.60 acres, more or less.

Together with all rights of ingress, egress, light, air and view between the grantor's remaining property and any facility constructed on the above described property.

be and the same is hereby dedicated as right of way for public state highway purposes under the supervision and direction of the State Road Department of Florida, together with full custody of said land to said State Road Department to control,

STATE ROAD DEPARTMENT OF FLORIDA
DIVISION OF RIGHTS OF WAY
DESCRIPTION APPROVED
SEP 14 1962 BY: H. I. C.

DOCUMENTARY STAMPS
STATE
FEDERAL

SRD No. 121.1 continued
Section 36210-2406
State Road 93 (I-75)
County of Marion

manage, use, develop, police, protect and maintain the same for state highway purposes, SUBJECT, HOWEVER, to the following provisions, viz.:

1. That same may be cancelled and terminated at any time upon sixty (60) days written notice, if, in the opinion of the Board of Directors of The Canal Authority, it should become desirable or necessary to do so by reason of construction work or the preparation of construction work on the Cross-Florida Barge Canal, or any portions thereof.

2. That neither the Canal Authority of the State of Florida nor the United States Government by reason of this dedication shall be under any obligation to construct a bridge across any canal that might hereafter be constructed across any part of the above described property.

3. In the event the State Road Department shall abandon use of the above described lands for highway purposes, then this dedication shall become subject to revocation at the option of The Canal Authority of the state of Florida, and upon such revocation the rights herein granted shall immediately cease and determine and the said Canal Authority of the State of Florida shall resume full custody, control, management and administration of the above described lands; and

BE IT FURTHER RESOLVED that two certified copies of this Resolution be furnished forthwith to the State Road Department at Tallahassee, Florida.

STATE OF FLORIDA
COUNTY OF DUVAL

I HEREBY CERTIFY that the foregoing is a true copy of a Resolution adopted by The Canal Authority of the State of Florida at a meeting of said Board held at Port St. Joe, Florida, on the 17th day of October, A. D., 1962.

WITNESS my hand and the Seal of the Canal Authority of the State of Florida at Jacksonville, Florida, on this 31st day of October, A. D., 1962.

THE CANAL AUTHORITY OF THE STATE OF FLORIDA

By [Signature]
Manager



STATE OF FLORIDA
COUNTY OF MARION
THIS INSTRUMENT FILED AND RECORDED
NOV 19 1962 IN OFFICIAL RECORDS
BOOK 130 ON PAGE 84 RECORD VERIFIED
JOHN F. NICHOLSON, CLERK CIRCUIT COURT
[Signature]

302
Amended

9054

SRD No. 121.2
Section 36210-2406
State Road 93 (I-75)
Marion County

RESOLUTION
THE CANAL AUTHORITY OF THE STATE OF FLORIDA

BOOK 185 PAGE 250

MAP	SUMMARY
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<i>kle</i>

CHECKED FILED

for

ON MOTION of Henry Toland, seconded by Harry H. Saunders, the following Resolution was adopted:

WHEREAS, by Resolution duly adopted by the Canal Authority on October 17, 1962, the Authority granted to the State Road Department an Easement over part of its lands in Marion County, Florida, for the purpose of a right-of-way thereover for State Road 93 (I-75), and in which Resolution said Right-of-way Easement was made subject, among others, to the following provision:

"1. That same may be cancelled and terminated at any time upon sixty (60) days written notice, if, in the opinion of the Board of Directors of The Canal Authority, it should become desirable or necessary to do so by reason of construction work or the preparation of construction work on the CrossFlorida Barge Canal, or any portions thereof."

; and

WHEREAS, the State Road Department has requested the Authority to eliminate the above quoted cancellation provision, since the same is objectionable to the U. S. Bureau of Public Roads, and to substitute therefor the following provision:

"That the State Road Department will at any time within a reasonable time, at its expense, make necessary alterations to conform with any construction plans of the Cross Florida Barge Canal Project."

and the Corps of Engineers has indicated that it has no objection to such change being made in the Resolution as requested; now therefore, be it hereby resolved:

1. That the Resolution heretofore adopted on October 17, 1962, granting to the State Road Department a Right-of-way across lands of the Authority in Marion County, Florida, for the purpose of constructing and maintaining State Road 93 (I-75) be amended so as to delete therefrom the following provision:

"1. That same may be cancelled and terminated at any time upon sixty (60) days written notice, if, in the opinion of the Board of Directors of The Canal Authority, it should become desirable or necessary to do so by reason of construction work or the preparation of construction work on the Cross Florida Barge Canal, or any portions thereof,"

a

and to substitute therefor a provision as follows:

BOOK 185 PAGE 251

"That the State Road Department will at any time within a reasonable time, at its expense, make necessary alterations to conform with any construction plans of the Cross Florida Barge Canal Project."

2. That in all other respects said Resolution of October 17, 1962, shall remain unchanged and in full force and effect.

STATE OF FLORIDA

COUNTY OF DUVAL

I HEREBY CERTIFY That the foregoing is a true copy of a Resolution adopted by the Canal Authority of the State of Florida at a meeting of said Board held on the 16th day of March, A. D. 1964.

WITNESS my hand and the seal of the Canal Authority of the State of Florida on this 10th day of April, A. D. 1964.



James C. Smith
Secretary
The Canal Authority of the State of Florida

Filed and recorded APR 23 1964 in O. R. Book 185 Page 251
Record Verified. John F. Nicholson, Clerk of Circuit Court, Marion Co. Fla.
By *[Signature]* R.C.

From: [Rothrock, Lindsay](#)
To: [Browning, Stephen](#)
Cc: [Lyon, Casey](#); [Northey, Edward](#); [Owen, Catherine](#); [Linger, Kathaleen](#); [Rach, Denise](#); [John Palm](#); [Scott Golden](#); [Miranda Glass](#)
Subject: RE: I-75 South Improvements (FPID 452074-2) - Greenway/Section 4(f) Exemption
Date: Monday, March 11, 2024 9:15:07 AM
Attachments: [image002.png](#)
[image004.png](#)

Good morning,

Thank you so much for the map – it is more than sufficient to verify the LA ROW and Easement parameters correlate. Between this map and the previously provided information you have all the necessary elements to document how Section 4(f) is *Not Applicable*. In line with Jen’s other COA recommendations a brief summary can be updated to the COA to reflect this N/A determination.

Please reach out if you need anything further!

Lindsay

Lindsay S. Rothrock, MA, RPA

State Cultural Resources Coordinator

Office of Environmental Management

Florida Department of Transportation

605 Suwannee Street | MS 37 | Burns Building Tallahassee, FL 32399-0450

PHONE: 850-414-5269 | FAX: 850-414-4443

lindsay.rothrock@dot.state.fl.us

Note: Most written communications to or from state officials are public records available to the public and media upon request (Florida Statute, Chapter 119).

[FDOT_Logo_color](#)

From: Browning, Stephen <Stephen.Browning@dot.state.fl.us>

Sent: Friday, March 8, 2024 1:37 PM

To: Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>

Cc: Lyon, Casey <Casey.Lyon@dot.state.fl.us>; Northey, Edward <Edward.Northey@dot.state.fl.us>; Owen, Catherine <Catherine.Owen@dot.state.fl.us>; Linger, Kathaleen <Kathaleen.Linger@dot.state.fl.us>; Rach, Denise <Denise.Rach@dot.state.fl.us>; John Palm <john.palm@volkert.com>; Golden, Scott <Scott.Golden@volkert.com>; Miranda Glass <miranda.glass@volkert.com>

Subject: RE: I-75 South Improvements (FPID 452074-2) - Greenway/Section 4(f) Exemption

We are working on a better graphic at this time. The attached is probably the best graphic at this point to illustrate the original canal authority land (as compared to what has been added to the Greenway since) to the State Road Department (SRD) and the LA ROW lines that we are showing in the exhibits. We have confirmed that the LA lines shown on the exhibits does in fact match the easement language.

Stephen Browning, PE

FDOT District Five Consultant (HDR)

Planning and Environmental Management

719 S Woodland Blvd, DeLand, FL 32720

(386) 943-5422

From: Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>

Sent: Thursday, March 7, 2024 4:37 PM

To: Browning, Stephen <Stephen.Browning@dot.state.fl.us>

Cc: Lyon, Casey <Casey.Lyon@dot.state.fl.us>; Northey, Edward <Edward.Northey@dot.state.fl.us>; Owen, Catherine <Catherine.Owen@dot.state.fl.us>; Linger, Kathaleen <Kathaleen.Linger@dot.state.fl.us>; Rach, Denise <Denise.Rach@dot.state.fl.us>; John Palm <john.palm@volkert.com>; Golden, Scott <Scott.Golden@volkert.com>; Miranda Glass <miranda.glass@volkert.com>

Subject: RE: I-75 South Improvements (FPID 452074-2) - Greenway/Section 4(f) Exemption

Hi all,

I took the afternoon to review the submitted documents and summary provided. The modern equivalent to the citation in the FHWA letter is [23 CFR 774.11\(i\)](#). Specifically #2 below.

The resolution you attached that outlines the easement for a transportation right of way qualifies as the document of public record.

The details appear to indicate that Section 4(f) is Not Applicable since joint planning took place. The only remaining question I have is regarding where the easement lines are – can you send me a map with the easement boundary mapped and overlay it on the plan sheet you provided?

Thanks,
Lindsay

Lindsay S. Rothrock, MA, RPA
State Cultural Resources Coordinator

Office of Environmental Management
Florida Department of Transportation
605 Suwannee Street | MS 37 | Burns Building Tallahassee, FL 32399-0450
PHONE: 850-414-5269 | FAX: 850-414-4443
lindsay.rothrock@dot.state.fl.us

Note: Most written communications to or from state officials are public records available to the public and media upon request (Florida Statute, Chapter 119).

FDOT_Logo_color

From: Browning, Stephen <Stephen.Browning@dot.state.fl.us>

Sent: Thursday, March 7, 2024 11:33 AM

To: Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>

Cc: Lyon, Casey <Casey.Lyon@dot.state.fl.us>; Northey, Edward <Edward.Northey@dot.state.fl.us>; Owen, Catherine <Catherine.Owen@dot.state.fl.us>; Linger, Kathaleen <Kathaleen.Linger@dot.state.fl.us>; Rach, Denise <Denise.Rach@dot.state.fl.us>; John Palm <john.palm@volkert.com>; Golden, Scott <Scott.Golden@volkert.com>; Miranda Glass <miranda.glass@volkert.com>

Subject: I-75 South Improvements (FPID 452074-2) - Greenway/Section 4(f) Exemption

Good morning. I wanted to provide an update on the Greenway to coordinate any potential Section 4(f) involvement that may be necessary. Based on our research, a previous memo (attached) was prepared in 1993 as part of the widening of Interstate (I-75) from four to six lanes for the Section 4(f) determination. Based on that memo from FHWA, it was determined that the Section 4(f) does not apply to projects within the original barge canal. Also, see the attached easement and prior planning documentation from 1962.

The build alternative will not require any right of way from the Greenway. All stormwater ponds along I-75 through the Greenway (see PLANRD_INTERIM LINEAR POND AND INTERIM POND.pdf) will be located either within the existing I-75 easement (Interim Linear Pond 18-4), FDOT owned property (Pond 19-4) or on private property (Ponds 17-2, 20-2, 21-1, 22-1).

For your awareness, I-75 crosses the Greenway property by easement. Based on our understanding of the easement, the easement area can be used for the widening & improvement of I-75, including drainage purposes, ponds, and linear ditches. The use of the easement area needs to be specifically for FDOT's use and maintenance of I-75. There should be no "joint use" with private entities within the easement area. The build alternative is consistent with this use.

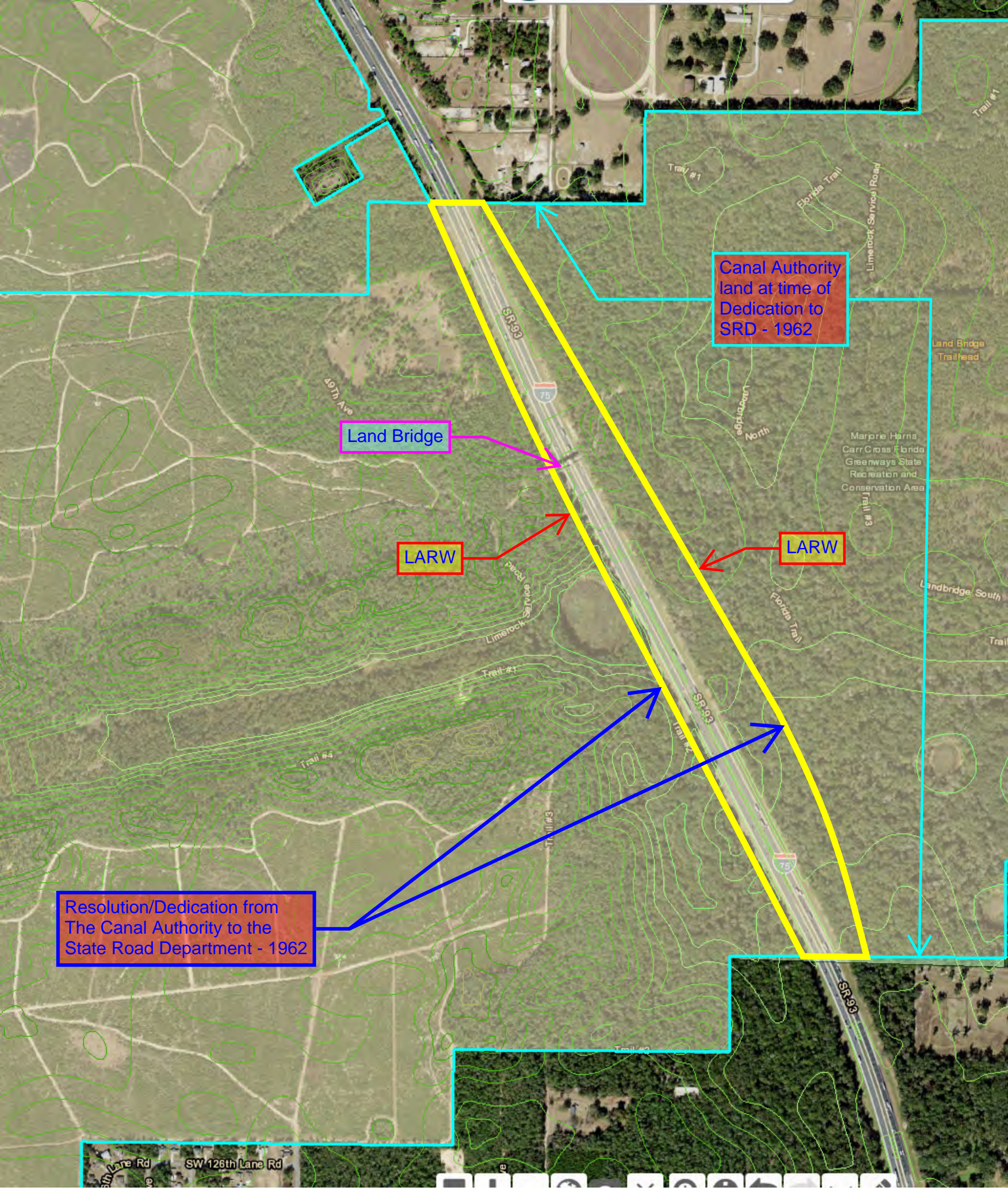
Based on this, our approach is to document a Section 4(f) exemption in the EA based on prior planning and utilize this letter and the easement language as documentation. Also, we have been coordinating with the Greenway and the land manager throughout this project and will also document that in the EA as well.

Please let me know your thoughts on this approach as we work to prepare the revised COA determination and initial EA.

Thanks.

Stephen Browning, PE

FDOT District Five Consultant (HDR)
Planning and Environmental Management
719 S Woodland Blvd, DeLand, FL 32720
(386) 943



NORTH



Appendix D: Agency/Government Consultation Letters

From: Micheline Hilpert <michelinehilpert@semtribe.com>

Sent: Tuesday, March 26, 2024 11:05 AM

To: Owen, Catherine Catherine.Owen@dot.state.fl.us; THPO Compliance
<THPOCompliance@semtribe.com>

Cc: Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>

Subject: RE: FM# 452074-2 I-75 from south of SR 44 to SR 200, Marion and Sumter Counties - PD&E Study CRAS documents

EXTERNAL SENDER: Use caution with links and attachments.

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE



March 26, 2024

Catherine B. Owen, M.S.
District Cultural Resources Coordinator
FDOT District Five
719 S. Woodland Blvd.
DeLand, FL 32720
Email: Catherine.Owen@dot.state.fl.us
Phone: 386-943-5383

Subject: FDOT- FM# 452074-2 I-75 from south of SR 44 to SR 200, Marion and Sumter Counties, Florida
THPO Compliance Tracking Number: 0034331

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semtribe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Catherine Owen,

Thank you for contacting the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF THPO) Compliance Section regarding the FDOT- FM# 452074-2 I-75 from south of SR 44 to SR 200, Marion and Sumter Counties, Florida.

The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents that you provided and completed our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR Part 800. In response, our office would like to provide the following comments:

- It is our opinion that archeological sites should be evaluated for their NRHP eligibility as a whole, not in parts.

- [REDACTED]

Otherwise, we have no objections or other comments currently. Please notify our office if any archaeological, historical, and/or burial resources are inadvertently discovered during project implementation and feel free to contact us with any questions or concerns.

Respectfully,

Micheline Hilpert, MA
Compliance Analyst I
STOF THPO, Compliance Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Email: MichelineHilpert@semtribe.com

From: Owen, Catherine
Sent: Monday, March 4, 2024 10:47 AM
To: THPO Compliance <THPOCompliance@semtribe.com>
Cc:
Subject: FM# 452074-2 I-75 from south of SR 44 to SR 200, Marion and Sumter Counties - PD&E Study CRAS documents

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Mueller:

Attached please find a transmittal letter regarding two reports: *Cultural Resource Assessment Survey of I-75 from South of State Road 44 to SR 200, Sumter and Marion Counties Project Development and*

Environment Study, Florida and Cultural Resource Assessment Survey of Interstate 75 from South of State Road 44 to State Road 200 Ponds Addendum, Sumter and Marion Counties, Florida. These reports present the findings of a Phase I cultural resource assessment survey (CRAS) and subsequent Ponds Addendum CRAS, conducted in support of a Project Development and Environment (PD&E) Study for improvements to I-75 from south of SR 44 to SR 200 in Marion and Sumter Counties (FDOT District 5). These documents are being transmitted for your records via FTA due to size.



!

(The architectural survey resulted in the evaluation of two previously recorded historic resources, the Cross Florida Greenway (8MR03410) and the Community of Royal (8SM01343), both recommended as NRHP-eligible by SHPO; and identification of one newly recorded bridge (8SM01393), recommended ineligible as a contributing feature to the Community of Royal. The District recommends that the project will result in no adverse effect to either NRHP-eligible resource.

Based on the results of these studies, it is the opinion of the District that the proposed undertaking will result in *No Adverse Effect* to historic

properties, and no further cultural resources work is recommended. The State Historic Preservation Officer (SHPO) concurred with the results and recommendations of the Phase I CRAS on November 10, 2023, and is being provided the Ponds Addendum CRAS concurrently.

We are respectfully seeking your review and opinion regarding the findings and recommendations presented in the enclosed reports and look forward to continuing consultation regarding this project.

Kind regards,

Catherine B. Owen, M.S. Environmental Specialist IV
District Cultural Resources Coordinator
FDOT District Five
719 S. Woodland Blvd.
DeLand FL 32720
phone (386) 943-5383





Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

JARED W. PERDUE, P.E.
SECRETARY

November 28, 2023

Alissa S. Lotane,
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attn: Ms. Alyssa McManus, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
I-75 from south of State Road 44 to State Road 200
Project Development and Environment Study
Sumter and Marion Counties, Florida
Financial Management No.: 452074-2

Dear Ms. Lotane,

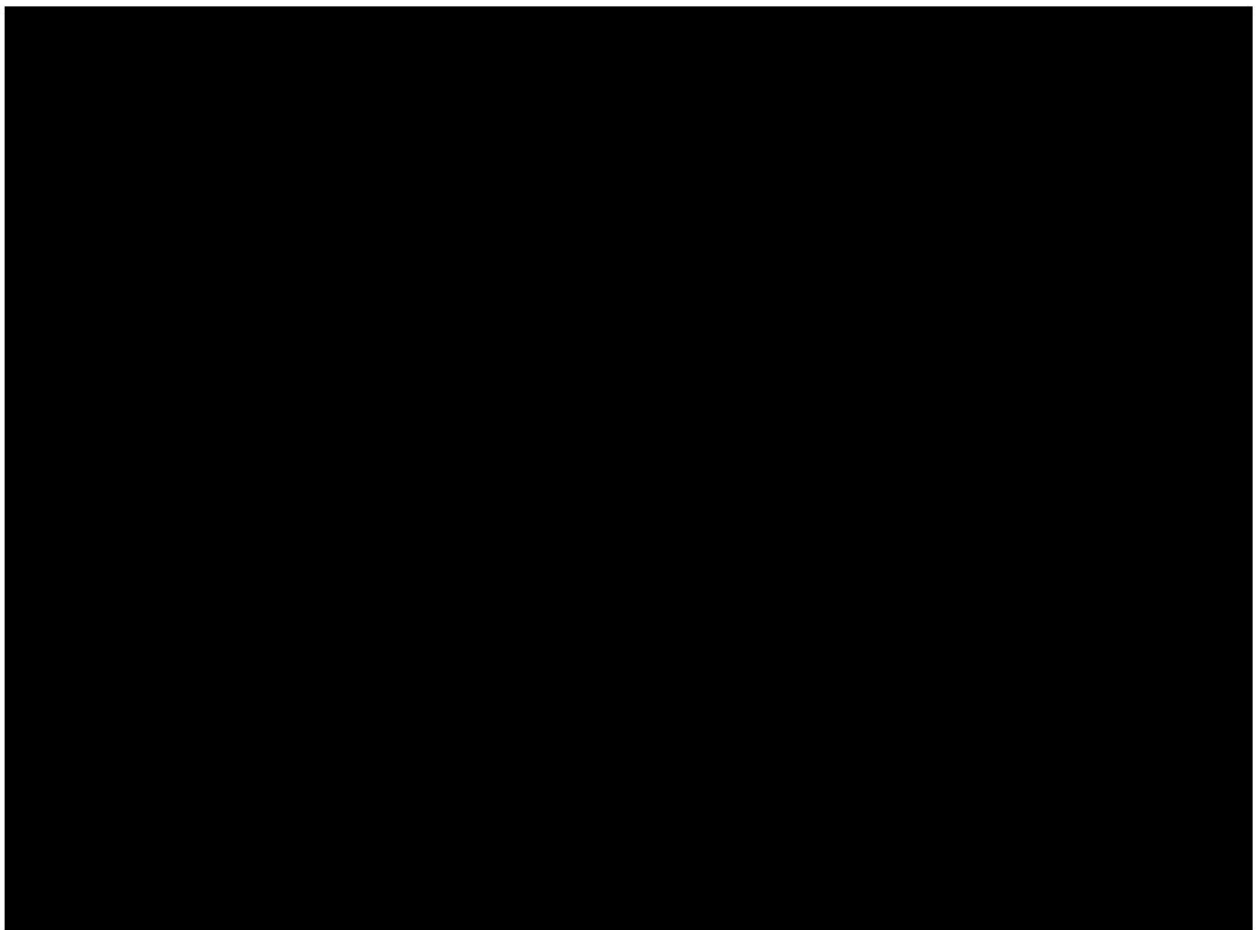
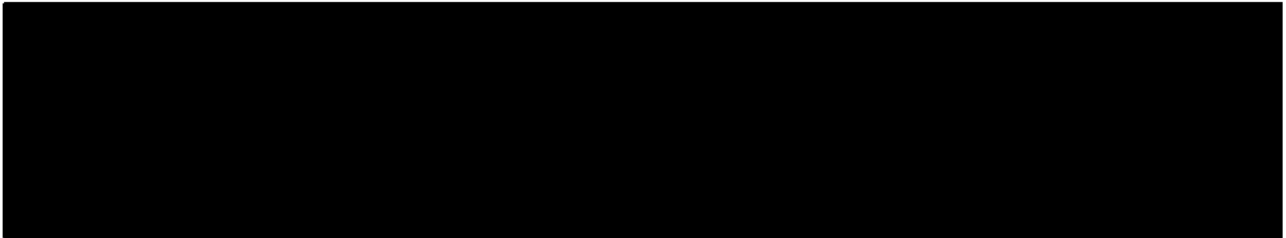
Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey [CRAS] of I-75 from South of State Road 44 to SR 200, Sumter and Marion Counties Project Development and Environment Study, Florida*. This report presents the findings of a CRAS conducted in support of the proposed improvements to the Interstate 75 (I-75) from south of State Road 44 to State Road (SR) 200 in Sumter and Marion Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing the construction of two auxiliary lanes (one northbound and one southbound) and the replacement of three bridges (County Road 462, County Road 475, and SW 66th Street). The I-75 roadway improvements will take place within the existing FDOT-owned right-of-way; no additional right-of-way is proposed for the corridor improvements. Additional right-of-way will be required for stormwater retention ponds, which will be evaluated under separate cover. This project is funded through the Moving Florida Forward initiative for construction in 2025.

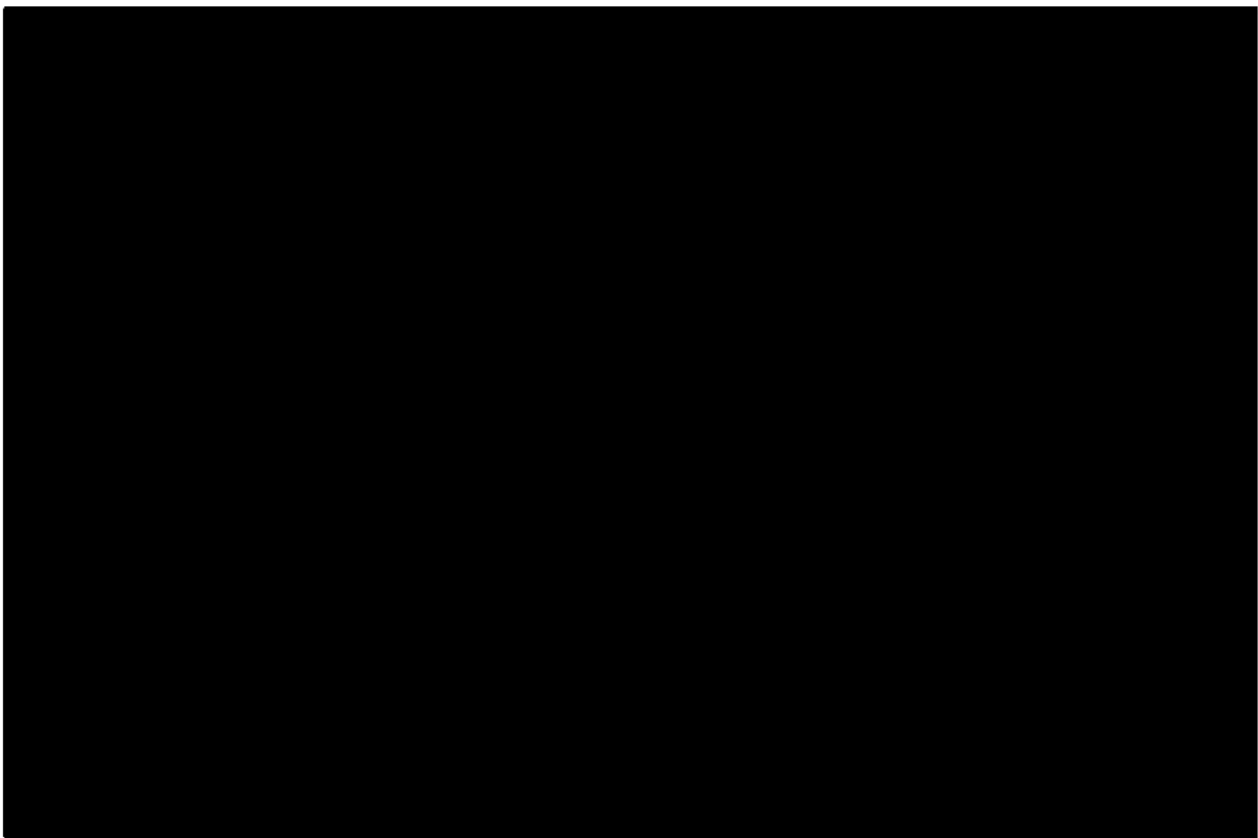
The project Area of Potential Effects (APE) was defined as the existing I-75 right-of-way from south of SR 44 to SR 200 with no additional buffer as the proposed work is limited to the existing right-of-way and the proposed improvements do not pose new viewshed concerns. The archaeological and architectural history survey was completed within the entire APE.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of

Ms. Lotane, SHPO
FM # 452074-2
November 28, 2023
Page 2

Historic Properties), in anticipation of the need for a Nationwide Permit 14. The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2023), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended.





The architectural survey resulted in the identification and evaluation of two previously recorded historic resources, The Cross Florida Greenway (8MR03410) and the Community of Royal (8SM01343), and one newly recorded bridge (8SM01393). Resource 8MR03410 was previously recommended eligible for listing in the NRHP by the Florida SHPO on June 28, 2022, and 8SM01343 was recommended eligible for listing on April 4, 2022. FDOT recommends 8SM01393 ineligible as a contributing feature to the Community of Royal (8SM01343) as it is not significant under NRHP Criterion A because it was only constructed due to the detrimental effect of I-75's construction and is not historically linked to the development of the Community of Royal. FDOT recommends the resource is not significant under Criterion B because it lacks association with any person(s) significant in history. Furthermore, the bridge is not significant under Criterion C due to its lack of architectural/engineering distinction. Finally, the bridge is not significant under Criterion D because it lacks the potential to yield further information of historical importance.

The project will pass under the Cross Florida Greenway (8MR03410) and will not alter the trail's route, materials, nor affect any structures associated with the trail. The addition of the auxiliary lanes will not affect the resource any more than the existing I-75 corridor. Therefore, SEARCH recommends the project will result in no adverse effect to Resource 8MR03410.

Within the boundaries of the Community of Royal (8SM01343), the project will occur within the existing right-of-way, no additional right-of-way is proposed. The construction of auxiliary lanes

Ms. Lotane, SHPO
FM # 452074-2
November 28, 2023
Page 4

is a natural part of the continued use and maintenance of the existing roadway. The project will not affect the historic rural landscape any more than the existing I-75 corridor. The project consultant recommends the proposed construction within the current APE will have no adverse effect on Resource 8SM01343.

Based on the results of this study, it is the opinion of the District that the proposed undertaking will result in *No Adverse Effect* to historic properties. No further cultural resources work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5436.

Sincerely,

A handwritten signature in cursive script, appearing to read "Catherine Owen".

For: Casey Lyon, M.S.
Environmental Manager
FDOT, District Five

Ms. Lotane, SHPO
FM # 452074-2
November 28, 2023
Page 5

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and concurs / does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2023-6799. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the ACHP, SHPO and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

SHPO Comments:



Alissa S. Lotane, Director
Florida Division of Historical Resources

12.19.2023
Date



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

JARED W. PERDUE, P.E.
SECRETARY

April 17, 2024

Alissa S. Lotane,
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attn: Ms. Alyssa McManus, Transportation Compliance Review Program

RE: Revised Cultural Resource Assessment Survey – Ponds Addendum
I-75 from South of SR 44 to SR 200 PD&E Study
Sumter and Marion Counties, Florida
Financial Management No.: 452074-2

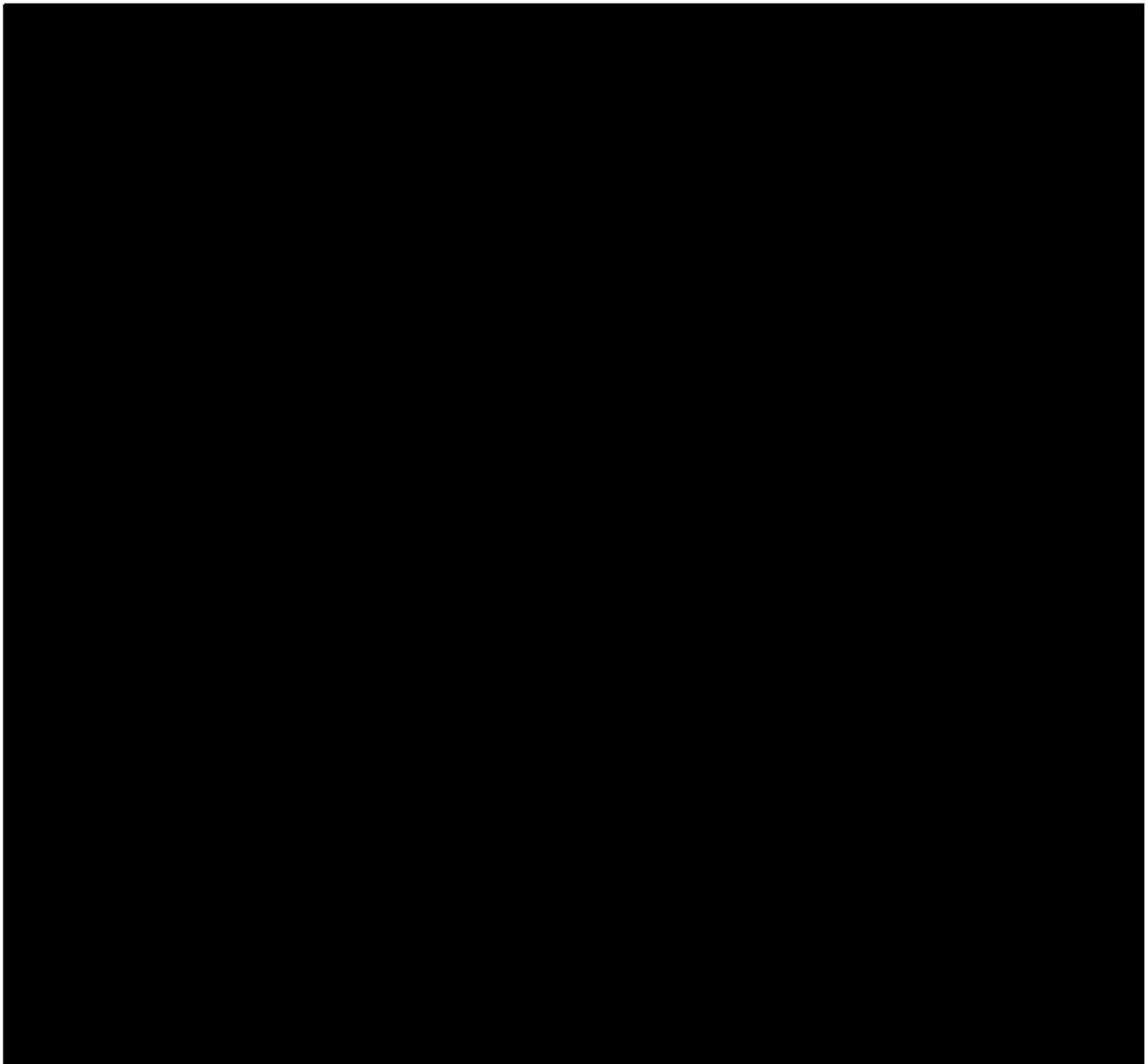
Dear Ms. Lotane,

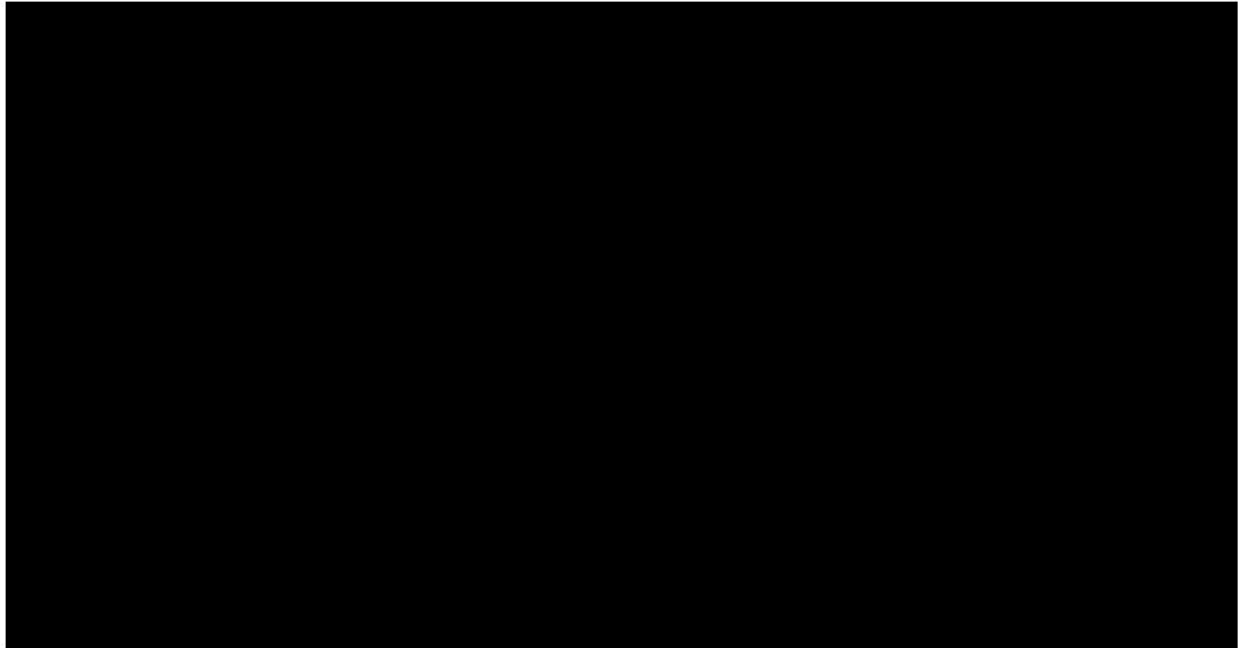
Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey of Interstate 75 from South of State Road 44 to State Road 200 Ponds Addendum, Sumter and Marion Counties, Florida*. This report presents the findings of a Cultural Resource Assessment Survey (CRAS) conducted in support of the proposed improvements to Interstate 75 (I-75) from south of State Road (SR) 44 to SR 200 in Sumter and Marion Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing to construct 30 stormwater retention ponds along the I-75 corridor from south of SR 44 to the SR 200 interchange. Additional right-of-way is proposed for the ponds. This survey serves as an addendum to the SEARCH 2023 report titled *Cultural Resource Assessment Survey of Interstate 75 from South of State Road 44 to State Road 200 Project Development and Environment Study, Sumter and Marion Counties, Florida* (Feriend et al. 2023; Florida Master Site File Survey Number pending). Additionally, this report includes the survey of two previously recorded archaeological sites, 8SM01367 and 8SM01368, not tested by the original survey. This project is funded through the Moving Florida Forward initiative.

The project archaeological Area of Potential Effects (APE) was defined as the proposed pond footprints and the two archaeological sites (8SM01367 and 8SM01368) within the I-75 corridor not previously covered by the original survey. The architectural history APE included the proposed pond footprints in addition to a 30.5-meter (100-foot) buffer.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of

Historic Properties), in anticipation of the need for a Nationwide Permit 14. The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2023), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended.





The architectural history survey resulted in the identification and evaluation of no historic resources within the APE. However, the NRHP-eligible Community of Royal (8SM01343) abuts ponds 3-1 and 4-1. Although there is no significant overlap, an assessment of effects was completed to assess impacts to the eligible resource and its viewshed. The survey found that there would be no adverse effects to the community or its viewshed, therefore SEARCH recommends no further architectural history survey.

Based on the results of this study, it is the opinion of the District that the proposed undertaking will result in *No Adverse Effect* to historic properties. No further cultural resources work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5436.

Sincerely,

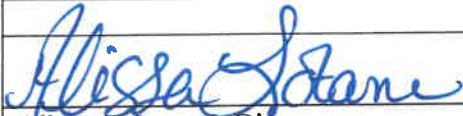
A handwritten signature in cursive script, appearing to read "Catherine Owen", is written in black ink.

For: Casey Lyon, M.S.
Environmental Manager
FDOT, District Five

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and concurs / does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2024-6799C. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of *No Historic Properties Affected* for a project as a whole, or to *No Adverse Effect* on a specific historic property, SHPO shall presume that FDOT may pursue a de minimis use of the affected historic property in accordance with Section 4(f) as set forth within 23 CFR 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO Comments:



Alissa S. Lotane, Director
Florida Division of Historical Resources

4/22/24
Date



Stephen Browning, PE

Florida Department of Transportation

District Five

719 S. Woodland Blvd

DeLand, FL 32720

(904) 769-6595

Stephen.Browning@dot.state.fl.us