



Florida Department of Transportation

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ETDM Summary Report

Project #3752 - SR 29 Immokalee

Final Programming Screen - Published on 08/10/2018

Generated by Lauren Brooks (on behalf of FDOT District 1)

Printed on: 8/10/2018

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Introduction to Programming Screen Summary Report

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

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

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

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

The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 Sec. USC 168(4)(d) or the state project development process.

#3752 SR 29 Immokalee

District: District 1

County: Collier

Planning Organization: FDOT District 1

Plan ID: Not Available

Federal Involvement: FHWA Funding Other Federal Permit

Phase: Programming Screen

From: Oil Well Road

To: SR 82

Financial Management No.: 417540-1-22-01

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

Project Web Site: <http://www.sr29collier.com/>

Snapshot Data From: Programming Screen Summary Report Re-published on 08/10/2018 by Lauren Brooks
Issues and Categories are reflective of what was in place at the time of the screening event.

	Natural										Cultural			Community				Secondary and Cumulative Effects			
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use		Mobility	Relocation	Social
Alternative #5 From: Oil Well Road To: SR 82 (polygon) Re-Published: 08/10/2018 Reviewed from 01/07/2008 to 02/21/2008)	2	N/A	3	4	3	2	N/A	3	2	4	4	4	3	3	3	2	3	1	3	3	4

Purpose and Need

Purpose and Need

The purpose of this project is to improve traffic operational conditions along the SR 29 corridor between Oil Well Road and SR 82 to meet the following needs:

Enhance Economic Competitiveness

On January 26, 2001, Immokalee was designated by Executive Order 04-250 as a Rural Area of Critical Economic Concern (now titled Rural Area of Opportunity). In addition to the Immokalee area being targeted for growth by Collier County, the area surrounding Collier County Immokalee Regional Airport is defined as a Primary Freight Activity Center as it supports industrial activities and agricultural packing and processing functions. A 60-acre portion of this area is a designated Foreign Trade Zone, a designation used to encourage activity and add value at facilities in competition with foreign alternatives. SR 29 also serves as an Emerging Strategic Intermodal System (SIS) highway corridor carrying high volumes of truck traffic and connecting to other SIS facilities [I-75 and SR 82]. This project will:

- Enhance the economic viability of the area by providing the infrastructure needed to bring additional businesses and employers into the area.
- Improve the circulation of goods as SR 29 serves as a key intrastate freight corridor providing access to local agricultural and ranching operations, as well as to fast growing economic regions located in central Florida and the populated coastal areas.

Improve Mobility and Connectivity within the Regional Transportation Network

SR 29 is a major central Florida interregional highway corridor as it traverses Collier, Hendry, and Glades Counties providing access to US 41 and I-75 to the south and SR 82, SR 80, and US 27 to the north. Through the southern portion of the state, SR 29 primarily runs parallel to other major north-south transportation facilities [I-75 and US 27]. In addition to I-75 and SR 82, SR 29 is part of Florida's SIS network serving fast growing economic regions and a Rural Area of Opportunity. SR 29 is also one of four designated Freight Mobility Corridors in Collier County providing a north-south connection between I-75 and regional freight activity centers. The project improvements proposed along SR 29 are intended to:

- Complement plans to widen other sections of the SR 29 corridor to the north and south thereby 1) providing a continuous four-lane connection from I-75 to US 27 in Glades County, 2) alleviating a potential traffic bottleneck that could occur if no improvements take place on SR 29 from Oil Well Road to SR 82, and 3) improving the viability of SR 29 to serve as a parallel north-south alternative to north-south portions of I-75 and US 27.
- Enhance the circulation and movement of goods between existing and emerging freight facilities in south-central Florida. The SR 29 project improvements are an essential component of a unified approach that addresses the critical freight needs of the overall SR 29 corridor.
- Enhance access to major north-south facilities [I-75 and US 27] and connections to major east-west transportation corridors [SR 82], as well as residential and employment centers throughout Collier County.

Correct Current Design Deficiencies

The design of existing SR 29 is deficient given the present use of the roadway and current FDOT standards. The deficiencies include excessive access points, substandard curves limiting sight distances and design speeds, and locations with substandard shoulders and turn lanes. The proposed improvements will:

- Update the roadway to current design standards, increasing overall safety by reducing the potential exposure to conflict points associated with deficient existing design and access issues.
- Increase sight distances along the roadway.
- Provide sidewalks and bicycle lanes where none currently exist.

Reduce Truck Traffic in Downtown Immokalee

Truck traffic currently represents 16.0% of the total volume of daily traffic along the SR 29 project segment. The Design Hour Truck is 8.0%; this is the percentage of trucks expected to use a highway segment during the 30th highest hour of the design year [2045]. Truck traffic in the corridor is projected to increase as a result of growth in the area. The project improvement will:

- Provide an alternative route for regional truck traffic trips.
- Enhance the livability of downtown Immokalee by reducing the conflicts between pedestrians/bicyclists and trucks, creating a more pedestrian friendly environment.
- Enhance the economic viability of downtown Immokalee.

Accommodate Future Growth

Significant growth is anticipated to take place within the greater Immokalee area as indicated by the presence of the Town of Ave Maria Development of Regional Impact and number of Planned Unit Developments. Based on 2010 U.S. Census Bureau data and projections developed for Collier County as part of the Collier Metropolitan Planning Organization's (MPO) 2040 Long Range Transportation Plan (LRTP), population within Collier County is projected to grow from 316,739 in 2010 to 497,702 in 2040 (57.1% increase). Likewise, Collier County employment is projected to grow from 170,862 in 2010 to 241,111 in 2040 (41.1% increase). According to the 2018 Design Traffic Technical Memorandum prepared for the project, the majority of the SR 29 corridor operates at or above the FDOT Levels of Service (LOS) C and D adopted for the roadway; only a small segment of the project corridor [from New Market Road to SR 82] operates below the adopted standard. However, if no improvements occur to the roadway, the majority of the SR 29 corridor is anticipated to operate under deficient conditions [with most segments operating at LOS F] by the 2045 design year. The improvement will:

- Enhance traffic operations and preserve operational capacity to accommodate projected travel demand spurred by increased growth as well as freight and commuter traffic [specifically truck traffic].
- Enhance the projected 2045 LOS for the corridor [with the exception of one segment that is anticipated to remain deficient].

Improve Emergency Evacuation Capabilities

SR 29 is designated as a hurricane evacuation route by the Florida Division of Emergency Management. This facility is critical in evacuating residents of the eastern portion of Collier County. The project improvement will:

- Increase the capacity of traffic that can be evacuated during an emergency event.
- Enhance emergency response times.
- Enhance connections to other major arterials designated on the state evacuation route network, including SR 82 and north to US 27.

PROJECT STATUS

Segments of the SR 29 project corridor, including the proposed bypass, are included in the Collier Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan as needs projects. Funding for these segments [pertaining to the Preliminary Engineering and Environmental phases] is also indicated in the Collier MPO FY 2019 - FY 2023 Transportation Improvement Program, SIS First Five-Year Plan (FY 2017/2018 - FY 2021/2022), the Florida Department of Transportation Tentative FY 2018 - FY 2023 Work Program, and the State Transportation Improvement Program. In addition, the overall project is included in the Collier MPO FY 2019 - FY 2023 Transportation Improvement Program with \$261,713 programmed for the Preliminary Engineering phase; funding for the Project Development and Environment Study is identified in the Florida Department of Transportation Tentative FY 2018 - FY 2023 Work Program and the State

Transportation Improvement Program.

Project Description

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) Study, in accordance with the National Environmental Policy Act (NEPA), to assess the need for capacity and traffic operational improvements along a two-lane undivided section of SR 29 extending 15.6 miles from Oil Well Road (southern terminus) to SR 82 (northern terminus) in unincorporated Collier County, Florida. The project section of SR 29 specifically traverses the unincorporated community of Immokalee in eastern Collier County. **Figure 1-1** (within the EST attachment, Project Status Update) shows the location of the project.

This roadway project includes the potential widening of existing two-lane undivided sections of SR 29 up to four lanes, as well as the addition of a new four-lane roadway bypassing the downtown area of Immokalee. No improvements are currently proposed to existing SR 29 between Immokalee Road and New Market Road North.

The project segment of SR 29 is designated as an Emerging Strategic Intermodal System (SIS) highway corridor. Additionally, SR 29 is classified as a rural principal arterial from Oil Well Road to south of Farm Worker Way and from north of Westclox Road/CR 29A to SR 82; the roadway is also classified as an urban principal arterial from south of Farm Worker Way to north of Westclox Road/CR 29A. SR 29 is a major north-south corridor as it traverses the eastern portion of Collier County and the unincorporated community of Immokalee. Speed limits of 40 - 60 miles per hour (mph) are posted for the majority of the corridor. However, the speed limit is 35 mph from south of CR 846/Airport Road to west of 9th Street due to frequent activity of commercial and agricultural trucks, as well as daily activity of pedestrians and bicyclists, using this section of SR 29.

The PD&E Study for this project commenced in 2007. An Environmental Assessment with a Finding of No Significant Impact is being pursued.

Summary of Public Comments

FDOT District 1 initiated outreach and coordination activities to resolve the SR 29 dispute issued by USFWS. The report summarizing these activities is located under the Dispute Resolution Activity Log for this project.

DCA Review of Local Government Comprehensive Plan Consistency

Date of Determination: 01/26/2010 by Gwen G. Pipkin

Determination: Consistent with Local Government Comp Plan.

Comment:

The Department has determined that each alignment referenced in this ETDM project is consistent with the Collier County Future Transportation Map. In addition, summary response comments for this project submitted by FDOT staff in 2005 were re-reviewed by DCA staff during the current ETDM review cycle. Staff concurs with FDOT findings that the State Road 29 alignment which would bypass the Immokalee Community Redevelopment Area could have possible adverse effects on redevelopment planning efforts in the area. The Department also understands that the current re-introduction of this project may prompt different comprehensive plan consistency responses than those submitted in previous reviews. The roadway configurations identified in the polygon remain consistent with the Collier County adopted Growth Management/Comprehensive Plan. However, if any other alignments are identified within the polygon, those alignments would be considered inconsistent with the Comprehensive Plan at this time. Under this circumstance, the project should not be advanced into the Florida Department of Transportations' Five Year Work Program until the comprehensive plan is amended to reflect the proposed new roadway alignment. If needed, staff will make a determination of the consistency of the proposed roadway with the respective comprehensive plan and also determine if the comprehensive plan needs to be amended to include the roadway on an adopted future transportation map.

Federal Consistency Determination

Date of Determination: 10/05/2007 by Sally B. Mann

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

Comment:

The South Florida Water Management District will handle the required Environmental Resource Permit. Please refer to the Department's earlier comments on this project under the ETDM #3752.

Additional Consistency Information

- Consistent with Air Quality Conformity.
- Consistent with Air Quality Conformity.
- Consistent with MPO Goals and Objectives.

Lead Agency

FDOT Office of Environmental Management

Participating and Cooperating Agencies

Cooperating Agencies

No Cooperating Agencies have been identified.

Participating Agencies

- FL Fish and Wildlife Conservation Commission
- South Florida Water Management District
- US Army Corps of Engineers
- US Fish and Wildlife Service

Exempted Agencies

Agency Name	Justification	Date
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	04/13/2011
US Coast Guard	US Coast Guard has requested to be exempt from reviewing any projects that do not impact navigable waterways.	06/23/2018

Community Desired Features

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

User Defined Communities Within 500 Feet

- Corkscrew
- Immokalee

Census Places Within 500 Feet

- Immokalee

Purpose and Need Reviews

FDOT Office of Environmental Management

Acknowledgment	Date Reviewed	Reviewer	Comments
Accepted	07/03/2018	Matthew Marino (Matthew.Marino@dot.state.fl.us)	No Purpose and Need comments found.

FL Department of Community Affairs

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	02/19/2008	Gary Donaldson (gary.donaldson@dca.state.fl.us)	No Purpose and Need comments found.

FL Department of Environmental Protection

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	02/20/2008	Lauren Milligan (lauren.milligan@dep.state.fl.us)	No Purpose and Need comments found.

FL Department of State

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	02/15/2008	Sherry Anderson (sanderson@dos.state.fl.us)	No Purpose and Need comments found.

FL Fish and Wildlife Conservation Commission

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	02/11/2008	Scott Sanders (scott.sanders@myfwc.com)	No Purpose and Need comments found.

Federal Highway Administration

Acknowledgment	Date Reviewed	Reviewer	Comments
Accepted	02/20/2008	BSB Murthy (nepa-assignment-transition-team@fla-etat.org)	<p>Purpose and Need The project description does not indicate that the project is consistent with the LRTP. FHWA will not give NEPA approval if the project is not consistent with the STIP and LRTP. This inconsistency must be reconciled as soon as possible.</p> <p>This project description states that the addition of the Babcock Ranch Development in the nearby area will ultimately include 17,800 acres, 18,000 housing units, 50,000 residents and 6,000,000 square feet of retail space. This will likely create an impact on traffic volumes and it seems premature to determine that this facility should go from 2 lanes to a 4 lane divided facility. The number of lanes to be added should be determined after the traffic impacts of the pending development are analyzed, which by the admission of the project description has not been done yet. The analysis may reveal that constructing an altogether new facility may be more appropriate. This project should be moved to the planning screen, instead of being listed in the programming screen as is currently shown.</p> <p>The purpose and need do an excellent job of describing the project and various impacting factors. What it does not seem to do is explain clearly in a concise statement, what the purpose and need is for this corridor.</p> <p>More information regarding the location and development schedule of Babcock Ranch would be helpful. The project description simply states that the development will be north of SR78, how far north? A specified distance or showing the development on the map would be helpful. Also including the timeframe for various stages of proposed development would be helpful here if they are available.</p>

National Marine Fisheries Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	01/14/2008	David Rydene (David.Rydene@noaa.gov)	No Purpose and Need comments found.

Natural Resources Conservation Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	02/07/2008	Rick Robbins (rick.a.robbins@fl.usda.gov)	No Purpose and Need comments found.

US Army Corps of Engineers

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	08/03/2012	Garett Lips (Garett.G.Lips@usace.army.mil)	No Purpose and Need comments found.

US Coast Guard

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	01/22/2008	Randall Overton (randall.d.overton@uscg.mil)	<p>I have reviewed the ETDM project #3752 for "SR 29 Add Lanes" Collier County FDOT District 1. A preliminary review indicates there are no navigable waterways within the scope of the project. Therefore a Coast Guard Bridge Permit will not be required.</p> <p>If you have any questions about our jurisdiction determination, please call me at (305) 415-6749 or email at Randall.D.Overton@uscg.mil</p>

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

- FL Department of Agriculture and Consumer Services
- Federal Transit Administration
- Miccosukee Tribe of Indians of Florida
- National Park Service
- Seminole Tribe of Florida
- South Florida Water Management District
- US Environmental Protection Agency
- US Fish and Wildlife Service

Alternative #5

Alternative Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
Alternative was not named.	Oil Well Road	SR 82 (polygon)	Widening	ETAT Review Complete	16.5 mi.		Roadway To Be Determined	Y

Project Effects Overview for Alternative #5

Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Coastal and Marine	N/A N/A / No Involvement	National Marine Fisheries Service	01/14/2008
Contaminated Sites	3 Moderate	FL Department of Environmental Protection	02/20/2008
Farmlands	4 Substantial	Natural Resources Conservation Service	02/07/2008
Navigation	N/A N/A / No Involvement	US Coast Guard	01/22/2008
Water Quality and Quantity	3 Moderate	FL Department of Environmental Protection	02/20/2008
Wetlands	4 Substantial	FL Department of Environmental Protection	02/21/2008
Wetlands	3 Moderate	Federal Highway Administration	02/20/2008
Wetlands	4 Substantial	US Fish and Wildlife Service	02/04/2008
Wetlands	N/A N/A / No Involvement	National Marine Fisheries Service	01/14/2008
Wildlife and Habitat	4 Substantial	Federal Highway Administration	02/20/2008
Wildlife and Habitat	4 Substantial	FL Fish and Wildlife Conservation Commission	02/11/2008
Wildlife and Habitat	4 Substantial	US Fish and Wildlife Service	02/04/2008
Cultural			
Historic and Archaeological Sites	4 Substantial	FL Department of State	02/15/2008
Historic and Archaeological Sites	4 Substantial	Miccosukee Tribe of Indians of Florida	01/08/2008
Recreation Areas	2 Minimal	FL Department of Environmental Protection	02/20/2008
Community			
Aesthetics	3 Moderate	FDOT District 1	02/19/2008
Economic	2 Minimal	FDOT District 1	02/19/2008
Land Use	3 Moderate	FDOT District 1	02/19/2008
Land Use	3 Moderate	FL Department of Community Affairs	02/19/2008
Mobility	3 Moderate	Federal Highway Administration	02/20/2008
Mobility	1 Enhanced	FDOT District 1	02/19/2008
Relocation	3 Moderate	FDOT District 1	02/19/2008
Social	3 Moderate	Federal Highway Administration	02/20/2008
Social	3 Moderate	FL Department of Community Affairs	02/19/2008

Social	3 Moderate	FDOT District 1	02/19/2008
Secondary and Cumulative			
Secondary and Cumulative Effects	3 Moderate	Federal Highway Administration	02/20/2008
Secondary and Cumulative Effects	4 Substantial	FL Department of State	02/20/2008

ETAT Reviews and Coordinator Summary: Natural

Air Quality

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 04/18/2008 by FDOT District 1

Comments:

No ETAT member comments were provided for this issue. Collier County is not in an air quality non-attainment or maintenance area for any of the four pollutants - nitrogen oxides, ozone, carbon monoxide, and small particulate matter - specified by the USEPA in National Ambient Air Quality Standards. The project is consistent with air quality conformity.

Due to the fact that some impacts to air quality may occur during project construction, a Summary DOE of Minimal has been assigned to the Air Quality issue.

Commitments and Responses: An Air Quality Report will not be required for this project.

None found

The following organization(s) were expected to but did not submit a review of the Air Quality issue for this alternative: FL Department of Environmental Protection, Federal Highway Administration, US Environmental Protection Agency

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect: N/A *N/A / No Involvement* assigned 04/18/2008 by FDOT District 1

Comments:

The NMFS conducted a site inspection of the project study area and determined that there are no natural resources for which the NMFS Habitat Conservation Division is responsible for; therefore, the NMFS has no comments to provide regarding potential project impacts. Coordination Document: No Involvement.

Based on the fact that the proposed project will not affect coastal and marine resources, a Summary DOE of N/A / No Involvement has been assigned to the Coastal and Marine issue.

Commitments and Responses: An Essential Fish Habitat (EFH) Assessment will not be required for this project.

Degree of Effect: N/A *N/A / No Involvement* assigned 01/14/2008 by David A. Rydene, National Marine Fisheries Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

None.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS), Habitat Conservation Division (HCD), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 3752. The project is designed to improve capacity on SR 29 near Immokalee, Florida. The Florida Department of Transportation proposes to either widen the existing two-lane divided segment of SR 29 through Immokalee to four lanes, or alternatively, to construct a new route that bypasses downtown Immokalee in Collier County, Florida.

NMFS staff conducted a site inspection of the project area on March 24, 2005 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS, HCD, is responsible and therefore, we have no comment to provide regarding the projects impacts.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

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

Contaminated Sites

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/18/2008 by FDOT District 1

Comments:

The FDEP reported that there are a significant number of geocoded petroleum tanks, two solid waste facilities, and three RCRA-Regulated facilities within the project buffer zones. The FDEP stated that a Contamination Screening Evaluation should be conducted along the project right-of-way in order to determine the project's proximity to potential petroleum and hazardous material handling facilities. Attention should be directed towards historical land uses that may have an affect on the proposed project, including stormwater retention and treatment areas. In the event contamination is detected during construction, the FDEP and Collier County should be notified; the FDOT may need to address the problem through additional assessment and/or remediation activities. Dewatering projects will require permits/approval from the South Florida Water Management District. The project managers should consider developing contingency plans in the event of a natural disaster, spill, fire, or environmental release of hazardous materials stored/handled during project construction activities.

According to the EST GIS analysis results, the 100-foot project buffer contains twelve geocoded petroleum tanks, two solid waste facilities, and three RCRA-Regulated facilities. For this reason and based on agency comments, a Summary DOE of Moderate has been assigned to the Contaminated Sites issue.

Commitments and Responses: Preparation of a Contamination Screening Evaluation Report will be included in the scoping recommendations for this project.

Degree of Effect: 3 *Moderate* assigned 02/20/2008 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

GIS data indicates that there are a significant number of geocoded petroleum tank sites, two solid waste facilities and three RCRA Regulated Facilities within the project buffer zones.

Comments on Effects to Resources:

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

-- In the event contamination is detected during construction, DEP and Collier County need to be notified and the FDOT may need to address the problem through additional assessment and/or remediation activities. Please note that revisions to Chapters 62-770, 62-782, 62-785, 62-777, F.A.C., and a new rule, Chapter 62-780, F.A.C., all involving contamination assessment and cleanup along with other notification requirements, took effect on April 17, 2005.

-- Groundwater monitoring wells (and possibly water production wells) are likely present at/near the project corridor. Arrangements need to be made to properly abandon (in accordance with Chapter 62-532, F.A.C.) and or replace any wells that may be destroyed or damaged during construction. These wells may also be used to gather data for the Contamination Screening Evaluation report.

-- Depending on the findings of the Contamination Screening Evaluation and the proximity to known contaminated sites, projects involving "dewatering" should be discouraged, since there is a potential to spread contamination to previously uncontaminated areas and affect contamination receptors, site workers and the public. Dewatering projects would require permits/approval from the South Florida Water Management District, Water Use Section.

-- Any land clearing or construction debris must be characterized for proper disposal. Potentially hazardous materials must be properly managed in accordance with Chapter 62-730, F.A.C. In addition, any solid wastes or other non-hazardous debris must be managed in accordance with Chapter 62-701, F.A.C.

-- Staging areas, with controlled access, should be planned in order to safely store raw material paints, adhesives, fuels, solvents, lubricating oils, etc. that will be used during construction. All containers need to be properly labeled. The project managers should consider developing written construction Contingency Plans in the event of a natural disaster, spill, fire or environmental release of hazardous materials stored / handled for the project construction.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

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

Farmlands

Project Effects

Coordinator Summary Degree of Effect: 4 *Substantial* assigned 04/17/2008 by FDOT District 1

Comments:

The NRCS commented that based on the EST GIS analysis results (and verification through the use of DOQQ imagery), it is evident that the project footprint or polygon study area will impact substantial acreages of cropland. The USDA-NRCS considers most commodity crops (citrus groves, row crops, etc.) to be unique farmland in South Florida. The NRCS stated that the project has the potential to attract more development to the region which, in turn, will trigger the conversion of cropland to urban/residential use.

Based on agency comments, a Summary DOE of Substantial has been assigned to the Farmlands issue.

Commitments and Responses: A Farmlands Assessment will be included in the scoping recommendations for this project.

Degree of Effect: 4 *Substantial* assigned 02/07/2008 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Based solely on the 2000 land use data and verification by assessment of DOQQ imagery, it is obvious that the widening of SR 29 by using a 1000' buffer (as defined in the Project) would impact significant acreage of surrounding cropland. The USDA considers most commodity crops (citrus groves, row crops, etc.) as a Unique Farmland resource in south Florida. Since the project footprint would impact 1000' on either side of the existing right-of-way, and there is no inbetween buffer width between 500 and 5,280 feet, we are using the statistics from the 5,280 foot buffer.

Comments on Effects to Resources:

In excess of 21,000 acres of citrus crops and 4,000 acres of row crops would be impacted by this project. In addition, this would open the region to an increased possibility of conversion of cropland to more urban/residential use. Therefore, we are assigning a Substantial degree of effect on Unique Farmland Resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

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

Floodplains

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/18/2008 by FDOT District 1

Comments:

No ETAT member comments were provided for this issue. The ETDM GIS analysis results indicate that approximately 21,008 acres (100%) of the project's 100-foot buffer is classified as FEMA Flood Zone D (1996 data) - an area of undetermined but possible flood hazard.

Due to the uncertainty of potential flood hazards and the issues regarding floodplain compensation, a Summary DOE of Moderate has been assigned to the Floodplains issue.

Commitments and Responses: Preparation of a Floodplains Assessment will be included in the scoping recommendations for this project.

None found

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

Infrastructure

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 04/18/2008 by FDOT District 1

Comments:

No ETAT member comments were provided for this issue. The ETDM GIS analysis results identified the following infrastructure related features within the project study area: railway (12,130 linear feet), one cellular tower, one Federal Aviation Administration tower, two solid waste facilities, three water treatment facilities, and four wireless antenna structures.

Due to the limited number of infrastructure related features located within the project study area, a Summary DOE of Minimal has been assigned to the Infrastructure issue.

Commitments and Responses: None.

None found

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

Navigation**Project Effects**

Coordinator Summary Degree of Effect: N/A N/A / No Involvement assigned 04/18/2008 by FDOT District 1

Comments:

The USCG stated that based on a preliminary review there are no navigable waterways within the project area; therefore, a Coast Guard bridge permit will not be required. Coordination Document: No Involvement.

Based on agency comments and the fact that no navigable waterways exist within the project study area, a Summary DOE of N/A / No Involvement has been assigned to the Navigation issue.

Commitments and Responses: Neither a Navigation Study, Bridge Questionnaire, nor a USCG Bridge Permit will be required for this project.

Degree of Effect: N/A N/A / No Involvement assigned 01/22/2008 by Randall D Overton, US Coast Guard

Coordination Document: No Involvement

Direct Effects**Identified Resources and Level of Importance:**

Navigation

Comments on Effects to Resources:

I have reviewed the ETDM project #3752 for "SR 29 Add Lanes" Collier County FDOT District 1.

A preliminary review indicates there are no navigable waterways within the scope of the project. Therefore a Coast Guard Bridge Permit will not be required.

If you have any questions about our jurisdiction determination, please call me at (305) 415-6749 or email at Randall.D.Overton@uscg.mil

Recommended Avoidance, Minimization, and Mitigation Opportunities:**Additional Comments (optional):****CLC Recommendations:**

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

Special Designations**Project Effects**

Coordinator Summary Degree of Effect: 3 Moderate assigned 04/18/2008 by FDOT District 1

Comments:

No ETAT member comments were provided for this issue. The EST GIS analysis results report the presence of Native American Lands (Immokalee Tribe), the Corkscrew Regional Ecosystem Watershed Florida Forever BOT Project, and the Lake Trafford Impoundment (public land) within the project's 100-foot buffer.

Due to the presence of these resources, a Summary DOE of Moderate has been assigned to the Special Designations issue.

Commitments and Responses: During the Project Development phase, the special provisions chapter of the PD&E Manual for special designations will be consulted.

None found

The following organization(s) were expected to but did not submit a review of the Special Designations issue for this alternative: FL Department of Environmental Protection, Federal Highway Administration, South Florida Water Management District, US Environmental Protection Agency

Water Quality and Quantity

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 04/18/2008 by FDOT District 1

Comments:

The FDEP reviewed the project and reported that stormwater runoff from the road surface will likely alter the existing hydrology and natural drainage patterns of adjacent wetlands and surface waters through increased pollutant loading. The FDEP stated that stormwater treatment should be designed to maintain the natural pre-development hydroperiod and water quality, as well as to protect the natural function of wetlands. The FDEP recommended that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on future stormwater treatment facilities. Coordination Document: Permit Required.

The EST GIS analysis results report that there are no Outstanding Florida Waters or aquatic preserves located within the project's 100-foot buffer. In addition, the project will be designed to meet state water quality and quantity standards. For these reasons, a Summary DOE of Minimal has been assigned to the Water Quality and Quantity issue.

Commitments and Responses: A Water Quality Impact Evaluation will be included in the scoping recommendations for this project.

Degree of Effect: 3 *Moderate* assigned 02/20/2008 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Increased runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface will be of concern. Natural resource impacts within and adjacent to the proposed road right-of-way may include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area creeks, ditches, and sloughs as a result of increased impervious surface within the watershed.

Comments on Effects to Resources:

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

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

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

Wetlands

Project Effects

Coordinator Summary Degree of Effect: 4 *Substantial* assigned 04/18/2008 by FDOT District 1

Comments:

The FDEP commented that there are approximately 4,601 acres of palustrine wetlands within the 500-foot project buffer based on National Wetlands Inventory data. The FDEP noted that the project will require an Environmental Resource Permit (ERP) from the South Florida Water Management District; the ERP applicant will be required to eliminate or reduce the proposed project impacts on wetlands to the greatest extent practicable. Coordination Document: Permit Required.

The FHWA reported that wetlands are present within the project study area, particularly in the southern portion. The FHWA stated that coordination should take place with the appropriate environmental agencies regarding potential project impacts on wetlands. The proposed project should be located and designed in a manner to avoid or minimize impacts on wetlands. Coordination Document: PD&E Support Document As Per PD&E Manual.

The NMFS conducted a site inspection of the project study area and determined that there are no natural resources for which the NMFS Habitat Conservation Division is responsible for; therefore, the NMFS has no comments to provide regarding the project's impacts. Coordination Document: No Involvement.

Based on data provided by the EST, the USFWS reported that wetlands are abundant in the project area. The USFWS recommended that the project be designed to avoid or minimize wetland impacts to the greatest extent practicable. If impacts to wetlands are unavoidable, the USFWS recommended that the FDOT provide mitigation that fully compensates for impacts to wetland resources. Coordination Document: To Be Determined: Further Coordination Required.

According to the EST GIS analysis results, there are approximately 4,145 acres (19.7%) of palustrine wetlands located within the project's 100-foot buffer. Due to the abundance of wetlands within the project study area and agency concerns regarding potential wetland impacts, a Summary DOE of Substantial has been assigned to the Wetlands issue.

Commitments and Responses: Preparation of a Wetlands Evaluation Report will be included in the scoping recommendations for this project.

Degree of Effect: 4 *Substantial* assigned 02/21/2008 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The National Wetlands Inventory GIS report indicates that there are 4601.34 acres of palustrine wetlands within 500 ft. of the project corridor area. The Wetlands 2000 data indicate that there are 166.87, 909.54, 474.85, 470.43, 40.95, 1656.31, 98.97, 962.48, 323.52, 17.33 and 509.97 acres of cattail, cypress, cypress/melaleuca infested, cypress/pine/cabbage palm, emergent aquatic vegetation, freshwater marshes, mixed wetland hardwoods, mixed wetland shrubs, wet prairies, wet prairies with pine and wetland forested mixed, respectively, within the 500-ft. project corridor.

Comments on Effects to Resources:

The proposed project will require an environmental resource permit (ERP) from the South Florida Water Management District. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of highway construction to the greatest extent practicable:

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

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Degree of Effect: 3 *Moderate* assigned 02/20/2008 by BSB Murthy, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

There are wetlands, particularly in the southern half of the proposed project. Potential impacts to wetland areas should be coordinated with the appropriate agencies, and the proposed project should be located and designed in a manner to avoid or minimize these impacts.

Comments on Effects to Resources:

Mimimize these impacts

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Degree of Effect: 4 *Substantial* assigned 02/04/2008 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Wetlands

Comments on Effects to Resources:

Data provided by the environmental screening tool indicate that wetlands are abundant in the project area. The Service recommends that the project be designed to avoid and minimize impacts to these valuable natural resources to the greatest extent practicable (please see our comments for the Florida panther). If impacts to wetlands are unavoidable, we recommend that the FDOT provide mitigation that fully compensates for impacts to wetland resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Degree of Effect: N/A N/A / *No Involvement* assigned 01/14/2008 by David A. Rydene, National Marine Fisheries Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

None.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS), Habitat Conservation Division (HCD), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 3752. The project is designed to improve capacity on SR 29 near Immokalee, Florida. The Florida Department of Transportation proposes to either widen the existing two-lane divided segment of SR 29 through Immokalee to four lanes, or alternatively, to construct a new route that bypasses downtown Immokalee in Collier County, Florida.

NMFS staff conducted a site inspection of the project area on March 24, 2005 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS, HCD, is responsible and therefore, we have no comment to provide regarding the projects impacts.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

The following organization(s) were expected to but did not submit a review of the Wetlands issue for this alternative: South Florida Water Management District, US Army Corps of Engineers, US Environmental Protection Agency

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect: 4 *Substantial* assigned 04/18/2008 by FDOT District 1

Comments:

The FFWCC reported that the previous letters provided to the FDOT on August 1, 2005; December 20, 2006; and April 20, 2007 were thoroughly reviewed and the previous comments regarding the project remain applicable. The referenced letters detail the fish, wildlife, and habitat resources located within the project area and the potential adverse effects that may impact these resources. In the referenced letters, the FFWCC stated that the project area is situated between regionally significant tracts of public land which include the Corkscrew Regional Ecosystem Watershed to the west, the Okaloacoochee Slough State Forest to the east, and the Big Cypress National Preserve and Florida Panther National Wildlife Refuge to the south. The FFWCC also noted that natural communities within the project study area potentially provide habitat for a number of listed species. The FFWCC commented that (of paramount importance) potential impacts will occur within primary and secondary Florida panther habitat zones.

The FFWCC stated that it would like to coordinate with the FDOT to form appropriate impact avoidance, minimization, and mitigation measures in order to ensure that the result of the final highway design is consistent with FFWCC goals and programs regarding the protection of the Florida panther and its habitat, as well as other state-listed species. The FFWCC recommended that a Task Group be formed consisting of representatives from FFWCC, FDOT, USFWS, USACOE, SWFWMD, NPS, conservation groups (including the Florida Wildlife Federation), and possibly other parties. Coordination Document: To Be Determined: Further Coordination Required.

The FHWA commented that the GIS analysis results indicate that the project study area is located within primary and secondary panther habitat zones. In addition, the results report black bear road kill occurrences in the project vicinity. The FHWA stated that alternatives proposed in areas currently undeveloped (i.e. new roadways) will have more impacts on panther habitat than would alternatives following existing roadway alignments. Use of existing alignments may allow for the placement of new wildlife crossings (where they do not exist today) in areas where there is need to provide safe connections for wildlife. The FHWA recommended that the FDOT coordinate with the appropriate agencies to address potential impacts to the panther and other wildlife species (including how to minimize wildlife road kills), as well as to determine the use, location, and design of wildlife crossings. Coordination Document: PD&E Support Document As Per PD&E Manual.

The USFWS reviewed its GIS database for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. Based on the data review, the USFWS believes that the following federally listed species have the potential to occur in or near the project site: Florida panther, Florida scrub-jay, wood stork, and Eastern indigo snake. The USFWS reported that the project is located within the core foraging area (CFA) of active wood stork nesting colonies. To minimize adverse effects to the wood stork, the USFWS recommended that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. In addition, a large portion of the expanded study area is located in the USFWS's focus area for the Florida panther, as well as within designated primary and secondary panther habitat zones. To minimize impacts to the panther,

the USFWS suggested that the FDOT widen existing roadways as opposed to constructing a new roadway. The USFWS recommended that the FDOT prepare a Biological Assessment for the project during the Project Development and Environment (PD&E) phase in order to minimize impacts to valuable fish and wildlife habitat to the greatest extent practicable. Coordination Document: To Be Determined: Further Coordination Required.

The EST GIS analysis results indicate that the project study area is located within 1) consultation areas for the crested caracara, the Florida panther, the Florida scrub-jay, and the snail kite; 2) two ecosystem management areas (Caloosahatchee to Lee Coast EMA and Southwest Coast EMA); and 3) designated primary and secondary Florida panther habitat zones. For these reasons and based on agency concerns, a Summary DOE of Substantial has been assigned to the Wildlife and Habitat issue.

Commitments and Responses: Preparation of an Endangered Species Biological Assessment will be included in the scoping recommendations for this project.

Degree of Effect: 4 *Substantial* assigned 02/20/2008 by BSB Murthy, Federal Highway Administration

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

Coordination Document Comments: Alternatives which introduce a roadway into a new location in a currently undeveloped area more internal to the panther zones, appears to have more of an impact to the panther habitat than would alternatives following existing roadway alignments. Using existing alignments would also allow wildlife crossings to be located in existing locations that have a need for safe wildlife connectivity.

TNC Resource Conservation Areas the GIS analysis tool identifies priority ecological resource conservation areas within the polygon which may be affected by various alternatives.

Direct Effects

Identified Resources and Level of Importance:

Panther Habitat - The project is located in primary and secondary panther zones.

Black Bear-The GIS analysis tool indicates black bear road kills in this area of SR 29. Coordination is needed with the agencies to determine how to minimize wildlife road kills, such as the appropriate use, location and design of wildlife crossings.

Comments on Effects to Resources:

Panthers

Please coordinate with the appropriate agencies concerning potential impacts to the panther and other wildlife species.

Black Bear

Please consider the likely increase in project costs to address these needs. Use of existing alignments may allow for new wildlife crossings in areas of demonstrated need where they do not exist today.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

Alternatives which introduce a roadway into a new location in a currently undeveloped area more internal to the panther zones, appears to have more of an impact to the panther habitat than would alternatives following existing roadway alignments. Using existing alignments would also allow wildlife crossings to be located in existing locations that have a need for safe wildlife connectivity.

TNC Resource Conservation Areas the GIS analysis tool identifies priority ecological resource conservation areas within the polygon which may be affected by various alternatives.

CLC Recommendations:

Degree of Effect: 4 *Substantial* assigned 02/11/2008 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments: We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. We remain committed to working with FDOT and other state and federal agencies in an effort to avoid, minimize, or mitigate the adverse effects of this project on regional habitat systems and fish and wildlife resources. Please contact Terry Gilbert at (850) 402-6311 or email terry_gilbert@urscorp.com to initiate the overall process for additional agency coordination on this project. For issues related to the Florida panther, please contact Darrell Land at (239) 643-4220, or via e-mail at darrell.land@MyFWC.com, for further coordination.

Direct Effects

Identified Resources and Level of Importance:

The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #3752, Collier County, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

The Project Description Summary states that this project consists of expanding SR-29 from Oil Well Road north to SR-82. The PD&E Study will include the preparation of an Environmental Impact Statement which will consider the widening of the two-lane highway along the existing alignment though Immokalee, as well as a study of alternative routes that bypasses the downtown area of the city.

Comments on Effects to Resources:

According to the Florida Department of Transportation (FDOT), this current project modification submitted for review was required due to the expansion of the existing Study Area polygon to the west of Immokalee. We have thoroughly reviewed our previous agency letters which detail fish, wildlife and habitat resources in the project area, and assess adverse effects. These letters were

provided to FDOT on August 1, 2005, December 20, 2006, and April 20, 2007, and we find that these previous comments remain applicable.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. We remain committed to working with FDOT and other state and federal agencies in an effort to avoid, minimize, or mitigate the adverse effects of this project on regional habitat systems and fish and wildlife resources. Please contact Terry Gilbert at (850) 402-6311 or email terry_gilbert@urscorp.com to initiate the overall process for additional agency coordination on this project. For issues related to the Florida panther, please contact Darrell Land at (239) 643-4220, or via e-mail at darrell.land@MyFWC.com, for further coordination.

CLC Recommendations:

Degree of Effect: 4 *Substantial* assigned 02/04/2008 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Federally-listed species and fish and wildlife resources

Comments on Effects to Resources:

Federally-listed species - The Service has reviewed our Geographic Information Systems (GIS) database for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The GIS database is a compilation of data received from several sources.

Wood Stork - The project is located in the Core Foraging Areas ((CFA) i.e., within 18.6 miles) of five active nesting colonies of the endangered wood stork (*Mycteria americana*). The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a Service Approved mitigation bank located outside of the CFA would be acceptable to the Service, provided that the impacted wetlands occur within the permitted service area of the bank.

For projects that impact 5 or more acres of wood stork foraging habitat, the Service requires a functional assessment be conducted using our Wood Stork Foraging Analysis Methodology(Methodology)on the foraging habitat to be impacted and the foraging habitat provided as mitigation. The Methodology can be found in the Services November 9, 2007, Eastern Indigo Snake and Wood Stork Key (Service Federal Activity Code Number 41420-2007-FA-1494) provided to the Corps to guide their effect determinations for these two species. The Methodology is also described in the Services August 28, 2007, Biological Opinion for the Terafina (G.L. Homes) development project (Service Federal Activity Code Number 41420-2007-FA-0653) located at <http://www.fws.gov/filedownloads/ftp%5Fverobeach/BIOLOGICAL%5FOPINIONS/TERAFINA/>.

Florida Panther

A large proportion of the expanded study area located in the Services focus area for the endangered Florida Panther (*Puma concolor coryi*), and the primary and secondary habitat zones for the Florida panther as defined by Kautz et al. (2006). Lands within the primary and secondary zones are considered important to Florida panther conservation in south Florida. Telemetry data provided by the Florida Fish and Wildlife Conservation Commission (FWC) indicates that the panther has been documented within the study area. Therefore, we believe that this project may adversely impact the panther. The adverse effects of the project would consist of direct and indirect effects to the panther and its habitat. Direct effects would include the loss of panther habitat in the construction footprint, potential further fragmentation of existing panther habitat, and an increase in the likelihood of vehicle collisions with panthers due to increased capacity of the roadway and the expected increase in vehicle use. The project could also indirectly result in additional habitat loss and fragmentation by promoting additional development of panther habitat in the project area that would not go forward without the presence of an efficient transportation infrastructure.

To minimize the projects impacts to the panther, the Services continues to recommend that the FDOT enlarge existing roadways within, or adjacent to, the State Road 29 corridor to accomplish the project. This most practical roads to be widened would be either the existing State Road 29 corridor through downtown Immokalee, or the widening of New Market Road.

The FDOT has indicated that they will investigate the construction of a bypass road within the study area surrounding the city of Immokalee. The Service notes that a large proportion of the proposed study area contains undeveloped lands that provide valuable habitat for the Florida panther. We believe that the construction of a new bypass roadway within the majority of the proposed study area surrounding the city of Immokalee could result in significant adverse impacts to the Florida panther, and panther habitat (as described above). As such, our preference would be that the FDOT complete the project by widening existing roads as described above. To further minimize the potential of the project to adversely affect the Florida panther, the Service urges that the FDOT reduce the size of the study area surrounding Immokalee by eliminating all lands east of the Immokalee Airport and all lands north of Heritage Boulevard.

The Service believes that the proposed project will increase the potential for panther mortality due to vehicle collisions. We note that panther mortalities due to vehicle collisions have been recorded in the project corridor (A total of 4 panthers were killed by vehicles in the project corridor in 2003 and 2004). Consequently, the Service requests that panther/wildlife crossings be installed within the corridor to minimize the potential for panther mortalities from vehicle collisions. The crossings should be similar in design to the latest crossings installed by the FDOT on State Road 29 south of Oil Well Road, and include similar chain-link exclusion fencing. The Service believes that four crossings are warranted in the segment of State Road 29 corridor from County Road 846 to Oil Well

Road. The locations for these crossings are indicated in Map L-6, Page 140 of Smith et al. (2006). We have based our recommendations concerning the number and location of crossings needed in this area on panther vehicle-related mortality data and panther telemetry collected by the FWC, the Services knowledge of the area, and on studies conducted by Swanson et al. (In Review) and Smith et al. (2006). To maintain connectivity for panthers and other wildlife in the project area, the Service also believes that a wildlife crossing is warranted for this project on County Road 858 (Oil Well Road), just west of its intersection with State Road 29. The Service will work with the FDOT and the FWC to site this crossing.

To further protect the panther, we recommend that the FDOT purchase panther habitat to compensate for impacts to panther habitat resulting from the project. The Services functional panther habitat assessment should be used to determine the habitat value of the lands impacted and the lands provided as compensation in Panther Habitat Units. We recommend that the FDOT consider acquiring and protecting lands adjacent to the panther crossings sites described above to ensure that the crossings will continue to function adequately in the future.

The Service also recommends that the project be designed to minimize impacts to panther habitat within the project corridor to the greatest extent practicable. We believe that this could be accomplished within areas of panther habitat by eliminating or reducing the width of the center median usually constructed for a project of this type. To address safety concerns, we envision the installation of a guard rail that is designed to prevent automobile collisions and not act as a barrier for wildlife attempting to cross the highway. We also recommend designating a speed limit of no more than 55 miles per hour for rural sections of the highway. We look forward to working with the FDOT to design a project footprint that minimizes impacts to the Florida panther and fish and wildlife.

No other federally listed species were identified on your project site. The Service has not conducted a site inspection to verify species occurrence or validate the GIS results. However, we assume that listed species occur in suitable ecological communities and recommend site surveys to determine the presence or absence of listed species. Ecological communities suitable for listed species can be found in the species accounts in the South Florida Multi-Species Recovery Plan (1999). This document is available on the internet at [http://verobeach.fws.gov/Programs/Recovery/esvb recovery.html](http://verobeach.fws.gov/Programs/Recovery/esvb%20recovery.html).

The Service believes that the following federally listed species have the potential to occur in or near the project site: Florida panther, Florida scrub-jay (*Aphelocoma coerulescens*), Wood stork and, Eastern indigo snake (*Drymarchon corais couperi*). Accordingly, the Service recommends that the Florida Department of Transportation (FDOT) prepare a Biological Assessment for the project (as required by 50 CFR 402.12) during the FDOTs Project Development and Environment process.

Fish and Wildlife Resources -

The project has the potential to impact undeveloped uplands and wetlands that provide valuable habitat for a variety of fish and wildlife species. Accordingly, we recommend that the project be designed to minimize impacts to fish and wildlife to the greatest extent practicable (please see our comments pertaining to the endangered Florida panther).

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

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

ETAT Reviews and Coordinator Summary: Cultural Historic and Archaeological Sites Project Effects

Coordinator Summary Degree of Effect: 4 *Substantial* assigned 04/18/2008 by FDOT District 1

Comments:

The FDOS and the Miccosukee Tribe of Indians of Florida commented that portions of the project study area have been subject to previous cultural resource assessment surveys. These surveys are concentrated within the southern portion of the project area and along SR 82 (northern extent of project area). To date, the following resources have been identified within the project study area: 1) three previously recorded Florida Master Site File (FMSF) archaeological sites - one has been determined likely eligible for listing in the National Register of Historic Places (NRHP) and two have been determined potentially eligible for listing in the NRHP, 2) two previously recorded historic structures (ineligible for listing in the NRHP), 3) one resource group that has not been evaluated by the State Historic Preservation Officer (SHPO) for NRHP eligibility, and 4) one linear resource that has been determined ineligible for listing in the NRHP. In addition, there are approximately 10 historic structures that are currently unrecorded. There is also potential for unrecorded archaeological sites to occur in hammocks within the project vicinity. The FDOS and the Miccosukee Tribe recommended that the status of the above resources be field verified and that resources not evaluated by the SHPO be updated and evaluated for potential eligibility.

All reviewers stated that a systematic cultural resource assessment survey should be conducted for the selected project alignment prior to any ground-disturbing activity. The surveyors should coordinate with the Collier County Historic and Archaeological

Preservation Board. Early consultation with the Seminole and Miccosukee Tribal Historic Preservation Officers (THPOs) should also be conducted prior to the survey to assist in the identification of archaeological probability areas or areas that may have cultural importance to the tribes. Consultation with both tribes should continue throughout the cultural resource investigation. Confidential: Review will not be displayed on Public Access website.

Based on the foregoing, a Summary DOE of Substantial has been assigned to the Historic and Archaeological Sites issue.

Commitments and Responses: Preparation of a Cultural Resource Assessment Survey (CRAS), as per FDOT Guidance and in coordination with the Seminole and Miccosukee Tribes, will be included in the project scoping recommendations.

Degree of Effect: 4 *Substantial* assigned 02/15/2008 by Sherry Anderson, FL Department of State

Coordination Document: No Selection

Coordination Document Comments: Given the existence of an eligible property within the 200 foot buffer and the presence of unevaluated resources within 100 feet, it is highly probable that project activities will impact historic properties potentially eligible for listing in the National Register of Historic Places, or otherwise of historical, architectural or archaeological value. Our office recommends a cultural resource assessment survey. Resources that have not been evaluated by our office should be updated and evaluated for potential eligibility.

Direct Effects

Identified Resources and Level of Importance:

ONLY PREVIOUSLY RECORDED RESOURCES WITHIN 500 FEET NOTED BELOW

Florida Site File Historic Bridges

NONE PREVIOUSLY RECORDED WITHIN 500 FEET

Historic Standing Structures

Buffer distance: 100 feet

CR00901 POLE BARN, ineligible by SHPO

Florida Site File Archaeological or Historic Sites

Buffer distance: 100 feet

CR00704 WILLIAMSON SITE 2 GLADES, 1000 B.C.-A.D. 1700 PREHISTORIC MOUND(S) NOT EVALUATED BY SHPO LIKELY NRHP ELIGIBLE

Buffer distance: 200 feet

CR00828 ARROWHEAD MIDDEN GLADES, 1000 B.C.-A.D. 1700 CAMPSITE (PREHISTORIC) POTENTIALLY ELIGIBLE FOR NRHP ELIGIBLE FOR NRHP

Buffer distance: 500 feet

CR00703 WILLIAMSON MOUND 1 LAND-TERRESTRIAL GLADES, 1000 B.C.-A.D. 1700 ELIGIBLE FOR NRHP POTENTIALLY ELIGIBLE FOR NRHP

Resource Groups

Buffer distance: 100 feet

BIG CORKSCREW ISLAND TRAM LINE, insufficient information by SHPO

Comments on Effects to Resources:

A portion of this project corridor was subject to a cultural resource assessment survey in 1982 and 1995. Several general surveys also overlap the project area.

Within the 200 foot buffer zone is a potentially eligible midden. A prehistoric mound, not evaluated by SHPO, is located within 100 feet. SHPO has also reviewed the Big Corkscrew Island Tram Line (within 100 feet) but determined there was insufficient information to evaluate this resource.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

Given the existence of an eligible property within the 200 foot buffer and the presence of unevaluated resources within 100 feet, it is highly probable that project activities will impact historic properties potentially eligible for listing in the National Register of Historic Places, or otherwise of historical, architectural or archaeological value. Our office recommends a cultural resource assessment survey. Resources that have not been evaluated by our office should be updated and evaluated for potential eligibility.

CLC Recommendations:

Degree of Effect: 4 *Substantial* assigned 01/08/2008 by Steve Terry, Miccosukee Tribe of Indians of Florida

Coordination Document: No Selection

Coordination Document Comments: If the Cultural Resources Survey shows there are no archaeological sites that will be impacted by this project, then no further consultation is necessary. However, if the Cultural Resources Survey does show that archaeological sites will be impacted by this project, then further consultation with the Miccosukee Tribe should be done.

Direct Effects

Identified Resources and Level of Importance:

There are 4 prehistoric sites found within 1,320' of this alternative, two of which are mounds. One mound is found within 100' of this alternative. A Cultural Resources Survey needs to be conducted to determine the impacts, if any, to these sites.

Comments on Effects to Resources:

Once a Cultural Resources Survey has been done, then effects, if any, to archaeological sites can be ascertained.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

If the Cultural Resources Survey shows there are no archaeological sites that will be impacted by this project, then no further consultation is necessary. However, if the Cultural Resources Survey does show that archaeological sites will be impacted by this project, then further consultation with the Miccosukee Tribe should be done.

CLC Recommendations:

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

Recreation Areas

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/17/2008 by FDOT District 1

Comments:

The FDEP noted the presence of several conservation lands within the vicinity of the project. Interested in preserving the functions and natural communities of these lands, the FDEP recommended that an evaluation be conducted of the primary, secondary, and cumulative impacts of the proposed roadway construction/widening on the identified public lands and proposed acquisition sites.

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

Commitments and Responses: A Section 4(f) Determination of Applicability (DOA) will be required for this project.

Degree of Effect: 2 *Minimal* assigned 02/20/2008 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

The following South Florida Water Management District-managed conservation lands and Florida Forever project lands are located within a mile of the corridor study area: Lake Trafford Impoundment, Corkscrew Regional Ecosystem Watershed and Corkscrew Regional Ecosystem Watershed Florida Forever BOT Project.

Comments on Effects to Resources:

These lands contain significant natural communities and numerous element occurrences of listed species, as indicated by the Florida Natural Areas Inventory. The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential, contributions to regional spring complexes, and recreational trail opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary, and cumulative impacts of the proposed highway construction on the above public lands and proposed acquisition sites.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

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

Section 4(f) Potential

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/18/2008 by FDOT District 1

Comments:

No agencies commented on this issue. As stated under the Recreation Areas issue, the FDEP noted that several conservation lands are located in the vicinity of the project. Based on comments under the Historic and Archaeological Sites issue, cultural resources also exist within the project study area. Due to the presence of these above-mentioned features, there is potential for Section 4(f) impacts to occur as a result of the project.

Based on the foregoing, a Summary DOE of Moderate has been assigned to the Section 4(f) Potential issue.

Commitments and Responses: A Section 4(f) Determination of Applicability (DOA) will be required for this project.

None found

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

ETAT Reviews and Coordinator Summary: Community

Aesthetics

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 04/18/2008 by FDOT District 1

Comments:

The FDOT District 1 commented that the community of Immokalee highly values the aesthetic character of its core area. The Immokalee Beautification Committee recently completed a streetscaping project along the SR 29 corridor in Immokalee; this project is part of an organized local effort to stimulate economic development and improve quality of life for residents of the community. The FDOT District 1 stated that despite the approved Ave Maria Development of Regional Impact and two existing Planned Unit Developments in the area, the community is anticipated to retain its rural character over the comprehensive planning period considering the large presence of agricultural land within the vicinity of the project.

It should be noted that the community has expressed interest in improving the appearance and function of the open drainage swales throughout Immokalee, as well as installing additional streetlights and sidewalks to increase safety and enhance neighborhood revitalization efforts in the Lake Trafford Road area. As such, the residents of Immokalee are likely to have an interest in the visual appearance of the corridor, including a preference regarding corridor beautification standards and the design of the project.

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

Commitments and Responses: During the Project Development phase, the FDOT District 1 will conduct public outreach in coordination with the Collier County MPO and the Immokalee Beautification Committee to solicit community input regarding the design of the project, the aesthetic treatments along the project corridor, as well as strategies to avoid or mitigate potential noise and vibration related impacts.

Degree of Effect: 3 Moderate assigned 02/19/2008 by Lauren Brooks, FDOT District 1

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Streetscaping Project on SR 29 (Immokalee)

Project Study Area 100-Foot Buffer:
Collier Village Planned Unit Development
Arrowhead Planned Unit Development
Fixed Single Family Units - 202.8 acres (0.97%)
Multi-Family Units - 70.5 acres (0.34%)

Comments on Effects to Resources:

The community has placed a high value on the aesthetic character of Immokalee (its core area). The Immokalee Beautification Committee recently completed a streetscaping project along the SR 29 corridor in Immokalee, which included the addition of street lighting and furniture. The streetscaping project is part of an organized local effort to stimulate economic development and improve quality of life for residents of the community.

Despite the approved Ave Maria Development of Regional Impact (DRI) and two existing Planned Unit Developments, it is anticipated that much of the area will retain its rural character over the comprehensive planning period considering the large tracts of agricultural land present within the project area. The residents of these small communities, as well as those located within the small clusters of multi-family and single family units scattered along the SR 29 corridor, will likely have an interest in the visual appearance of the corridor (including a preference for corridor beautification standards).

Recommendation:

During the Project Development phase, the FDOT D1 will coordinate with the Collier County MPO and the Immokalee Beautification Committee to solicit community opinion on potential project effects in order to identify strategies to mitigate potential project impacts related to corridor aesthetics.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

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

Economic

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 04/18/2008 by FDOT District 1

Comments:

The FDOT District 1 reported that SR 29 is a principal north-south arterial in eastern Collier County that connects the community of Immokalee with I-75 in the south and US 27 and SR 80 in the north. In addition, this facility is part of Florida's Emerging Strategic Intermodal System (SIS) as it serves regional economic interests by connecting Immokalee (a Rural Area of Critical Economic Concern), the Florida Gulf Coast University, and the Southwest Florida International Airport in Lee County. As such, SR 29 is also a critical freight corridor.

The FDOT District 1 stated that the proposed bypass/expansion of SR 29 from Oil Well Road to SR 82 is part of an overall plan to improve corridor access and relieve traffic congestion. With the expected increase in population and employment along the SR 29 corridor and in the region, this project is likely to serve as a stimulus for local and regional economic activity. The FDOT District 1 noted, however, that this project involves the study of an alternative route that bypasses downtown Immokalee. In moving traffic away from downtown Immokalee, downtown businesses may be negatively impacted as local/pass-through traffic (on SR 29) is essential to the viability of these businesses.

Due to the potential negative impacts that may occur on downtown businesses as a result of a bypass, a Summary DOE of Minimal has been assigned to the Economic issue.

Commitments and Responses: During the Project Development phase, the FDOT District 1 will conduct public outreach in coordination with the Collier County MPO to solicit input on the project from the businesses which rely on SR 29 access. The needs of freight movement type businesses and "Main Street" type businesses should be explored relative to the design alternatives.

Degree of Effect: 2 Minimal assigned 02/19/2008 by Lauren Brooks, FDOT District 1

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Project Study Area 100-Foot Buffer:
Empowerment Alliance of Southwest Florida Enterprise Zone
Immokalee/Collier County Enterprise Zone
Railroad Line (12,130 linear feet)

Comments on Effects to Resources:

SR 29 is a north-south principal arterial in eastern Collier County that connects the fast-growing community of Immokalee with I-75 in the south and US 27 and SR 80 in the north. Immokalee is located in a Rural Area of Critical Economic Concern (RACEC) designated by the State of Florida.

In conjunction with SR 82, SR 29 provides regional connectivity between Immokalee, the Florida Gulf Coast University, and Southwest Florida International Airport in Lee County. The Florida Department of Transportation has designated SR 29 as an Emerging Strategic Intermodal System (SIS) facility because it serves regional interests and provides access to the RACEC. SR 82, the northern terminus of this project, has also been identified as an Emerging Strategic Intermodal System facility from I-75 in Lee County to SR 29. The expansion of SR 29 from Oil Well Road to SR 82 is part of an overall plan to improve corridor access and relieve traffic congestion.

SR 29, SR 82, and the Immokalee Regional Airport are included in the Bi-County Regional Transportation Network that was adopted by the Lee County and Collier County MPOs on October 22, 2004. SR 29 and SR 82 are listed as "First Order" facilities and Immokalee Regional Airport is listed as a "Second Order" facility. First Order facilities are generally those that will be the subject of future funding prioritization activities and will directly link Collier County with Lee County. Interstate 75 forms the backbone of the First Order network. Second Order facilities provide important connections between the First Order network and major population, employment, or intermodal centers.

Its importance to freight mobility is reflected in the high daily truck volumes. In 2003, 11% of the traffic on SR 29 consisted of trucks. This volume is projected to increase to keep pace with population and economic growth.

In anticipation of the future growth to occur within Collier County, the SR 29 capacity improvement is critical in terms of enhancing overall safety, emergency access, and truck access. With the expected increase in population and employment along the corridor and in the region, this project is likely to serve as a stimulus for economic activity in Immokalee.

It should be noted, however, that this project involves the study of an alternative route that bypasses downtown Immokalee. In

moving traffic away from downtown Immokalee, downtown businesses may potentially be negatively impacted.

Due to the potential negative impacts that may occur to downtown businesses as a result of the proposed bypass, a degree of effect of minimal is recommended.

Recommendation:

During the Project Development phase, the FDOT D1 will coordinate with the Collier County MPO to solicit input on the project from the residents and businesses which rely on SR 29 access.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

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

Land Use

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 04/18/2008 by FDOT District 1

Comments:

The FDCA noted that the three previously screened project alignments are consistent with the adopted Collier County Growth Management Plan. The FDCA stated that if other alignments are identified within the polygon (as part of the current screening process), they will not be considered consistent with the comprehensive plan at this time. Under this circumstance, the project should not be advanced into the FDOT's Work Program until the comprehensive plan is amended to reflect the proposed new roadway alignment. The FDCA also commented that the SR 29 alternative which bypasses the Immokalee Community Redevelopment Area could have possible adverse effects on redevelopment planning efforts in the area by moving traffic away from the downtown businesses.

The FDOT District 1 reported that agricultural land composes the majority of the project area in terms of existing land uses and future land uses. As such, the community is anticipated to retain its rural character over the comprehensive planning period despite the approved Ave Maria Development of Regional Impact and two existing Planned Unit Developments in the area. The FDOT District 1 also stated that this project is consistent with the adopted Collier County Growth Management Plan. The FDOT District 1 additionally noted that this project involves the study of an alternative route that bypasses downtown Immokalee; in moving traffic away from the Immokalee Community Redevelopment Area, adverse effects on redevelopment planning efforts in the area could potentially occur.

Due to the potential negative impacts that may occur to the Immokalee Community Redevelopment Area as a result of a bypass, a Summary DOE of Moderate has been assigned to the Land Use issue.

Commitments and Responses: During the Project Development phase, the FDOT District 1 will coordinate with Collier County and the Collier County MPO to ensure that the selected project alignment is reflected in both the Collier County Growth Management Plan and the Collier County MPO 2030 Long Range Transportation Plan. In conjunction with the Collier County MPO, public outreach will be conducted to solicit community opinion on potential project effects to land use, focusing on the Immokalee urban core. As more detailed project information becomes available, potential impacts on surrounding land use will be further assessed.

Degree of Effect: 3 Moderate assigned 02/19/2008 by Lauren Brooks, FDOT District 1

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Collier County Growth Management Plan

Project Study Area 100-Foot Buffer:

Collier Village Planned Unit Development

Arrowhead Planned Unit Development

Comments on Effects to Resources:

As shown in the table below, the predominant existing land use within the project study area 100-foot buffer is agricultural (87.1%). Designated public/semi-public land composes about 6.3% while residential, institutional, recreation, retail/office, industrial and vacant land uses comprise smaller portions of the buffer area. Two Planned Unit Developments (PUDs) are also located within the project study area 100-foot buffer.

Existing Land Use (Project Study Area 100-foot buffer):

Acres Not Zone for Agriculture: 375.6 acres (1.8%)

Agricultural: 18,300.0 acres (87.1%)

Industrial: 2.1 acres (0.01%)

Institutional: 55.0 acres (0.3%)

Other: 0.8 acres (0.00%)
Parcels with No Values: 374.0 acres (1.8%)
Public/Semi-Public: 1,324.4 acres (6.3%)
Recreation: 0.9 acres (0.00%)
Residential: 444.0 acres (2.1%)
Retail/Office: 3.7 acres (0.02%)
ROW: 31.1 acres (0.2%)
Vacant Residential: 35.3 acres (0.2%)
Vacant Nonresidential: 51.0 acres (0.2%)

Land within the project study area 500-foot buffer is designated under the following generalized future land use categories. Approximately 67.7% of this area is designated as agricultural. The other three land use designations located in the buffer include industrial (0.01%), preserve (8.6%), and single family (23.7%).

Future Land Use (Project Study Area 500-foot buffer):
Agriculture: 15,789.5 acres (67.7%)
Industrial: 1.5 acres (0.01%)
Preserve: 2,005.0 acres (8.6%)
Single Family: 5,528.1 acres (23.7%)

It should be noted that the Ave Maria Development of Regional Impact (DRI) was approved in spring 2005. The DRI is located approximately five miles west of SR 29, north of Oil Well Road and west of Camp Keais Road. At buildout in 2016, this development is projected to contain 11,000 residential units, approximately 700,000 square feet of retail space, a 6,000 student Roman Catholic university, and 510,000 square feet of office space.

Despite the approved DRI and two PUDs, it is anticipated that much of the area will retain its rural character over the comprehensive planning period considering the large tracts of agricultural land present within the project area.

Comprehensive Plan Consistency:
This project is consistent with the adopted Collier County Growth Management Plan.

Immokalee is currently designated as a Community Redevelopment Area and a Florida Main Street, two special programs with the primary objective of community revitalization through urban design, economic restructuring, and related programs. As such, it appears that the project will moderately affect land use.

Recommendation:
During the Project Development phase, the FDOT D1 will coordinate with the Collier County MPO to solicit community opinion on potential project effects to land use predominantly in the Immokalee urban core. As more detailed project information becomes available, it is recommended that further assessment of land use impacts be conducted.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Degree of Effect: **3** *Moderate* assigned 02/19/2008 by Gary Donaldson, FL Department of Community Affairs

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

The Department has determined that each alignment referenced in this ETDM project is consistent with the Collier County Future Transportation Map. In addition, summary response comments for this project submitted by FDOT staff in 2005 were re-reviewed by DCA staff during the current ETDM review cycle. Staff concurs with FDOT findings that the State Road 29 alignment which would bypass the Immokalee Community Redevelopment Area could have possible adverse effects on redevelopment planning efforts in the area. The Department also understands that the current re-introduction of this project may prompt different comprehensive plan consistency responses than those submitted in previous reviews. The roadway configurations identified in the polygon remain consistent with the Collier County adopted Growth Management/Comprehensive Plan. However, if any other alignments are identified within the polygon, those alignments would be considered inconsistent with the Comprehensive Plan at this time. Under this circumstance, the project should not be advanced into the Florida Department of Transportation's Five Year Work Program until the comprehensive plan is amended to reflect the proposed new roadway alignment. If needed, staff will make a determination of the consistency of the proposed roadway with the respective comprehensive plan and also determine if the comprehensive plan needs to be amended to include the roadway on an adopted future transportation map.

Comments on Effects to Resources:

see above

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

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

Mobility

Project Effects

Coordinator Summary Degree of Effect: **1** *Enhanced* assigned 04/18/2008 by FDOT District 1

Comments:

The FDOT District 1 commented that SR 29 serves an important intrastate freight corridor of Florida's Emerging Strategic Intermodal System (SIS), as well as part of the evacuation route network established by the Florida Division of Emergency Management. Currently, undesignated bicycle lanes and discontinuous sidewalks exist along the SR 29 project corridor. In addition, a Collier Area Transit (CAT) system route is established on SR 29 between Oil Well Road and downtown Immokalee. The FDOT District 1 also noted that a large number of residents (approximately 529 households) within the project study area do not have vehicles; individuals (and groups) are frequently seen walking along roadways without sidewalks. The FDOT District 1 indicated that the intent of the project is to improve corridor access and relieve traffic congestion in anticipation of the future growth to occur within Collier County, thereby enhancing overall mobility (including freight movement) and safety. In addition, the project will work to address/achieve other community goals including: improving traffic circulation, providing an interconnected sidewalk system, and enhancing public transportation. The FDOT District 1 additionally noted that the expansion of SR 29 from Oil Well Road and SR 82 is identified as a needs project within the County MPO 2030 Long Range Transportation Plan and is consistent with the adopted Collier County Growth Management Plan.

The FHWA stated that the Project Description Report indicates that accidents along SR 29 are double the state average for similar roadway facilities. The FHWA commented that safety should be a primary factor in terms of selecting viable project alternatives; the location and design of the proposed alternatives should be assessed in terms of how future accidents might be reduced. Coordination Document: PD&E Support Document As Per PD&E Manual.

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

Commitments and Responses: During the Project Development phase, the FDOT District 1 will conduct public outreach in coordination with the Collier County MPO to solicit community opinion on mobility needs along the corridor. In order to accommodate the needs of the large transportation disadvantaged population within the project area, bicycle and pedestrian facilities will be included as part of the roadway capacity improvement. Other alternative transportation options and enhancements will also be considered.

Degree of Effect: **3** *Moderate* assigned 02/20/2008 by BSB Murthy, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

Safety

The Project Description Report indicates accidents along SR 29 that are double the state average for similar roadway facilities. Project alternatives should specifically include safety as a primary consideration, including the identification of the high number of past accidents in the area, and how project alternatives, through location and design, might reduce the number of future accidents.

Comments on Effects to Resources:

Project Alternatives and accidental rates

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Degree of Effect: **1** *Enhanced* assigned 02/19/2008 by Lauren Brooks, FDOT District 1

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Collier County MPO 2030 Long Range Transportation Plan

Project Study Area 100-Foot Buffer:

Greenways Ecological Priority Linkages (Critical)

OGT: Multi-Use Trails Priorities (Medium)

of Housing Units with No Vehicle Available: 529

Comments on Effects to Resources:

The expansion of SR 29 from Oil Well Road and SR 82 is identified as a needs project within the Collier County Metropolitan Planning Organization (MPO) 2030 Long Range Transportation Plan (LRTP) and is consistent with the adopted Collier County Growth Management Plan. This capacity improvement is intended to accommodate travel demand generated by population and employment growth, as well as approved development in the project study area.

Serving as part of the evacuation route network established by the Florida Division of Emergency Management and connecting to other major arterials designated on the state evacuation route network (SR 82 and SR 80), the SR 29 improvement is anticipated to enhance emergency evacuation capacity and traffic circulation leading to improved evacuation and response times. Designated by Collier County as a primary evacuation route, this facility is critical in evacuating residents of Everglades City/Chokoloskee and Naples as it serves as the only north-south route in eastern Collier County.

In addition, SR 29 is part of the Florida Strategic Intermodal System (SIS) and serves as a key intrastate freight corridor. The SR 29 capacity enhancement will improve the circulation of goods and provide access to local agricultural and ranching operations, as well as to freight activity centers located in central Florida and the populated coastal areas.

Undesignated bicycle lanes are present on both sides along the entire segment of SR 29 from Oil Well Road to SR 82. Discontinuous sidewalks exist along this same section. Per policies of the Collier County Metropolitan Planning Organization 2030 LRTP, all roadway improvements are to include bicycle and pedestrian components either by inclusion of sidewalks and bike lanes or multi-use pathways, depending on the characteristics of the roadway. According to the Collier County Metropolitan Planning Organization 2030 LRTP and the Collier County Pathways Plan, pedestrian facilities are to be included on this section of SR 29 from SR 29-A to SR 82 as part of the proposed widening.

SR 29 from Oil Well Road to downtown Immokalee currently serves as a Collier Area Transit (CAT) System route. While transit service enhancements are planned for the future (connecting SR 29 service to Lee County), the proposed improvements are not anticipated to affect traffic on this section of SR 29.

Recommendation:

During the Project Development phase, the FDOT D1 will coordinate with the Collier County MPO to solicit community opinion and preferences, targeting input from the transportation disadvantaged population, regarding mobility options along the SR 29 corridor. The public outreach will provide opportunity for all mobility related issues and concerns to be discussed. Bicycle and pedestrian facilities will be included as part of the roadway capacity improvement to maintain consistency with Collier County local government plans.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

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

Relocation

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 04/18/2008 by FDOT District 1

Comments:

The FDOT District 1 commented that while residential, commercial, industrial, and institutional land uses (including a handful of community features) exist within the project study area (predominantly in Immokalee), most of the area is likely to retain its rural character over the comprehensive planning period considering the large presence of agricultural land within the vicinity of the project. The FDOT District 1 stated that the ETDM screening of this project will help to locate those potential alignments that have the least impacts on community features. All potential alignments will be within the limits of the polygon visible on the Environmental Screening Tool. These defined alignments will be available for review during the agency scoping process being conducted as part of this project. As such, actual right-of-way needs have not yet been determined.

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

Commitments and Responses: During the Project Development phase, relocation impacts will be assessed further as more detailed and finalized project information regarding route and right-of-way needs becomes available.

Degree of Effect: 3 Moderate assigned 02/19/2008 by Lauren Brooks, FDOT District 1

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

- South Immokalee Neighborhood (Front Porch Community)
- Collier Village Planned Unit Development
- Arrowhead Planned Unit Development
- Community Centers (1)
- Government Buildings (1)
- Law Enforcement Facilities (1)
- Social Service Facilities (2)

Comments on Effects to Resources:

The ETDM screening of this project will help to locate the study area in which all potential alternatives will be located. All potential alternatives will be within the limits of the polygon visible on the EST. Thus, the right-of-way for the potential alternatives located in the polygon will vary.

To determine potential relocation impacts, the types and numbers of parcels within the project study area 100-foot buffer were examined. While the land use in the 100-foot buffer is largely agricultural, it also includes one large tract of public land, as well as a number of residential parcels.

Existing Land Use (Project Study Area 100-foot buffer):

Acreage Not Zone for Agriculture: 375.6 acres (1.8%)

Agricultural: 18,300.0 acres (87.1%)

Industrial: 2.1 acres (0.01%)

Institutional: 55.0 acres (0.3%)

Other: 0.8 acres (0.00%)

Parcels with No Values: 374.0 acres (1.8%)

Public/Semi-Public: 1,324.4 acres (6.3%)

Recreation: 0.9 acres (0.00%)

Residential: 444.0 acres (2.1%)

Retail/Office: 3.7 acres (0.02%)

ROW: 31.1 acres (0.2%)

Vacant Residential: 35.3 acres (0.2%)

Vacant Nonresidential: 51.0 acres (0.2%)

While a handful of community features exist within the project study area 100-foot buffer, it is anticipated that much of the area will retain its rural character over the comprehensive planning period considering the large tracts of agricultural land present within the project area. As such, there is potential for moderate relocation impacts to occur.

Recommendation:

The ETDM screening will help to locate all potential alignments that have the least impacts to community features. As more detailed and finalized project information regarding route and right-of-way needs becomes available, it is recommended that further assessment of relocation effects be conducted.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

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

Social

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 04/18/2008 by FDOT District 1

Comments:

The FDCA noted that the three previously screened project alignments are consistent with the adopted Collier County Growth Management Plan. The FDCA stated that if other alignments are identified within the polygon (as part of the current screening process), they will not be considered consistent with the comprehensive plan at this time. Under this circumstance, the project should not be advanced into the FDOT's Work Program until the comprehensive plan is amended to reflect the proposed new roadway alignment. The FDCA also commented that the SR 29 alternative which bypasses the Immokalee Community Redevelopment Area could have possible adverse effects on redevelopment planning efforts in the area by moving traffic away from the downtown businesses.

The FDOT District 1 commented that while a number of community features exist within the project study area (predominantly in Immokalee), the area is anticipated to retain its rural character over the comprehensive planning period due to the large presence of agricultural land. The FDOT District 1 noted, however, that this project involves the study of an alternative route that bypasses downtown Immokalee; in moving traffic away from the Immokalee Community Redevelopment Area, adverse effects on community cohesion and redevelopment planning efforts in the area could potentially occur.

According to the EST GIS analysis results, the population groups of the project area that dramatically exceeded the countywide averages included: Hispanics, African Americans, Other races, and individuals under age 18. The elderly population (over age 65) of the project study area and the median family income were considerably lower than the presented countywide figures. The percentage of households without a vehicle reported for the study area was comparable to the county percentage. The EST also reported 42 census blocks with a minority population greater than 40% (2000 population total of 7,549 individuals). Of the 42 census blocks, the FDOT District 1 indicated that fourteen contained a minority population of 100%, a number contained over 100 persons, a handful contained over 500 persons, and one consisted of 724 persons with a minority population of 92%. In addition, the FDOT District 1 reported the presence of Native American Lands (Immokalee Tribe) within the project study area.

The FDOT District 1 stated that it will be important to maintain the identity of the community. During the Project Development

phase, project impacts on community features and cohesion will be avoided or minimized the greatest extent practicable.

The FHWA commented that the proposed project is located in areas with high percentages of minority populations (including Hispanic, Native American, and African American communities), non-English speaking populations, people with disabilities, and a large number of households with no vehicle available. The FHWA stated that future project phases should include public involvement activities specific to these populations. The public involvement activities should specifically address the issues associated with the construction of a Strategic Intermodal System (SIS) facility (that meets SIS standards - high speed, limited access, etc.) through this small community and how the community's character will be maintained. Coordination Document: PD&E Support Document As Per PD&E Manual.

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

Commitments and Responses: During the Project Development phase, the FDOT District 1 will coordinate with the Collier County MPO to conduct bilingual public outreach to solicit community opinion on potential project effects in order to identify and respond to the needs and concerns of the community, especially as they relate to the elderly, young, and transportation disadvantaged populations. Alternative transportation services and facilities will be considered during the Project Development phase. In addition, as more detailed project information on route and right-of-way needs becomes available, social effects will be assessed with greater accuracy.

Degree of Effect: 3 *Moderate* assigned 02/20/2008 by BSB Murthy, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

The proposed project is located in areas with high percentages of minority populations (including Hispanic, Native American and African American communities), non-English speaking populations, people with disabilities, and a large number of people with no vehicle available for their use. Future project phases should include public involvement activities specific to these populations. Public involvement activities and alternatives analysis should specifically address the issues associated with the possibility of building a facility that meets SIS standards (high speed, limited access) through this small community.

Comments on Effects to Resources:

Public Involvement Activities

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Degree of Effect: 3 *Moderate* assigned 02/19/2008 by Gary Donaldson, FL Department of Community Affairs

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

The Department concurs with FDOT findings that the State Road 29 alignment which would bypass the Immokalee Community Redevelopment Area could have possible adverse effects on redevelopment planning efforts in the area. The Department also understands that the current re-introduction of this project may prompt different comprehensive plan consistency responses than those submitted in previous reviews. The roadway configurations identified in the polygon remain consistent with the Collier County adopted Growth Management/Comprehensive Plan. However, if any other alignments are identified within the polygon, those alignments would be considered inconsistent with the Comprehensive Plan at this time. Under this circumstance, the project should not be advanced into the Florida Department of Transportation's Five Year Work Program until the comprehensive plan is amended to reflect the proposed new roadway alignment. If needed, staff will make a determination of the consistency of the proposed roadway with the respective comprehensive plan and also determine if the comprehensive plan needs to be amended to include the roadway on an adopted future transportation map.

Comments on Effects to Resources:

see above

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Degree of Effect: 3 *Moderate* assigned 02/19/2008 by Lauren Brooks, FDOT District 1

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Project Study Area 100-Foot Buffer:
South Immokalee Neighborhood (Front Porch Community)
Collier Village Planned Unit Development

Arrowhead Planned Unit Development
Immokalee Native American Land
Lake Trafford Impoundment Public Land
Corkscrew Regional Ecosystem Watershed Florida Forever BOT Project
Field Survey Project Boundaries (15)
Florida Site File Historic Standing Structures (1)
Florida Site File Archaeological or Historic Sites (1)
Resource Groups (1)
Tony Rosbough Memorial Baseball Field
Community Centers (1)
Government Buildings (1)
Law Enforcement Facilities (1)
Social Service Facilities (2)
Railroad Line (12,130 linear feet)
Greenway Ecological Priority Linkage (Critical)
OGT: Multi-Use Trails Priorities (Medium)
Solid Waste Facilities (2)
Water Treatment Facilities (3)
Groundwater Monitoring Wells (2)

Comments on Effects to Resources:

While a handful of community features exist within the project study area 100-foot buffer, it is anticipated that much of the area will retain its rural character over the comprehensive planning period considering the large tracts of agricultural land present within the project area. It will, however, be important to maintain the identity of the community during the Project Development phase. As such, there is potential for the identified community features to be impacted by the proposed project, as well as for effects on social cohesion.

As shown in the table below, the demographics in the project study area quarter-mile buffer vary considerably from countywide statistics. Hispanics represent 66.4% of the total population in the project area, which is dramatically higher than the countywide percentage of 16.7%. African-Americans represent 14.5% of the total population within the project study area buffer while only 3.9% of the total Collier County population is African American. Persons in the study area composing the "Other" race category represent 33.0% of the project area population. Of the total Collier County population, the "Other" race category comprises 6.1%.

White: 52.5% (Quarter-Mile Buffer); 73.3% (Collier County)
African-American: 14.5% (Quarter-Mile Buffer); 3.9% (Collier County)
"Other": 33.0% (Quarter-Mile Buffer); 6.1% (Collier County)
Hispanic: 66.4% (Quarter-Mile Buffer); 16.7% (Collier County)
Age 65+: 4.3% (Quarter-Mile Buffer); 24.5% (Collier County)
Under age 18: 35.4% (Quarter-Mile Buffer); 21.9% (Collier County)
HH w/o car: 4.1% (Quarter-Mile Buffer); 4.9% (Collier County)
Med. Family Income: \$30,318 (Quarter-Mile Buffer); \$54,816 (Collier County)
Source: EST and US Census Bureau

The project study area quarter-mile buffer additionally contains a fairly large population of younger residents (35.4%). The buffer area also contains a lower median family income (a difference of \$ 24,498) compared to that of the county.

Minority Population Greater than 40%

The EST reported 42 census blocks (totaling 7,549 people in 2000) with a minority population greater than 40% within the project study area quarter-mile buffer. Fourteen of the 42 census blocks are comprised of 100% minority population. While a number of the 42 census blocks contain over 100 people, a handful are comprised of over 500 people; one consists of 724 people with a 92% minority population. Based upon the demographic information presented, environmental justice issues may surface.

Due to the presence of community focal points, as well as census blocks containing a minority population greater than 40% within the project area, it appears that the project will moderately affect community character and social cohesion.

Recommendation:

During the Project Development phase, the FDOT D1 will coordinate with the Collier County MPO to solicit community opinion on potential project effects in order to address community needs and concerns, especially as they relate to the transportation disadvantaged population. As more detailed project information becomes available, it is recommended that further assessment of relocation effects be conducted.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

The following organization(s) were expected to but did not submit a review of the Social issue for this alternative: FL Department of Environmental Protection, US Environmental Protection Agency

ETAT Reviews and Coordinator Summary: Secondary and Cumulative Secondary and Cumulative Effects

Project Effects

Coordinator Summary Degree of Effect: 4 *Substantial* assigned 04/18/2008 by FDOT District 1

Comments:

The FDOS stated that significant historic properties have previously been identified within the project area. Secondary and cumulative project effects on all significant properties found within the project area should be considered.

The FHWA provided the following comments regarding Secondary and Cumulative Effects:

Wetlands - Coordination should take place with the appropriate environmental agencies regarding potential project impacts on wetlands, particularly wetlands located in the southern half of the project area. The proposed project should be located and designed in a manner to avoid or minimize impacts on wetlands.

Community/Social Issues - The proposed project is located in areas with high percentages of minority populations (including Hispanic, Native American, and African American communities), non-English speaking populations, people with disabilities, and a large number of households with no vehicle available. Future project phases should include public involvement activities specific to these populations. The public involvement activities should specifically address the issues associated with the construction of a Strategic Intermodal System (SIS) facility (that meets SIS standards - high speed, limited access, etc.) through this small community and how the community's character will be maintained.

Wildlife - The project study area is located within primary and secondary panther habitat zones. Alternatives proposed in areas currently undeveloped (i.e. new roadways) will have more impacts on panther habitat than would alternatives following existing roadway alignments. Use of existing alignments may allow for the placement of new wildlife crossings (where they do not exist today) in areas where there is need to provide safe connections for wildlife. Black bear road kill occurrences have also been identified within the project area. Coordination is needed with the appropriate agencies to address potential impacts to the panther and other wildlife species (including how to minimize wildlife road kills), as well as to determine the use, location, and design of wildlife crossings.

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

Commitments and Responses: None.

Degree of Effect: 3 *Moderate* assigned 02/20/2008 by BSB Murthy, Federal Highway Administration

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

At-Risk Resource: Wildlife and Habitat

Comments on Effects: Wildlife

a) Panther Habitat - The project is located in primary and secondary panther zones.

Alternatives which introduce a roadway into a new location in a currently undeveloped area more internal to the panther zones, appears to have more of an impact to the panther habitat than would alternatives following existing roadway alignments. Using existing alignments would also allow wildlife crossings to be located in existing locations that have a need for safe wildlife connectivity.

b. Black Bear The GIS analysis tool indicates black bear road kills in this area of SR 29. Coordination is needed with the agencies to determine how to minimize wildlife road kills, such as the appropriate use, location and design of wildlife crossings. Please consider the likely increase in project costs to address these needs.

Recommended Avoidance, Minimization, and Mitigation Measures: Please coordinate with the appropriate agencies concerning potential impacts to the panther and other wildlife species.

Recommended Actions to Improve At-Risk Resources: Use of existing alignments may allow for new wildlife crossings in areas of demonstrated need where they do not exist today.

TNC Resource Conservation Areas the GIS analysis tool identifies priority ecological resource conservation areas within the polygon which may be affected by various alternatives.

At-Risk Resource: Community

Comments on Effects: Community/Social Issues

The proposed project is located in areas with high percentages of minority populations (including Hispanic, Native American and African American communities), non-English speaking populations, people with disabilities, and a large number of people with no vehicle available for their use. Future project phases should include public involvement activities specific to these populations. Public involvement activities and alternatives analysis should specifically address the issues associated with the possibility of building a facility that meets SIS standards (high speed, limited access) through this small community.

Recommended Avoidance, Minimization, and Mitigation Measures: Public Involvement Activities

Recommended Actions to Improve At-Risk Resources: Alternative Analysis

At-Risk Resource: Wetlands

Comments on Effects: There are wetlands, particularly in the southern half of the proposed project. Potential impacts to wetland areas should be coordinated with the appropriate agencies, and the proposed project should be located and designed in a manner to avoid or minimize these impacts.

Recommended Avoidance, Minimization, and Mitigation Measures: Minimize Impacts

Recommended Actions to Improve At-Risk Resources: None found.

Degree of Effect: 4 *Substantial* assigned 02/20/2008 by Sherry Anderson, FL Department of State

Coordination Document: No Selection

At-Risk Resource: Archaeological and Historic Resources

Comments on Effects: Significant historic properties have previously been identified within the 200 feet buffer of this project corridor. Secondary and cumulative effects should be considered for all significant properties found within the project's area of potential effect.

Recommended Avoidance, Minimization, and Mitigation Measures: None found.

Recommended Actions to Improve At-Risk Resources: None found.

Eliminated Alternatives

There are no eliminated alternatives for this project.

Project Scope

General Project Recommendations

Date	Description
07/09/2007	The District will coordinate with the Collier County MPO to conduct public outreach to solicit community opinion on mobility needs along the corridor. In order to accommodate the needs of the large transportation disadvantaged population within the project area, transportation alternatives will be considered during Project Development.

Anticipated Permits

Permit	Type	Conditions	Assigned By	Date
Section 404 Individual Permit	USACE		FDOT District 1	08/01/18
Environmental Resource Permit	Water		FDOT District 1	04/18/08

Anticipated Technical Studies

Technical Study Name	Type	Conditions	Assigned By	Date
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 1	03/19/2007
Endangered Species Biological Assessment	ENVIRONMENTAL		FDOT District 1	03/19/2007
Wetlands Evaluation Report	ENVIRONMENTAL		FDOT District 1	03/19/2007
Cultural Resource Assessment	ENVIRONMENTAL		FDOT District 1	03/19/2007
4 (f) Determination	Other		FDOT District 1	07/09/2007
WQIE	Other		FDOT District 1	03/19/2007
Farmlands Assessment	Other		FDOT District 1	03/19/2007
Bicycle and Pedestrian Plan	Other		FDOT District 1	03/19/2007
Floodplains Assessment	Other		FDOT District 1	03/19/2007

Class of Action

Potential for Significant Impacts? *

Issues/Resources	Sig	Sig?	NoSig	NoInv	NoIm	Comments
* Potential Impact Determination: Sig = Significant Impact; Sig? = Question of Significance; NoSig = No Significant Impact; NoInv = No Involvement, Issue is absent; NoIm = No Impact						

Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
Environmental Assessment	Section 4(f) Evaluation Section 106 Consultation Endangered Species Assessment Consultation	FDOT Office of Environmental Management	No Cooperating Agencies have been identified.	FL Fish and Wildlife Conservation Commission South Florida Water Management District US Army Corps of Engineers US Fish and Wildlife Service

Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Gwen G. Pipkin	FDOT District 1	ACCEPTED	08/03/2018	FDOT DEA FDOT ETDM Coordinator

Comments:

On February 4, 2016, the Federal Highway Administration approved the downgrade of the Class of Action (COA) from an Environmental Impact Statement (EIS) associated with this project to an Environmental Assessment (EA) due to the fact that all impacts identified to environmental resources as a result of the Recommended Alternative can be mitigated and have been minimized to the greatest extent practicable and are not anticipated to be significant. Documentation of the downgrade may be found through the following support documents attached in the EST:

2016-01-15 - Request to Downgrade EIS to an EA Ltr Signed
2016-01-15 Supporting Documentation Package

Name	Agency	Review Status	Date	ETDM Role
2016-02-04 FHWA Email Approval Downgrade EIS to EA 2015-02-16 - Final Alternatives Technical Report FHWA APPROVAL Ltr 2016-04135 Federal Register Publication 02_26_2016				
Matthew Marino	FDOT Office of Environmental Management	ACCEPTED	08/06/2018	Lead Agency ETAT Member

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated 12/14/2016 and executed by FHWA and FDOT.

Dispute Resolution Activity Log

Action Date	Issue	Attachment(s)	Action
10/29/2008	Wildlife and Habitat	ETDM Dispute Resolution Process - SR 29 Project Information Package	Outreach and coordination activities were initiated by FDOT District 1 to resolve the SR 29 dispute issued by USFWS.

Appendices

Preliminary Environmental Discussion Comments

The Preliminary Environmental Discussion (PED) was not implemented until 10/12/2012, and this project was last screened on 01/07/2008.

Advance Notification Comments

There are no Advance Notification (AN) Package comments for this project.

GIS Analyses

Since there are so many GIS Analyses available for Project #3752 - SR 29 Immokalee, they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.fla-etat.org/est/index.jsp?tpID=3752&startPageName=GIS%20Analysis%20Results>

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Re-published on 08/10/2018 by Lauren Brooks Milestone** is selected. GIS Analyses snapshots have been taken for Project #3752 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Project Attachments

There are no attachments for this project.

Degree of Effect Legend

Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.

	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.

Project-Level Hardcopy Maps

No Project-Level Hardcopy Maps Available.