

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD

District: FDOT District 1

County: Manatee County

ETDM Number: 14263

Financial Management Number: 414506-2-22-01

Federal-Aid Project Number: N/A

Project Manager: David C. Turley

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

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:



December 1, 2020

Director Office of Environmental Management
Florida Department of Transportation

For additional information, contact:

David C. Turley
Project Manager
Florida Department of Transportation
801 North Broadway Avenue
Bartow, Florida 33830-3809
(863) 519-2255
david.turley@dot.state.fl.us

Prime Consulting Firm:
Kisinger Campo & Associates, Corp.

Consulting Project Manager:
Thomas J. Presby II

This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 01/11/2018 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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1. Project Information

1.1 Project Description

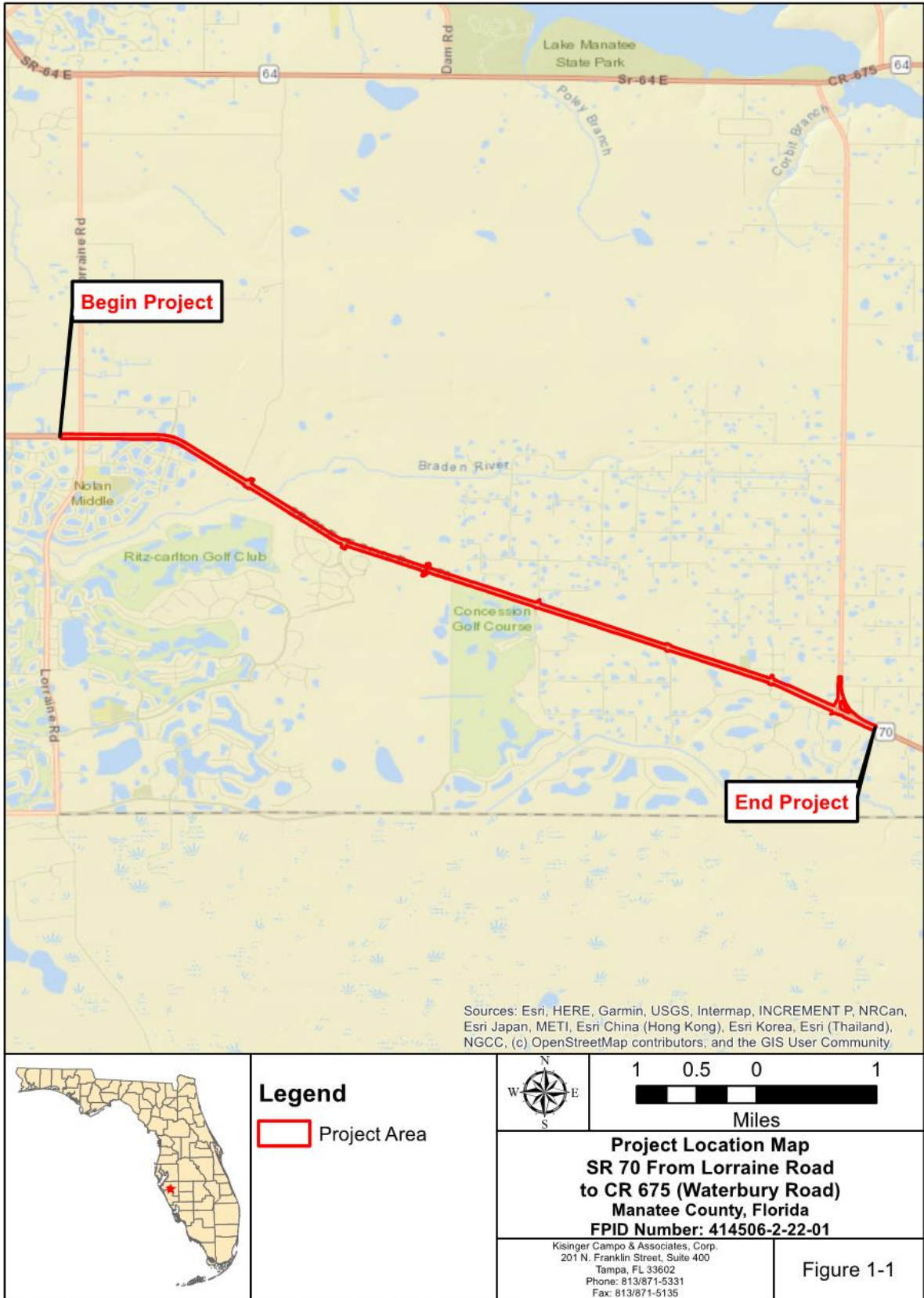
The Florida Department of Transportation (FDOT) has conducted a Project Development and Environment (PD&E) study to evaluate the proposed widening of 6.1 miles of State Road (SR) 70 from Lorraine Road (MP 9.478) to County Road (CR) 675/Waterbury Road (MP 15.567) in Lakewood Ranch and Bradenton, Manatee County, as depicted in **Figure 1-1**.

This study evaluated the need for capacity improvements and provides engineering and environmental documentation and analysis to establish the optimal type and location of improvements to SR 70. The results of the study aided Manatee County, FDOT District 1, and the FDOT Office of Environmental Management (OEM) in determining the type, preliminary design and location of the proposed improvements.

The project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process as project #14263. An ETDM *Final Programming Screen Summary Report* containing comments from the Environmental Technical Advisory Team (ETAT) was published on April 3, 2018. The ETAT evaluated the project's effects on natural, physical, cultural, social and economic resources.

The proposed action is to increase the capacity of the existing two-lane undivided roadway by widening it to a six-lane divided roadway from Lorraine Road to east of Greenbrook Boulevard and a four-lane divided roadway from east of Greenbrook Boulevard to CR 675 to accomplish the purpose and need. Within the limits of this study, FDOT is evaluating one project build alternative with three project segments based on results of engineering/environmental studies and public comments received. The three segments are separated for analysis so this study can best address the local transportation needs. Segment A extends 0.66 miles from Lorraine Road to east of Greenbrook Boulevard, Segment B extends 2.19 miles from east of Greenbrook Boulevard to Bourneside Boulevard, and Segment C extends 3.24 miles from Bourneside Boulevard to the eastern project limit at CR 675 (**Figure 1-2**).

The existing SR 70 facility consists of a two-lane undivided facility with 12-foot travel lanes (one in each direction) and 12-foot shoulders (5-foot paved). Within the study limits the existing right-of-way width is approximately 200-foot throughout the majority of the project corridor and approximately 250-foot near the intersection of SR 70 and CR 675/Waterbury Road. The existing drainage includes roadside ditches and 14 cross drains, ranging in size from 24-inch pipes to a quadruple 10' x 7' box culvert. The posted speed limit within the study area is 50 miles per hour (mph) from Lorraine Road to 0.25 miles east of Greenbrook Boulevard and 60 mph for the remainder of the study to CR 675. Throughout the limits of this study SR 70 is designated as a rural principal arterial highway. The project corridor lacks pedestrian and bicycle facilities with the exception for a small area at the intersections of Lorraine Road and Greenbrook Boulevard (only bicycle facilities). A full discussion of the existing roadway conditions can be found in Section 2.0 of the Preliminary Engineering Report (PER), prepared under separate cover.



Path: M:\414506\2\2013\PM\SR70_LorraineRoad_to_CR675\GIS\Maps\Figures\NRC\Figure 1-1 - Project Location Map.mxd 5/18/2020

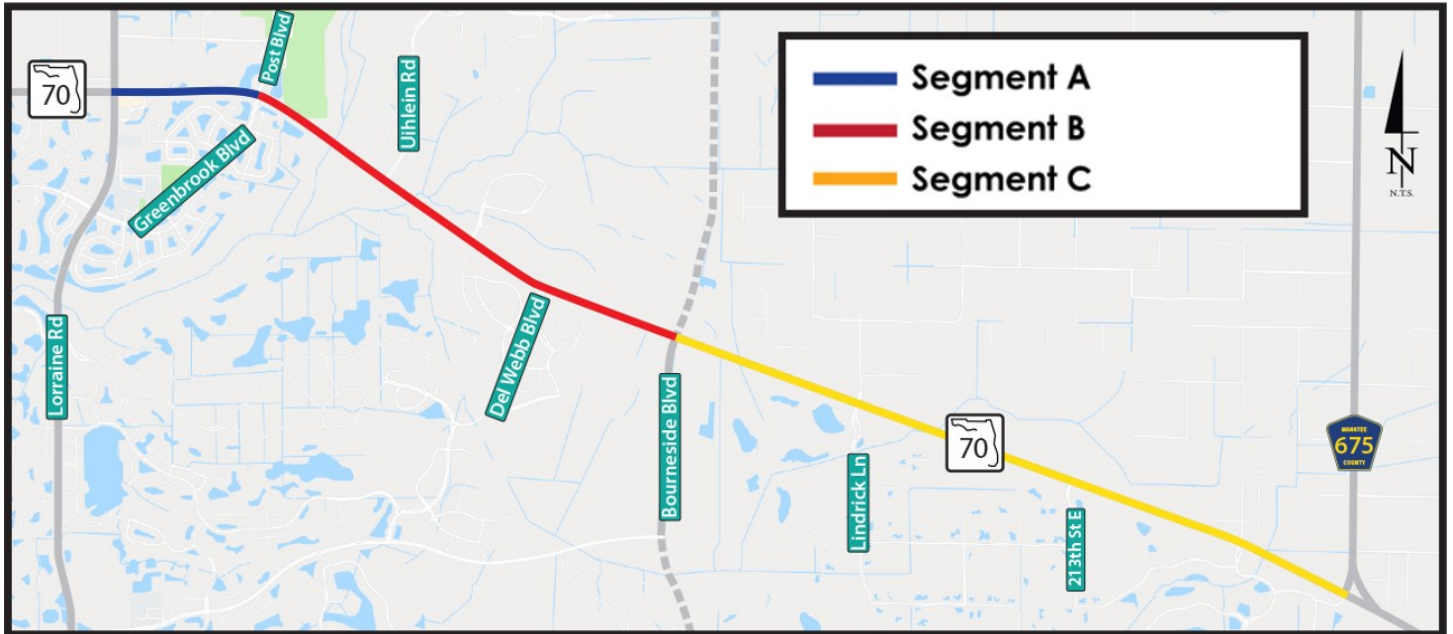
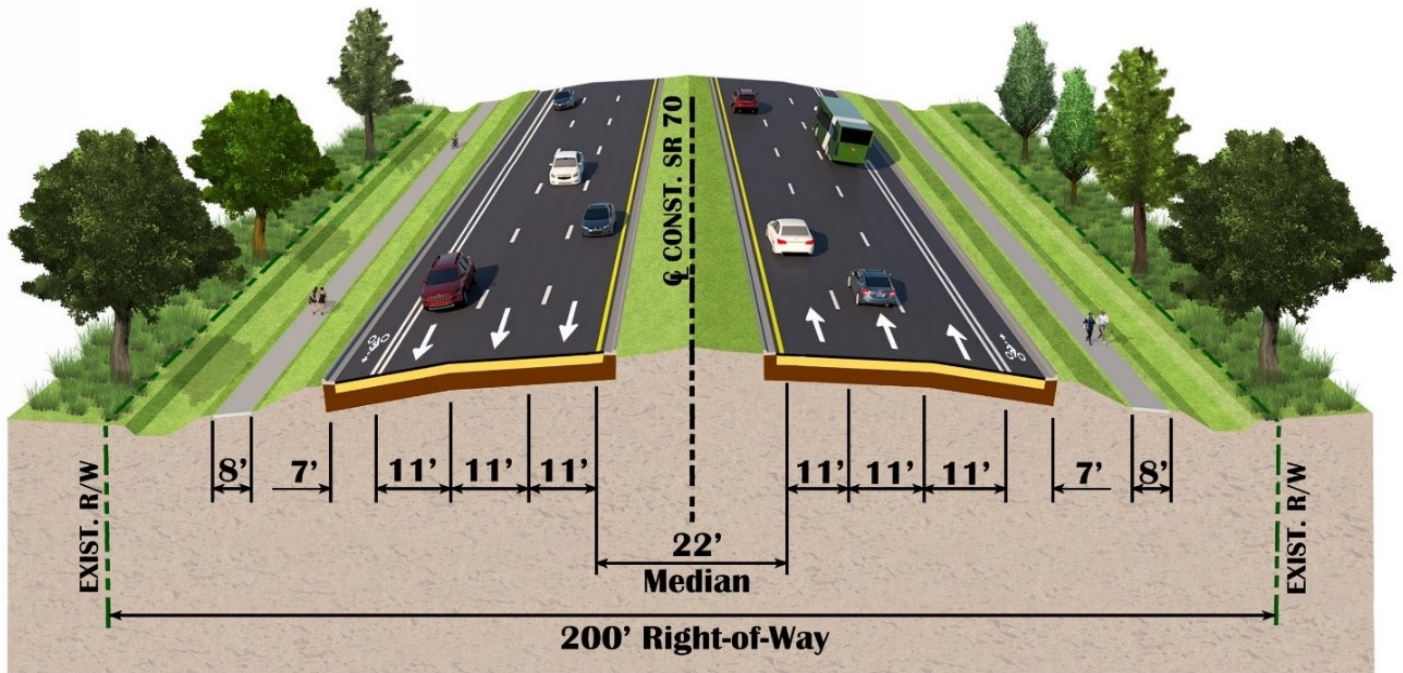


Figure 1-2 Project Segments

The designation of SR 70 as a Strategic Intermodal System (SIS) facility throughout the project limits presents a key variable for the design speeds for the project. The *FDOT Design Manual (FDM)*, Part 2 Table 201.5.1 provides design speed controls for SIS facilities. For SIS facilities with a C3R-Suburban Residential context classification (i.e. mostly residential uses within large blocks and a disconnected or sparse roadway network) a minimum design speed of 50 mph is required. However, within the C3R-Suburban Residential context classification, if curbed roadways are proposed the design speed may be reduced to 45 mph. As designed, the proposed high-speed curbed typical section proposed for Segment A meets the FDM criteria with a 45 mph design speed. The 50 mph design speed for Segments B and C meets the minimum design speed for a SIS facility.

Proposed build improvements for each of the three project segments include the following:

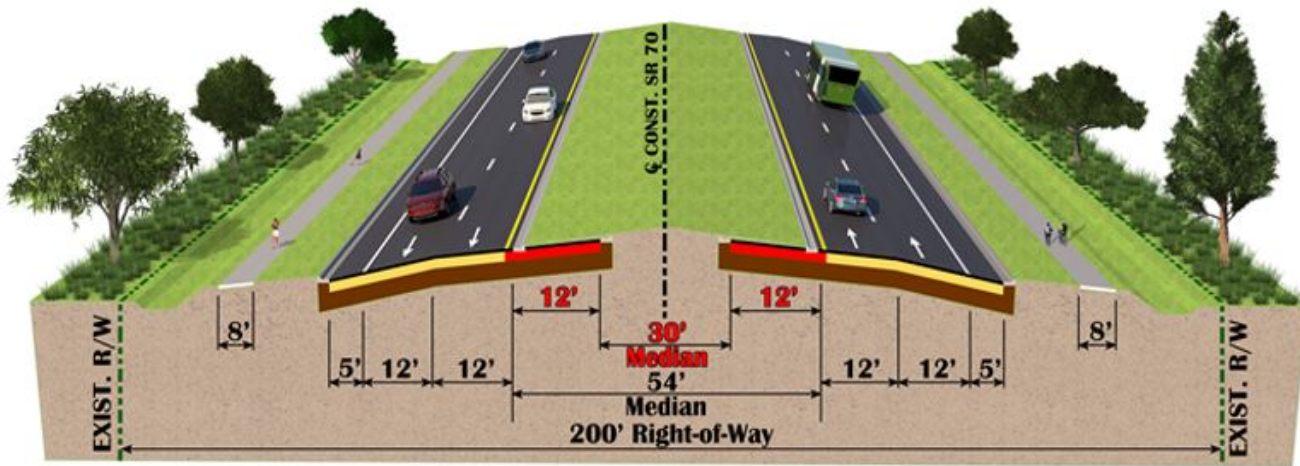


Segment A Typical Section

Segment A

The proposed typical section for Segment A will provide a high-speed curbed roadway design with three 11-foot travel lanes in each direction, 7-foot buffered bicycle lanes, a closed drainage system with curbs and gutters, and 8-foot sidewalks in both directions. The proposed improvements in this segment are anticipated to be accomplished within the existing 200-foot right-of-way. There are no additional right-of-way needs for the drainage system within Segment A.

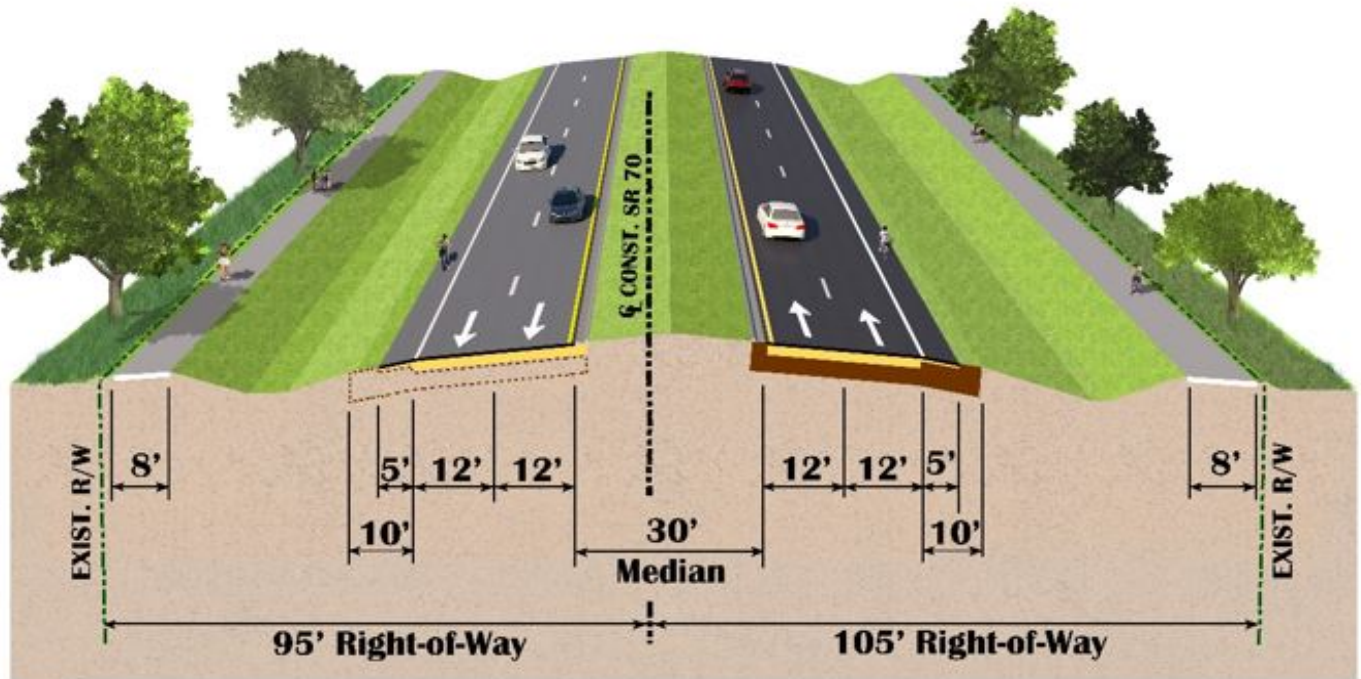
***Future Widening**



Segment B Typical Section

Segment B

The proposed typical section for Segment B will provide a high-speed curbed roadway design with two 12-foot lanes in each direction, 5-foot paved outside shoulders, a closed drainage system with curbs and gutters, and 8-foot sidewalks in both directions. The proposed roadway has been designed with a 54-foot wide median such that it is expandable to a six-lane section in the future, when traffic needs merit an expansion, by adding a 12-foot lane in each direction on the inside. The proposed improvements in this segment are anticipated to be accomplished primarily within the existing 200-foot right-of-way; minimal right-of-way will be needed to construct proposed roundabouts at Uihlein Road, Del Webb Boulevard, and Bourneside Boulevard. Additional right-of-way is needed in Segment B for a regional stormwater pond to serve the entire project limits along with a floodplain compensation pond.



Segment C Typical Section

Segment C

The proposed typical section for Segment C will provide a high-speed curbed roadway design with two 12-foot lanes in each direction, 10-foot outside shoulders (5 feet paved), an open drainage system, and 8-foot sidewalks in both directions. The proposed improvements in this segment are anticipated to be accomplished primarily within the existing 200 foot right-of-way; minimal right-of-way will be needed to construct proposed roundabouts at 197th Street East/Lindrick Lane, 213th Street East, 225th Street East/Panther Ridge Trail, and CR 675. Additional right-of-way is needed for two floodplain compensation ponds within Segment C.

1.2 Purpose and Need

The purpose of this project is to improve traffic operational conditions along the SR 70 corridor from Lorraine Road to CR 675/Waterbury Road to accommodate projected travel demand, specifically increased commuter and freight traffic. Traffic flow within the corridor is of particular concern given the high percentage of heavy trucks mixed with non-truck traffic. The unique acceleration and deceleration characteristics of the trucks cause vehicular travel delay and, ultimately, impact the movement of commuter and freight traffic on the two-lane undivided roadway. The need for the project is based on the following primary and secondary criteria:

PRIMARY CRITERIA

CAPACITY/TRANSPORTATION DEMAND: Improve Operational Conditions

This project is anticipated to improve traffic operations and preserve operational capacity along SR 70 to address increased travel demand as a result of projected growth along the corridor and higher volumes of heavy trucks on the corridor due to agricultural and ranching activities in the area.

According to "2012 - 2035 How Will We Grow? A Conversation with the Community" (2013) prepared by Manatee County, the SR 70 corridor is identified as a growing activity center of the county due to the number of Planned Developments approved along the corridor. Two Developments of Regional Impact (Cypress Banks and Northwest Sector) surround the western project terminus. Of the five Planned Unit Developments that are present, two are located at the western project terminus and three surround the eastern portion of the project corridor (two of these three are Panther Trace and Concession). Del Webb Lakewood Ranch is additionally present south of SR 70 near Uihlein Road. The corridor further abuts a master planned community, Lakewood Ranch, to the west. Lakewood Ranch is also identified by Manatee County as one of four major growth and focus areas of the county.

Based on 2010 U.S. Census Bureau data and projections developed for Manatee County as part of the Sarasota/Manatee Metropolitan Planning Organization's (MPO) 2040 Long Range Transportation Plan (LRTP), population within Manatee County is projected to grow from 322,833 in 2010 to 469,100 in 2040 (1.5% annual growth rate); Manatee County employment is projected to grow from 153,000 in 2010 to 229,000 in 2040 (1.7% annual growth rate). While employment growth will be minimal within the Traffic Analysis Zones (TAZs) encompassing the project corridor (according to socioeconomic data derived from the District One Regional Model), population is projected to grow from 16,376 in 2010 to 39,560 in 2040 (4.7% annual growth rate). Growth along the project corridor is anticipated to occur most heavily within the area surrounding the western half of the corridor as the area will continue to support residential and mixed use community activities with commercial uses concentrated at the intersection of SR 70 and Lorraine Road. Although the area surrounding the eastern portion of the project corridor is intended to continue to support agricultural uses, the Manatee County Zoning Map shows land designated for Planned Development Residential and Planned Development Agricultural south of SR 70; land north of SR 70 remains designated for agricultural activities.

As stated within the Manatee County Freight & Logistics Overview (2013) prepared by the Florida Department of Transportation, farm products serve as one of the top exports of the county. In addition, Tropicana Products, Inc. is a major private sector employer of the county. Further, the agriculture, forestry, fishing, and hunting industry is one of the top five growing industries of Manatee County. Beginning at US 41 in Manatee County and terminating at US 1 in St. Lucie County, SR 70 traverses extensive agricultural land throughout the above-noted counties and the additional counties of DeSoto, Highlands, and Okeechobee. Due to the fact that it provides regional access to agriculture and ranching operations, industrial/commercial areas, and freight distribution facilities throughout central Florida, particularly with its connections to several major transportation facilities (such as I-75, US 17, US 27, US 441, Florida's Turnpike, and I-95), SR 70 has been designated as part of Florida's emerging Strategic Intermodal System (SIS) network. The SIS network includes the state's most significant transportation facilities as these facilities carry the highest volumes of freight and commuter traffic. Accordingly, the project segment of SR 70 currently carries significant truck traffic (10.3% of 2014 traffic volumes are composed of trucks).

The proposed roadway improvements are anticipated to serve the mobility demands of the area by:

- Improving traffic operations and preserving operational capacity to accommodate projected travel demand spurred by increased development as well as commuter and freight traffic, and
- Supporting Manatee County growth initiatives.

SAFETY CONDITIONS: Enhance Safety along the Corridor

The five-year average crash rate (i.e., crashes per million vehicle miles traveled) for this project corridor was obtained from the Florida Department of Transportation Safety Office. During the five-year period from 2010 to 2014, 116 crashes occurred on the corridor with two fatalities and 92 injuries. This data indicates that the five-year average crash rate for the SR 70 project corridor (0.833) greatly exceeds the five-year statewide average crash rate for similar facilities (0.626).

According to the data, rear-end and angle crashes were the most common crash types recorded along the project segment. The high percentage of heavy trucks on the corridor and their unique acceleration and deceleration characteristics mixed with non-truck traffic may have contributed to the reported crash types. It should be noted that as the volume of traffic increases along the corridor, the opportunity for vehicle movement conflict is expected to increase. The proposed project is anticipated to improve safety characteristics of the facility, which are particularly exacerbated by the high truck percentages, by enhancing overall traffic operations.

SECONDARY CRITERIA

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

SR 70 serves as a principal east-west facility of the central portion of the state as it runs from US 41 in Manatee County (west coast) to US 1 in St. Lucie County (east coast). It also connects to several major north-south transportation facilities of the state including: US 41, I-75, US 17, US 27, US 441, Florida's Turnpike, I-95, and US 1. The proposed roadway improvements are anticipated to:

- Provide a continuous four-lane connection and enhance east-west regional access between I-75 and CR 675, including areas targeted for growth to the east within Manatee County;
- Alleviate a traffic bottleneck (for eastbound traffic) that is anticipated to occur as development continues along the corridor, and
- Complement planned SR 70 widening improvements identified in the 2024 - 2040 SIS Long Range Cost Feasible Plan [including the First Five-Year Plan (FY 2016/2017 - FY 2020/2021)] which propose the widening of SR 70 to four lanes from Lorraine Road in Manatee County to US 98 in Highlands County.

SOCIAL AND ECONOMIC DEMAND: Enhance Freight Mobility and Economic Competitiveness

SR 70 is classified as a Regional Freight Mobility Corridor by the Sarasota/Manatee MPO as it serves regional through movements for long-haul truck volumes, as well as provides freight access to agriculture and ranching operations, industrial/commercial areas, and other intensive freight activity centers within central Florida. According to the Freight & Logistics Overviews (2013) prepared by the Florida Department of Transportation for all five counties encompassing the SR 70 corridor [which includes Manatee, DeSoto, Highlands, Okeechobee, and St. Lucie Counties], farm products serve

as a top export of each county. Given the fact that SR 70 has been designated as part of Florida's emerging SIS network and serves as one of the only major east-west roadways traversing all of central Florida and connecting to other recognized freight facilities of the state, it is critical to sustaining several regional economies. As travel demand along the corridor is expected to continue to increase, improvements to traffic operational conditions along the corridor will enhance overall access to local and regional freight distribution centers and the circulation of goods.

1.3 Planning Consistency

This SR 70 from Lorraine Road to CR 675/Waterbury Road project is following a concurrent PD&E and Design process.

Currently Adopted L RTP-CFP	COMMENTS			
Yes				
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$7,440,528	<2021	
STIP	Y	\$4,661,961 \$1,593	<2020 2020	Update in FY 21-24 STIP
R/W				
TIP	Y	\$2,239,248 \$8,270,453	<2021 2021	
STIP	Y	\$115 \$3,732,759 \$6,443,059	<2020 2020 2021	
Construction				
TIP	Y	\$11,781 \$45,522,415	<2021 2023	FY 21-25 TIP includes construction funding for 414506-7 for FY 23 in amount of \$45,522,415
STIP	Y	\$11,781 \$45,602,409	<2020 2023	

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

A Sociocultural Effects Evaluation (*Sociocultural Data Report*, March 2019) was prepared, under separate cover, for this project and a Sociocultural Effects Evaluation analysis was performed in ETDM.

The proposed widening of SR 70 will improve emergency response times and access for the people living and working within the project limits. The preferred alternative provides pedestrian and bicycle facilities to better serve the context of the surrounding community. Access to these facilities will be maintained with minimal disruption during construction, and the project construction contractors will be required by the FDOT's *Standard Specifications for Road and Bridge Construction* to maintain access for emergency services to all adjacent properties throughout construction.

Non-Discrimination Considerations

This project has been developed in accordance with the provisions of Executive Order 12898 and Federal Highway Administration (FHWA) Order 6640.23a.

As presented in the table below, the demographic characteristics for the 500-foot project buffer differ from the characteristics for Manatee County in that the 500-foot buffer contains a higher White and Other Race population percentages; a higher percentage of individuals age 18 and under; a considerably higher median family income (\$26,275 more); and notably lower percentages of African American and Hispanic populations, individuals age 65 and over, and housing units with no vehicle available.

Project Demographics

Demographic	500-foot Buffer	Manatee County
White (Race)*	92.0%	81.9 %
African-American (Race)*	2.1%	8.7%
"Other"***(Race)*	13.0%	9.4%
Hispanic (Ethnic Group)*	7.1%	14.9%
Age 65+**	13.3%	23.3%
Under Age 18**	27.8%	20.5%
Housing Units with No Vehicle Available**	0.7%	4.6%
Median Family Income**	\$83,822	\$57,547

*Source: US Census Bureau (2010 US Census)

**Source: US Census Bureau (2010 American Community Survey)

***"Other" includes Asian, American Indian, Native Hawaiian & Other Pacific Islander Alone, Some Other Race, & Two or More Races.

No comment has been received during this study regarding conflicts with Title VI of the Civil Rights Act of 1964 or related statutes. Furthermore, the project is not anticipated to negatively affect community resources important to elderly persons, disabled individuals, non-drivers, transit-dependent individuals, or minorities.

No minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above. Therefore, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a, no further Environmental Justice analysis is required.

Community Cohesion

The proposed action is not expected to result in significant changes to community cohesion. There is no potential for isolating neighborhoods. Considering the comprehensive public outreach program and minimal effects to social resources, the preferred alternative is expected to have no significant impact on the social aspects of this project.

3.2 Economic

SR 70 is part of the emerging SIS highway network and serves as one of three primary east-west facilities of Manatee County providing access to county-designated growth areas, agricultural and ranching operations, as well as other major regional roadways (including US 41 and I-75) and freight distribution centers. According to "2012 - 2035 How Will We Grow? A Conversation with the Community" (2013) prepared by Manatee County, the SR 70 corridor is identified as a growing activity center of the county due to the number of Planned Developments approved along the corridor. The corridor further abuts a master planned community, Lakewood Ranch, to the west; Lakewood Ranch is also identified by Manatee County as one of four major growth and focus areas of the county. In addition, SR 70 traverses extensive agricultural land throughout central Florida; farm products serve as a top export of each of the five counties encompassing the SR 70 corridor [which include Manatee, DeSoto, Highlands, Okeechobee, and St. Lucie]. As travel demand along the corridor is expected to continue to increase, improvements to traffic operational conditions along the corridor are intended to enhance and sustain several regional economies by 1) accommodating projected travel demand spurred by increased development (particularly increased commuter and freight traffic), 2) supporting growth initiatives of Manatee County and other areas to the east, and 3) improving overall access to local and regional freight distribution centers and the circulation of goods. Access to some existing businesses (including agricultural and ranching operations) may be impacted during project construction.

3.3 Land Use Changes

The project falls within unincorporated Manatee County; the western terminus of the project corridor borders the Sarasota-Bradenton Urbanized Area and a master planned community, Lakewood Ranch. The project area primarily consists of vacant residential/open, agricultural, and low-density residential land uses. Commercial activities (including one shopping plaza); institutional uses (including several schools and a US Post Office); as well as recreational features (such as

Greenbrook Park, Lakewood Ranch Premier Sports Campus, and two golf courses) also exist along the corridor near Lorraine Road. Another recreational amenity (TreeUmph! Adventure Course) and a religious center (The Meeting Place) are located north of SR 70 near CR 675/Waterbury Road. Further, a number of Developments of Regional Impact and Planned Unit Developments are present as a majority of land along the corridor is zoned for Planned Developments. The two Developments of Regional Impact (Cypress Banks and Northwest Sector) surround the western project terminus. Of the five Planned Unit Developments, two are located at the western project terminus and three surround the eastern portion of the project corridor (two of these three are Panther Trace and Concession). Del Webb Lakewood Ranch is additionally present south of SR 70 near Uihlein Road. According to the Manatee County Future Land Use Map, the area surrounding the western half of the project corridor will continue to support residential and mixed use community activities with commercial uses concentrated at the intersection of SR 70 and Lorraine Road. While the area surrounding the eastern portion of the project corridor is intended to continue to support agricultural uses, the Manatee County Zoning Map shows land designated for Planned Development Residential and Planned Development Agricultural south of SR 70; land north of SR 70 remains designated for agricultural activities.

While additional right-of-way (ROW) will be needed to accommodate the proposed operational improvements along SR 70 and access to proximate land uses could temporarily be affected during project construction, overall effects and changes to surrounding land uses because of the project are anticipated to be limited.

3.4 Mobility

SR 70 serves as a principal east-west facility of the central portion of the state as it runs from US 41 in Manatee County (west coast) to US 1 in St. Lucie County (east coast). It also connects to several major north-south transportation facilities of the state including: US 41, I-75, US 17, US 27, US 441, Florida's Turnpike, I-95, and US 1. In addition, SR 70 is part of the SIS highway network providing regional access to agricultural and ranching operations, industrial/commercial areas, and freight distribution facilities across central Florida. As such, it is critical in facilitating the movement of local and regional traffic (including significant truck traffic). Further, the corridor is also located within two Transportation Disadvantaged Service Provider Areas (Manatee County Board of County Commissioners and TMS of Brevard, Inc.) and within the vicinity of one Office of Greenways and Trails multi-use trail opportunity (Gateway Greenway Trail Corridor). The proposed roadway improvements are anticipated to alleviate a traffic bottleneck (for eastbound traffic) that is anticipated to occur as development continues along the corridor and within areas targeted for growth to the east by providing a continuous four-lane east-west connection between I-75 and CR 675. In addition, the improved traffic operations along the corridor are expected to enhance overall mobility in the area by complementing planned SR 70 widening improvements identified in the 2024 - 2040 SIS Long Range Cost Feasible Plan [including the First Five-Year Plan (FY 2016/2017 - FY 2020/2021)] which propose the widening of SR 70 to four lanes from Lorraine Road in Manatee County to US 98 in Highlands County. Overall, the enhanced traffic operational conditions along the corridor are expected to accommodate projected travel demand due to growth (particularly increased commuter and freight traffic), reduce travel delay, and improve safety characteristics of the facility which are currently exacerbated by high truck volumes.

3.5 Aesthetic Effects

The project area primarily consists of vacant residential/open, agricultural, low-density residential land uses, and commercial and institutional activities concentrated at the SR 70 and Lorraine Road intersection. Specific community features associated with aesthetics that occur within the project vicinity (1,320-foot project buffer) include: several planned developments [such as Lakewood Ranch (a master planned community), Del Webb Lakewood Ranch, two Developments of Regional Impact, and six Planned Unit Developments]; one homeowner and condominium association; as well as a

number of recreational features [such as Greenbrook Park, Lakewood Ranch Premier Sports Campus, TreeUmph! Adventure Course, The Concession Golf Club, The Ritz-Carlton Members Golf Club, and one Office of Greenways and Trails multi-use trail opportunity (Gateway Greenway Trail Corridor)]. The area surrounding the western half of the project corridor will continue to support residential and mixed use community activities with commercial uses concentrated at the intersection of SR 70 and Lorraine Road. While the area surrounding the eastern portion of the project corridor is intended to continue to support agricultural uses, the Manatee County Zoning Map shows land designated for Planned Development Residential and Planned Development Agricultural south of SR 70; land north of SR 70 remains designated for agricultural activities. Overall, the proposed operational improvements along SR 70 appear to be consistent with the future land use vision and aesthetic character of the corridor as the enhancements will accommodate projected population growth as well as agricultural operations in the area.

3.6 Relocation Potential

The majority of properties that appear along the corridor are set back from the roadway. The proposed operational improvements along SR 70 anticipate minor right-of-way acquisitions at location of proposed roundabouts. Additional right-of-way will be needed for the regional pond and floodplain compensation pond sites which are proposed on vacant or agricultural lands. As such, no residences or businesses are expected to be relocated. Encroachment into surrounding parcels will be coordinated with the appropriate property owners. However, the access to proximate residences, businesses, and recreational features could temporarily be affected and/or modified as a result of the project.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

The project was evaluated for farmlands impacts pursuant to the Farmlands Protection Policy Act of 1981 (7 CFR Part 658).

A Farmlands Memorandum (April 2019) was compiled under separate cover. During the ETDM comment period in September 2016, National Resources Conservation Service (NRCS) reported that soils designated as Farmlands of Unique Importance were present in the project study area, and there were also areas currently used for agricultural production. NRCS noted that the project area had undergone land use changes (urbanization) since Manatee County Soil Survey was completed in the early 1980s; therefore, the farmland classifications assigned to the map units are out-of-date. A Farmlands Conversion Impact Rating Form [NRCS-CPA-106] was completed in April 2019 in coordination with NRCS. The points total was 84, which is considered a low level of significance (less than 160 points) for impacted farmlands within and adjacent to the proposed project study area. The project will have no significant impacts to farmland resources.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 05/29/2019. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

The purpose of the CRAS was to locate and identify any cultural resources within the APE, and to assess their significance in terms of eligibility for listing in the NRHP. Based on the scale and nature of the proposed undertaking, which includes widening SR 70, the archaeological APE was defined as the footprint on improvements within the existing and proposed ROW, including pond sites. The historic/architectural APE includes the archaeological APE and immediately adjacent parcels.

A review of the Florida Master Site File (FMSF) indicated that no archaeological sites have been recorded within the APE however one has been recorded within one half mile. It was a lithic scatter determined not eligible for listing in the NRHP by the SHPO. Given the known patterns of settlement and the amount of disturbance in the area, the APE was considered to have a low probability for archaeological site occurrence, mainly due to the amount of disturbance that has occurred within the APE. As a result of the archaeological field investigations, consisting of surface reconnaissance and subsurface testing, no archaeological sites were discovered.

A review of the FMSF and the NRHP revealed that portions of three previously recorded historic linear resources (50 years of age or older) are within the project APE: 8MA01814, a segment of an abandoned rail bed once associated with the East & West Coast Railway, 8MA01815 (the Lakewood Ranch Canal #2), and 8MA01816 (the Lakewood Ranch Canal #3). Portions of 8MA01814 have been determined eligible for listing in the NRHP by the SHPO; however, the portions of railbed adjacent and within the APE was determined not eligible for listing in the NRHP by the SHPO. In addition, 8MA01815 and 8MA01816 were also determined not eligible for listing in the NRHP by the SHPO. Background research did reveal that portions of SR 70 have been recorded in Manatee County and determined not eligible for listing in the NRHP; but the segment of SR 70 within the APE has not been recorded. Thus, 8MA01906 was updated to reflect the segment of SR 70 within the APE. This portion of SR 70 also does not appear to be eligible for listing in the NRHP. The Manatee County property appraiser's data indicated that no historic buildings or structures were located within the APE. This was confirmed by field reconnaissance.

Due to a change in pond site locations for FPC 1B and Regional Pond to reduce right-of-way costs, a *CRAS Technical Memorandum Addendum* was prepared under separate cover (March 2020) for the project, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and concurrence with the determination of No Historic

Properties Affected was granted by the SHPO on April 1, 2020.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

The Premier Sports Campus at Lakewood Ranch, recently acquired by Manatee County, is an existing recreation/park complex located along SR 70 at the Greenbrook Blvd/Post Blvd intersection. No right-of way will be acquired from this location, there will be no acquisition of the resource on a temporary or permanent basis, and no proximity impacts to the resource are anticipated. A Section 4(f) No Use Determination was made for the Premier Sports Campus at Lakewood Ranch. The preferred alternative is anticipated to have no impact on the Premier Sports Campus or any other public resources protected under Section 4(f).

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area.

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A *Natural Resources Evaluation* (NRE) (June 2019) report was prepared under separate cover. The evaluation included literature review, database searches, and field assessments of the project area to identify the potential occurrence of protected species and/or presence of federal designated critical habitat.

Project environmental scientists conducted field reviews of the project study area in April and June 2017, October 2018, and January 2019. Based on evaluation of collected data and field reviews, the federal- and state-listed species discussed below were assessed as having the potential to occur within or adjacent to the project area. An effect determination was then made for each of these federal and state-listed species based on an analysis of the potential impacts of the proposed project on each species. A summary of the determinations is shown below. Due to the loss of suitable habitat for the Eastern indigo snake on undeveloped lands, and the loss of suitable foraging habitat within wood stork core foraging area, commitments are included to address the effect determination for both species.

Project Effect Determination	Federal Listed Species
"No effect"	Crested caracara (<i>Caracara cheriway</i>)
	Florida grasshopper sparrow (<i>Ammodramus savannarum floridanus</i>)
	Florida scrub jay (<i>Aphelocoma coerulescens</i>)
"May affect, but is not likely to adversely affect"	American alligator (<i>Alligator mississippiensis</i>)
	Eastern indigo snake (<i>Drymarchon couperi</i>)
	Wood stork (<i>Mycteria americana</i>)

Project Effect Determination	State Listed Species
"No effect anticipated"	Many-flowered grasspink (<i>Calopogon multiflorus</i>)
	Tampa vervain (<i>Glandularia tampensis</i>)
	Lowland loosestrife (<i>Lythrum flagellare</i>)
	Florida spiny-pod (<i>Matelea floridana</i>)
	Giant orchid (<i>Pteroglossaspis ecristata</i>)
	Toothed maiden fern (<i>Thelypteris serrata</i>)
	Broad-leaved nodding-caps (<i>Triphora amazonica</i>)
"No adverse effect anticipated"	Gopher tortoise (<i>Gopherus polyphemus</i>)
	Florida sandhill crane (<i>Grus canadensis pratensis</i>)

	Southeastern American kestrel (<i>Falco sparverius paulus</i>)
	Little blue heron (<i>Egretta caerulea</i>)
	Roseate spoonbill (<i>Platalea ajaja</i>)
	Tricolored heron (<i>Egretta tricolor</i>)

Project Effect Determination	Additional Protected Species
"May affect, but is not likely to adversely affect"	Bald eagle (<i>Haliaeetus leucocephalus</i>)
"No adverse effect anticipated"	Florida black bear (<i>Ursus americanus floridanus</i>)
	Southern fox squirrel (<i>Sciurus niger niger</i>)

The NRE was submitted to the U.S. Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), U.S. Environmental Protection Agency (USEPA), Southwest Florida Water Management District (SWFWMD), Florida Department of Environmental Protection (FDEP), and Florida Department of Agriculture and Consumer Services (FDACS) on June 21, 2019. Concurrence letters for federal and state protected species were received from USFWS, dated July 25, 2019, and FWC, dated July 10, 2019, and are included as attachments. The SWFWMD and USEPA provided responses to the NRE dated May 4, 2019 and July 11, 2019, respectively.

Due to a change to pond sites for FPC 1B and Regional Pond, an NRE Addendum (March 2020) was prepared for the new pond locations. As a result, the effect determination did not change for federal and state protected species. The NRE Addendum was submitted to USFWS, FWC, SWFWMD, FDEP, and FDACS on April 7, 2020. A concurrence sticker for federal species was received from USFWS, dated April 22, 2020, and a concurrence letter for state species was received from FWC, dated April 22, 2020.

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

Impacts resulting from the Preferred Alternative totaled 9.57 acres and include 5.62 acres of wetlands and 3.95 acres of surface waters.

Although unavoidable wetland impacts will occur as a result of the preferred alternative, these wetlands are located adjacent to, and/or within, the existing roadway ROW and undeveloped lands. These wetlands were previously disturbed by agricultural and residential development, roadway construction, maintenance activities, and the invasion of nuisance and exotic species. Wetlands to be impacted by the proposed improvements include the roadside edges of forested and herbaceous wetland communities. Surface waters impacted consist of natural streams and waterways and excavated ditches. A description of land use, dominant vegetation, soil types, and other pertinent remarks regarding these communities is provided in subsequent sections of this report.

The Uniform Mitigation Assessment Methodology (UMAM) analysis was performed on proposed wetland impact areas. Functional loss was calculated for the preferred alternative. Construction of the preferred alternative results in a loss of 5.46 functional units.

SWFWMD conducted informal wetland and surface water reviews on June 14th and 29th, 2017. Boundaries were uploaded to the file of record on April 2, 2018. Informal wetland and surface water reviews for the pond sites were conducted on January 23, 2019. Boundaries were uploaded to the file of record on February 15, 2019.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, Florida Statutes (F.S.), to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. Compensatory mitigation for this project will be completed through the use of Duette Preserve, mitigation banks and other mitigation options that satisfy state and federal requirements.

The results of this PD&E Study indicate there are no practicable alternatives to the proposed impacts due to the need to increase roadway capacity and safety considerations. Furthermore, all wetland impacts have been avoided and minimized to the greatest extent possible and have been limited to those areas of previous disturbance and which are required to meet minimum safety requirements. In accordance with Executive Order 11990, the proposed project will have no significant short-term or long-term adverse impacts to wetlands.

Due to a change in pond sites for FPC 1B and Regional Pond, an *Natural Resource Evaluation Addendum* (March 2020) was prepared for the new pond locations. For the new location, FPC 1B will result in the loss of 1.51 acres of freshwater marshes (0.91 UMAM functional units), 0.89 acres of upland-cut ditches (0.45 UMAM functional units (USACE only)), and 0.35 acres of reservoirs (0.21 UMAM functional units), for a total loss of 1.57 UMAM functional units. The new Regional Pond site will result in no impacts to wetlands or surface waters. The additional wetland impacts that result from the construction of this project will be mitigated pursuant to 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373 and 33 U.S.C. 1344. SWFWMD responded with NRE Addendum comments dated May 4, 2020.

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

A *Location Hydraulics Report* (January 2019) was prepared under separate cover. Floodplain impacts due to the proposed roadway widening and stormwater management facilities were analyzed and quantified in accordance with Executive Order 11988 "Floodplain Management", USDOT Order 5650.2, "Floodplain Management Protection", and Federal-Aid Policy Guide 23 CFR 650A.

The project site is located on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Community-Panel Numbers 12081C0345E, 12081C0365E, and 12081C0370E (dated March 17, 2014) in Manatee County. The project crosses the Braden River which is designated as Zone A north of SR 70 and Zone AE and a FEMA floodway south of SR 70. Zone AE are areas of the 100-year floodplain where the base flood elevation has been determined. The floodway elevation is 36' on the south side (NAVD 88). The proposed alignment also impacts several areas designated as Zone A, which are areas of the 100-year floodplain where the base flood elevation has not been determined.

Three floodplain compensation sites FPC 2A (20.0 acres), FPC 1B (18.2 acres), and FPC 1C (11.4 acres), totaling 49.6 acres in size, are proposed to compensate for the floodplain encroachment in these areas to offset a total calculated encroachment of 42.95 acre-foot. The report analyzed twelve (12) cross drains and two bridge culverts in existing and proposed conditions to ensure no rise in headwater elevation. It was determined that the floodplain encroachment is classified as "minimal."

The widening of SR 70 roadway will result in an insignificant change in the capacity to carry floodwater. This change will cause minimal increases in flood elevations and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. There will be no significant change in potential interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

A *Pond Siting Report* (PSR) (January 2019) was completed under separate cover as part of the PD&E study. The purpose of the PSR is to estimate the volume required to mitigate stormwater issues and identify ROW needs for any necessary off-site stormwater management facilities. The report identified one preferred regional pond site and three preferred floodplain compensation sites for the project improvements and documents possible environmental impacts associated with the pond and compensation sites.

Stormwater runoff in Segments A and B will be collected and conveyed to stormwater management facilities via curb and gutter and a closed drainage system. The stormwater management facilities will provide water quality treatment and water quantity attenuation. The method of stormwater treatment for this project includes wet detention and upflow filtration, as necessary, to achieve the required nutrient removal. The regional pond size was estimated using SWFWMD and FDOT water quality treatment and attenuation requirements. Stormwater runoff in Segment C will be collected and conveyed to stormwater management facilities via roadside ditches and an open drainage system. The project is expected to obtain the required SWFWMD Environmental Resource Permit for water quality certification and FDEP National Pollutant Discharge Elimination System (NPDES) Permit for stormwater discharges from construction activities.

In accordance with Part 2, Chapter 11 of the FDOT PD&E Manual, a Water Quality Impact Evaluation (WQIE) (April 2019) was prepared under separate cover for the project.

Due to a change in pond sites for FPC 1B and Regional Pond, a PSR Addendum was prepared for the new pond locations.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

A Noise Study Report (NSR) (April 2019) was prepared under separate cover. Ninety-six receptors (discrete/representative locations of a noise sensitive area) were evaluated for the preferred alternative. The receptors were evaluated for 88 residences, three active sports areas (a soccer field and two golf courses), two medical facilities, a place of worship, a recreational area, and a convenience store/gas station with an outdoor dining area. The residences were evaluated as an Activity Category B land use (an exterior NAC of 66 decibels on the "A"-weighted scale (dB(A))). The active sports areas, the place of worship, and the recreational area were evaluated as an Activity Category C land use (an exterior NAC of 66 dB(A)). Because there are no areas of frequent human use outside of the medical facilities, the medical facilities were evaluated as Activity Category D (an interior NAC of 51 dB(A)). Finally, the outdoor dining area of the convenience store/gas station was evaluated as Activity Category E (an exterior NAC of 71 dB(A)).

The results of the analysis indicate that existing (year 2018) exterior traffic noise levels range from 48.6 to 64.5 dB(A), and the interior traffic noise levels at the two medical facilities are predicted to be 40.6 and 40.9 dB(A). In the future (year 2045) without the proposed project improvements (the No Build Alternative), exterior traffic noise levels are predicted to range from 49.9 to 65.8 dB(A), and the interior levels at the medical facilities are predicted to be 40.6 and 40.9 dB(A). In the future with the proposed project improvements (the Preferred Alternative), exterior traffic noise levels are predicted to range from 52.3 to 65.0 dB(A), and the interior levels at the medical facilities are predicted to be 47.4 and 47.7 dB(A).

Based on these results, highway traffic noise levels do not exceed the NAC in the future with the proposed project improvements at any of the evaluated receptors. The results of the analysis also indicate that when compared to existing conditions, traffic noise levels with the proposed improvements would not increase more than 7.4 dB(A) at any receptor. As such, the project would not substantially increase highway traffic noise (i.e., an increase of 15 dB(A) or more).

Based on the results of the PD&E Study, there are no highway traffic noise impacted land uses within the project that require abatement consideration. Should the proposed improvements change during the project's final design phase such that a re-analysis of highway traffic noise is warranted and impacts are identified in the analysis, an evaluation of noise abatement measures would be performed at that time.

The residences, medical facilities, and the place of worship within the project limits are considered to be construction noise and vibration sensitive sites. Implementing the proposed roadway improvements is not expected to have a significant noise or vibration impact on these sites because it is anticipated that application of the *FDOT Standard Specifications for Road and Bridge Construction* will minimize or eliminate the potential for such impacts. Should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with the

District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

Land uses such as residences, motels, medical facilities, schools, churches, recreation areas, and parks are considered incompatible with highway traffic noise levels that exceed the NAC. In order to reduce the possibility of noise-related impacts on land uses that may be approved for construction in the future, noise level contours were developed for the future improved roadway facility. Local officials will be provided a copy of the NSR that delineates/illustrates the contours to promote compatibility between land development and the proposed improvements to SR 70.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

The subject project is located in Manatee County, Florida, an area currently designated by the USEPA as being an attainment area for carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM_{2.5} and PM₁₀), and sulfur dioxide (SO₂). Because the project is in an attainment area and would reduce traffic congestion, it is not likely that the proposed improvements will have an impact on local or regional totals of air pollutants or pollutant precursor emissions, or on concentrations of the pollutants in the ambient air.

The project Build and No-Build alternatives were analyzed for both the opening year and design year of the project using the FDOT's air quality screening model, CO Florida 2012. CO Florida 2012 uses the EPA's MOVES and CAL3QHC emission rate and dispersion models to produce estimates of one- and eight-hour concentrations of carbon monoxide (CO) at default receptor locations. These concentrations can be directly compared to the one- and eight-hour National Ambient Air Quality Standards (NAAQS) for CO (35 and 9 parts per million [ppm], respectively).

The intersection forecasted to have the highest approach traffic volume for the No-Build and Build Alternatives for both the opening year (2025) and the design year (2045) is the SR 70 at Lorraine Road intersection. Estimates of CO concentrations were predicted at default receptor locations along each leg of the intersection.

Based on the results from the screening model, the highest predicted CO one- and eight-hour concentrations would not exceed the NAAQS for this pollutant regardless of alternative or year of analysis. Therefore, the preferred alternative will have no significant effect on air quality.

6.3 Contamination

A Level I contamination evaluation was conducted for the study and documented in a Contamination Screening Evaluation Report (CSER) (Mainline) (March 2019) under separate cover pursuant to FHWA's Technical Advisory T 6640.8A.

Based on this Level I contamination screening evaluation, a total of twenty contamination sites were identified within the study area.

Based on the conclusions of the study and the risk ratings, the following recommendations are made for this project: For the 15 locations rated "No" for potential contamination, no further action is planned. These sites have been evaluated and determined not to have any potential contamination risk to the study area at this time.

For the 1 location rated "Low" for potential contamination (Historical Row Crops/Citrus Groves), no further action is required at this time. This site has the potential to impact the study area, but is rated a low risk to the project at this time. Variables that may change the risk rating include a facility's non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change, additional assessment will be performed.

For the 2 locations with a risk rating of "Medium" (Wawa #5185 and Lakewood Ranch Shell), Level II field screenings should be conducted. These sites have been determined to have potential contaminants, which may impact the project. Additional assessment will occur prior to construction.

For the 2 locations with a risk rating of "High" (Bridge #130113 and Bridge #130114), a comprehensive survey for asbestos containing materials (ACMs) and metal based coatings (MBCs) will be performed prior to construction.

A Level I contamination evaluation was conducted for the study's regional pond and floodplain compensation ponds and documented in a CSER (Ponds) (March 2019) under separate cover pursuant to FHWA's Technical Advisory T 6640.8A.

Based on the conclusions of the CSER (Ponds) for the preferred pond sites which include FPC-1B, FPC-1C, FPC-2A, and Regional Pond (Alternative 3 Regional), the following risk ratings and recommendations are made for these pond sites:

FPC-1C is rated "No" for potential contamination with no further action planned. The site has been evaluated and determined not to have any potential contamination risk to the study area at this time.

For FPC-1B, FPC-2A and Regional Pond (Alternative 3 Regional) a risk rating of "Medium" was assigned due to row crops/citrus groves (FPC-1B & Regional Pond) and a contamination gas station (FPC-2A). Additional assessment will occur prior to construction. These sites have been determined to have potential contaminants, which may impact the project. A soil and groundwater sampling plan will be developed for each site. The sampling plan should provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical test to be performed. A site location sketch for each site showing all proposed boring locations and groundwater monitoring wells should be prepared.

Due to a change in pond sites for FPC 1B and Regional Pond, a CSER Pond Addendum (March 2020) was prepared for the new pond locations. For FPC 1B and Regional Pond, a risk rating of "Medium" was assigned due to row crops/citrus groves. Additional assessment will occur prior to construction. These sites have been determined to have potential contaminants, which may impact the project. A soil sampling plan will be developed for each site. The sampling plan should provide sufficient detail as to the number of soil samples to be obtained and the specific analytical test to be performed. A site location sketch for each site showing all proposed boring locations should be prepared.

6.4 Utilities and Railroads

An *Utility Assessment Package* (March 2020) was prepared under separate cover pursuant to *FDOT PD&E Manual, Part 2, Chapter 21 - Utilities and Railroads* (January 2019).

Eleven utility companies were identified along the project corridor from a Sunshine 811 design tickets. The utilities include; AT&T Transmission, Braden River Utilities, Bright House Networks, Frontier Communications, Lakewood Ranch Community Development Districts, Level 3 Communications (Now CenturyLink), Manatee County Utility Operations, Myakka Communications, Peace River Electric Cooperation, TECO Peoples Gas, and Uniti Fiber.

The utility owners were contacted to identify the locations and types of utilities within the project limits. Plan sheets were sent to the utility companies with a request to identify the locations and types of utility conflicts within the existing facility and the planned facility. The utility information used in the *Utility Assessment Package* was obtained from field reviews, as-build plan information from previous projects in the area, as well as information provided by the utility companies.

One utility company, Myakka Communications, indicated that they do not have conflicts with the proposed improvements within the study limits. Braden River Utilities and Lakewood Ranch Development Districts were unresponsive to the requests for facility information within the limits of the PD&E study.

Based on coordination with utilities along with analyzing the locations and types of utilities within the project limits, the preferred alternative will have no significant impacts to utilities.

The preferred alternative will have no involvement with railroads.

6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Construction noise and vibration effects will be minimized by adherence to noise control measures found in the most current edition of FDOT's *Standard Specifications for Road and Bridge Construction*. However should unanticipated noise or vibration issues arise during construction process, the Project Manager, in concert with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with the most current edition of the FDOT's *Standard Specifications for Road and Bridge Construction*, "Prevention, Control, and Abatement of Erosion and Water Pollution," and through the use of best management practices (BMP).

Short-term construction related wetland impacts will be minimized by adherence to FDOT's *Standard Specifications for Road and Bridge Construction*. These specifications include measures known as BMPs, which include the use of siltation barriers, dewatering structures, and containment devices that will be implemented for controlling turbid water discharges

outside of construction limits.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities that would excessively inconvenience the community so that motorists, residents, and business persons can make other accommodations.

A sign providing the name, address, and telephone of an FDOT contact person will be displayed on-site to assist the public in obtaining answers to questions about project activity.

Access to local properties, businesses and residences will be maintained to the extent practical through controlled construction scheduling and the implementation of the project's specific Traffic Control Plan(s) and implementation of FDOT's *Standard Specifications for Road and Bridge Construction*.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report.

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

Status

To be acquired

To be acquired

Permits Comments

FWC Gopher Tortoise Relocation Permit (as necessary)

FWC Listed Species Incidental Take Permit (as necessary)

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

A SR 70 Pond Siting Coordination meeting with Lakewood Ranch took place April 16th, 2018. The purpose of this meeting was to discuss potential stormwater pond and floodplain compensation sites, stormwater management facilities (SMF), on adjacent properties affected by the proposed widening. Aerials overlaid with sketches of the preliminary pond sites were presented. The location of SMF 1A and SMF 2A were limited. It was brought up in this meeting that the proposed location of SMF 1A has been sold to Publix. The recommended solution was to utilize the two existing ponds that are already hydraulically connected via a pipe, flanking Post Blvd/Greenbrook Blvd north of SR 70. Another recommendation from this meeting considered using a joint-use pond at the location where SMF-D-J is being proposed. The pond site locations were updated following this meeting.

A pond coordination follow-up meeting was conducted October 1st, 2018 with Lakewood Ranch. The purpose of this meeting was to discuss the updates in land available for pond sites. Lakewood Ranch is willing to work with FDOT on pond sites that can be identified on Lakewood Ranch land. There were multiple vacant parcels discussed that could be acquired for a pond location.

A public meeting was held with the Del Webb HOA on April 25th, 2019 where several residents gathered to obtain information about the project and had the opportunity to ask questions. Many residents showed support of the proposed roundabouts, but still posed a concern of how trucks would maneuver through them. There were concerns about the noise level of the truck traffic and if the project improvements would increase the truck traffic along SR 70. Residents brought up issues with the existing traffic signal and existing speed limits that would need to be addressed with Manatee County's Traffic Operations Department.

A public workshop was held December 18, 2018 from 5pm to 7pm at the Risen Savior Lutheran Church, 14605 59th Avenue East, Bradenton, FL 34211 to provide the public the opportunity to view and comment on the one build alternative to widen the existing two-lane undivided roadway to four lanes and add shoulders and 8-foot sidewalks in both directions.

A total of 71 attendees signed in at the registration table. Members of the public were provided a workshop handout and a comment form upon arrival. A looping slide show provided an overview of the project and played for attendees throughout the evening. Display boards illustrating the alternatives and other project information were available for review.

The public was also able to submit their comments either by phone or online until January 4th, 2019 to the email address or phone number provided on the comment forms. A total of 22 written comments were received at the workshop. Some concerns received through the comments were in regards to the anticipated increased noise due to the road widening, incorporating a safe passage for equestrians to cross SR 70 to access equestrian paths on either side of the roadway, adding turns lane at various intersections, adding additional signs for bike lanes, and minimizing environmental and wildlife impacts. Additional concerns can be found in the comment forms in the Comments and Coordination Report prepared under separate cover.

All comments received during these public involvement activities were taken into consideration in the development of project alternatives.

Date of Public Hearing: 08/06/2019

Summary of Public Hearing

A public hearing was held August 6, 2019 from 5 pm to 7 pm at the Risen Savior Lutheran Church, 14605 59th Avenue East, Bradenton, FL 34211 to provide the public the opportunity to view and comment on the preferred alternative to widen the existing two-lane undivided roadway to up to six lanes and add shoulders and 8-foot sidewalks in both directions.

A total of 46 attendees signed in at the registration table. Members of the public were provided a hearing handout and a comment form upon arrival. From 5 pm to 6 pm the public viewed display boards illustrating the preferred alternative and other project information, and members of the project team were available to answer questions. Additionally, project documents were available for review during the public hearing and from July 16, 2019 through August 16, 2019 at the Branden River Branch Library and District One Headquarters in Bartow. The formal presentation began at 6 pm with an introduction by the project manager. Public Officials were allowed to be recognized and County Commissioner Vanessa Baugh and a staff member (David Ballard) from the Office of State Representative Tom Gregory were recognized. A video presentation was shown to explain the project, purpose and need, study alternatives, potential impacts (both beneficial and adverse), and proposed methods to mitigate adverse project impacts.

The public was then given additional time to look at display boards and ask the project team questions prior to the public testimony portion of the public hearing. Comment cards were passed out and the public was able to give public testimony to everyone in attendance. During the public hearing, the public was also given the opportunity to complete and submit comment forms, directly make comments to the court reporter, or provide written comments to David C. Turley, Project Manager at FDOT District One in Bartow, Florida postmarked no later than August 16, 2019. A total of 20 comments were received for the public hearing in the form of verbal testimony, comment forms, and emails. Some concerns received through the comments were in regards to the anticipated increased noise due to the road widening and trucks using Jake brakes (engine brakes), incorporating a safe passage for equestrians to cross SR 70 with associated signage for horses crossing the roadway, opposition to roundabouts at various intersections or wanting fewer roundabouts, wider sidewalks and landscaping, additional bicycle striping along segments, and questions about holding another public meeting. Also, there was support for the widening and proposed roundabouts. All comments received were taken into consideration in the development of the alternatives. Public hearing documentation along with comments and responses can be found in the Comments and Coordination Report prepared under separate cover.

10. Commitments Summary

1. Impacts to suitable foraging habitat for the federally-protected wood stork will be mitigated through the purchase of credits from a U.S. Fish and Wildlife Service-approved mitigation bank pursuant to Section 373.4137, F.S. or as otherwise agreed to by the FDOT and the appropriate regulatory agencies.
2. The USFWS *Standard Protection Measures for the Eastern Indigo Snake* will be implemented to assure that the Eastern indigo snake will not be adversely impacted by the project.

11. Technical Materials

The following technical materials have been prepared to support this environmental document.

Sociocultural Data Report
Cultural Resources Assessment Survey (CRAS)
Cultural Resource Assessment Survey Technical Memorandum Addendum
Section 4(f) No Use Determination
Natural Resources Evaluation Report
Location Hydraulic Report
Pond Siting Report
Water Quality Impact Evaluation (WQIE)
Natural Resource Evaluation Addendum
Pond Siting Report Addendum
Air Quality Technical Memorandum
Noise Study Report
Contamination Screening Evaluation Report (Mainline)
Contamination Screening Evaluation Report (Ponds)
Contamination Screening Evaluation Report (Ponds) Addendum
Utilities Assessment Package
Context Classification Memo
Geotechnical Technical Memorandum
SR 70 Design Traffic Technical Memorandum
SR 70 Design Traffic Technical Memorandum Reevaluation
Preliminary Engineering Report
Public Involvement Plan
Comments and Coordination Report

Attachments

Planning Consistency

2040 LRTP

STIP

Current STIP

Transportation Improvement Program

Social and Economic

Farmlands Memorandum

Cultural Resources

SHPO Concurrence Letter

CRAS Addendum SHPO Concurrence Letter

Section 4(f) No Use Determination

Natural Resources

FWC Species Concurrence Letter

USEPA NRE Concurrence Email

SWFWMD NRE Response Memo

USFWS Concurrence

NRE Addendum USFWS Concurrence

NRE Addendum FWC Concurrence

Public Involvement

Public Hearing Certification

Public Hearing Transcript

Planning Consistency Appendix

Contents:

2040 LRTP

STIP

Current STIP

Transportation Improvement Program

Sarasota / Manatee MPO - Financially Feasible Projects

Table 8 - State SIS Projects (<http://floridatransportationplan.com/sis.html>)

Facility	From	To	Type	Project	Currently Funded Phase (2016-2020)	Phase to be Funded (2021 - 2025)	Phase to be Funded (2026 - 2040)	Unfunded
Interstate 75	At Bee Ridge Road		Interchange	Modify Interchange	PE / ROW \$ 4.32 million	PD &E / ROW \$ 17.0 million	CST \$ 73.0 million	
Interstate 75	At SR 64		Interchange	Modify Interchange	PE \$ 0.23 million	CST \$ 50.7 million		
Interstate 75	At SR 70		Interchange	Modify Interchange	PE \$ 0.02 million	CST \$ 123.8 million		
Interstate 75	At Fruitville Road		Interchange	Modify Interchange	PE \$ 0.13 million		ROW / CST \$ 116.7 million	
Interstate 75	At Clarke Road		Interchange	Modify Interchange	PE \$ 0.70 million		CST \$ 98.8 million	
State Road 70	Lorraine Rd	Singletary Rd	Widening	Widen from 2 lanes to 4 lanes with multimodal improvements	PD&E \$ 1.63 million		PE \$ 8.7 million	ROW / CST
State Road 70	Singletary Rd	American Legion Dr	Widening	Widen from 2 lanes to 4 lanes with multimodal improvements			PD&E / PE \$ 13.9 million	ROW / CST

Total \$ -
SIS Revenues
Balance (+ / -)

** From FDOT**

Manatee County Needs & Costs

Roadway Projects

FF Status	Facility	From	To	Lanes / Length / Units	Type	Project	ROW Cost (Millions)	LRE Estimate (Millions)	Subtotal [LRE + MOT + Mob + CEI] (Millions)	Project Unknowns - 25% (Millions)	Total Construction	Total Cost (Millions)	
M-0A3	Central Manatee Alternatives Analysis			0		Projects from Central Manatee Network Alternatives Analysis (CMNAA) project (FDOT)						\$ 3.00	
M-0A1	Manatee County ATMS											\$ 2.25	
	Fort Hamer Bridge	Fort Hamer Rd	Britt Rd	0	0.86 Miles	Bridge - Low Level	2-Lane Undivided Bridge with 4' Bike Lanes and 6' Sidewalks	\$ 4.45	\$ 29.81	\$ 30.25	\$ 8.06	\$ 38.31	\$ 42.76
	Tara Bridge	Tara Blvd	Honore Ave	0	0.59 Miles	Bridge - Low Level	2-Lane Undivided Bridge with 4' Bike Lanes and 6' Sidewalks	\$ 3.05	\$ 34.66	\$ 46.79	\$ 11.70	\$ 58.49	\$ 61.54
	EZ Flyover	US 41	Port / Port Connector		0.5 Miles	Bridge - Low Level	2-Lane Undivided Bridge	\$ 2.00	\$ 30.00	\$ 37.50	\$ 9.38	\$ 46.88	\$ 48.88
	new bridge	US 301	Manatee Ave	0	1.82 Miles	Bridge - Mid Level	4-Lane Twin Span Bridge (28' Median) with 4' Bike Lanes and 6' Sidewalks	\$ 19.41	\$ 120.65	\$ 162.88	\$ 40.72	\$ 203.60	\$ 223.01
	27th St. East	38th Street East	SR 64	0	2.14 Miles	Roadway - New Construction	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 12.65	\$ 13.44	\$ 18.14	\$ 4.54	\$ 22.68	\$ 35.33
	44th Ave E	White Eagle Blvd	Lorraine Rd	0	1.4 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 8.28	\$ 8.79	\$ 11.87	\$ 2.97	\$ 14.83	\$ 23.11
	50th Ave West	86th Street West	75th Street West	0	0.71 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 4.20	\$ 4.46	\$ 6.02	\$ 1.51	\$ 7.52	\$ 11.72
	51st Street West	El Conquistador Parkway	53rd Ave East	0	1.2 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 7.09	\$ 7.54	\$ 10.17	\$ 2.54	\$ 12.72	\$ 19.81
	66th Street West	El Conquistador Parkway	53rd Ave East	0	0.52 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 3.07	\$ 3.27	\$ 4.41	\$ 1.10	\$ 5.51	\$ 8.58
	117th Street East	Gatewood Drive	SR 64	0	0.52 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 3.07	\$ 3.27	\$ 4.41	\$ 1.10	\$ 5.51	\$ 8.58
	Artisan Lakes Parkway	Port Connector N	Moccasin Wallow Rd	0	2.5 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 14.78	\$ 15.70	\$ 21.19	\$ 5.30	\$ 26.49	\$ 41.27
	Carter Road	Erie Road	Moccasin Wallow Road	0	2.09 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 12.36	\$ 13.13	\$ 17.71	\$ 4.43	\$ 22.15	\$ 34.50
	Fl Hamer Road	One mile north of Moccasin Wallow Road	Port Connector	0	1 Miles	Roadway - New Construction	4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved	\$ 15.63	\$ 10.15	\$ 13.71	\$ 3.43	\$ 17.14	\$ 32.77
	Fort Hamer Road	Moccasin Wallow Road	one Mile North of Moccasin Wallow Road	0	1 Miles	Roadway - New Construction	4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved	\$ 15.63	\$ 10.15	\$ 13.71	\$ 3.43	\$ 17.14	\$ 32.77
	Fort Hamer Road	US 301	Moccasin Wallow Road	0	2 Miles	Roadway - New Construction	4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved	\$ 31.26	\$ 20.31	\$ 27.42	\$ 6.85	\$ 34.27	\$ 65.53
	Gatewood Drive	Lakewood Ranch Blvd	White Eagle Blvd	0	1.08 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 6.38	\$ 6.78	\$ 9.15	\$ 2.29	\$ 11.44	\$ 17.83
	New road	Port Connector	Upper Manatee River Rd	0	5.76 Miles	Roadway - New Construction	4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved	\$ 90.02	\$ 58.49	\$ 78.97	\$ 19.74	\$ 98.71	\$ 188.73
	Port Connector	US 41	US 301	0	6.64 Miles	Roadway - New Construction	4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved	\$ 103.78	\$ 67.43	\$ 91.03	\$ 22.76	\$ 113.79	\$ 217.57
	Port Harbour Parkway	Golden Harbour Trail	Upper Manatee River Road	0	1.02 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 6.03	\$ 6.41	\$ 8.65	\$ 2.16	\$ 10.81	\$ 16.84
	Rangeland Parkway	White Eagle Blvd	Lorraine Rd	0	1.2 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 7.09	\$ 7.54	\$ 10.17	\$ 2.54	\$ 12.72	\$ 19.81
M-0A2	15th St E/301 Blvd E	Tallevast Rd	US 41	2	4.85 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 25.00	\$ 8.25	\$ 40.00	\$ 10.00	\$ 50.00	\$ 75.00
	60th Ave East	Mendoza	69th Ave	2	2.8 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 5.00	\$ 23.00	\$ 31.05	\$ 5.75	\$ 36.80	\$ 41.80
	69th St/Erie Rd	US 41	Upper Manatee River Rd	2	7.49 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 37.97	\$ 47.88	\$ 64.64	\$ 16.16	\$ 80.80	\$ 118.77
	Ellenton-Gillette Road	US 301	69th Street East	2	3.7 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 18.76	\$ 23.65	\$ 31.93	\$ 7.98	\$ 39.91	\$ 58.67
	Fort Hamer Road	Fl Hamer Bridge	US 301	0		Roadway - Widening	4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved	\$ 48.92	\$ 81.44	\$ 109.95	\$ 20.36	\$ 130.31	\$ 179.24
	Harrison Ranch Blvd	Erie Road	US 301	2	1 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ -	\$ 29.91	\$ 33.88	\$ 6.47	\$ 40.35	\$ 40.35
	Moccasin Wallow Rd	US 41	Artisan Lakes Parkway	2	1.28 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 6.65	\$ 14.38	\$ 19.42	\$ 4.85	\$ 24.27	\$ 30.92
	Moccasin Wallow Rd	Artisan Lakes Parkway	I-75	2	1 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 5.07	\$ 6.39	\$ 8.63	\$ 2.16	\$ 10.79	\$ 15.86
	Moccasin Wallow Rd	I-75	US 301	2	4.67 Miles	Roadway - Widening	4-Lane Roadway to 6 Lanes (45 mph Design speed) with 5' Sidewalk, 4' Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$ 5.92	\$ 30.54	\$ 41.23	\$ 10.31	\$ 51.54	\$ 57.46
	Rye Rd	SR 64	Upper Manatee River Road	2	3.18 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 16.12	\$ 20.33	\$ 27.44	\$ 6.86	\$ 34.30	\$ 50.43
	SR 70	Lorraine Rd	Singletary Rd	2	15.87 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 45.44	\$ 98.25	\$ 132.64	\$ 33.16	\$ 165.80	\$ 211.24
	Upper Manatee River Rd	US 301	Fort Hamer Bridge	2	4.75 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 24.08	\$ 30.37	\$ 40.99	\$ 10.25	\$ 51.24	\$ 75.32
M-0A4	Upper Manatee River Rd	Fort Hamer Rd	SR 64	2	2.19 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 29.25	\$ 14.00	\$ 18.90	\$ 4.73	\$ 23.63	\$ 52.88

Bike / Pedestrian / Trails Project

TA1	Southern Parkway Bicycle Path	Bradenton				Add bicycle path on Southern Parkway.		\$ 0.28	\$ 0.56	\$ 0.76	\$ 0.14	\$ 0.90	\$ 1.18
TA4	Ellenton-Gillette Road Sidewalk	Manatee County				Construct sidewalk on the east side of the roadway from 17th Street East to Mendoza Road		\$ 0.23	\$ 0.46	\$ 0.62	\$ 0.12	\$ 0.74	\$ 0.97
TA6	Bayshore Road Sidewalk	Palmetto				Construct sidewalk from 17th St W to US 41 on west side.		\$ 0.06	\$ 0.13	\$ 0.17	\$ 0.03	\$ 0.21	\$ 0.27
TA8	9th Street West Sidewalk	Manatee County				Construct sidewalk from Cortez Rd to 301 Blvd on west side.		\$ 0.07	\$ 0.14	\$ 0.18	\$ 0.03	\$ 0.22	\$ 0.28
TA10	18th Street West Sidewalk	Manatee County				Construct sidewalk from Cortez Rd to 38th Ave W on east side.		\$ 0.06	\$ 0.12	\$ 0.16	\$ 0.03	\$ 0.18	\$ 0.24
TA11	Florida Blvd Sidewalk	Manatee County				Construct sidewalk from 26th St W to 34th St W to fill gap along north side.		\$ 0.05	\$ 0.11	\$ 0.14	\$ 0.03	\$ 0.17	\$ 0.22
	US 301 Sidewalk (West Phase)	Manatee County				Construct sidewalk on north side of US 301 from 41st Ave E. to 51st Ave E.		\$ 0.23	\$ 0.46	\$ 0.62	\$ 0.12	\$ 0.74	\$ 0.97
	US 301 Sidewalk (East Phase)	Manatee County				Construct sidewalk on the north side of US 301 from 51st Ave E. to 60th Ave. E.		\$ 0.23	\$ 0.46	\$ 0.62	\$ 0.12	\$ 0.74	\$ 0.97
	Willow Ellenton Greenway Multiuse Trail	Manatee County				Construct a multi-use trail from US 301 (Ellenton) to US 301 (Parrish), predominantly within existing FPL railroad right of way.		\$ 1.35	\$ 2.70	\$ 3.65	\$ 0.68	\$ 4.32	\$ 5.67

Transit Projects

	New operations & maintenance facility			1	Bus	Station/Facility	Bus Facility (Administration, Operation, and Maintenance)	\$ -	\$ 30.00	\$ 30.00	\$ 7.50	\$ 37.50	\$ 37.50
	capital for additional services			10	Bus	Station/Facility	Local Bus Stops - Shelters & Amenities	\$ -	\$ 0.30	\$ 0.30	\$ 0.08	\$ 0.38	\$ 0.38
	Infrastructure, technology, and planning			10	Bus	Station/Facility	Local Bus Stops - Shelters & Amenities	\$ -	\$ 0.30	\$ 0.30	\$ 0.08	\$ 0.38	\$ 0.38
	beachway Plaza park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	Ellenton Premium Outlets/Kmart park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	Gulf Coast Corporate Park Park N Ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	I-75 and 301 N park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	Lakewood Ranch park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	Palmetto Public park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	Paradise Bay Plaza park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	ST 64 and Upper Manatee River Rd park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	US 301 & CR 575 Park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	US 301 and SR 70			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	Manatee Ave on Route 3						Existing Bus Route					\$ 0.59	\$ 11.84
	Route 6/Cortez Rd & SR 70						Existing Bus Route					\$ 1.18	\$ 23.68
	Route 99						Existing Bus Route					\$ 0.59	\$ 11.84
	Sunday Service						Existing Bus Route					\$ 0.35	\$ 6.96
	Lakewood Ranch						New Bus Route					\$ 0.53	\$ 10.69
	SR 70 Extension by way of Route 6						New Bus Route					\$ 0.53	\$ 10.69

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT
=====

ITEM NUMBER: 414506 2 PROJECT DESCRIPTION: SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD
DISTRICT: 01 COUNTY: MANATEE PROJECT LENGTH: 6.091MI TYPE OF WORK: PD&E/EMO STUDY *SIS*

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
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PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT
 DDR 720,381 0 0 0 0 0
 DTH 71,766 1,014 0 0 0 0
 DS 19,113 0 0 0 0 0

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
 DDR 4,597,263 0 0 0 0 0
 DTH 55,706 1,593 0 0 0 0
 DS 8,992 0 0 0 0 0


PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT
 ENTR 0 1,497,166 0 0 0 0
 DDR 0 0 6,443,059 0 0 0
 DSB1 115 644,306 0 0 0 0
 STB1 0 1,591,287 0 0 0 0

PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT
 LF 0 100,000 0 0 0 0 1,500,000 0 1,600,000

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
 DDR 0 0 0 0 0 0 21,683,079 0 21,683,079
 DTH 0 0 0 0 0 0 83,325 0 83,325
 LF 0 0 0 0 0 0 83,325 0 83,325
 STB1 0 0 0 0 0 0 24,342,682 0 24,342,682

PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT
 DDR 0 0 0 0 0 0 1,420,000 0 1,420,000
 DS 0 0 0 0 0 0 50,000 0 50,000

PHASE: REPAyMENTS / RESPONSIBLE AGENCY: MANAGED BY FDOT
 DSB1 0 0 0 0 0 0 0 0 0
 TOTAL <N/A> 5,473,336 3,835,366 7,863,059 0 0 47,742,411 5,186,796 5,186,796
 TOTAL 414506 2 5,473,336 3,835,366 7,863,059 0 0 47,742,411 5,186,796 5,186,796
 TOTAL Project: 5,473,336 3,835,366 7,863,059 0 0 47,742,411 5,186,796 5,186,796

 **FDOT Emergency Travel Alert:** For information on the current situation, please visit the following page - [Alerts](#).



Florida Department of

TRANSPORTATION

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Web Application

Federal Aid Management Cynthia Lorenzo - Manager

STIP Project Detail and Summaries Online Report

Selection Criteria	
Current STIP	Detail Report
Financial Project:414506 2	Related Items Shown

HIGHWAYS							
Item Number: 414506 2		Project Description: SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD					
District: 01	County: MANATEE	Type of Work: PD&E/EMO STUDY				Project Length: 6.091MI	
Phase / Responsible Agency		Fiscal Year					
		<2020	2020	2021	2022	2023	>2023
CONSTRUCTION / MANAGED BY FDOT							
Fund Code:	DDR - DISTRICT DEDICATED REVENUE					21,097,577	21,097,577
	DIH - STATE IN-HOUSE PRODUCT SUPPORT					81,075	81,075
	DS - STATE PRIMARY HIGHWAYS & PTO	11,781					11,781
	LF - LOCAL FUNDS					81,075	81,075
	SIB1 - STATE INFRASTRUCTURE BANK					24,342,682	24,342,682
Phase: CONSTRUCTION Totals		11,781				45,602,409	45,614,190
ENVIRONMENTAL / MANAGED BY FDOT							
Fund Code:	DDR - DISTRICT DEDICATED REVENUE			1,420,000			1,420,000
	DS - STATE PRIMARY HIGHWAYS & PTO					50,000	50,000
Phase: ENVIRONMENTAL Totals				1,420,000		50,000	1,470,000
P D & E / MANAGED BY FDOT							
Fund Code:	DDR - DISTRICT DEDICATED REVENUE	720,381	85,559				805,940
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	73,061	35,000				108,061
	DS - STATE PRIMARY HIGHWAYS & PTO	19,113					19,113

Phase: P D & E Totals		812,555	120,559				933,114
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code:	DDR - DISTRICT DEDICATED REVENUE	4,597,261					4,597,261
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	59,238	20,000				79,238
	DS - STATE PRIMARY HIGHWAYS & PTO	24,715	2,741,182				2,765,897
Phase: PRELIMINARY ENGINEERING Totals		4,681,214	2,761,182				7,442,396
RIGHT OF WAY / MANAGED BY FDOT							
Fund Code:	DDR - DISTRICT DEDICATED REVENUE		1,591,287	8,013,463			9,604,750
	DIH - STATE IN-HOUSE PRODUCT SUPPORT			120,000			120,000
	DSB1 - SKYWAY	115	647,846	136,990			784,951
Phase: RIGHT OF WAY Totals		115	2,239,133	8,270,453			10,509,701
REPAYMENTS / MANAGED BY FDOT							
Fund Code:	DSB1 - SKYWAY					5,186,796	5,186,796
RAILROAD & UTILITIES / MANAGED BY FDOT							
Fund Code:	LF - LOCAL FUNDS		100,000		1,500,000		1,600,000
Item: 414506 2 Totals		5,505,665	5,220,874	9,690,453	47,152,409	5,186,796	72,756,197
Project Totals		5,505,665	5,220,874	9,690,453	47,152,409	5,186,796	72,756,197
HIGHWAYS Totals		5,505,665	5,220,874	9,690,453	47,152,409	5,186,796	72,756,197
Grand Total		5,505,665	5,220,874	9,690,453	47,152,409	5,186,796	72,756,197

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
 Federal Aid Management
 Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us Or call 850-414-4448

[Reload STIP Selection Page](#)

Office Home: [Office of Work Program](#)

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Florida Department of Transportation

Consistent, Predictable, Repeatable

Fund	<2021	2021	2022	2023	2024	2025	>2025	All Years
Item Number: 413642 1 Project Description: PALMETTO TRAFFIC SIGNALS REIMBURSEMENT *NON-SIS*								
District: 01 County: MANATEE Type of Work: TRAFFIC SIGNALS Project Length: .751								
OPERATIONS / RESPONSIBLE AGENCY NOT AVAILABLE								
DDR -DISTRICT DEDICATED REVENUE	452,189	72,545	79,874	87,578	90,206	92,912	0	875,304
Item 413642 1 Totals:	452,189	72,545	79,874	87,578	90,206	92,912	0	875,304
Project Total:	452,189	72,545	79,874	87,578	90,206	92,912	0	875,304
Fund	<2021	2021	2022	2023	2024	2025	>2025	All Years
Item Number: 414506 7 Project Description: SR 70 FROM LORRAINE ROAD TO BOURNSIDE BLVD *SIS*								
District: 01 County: MANATEE Type of Work: ADD LANES & RECONSTRUCT Project Length: 2.862								
RAILROAD & UTILITIES / MANAGED BY FDOT								
LF -LOCAL FUNDS	0	0	0	750,000	0	0	0	750,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	21,097,577	0	0	0	21,097,577
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	1,081	0	0	0	1,081
LF -LOCAL FUNDS	0	0	0	81,075	0	0	0	81,075
SIB1 -STATE INFRASTRUCTURE BANK	0	0	0	24,342,682	0	0	0	24,342,682
REPAYMENTS / MANAGED BY FDOT								
DSB1 -SKYWAY	0	0	0	0	811,423	811,423	4,057,115	5,679,961
Item 414506 7 Totals:	0	0	0	46,272,415	0	0	0	46,272,415
Project Total:	0	0	0	46,272,415	0	0	0	46,272,415
Note: Repayment Phases are not included in the totals on this report.								

SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD // 414506-2-22-01

Fund	<2021	2021	2022	2023	2024	2025	>2025	All Years
Item Number: 414506 2 Project Description: SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD *SIS*								
District: 01 County: MANATEE Type of Work: PD&E/EMO STUDY Project Length: 6.091								
P D & E / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	805,940	0	0	0	0	0	0	805,940
DIH -STATE IN-HOUSE PRODUCT SUPPORT	108,061	0	0	0	0	0	0	108,061
DS -STATE PRIMARY HIGHWAYS & PTO	19,113	0	0	0	0	0	0	19,113
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	4,597,261	0	0	0	0	0	0	4,597,261
DIH -STATE IN-HOUSE PRODUCT SUPPORT	79,238	0	0	0	0	0	0	79,238
DS -STATE PRIMARY HIGHWAYS & PTO	2,764,029	0	0	0	0	0	0	2,764,029
RIGHT OF WAY / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	1,591,287	8,013,463	0	0	0	0	0	9,604,750
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	120,000	0	0	0	0	0	120,000
DSB1 -SKYWAY	647,961	136,990	0	0	0	0	0	784,951
RAILROAD & UTILITIES / MANAGED BY FDOT								
LF -LOCAL FUNDS	100,000	0	0	0	0	0	0	100,000
CONSTRUCTION / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO	11,781	0	0	0	0	0	0	11,781
ENVIRONMENTAL / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	1,420,000	0	0	0	0	0	1,420,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	0	50,000	0	0	0	50,000
Item 414506 2 Totals:	10,724,671	9,690,453	0	50,000	0	0	0	20,465,124
Project Total:	10,724,671	9,690,453	0	50,000	0	0	0	20,465,124
Fund	<2021	2021	2022	2023	2024	2025	>2025	All Years
Item Number: 430204 1 Project Description: SR 684 FROM SR 789 (GULF DRIVE) TO 123RD STREET WEST *NON-SIS*								
District: 01 County: MANATEE Type of Work: PD&E/EMO STUDY Project Length: 1.800								
P D & E / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,561,592	0	0	0	0	0	0	2,561,592
Item 430204 1 Totals:	2,561,592	0	0	0	0	0	0	2,561,592

Social and Economic Appendix

Contents:

Farmlands Memorandum

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TECHNICAL REPORT COVERSHEET

FARMLANDS MEMORANDUM

Florida Department of Transportation

District 1

SR 70

Limits of Project: from Lorraine Road to CR 675/Waterbury Road

Manatee County, Florida

Financial Management Number: 414506-2

ETDM Number: 14263

Date: APRIL 2019

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

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT ONE**

FARMLANDS MEMORANDUM

SR 70

**from Lorraine Road to CR 675/Waterbury Road
Manatee County, Florida**

Financial Project ID: 414506-2-22-01
Federal Aid Project No.: TBD
ETDM No.: 14263

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 December 14, 2016 and executed by FHWA and FDOT.

Prepared by:
Kisinger, Campo & Associates
Tampa, Florida

APRIL 2019

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 4/4/19	4. Sheet 1 of 1
1. Name of Project SR 70 from Lorraine Rd to CR 675 #414506-2		5. Federal Agency Involved FDOT per 23 U.S.C. §327 and the FDOT/	
2. Type of Project Transportation - Roadway Widening		6. County and State Manatee County, Florida	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 4/8/19	2. Person Completing Form LeRoy Crockett
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 50108 271	
5. Major Crop(s) Citrus, Vegetables	6. Farmable Land in Government Jurisdiction Acres: 120488 % 25.41		7. Amount of Farmland As Defined in FPPA Acres: 51365 % .1
8. Name Of Land Evaluation System Used Soil Potential Rating	9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 4/8/19	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A (Alt. 1)	Corridor B (Alt. 2)	Corridor C (Alt. 3)	Corridor D
A. Total Acres To Be Converted Directly	110.20			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	287.49			

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	243			
B. Total Acres Statewide And Local Important Farmland	0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.002			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	47			

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
	48			

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area in Nonurban Use	15	9			
2. Perimeter in Nonurban Use	10	8			
3. Percent Of Corridor Being Farmed	20	4			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	5			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	5			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	36	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	48	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	36	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	84	0	0	0

1. Corridor Selected: Corridor A/ Alternative 1	2. Total Acres of Farmlands to be Converted by Project: 55.4	3. Date Of Selection: 4/12/19	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
---	--	---	---

5. Reason For Selection:
Corridor A (Alt. 1) was selected due to minimal impacts and low level of significance (less than 160 points) for impacted farmlands within and adjacent to the proposed corridor.

Signature of Person Completing this Part: *Sven L. Pjipen* DATE: 10-10-19

NOTE: Complete a form for each segment with more than one Alternate Corridor

Nicole Selly

From: Crockett, Leroy - NRCS, Quincy, FL <Leroy.Crockett@fl.usda.gov>
Sent: Monday, April 8, 2019 3:30 PM
To: Catie Neal
Cc: Nicole Selly; Mark Easley
Subject: RE: SR 70 from Lorrain Rd to CR 675 - Farmlands CPA 106 Form and Shapefiles Submittal
Attachments: NRCS-CPA- 106 SR 70 SWAT - PDE Study FDOT - Farmlands_Rating.pdf

Ms. Neal,

See attached with parts II, IV and V filled out.

If you have any questions please contact me .

Sincerely,

LeRoy Crockett
Resource Soil Scientist

Perry Paige Bld suite 305N
1740 S MLK Blvd
Tallahassee, FL 32307
Mb: (352) 262-0192



[Watch](#) the "Mighty Mini Microbe" trailer.

From: Catie Neal <Catie.Neal@kisingercampo.com>
Sent: Monday, April 8, 2019 8:42 AM
To: Crockett, Leroy - NRCS, Quincy, FL <Leroy.Crockett@fl.usda.gov>
Cc: Nicole Selly <Nicole.Selly@kisingercampo.com>; Mark Easley <Mark.Easley@kisingercampo.com>
Subject: SR 70 from Lorrain Rd to CR 675 - Farmlands CPA 106 Form and Shapefiles Submittal

Mr. Crockett,

I have completed the CPA 106 form Parts I and III for SR 70 from Lorraine Road to CR 675 (Waterbury Road) (FPID #: 414506-2-22-01). I included a corresponding shapefile for your review. See the attachment link below my signature. I have also provided some additional project information below:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the proposed widening for 6.1 miles of SR 70 from Lorraine Road (MP 9.478) to CR 677/Waterbury Road (MP 15.567) in Manatee County, Florida. The purpose of this PD&E study is to evaluate engineering and environmental data and document information that will aid Manatee County, FDOT District One, and the FDOT Environmental Management (OEM) in determining the type, preliminary design and location of the proposed improvements. The study was conducted in order to meet the requirements of the FDOT, the National Environmental Policy Act (NEPA) and other related federal and state laws, rules and regulations.

The proposed action involves widening SR 70 from the existing two-lane undivided facility to a four or six-lane divided roadway. This improvement is necessary to provide additional capacity to accommodate future travel demand generated by the project population and economic growth in Manatee County. The project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process as project #14263.

NRCS reported that soils designated as Farmland of Unique Importance are present; there are also areas currently used for agricultural production. NRCS noted that the project area has undergone land use changes (urbanization) since the Manatee County Soil Survey was completed in the early 1980s; therefore, the farmland classifications assigned to the map units are out-of-date. NRCS stated that a Farmland Conversion Impact Rating Form [NRCS-CPA-106] may be required for this project.

Please let me know if you need more information.

Thank you,

Catie Neal



Catie Neal
Senior Environmental Scientist

Email: Catie.Neal@kisingercampo.com
Work: 813.871.5331
Cell: 678.485.9340
201 N. Franklin St. Suite 400, Tampa, FL 33602

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**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 4/4/19	4. Sheet 1 of <u>1</u>
1. Name of Project SR 70 from Lorraine Rd to CR 675 #414506-2		5. Federal Agency Involved FDOT per 23 U.S.C. §327 and the FDOT/FH	
2. Type of Project Transportation - Roadway Widening		6. County and State Manatee County, Florida	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 4/8/19	2. Person Completing Form LeRoy Crockett
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated 50108	Average Farm Size 271
5. Major Crop(s) Citrus, Vegetables	6. Farmable Land in Government Jurisdiction Acres: 120488 % 25.41	7. Amount of Farmland As Defined in FPPA Acres: 51365 % .108	
8. Name Of Land Evaluation System Used Soil Potential Rating	9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 4/8/19	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A (Alt. 1)	Corridor B (Alt. 2)	Corridor C (Alt. 3)	Corridor D
A. Total Acres To Be Converted Directly	110.20			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	287.49			
PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	243			
B. Total Acres Statewide And Local Important Farmland	0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.002			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	47			
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	48			
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
1. Area in Nonurban Use	15			
2. Perimeter in Nonurban Use	10			
3. Percent Of Corridor Being Farmed	20			
4. Protection Provided By State And Local Government	20			
5. Size of Present Farm Unit Compared To Average	10			
6. Creation Of Nonfarmable Farmland	25			
7. Availability Of Farm Support Services	5			
8. On-Farm Investments	20			
9. Effects Of Conversion On Farm Support Services	25			
10. Compatibility With Existing Agricultural Use	10			
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	0	0
PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100	48	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	48	0	0
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>	

5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE: _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

Cultural Resources Appendix

Contents:

SHPO Concurrence Letter

CRAS Addendum SHPO Concurrence Letter

Section 4(f) No Use Determination



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

KEVIN J. THIBAUT, P.E.
SECRETARY

April 30, 2019

Dr. Timothy Parsons, Director
Florida Division of Historical Resources
Department of State, R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

Attn: Transportation Compliance Review Program

**RE: Cultural Resource Assessment Survey
Project Development and Environment Study (PD&E)
SR 70 from Lorraine Road to CR 765/Waterbury Road
Manatee County, Florida
FPID No.: 414506-2-22-01; ETDM: 14263**

2019 MAY -1 A 11:09
FLORIDA
BUREAU OF
HISTORIC PRESERVATION

Dear Dr. Parsons:

A Cultural Resource Assessment Survey (CRAS) was performed within the area of potential effect (APE) for the SR 70 project in Manatee County, Florida. This study was performed to evaluate the proposed widening of 6.1 miles of State Road (SR) 70 from Lorraine Road (MP 9.478) to County Road (CR) 675/Waterbury Road (MP 15.567), including one regional pond site, three Floodplain Compensation (FPC) sites, and seven roundabouts. Within the limits of this study, the Florida Department of Transportation (FDOT) is evaluating one project build alternative and three project segments: Segment A extends from Lorraine Road to east of Greenbrook Boulevard, Segment B extends from east of Greenbrook Boulevard to Bourneside Boulevard, and Segment C extends from Bourneside Boulevard to the eastern project limit at CR 675. The proposed action is to increase the capacity of the existing two-lane undivided roadway by widening it to a four or six-lane divided roadway

The archaeological APE was defined as the footprint of the proposed improvements within the existing and proposed right-of-way (ROW) for the SR 70 corridor and the area contained within the one regional pond and three FPC sites; and the historic/architectural APE was defined as the archaeological APE and adjacent parcels.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The investigations were carried out in accordance with Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT's PD&E Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

www.dot.state.fl.us

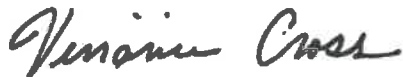
Dr. Timothy Parsons, Director
SR 70, Manatee County
FPID No.: 414506-2-22-01
April 30, 2019
Page 2 of 3

Background research revealed that no archaeological sites were previously recorded within or adjacent to the APE and the background research also suggested the project had a low potential for aboriginal site occurrence. No historic period archaeological sites were expected. In addition, the APE is highly disturbed with ditches, fill, utilities, and pavement; thus, the likelihood of finding intact cultural resources was considered low.

Historical background research indicated that portions of three previously recorded historic linear resources (50 years of age or older) are within the project APE: 8MA01814, a segment of an abandoned rail bed once associated with the East & West Coast Railway, 8MA01815 (the Lakewood Ranch Canal #2), and 8MA01816 (the Lakewood Ranch Canal #3). Portions of 8MA01814 have been determined eligible for listing in the NRHP by the State Historic Preservation Officer (SHPO); however, the portions of railbed adjacent and within the APE was determined not eligible for listing in the National Register of Historic Places (NRHP) by the SHPO. In addition, 8MA01815 and 8MA01816 were also determined not eligible for listing in the NRHP by the SHPO. Background research did reveal that portions of SR 70 have been recorded in Manatee County and determined not eligible for listing in the NRHP; but the segment of SR 70 within the APE has not been recorded. Thus, 8MA01906 was updated to reflect the segment of SR 70 within the APE. This portion of SR 70 also does not appear to be eligible for listing in the NRHP.

Based on the results of the background research and field survey, there are no significant historic or prehistoric archaeological sites or historic resources within the APE. Thus, it appears that the proposed undertaking will have no effect on any NRHP listed, determined eligible, or potentially eligible resources within the APE.

The CRAS Report is provided for your review and comment. If you have any questions, please do not hesitate to call me at 863.519.2805 or vivianne.cross@dot.state.fl.us.



Vivianne Cross
Environmental Project Manager

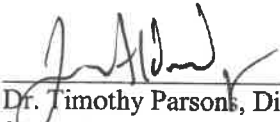
Enclosures: One original copy of the CRAS (April 2019); One FMSF Form, One Completed Survey Log

CC: Mark Easley, KCA
Marion Almy, ACI

Dr. Timothy Parsons, Director
SR 70, Manatee County
FPID No.: 414506-2-22-01
April 30, 2019
Page 3 of 3

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and concurs/ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number ~~2019-3278AN~~. Or, the SHPO finds the attached document contains insufficient information. **2016-3278 C**

SHPO Comments:


Dr. Timothy Parsons, Director
State Historic Preservation Officer
Florida Division of Historical Resources

5/29/2019
Date



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

KEVIN J. THIBAUT, P.E.
SECRETARY

March 24, 2020

Dr. Timothy Parsons, Director
Florida Division of Historical Resources
Department of State, R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

Attn: Transportation Compliance Review Program

**RE: Cultural Resource Assessment Survey
Technical Memorandum Addendum
SR 70 from Lorraine Road to CR 765
Manatee County, Florida
FPID No.: 414506-2-22-01 and 414506-2-32-01; ETDM: 14263**

Dear Dr. Parsons:

Archaeological Consultants, Inc. (ACI) conducted a Cultural Resources Assessment Survey (CRAS) of one regional pond site and one Floodplain Compensation (FPC) site (FPC 1B) along SR 70 for the Florida Department of Transportation (FDOT) which is conducting a Project Development and Environment (PD&E) study to evaluate the proposed widening of 6.1 miles of State Road (SR) 70 from Lorraine Road (MP 9.478) to County Road (CR) 675/Waterbury Road (MP 15.567) in Manatee County. The reason for this survey is that the Regional Pond and the FPC locations were changed since the original survey was completed in 2019 by ACI; the State Historic Preservation Officer (SHPO) concurred with the CRAS report (SHPO Concurrence Letter 2016-3278C).

The archaeological APE is defined as the area contained within the footprint of the proposed undertaking and the historical APE includes the archaeological APE and immediately adjacent parcels.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The investigations were carried out in accordance with Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT's PD&E Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

www.dot.state.fl.us

Dr. Timothy Parsons, Director
SR 70, Manatee County
FPID No.: 414506-2-22-01, 414506-2-32-01
March 24, 2020
Page 2 of 3

Background research revealed that no archaeological sites were previously recorded within or adjacent to the APE and the background research also suggested the project had a low to moderate potential for aboriginal site occurrence. However, the APE was disturbed with ditches, fill, and sod farming. As a result, no historic or prehistoric archaeological sites were found.

Background research revealed that a portion of one previously recorded historic linear resource (50 years of age or older) is within the project APE: 8MA01814, a segment of an abandoned rail bed once associated with the East & West Coast Railway. Portions of 8MA01814 have been determined eligible for listing in the NRHP by the SHPO; however, the portion of railbed adjacent and within the APE was determined not eligible for listing in the NRHP by the SHPO. 8MA01906, a segment of SR 70, has been recorded adjacent to the APE. The SHPO also found this resource not eligible for listing in the NRHP. As a result of the field survey, no historic resources were recorded.

Based on the results of the background research and field survey, there are no significant historic or prehistoric archaeological sites or historic resources within the APE. Thus, it appears that the proposed undertaking will have no effect on any NRHP listed, determined eligible, or potentially eligible resources within the APE.

The CRAS Report is provided for your review and comment. If you have any questions, please do not hesitate to call me at 863.519.2805 or vivianne.cross@dot.state.fl.us



Gwen G. Pipkin, CPM
Environmental Manager

Enclosures: One original copy of the CRAS Tech Memo (March 2020);, One Completed Survey Log

CC: Martin Horwitz, KCA
Marion Almy, ACI

Dr. Timothy Parsons, Director
SR 70, Manatee County
FPID No.: 414506-2-22-01, 414506-2-32-01
March 24, 2020
Page 3 of 3

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and _____ concurs/ _____ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2016-3278-D. Or, the SHPO finds the attached document contains _____ insufficient information.

SHPO Comments:

Jason Aldridge DSHPO
Dr. Timothy Parsons, Director
State Historic Preservation Officer
Florida Division of Historical Resources

April 1, 2020

Date

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TECHNICAL REPORT COVERSHEET

SECTION 4(f) NO USE DETERMINATION

Florida Department of Transportation

District 1

SR 70

Limits of Project: from Lorraine Road to CR 675/Waterbury Road

Manatee County, Florida

Financial Management Number: 414506-2

ETDM Number: 14263

Date: July 2019

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

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) NO USE DETERMINATION

650-050-49
 Environmental
 Management
 06/17

Project Name:	SR 70 from Lorraine Road to CR 675/Waterbury Road		
FM#:	414506-2-22-01	ETDM#:	14263
Project Review Date:	6/12/2019	FAP#:	
FDOT District:	1		
County(ies):	Manatee County, Florida		

Project Description including Section 4(f) Specific Information:
 The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the proposed widening of 6.1 miles of State Road (SR) 70 from Lorraine Road (MP 9.478) to County Road (CR) 675/Waterbury Road (MP 15.567) in Manatee County. The proposed action is to increase the capacity of the existing two-lane undivided roadway by widening it to a four or six lane divided roadway to accomplish the purpose and need. The Premiere Sports Campus is located in Section B which is 4 lanes expandable to 6 lanes. No right-of-way will be acquired at this location.

Type of Property: Public Parks and Recreation Areas

Description of Property: Premier Sports Campus is an outdoor venue with 22 fields which host a range of sports such as soccer, lacrosse & football.

Establishing Section 4(f) Use of the Property

Will the property be "used" as defined in **Section 4(f)** Resources chapter of the FDOT PD&E Manual? Examples of a "use" include but are not limited to new right of way, new easements, and temporary occupancy?

- Yes
- No

An explanation of the relationship between the Section 4(f) property and the project:

Premier Sports Campus is adjacent to the project limits. Because the property is owned by Manatee County, this resource is considered under Section 4(f) the U.S. Department of Transportation Act of 1966. In the Premier Sports Campus area, the project will be built entirely within existing right-of way, and no impacts to park access are anticipated. There will be no acquisition of the resource on a temporary or permanent basis, and no proximity impacts to the resource that rise to the level of substantial impairment.

Documentation

The following items **must** be attached to this form to ensure proper documentation of the Section 4(f) No Use:

1. DOA form and documentation (*Including the Form and Attachments*)
2. Required communications with the OWJ

Signatures

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

Signature: <u>Nicole Selby</u>	7/9/2019
Preparer	Date
Signature: <u>Dwight P. Phipps</u>	7/11/2019

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) NO USE DETERMINATION

850-050-49
Environmental
Management
06/17

**OEM
Concurrence:**



7/31/2019

Signature:



7/31/2019

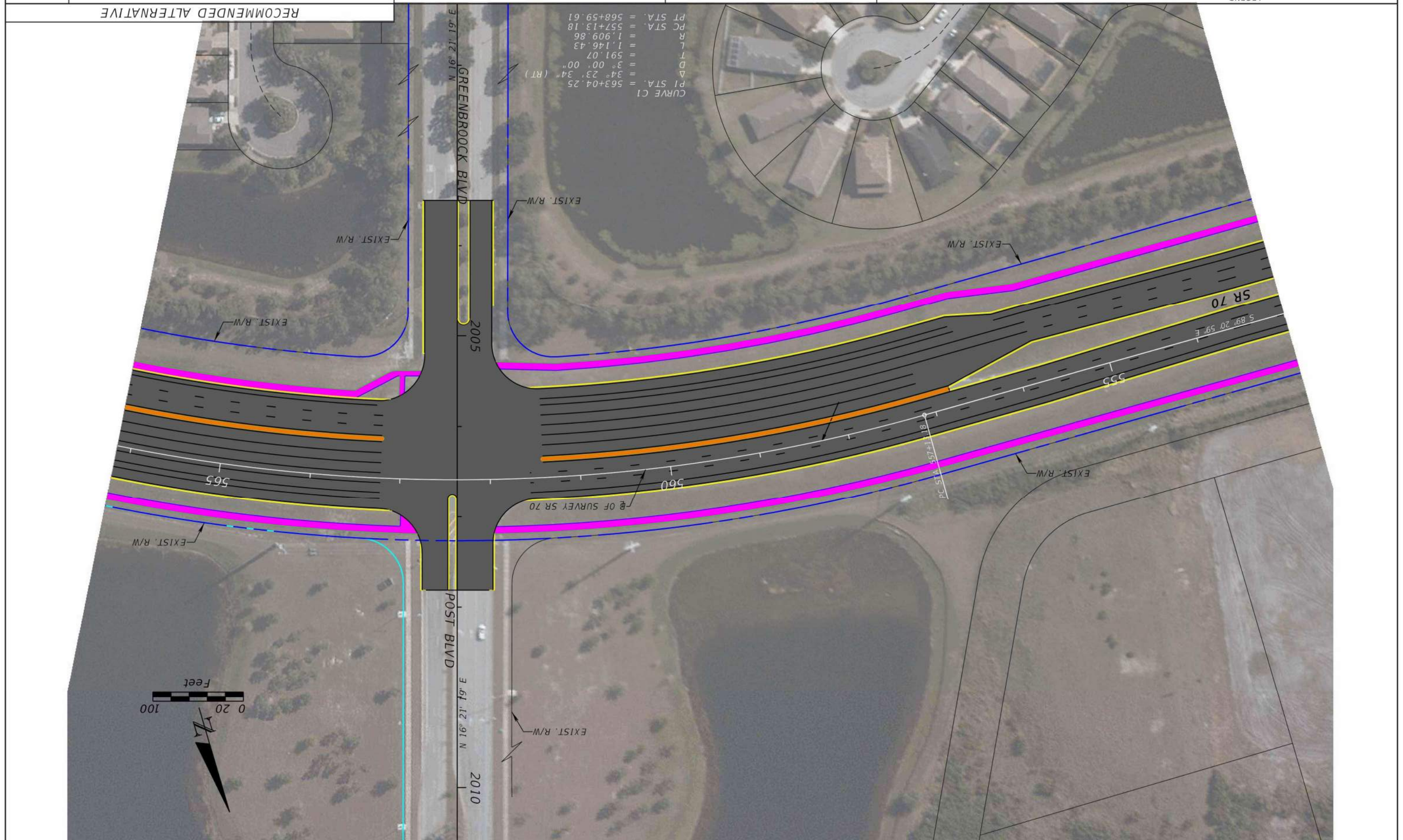
Director of OEM, or designee

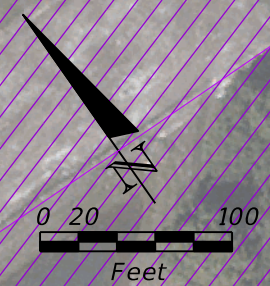
Date

LEGEND	
	EXISTING R/W LINE
	PROPOSED R/W LINE
	PROPERTY LINE
	POTENTIAL CONTAMINATION SITE
	PROPOSED ROADWAY
	TRAFFIC SEPARATOR
	ROUNDABOUT APRON
	PROPOSED SIDEWALK
	PROPOSED BRIDGE
	WETLANDS
	PUBLIC LANDS
	SURFACE WATERS
	MILLING & RESURFACING

Kisinger Campo & Associates Corp.
 201 E. Franklin Street, Suite 400
 Tampa, Florida 33602
 Florida Certificate of Authorization No. 02317
 P.E. No.: 74754
 Engineer of Record: Deborah Hernandez-Cedeno, P.E.

5/6/2019 3:06:24 PM M:\414506\23201\roadway\for PD&E-Subs\PLANRD_Sub.dgn
 dhernandez-cedeno





PREMIER SPORTS CAMPUS

EXIST. R/W

PT. STA. 568+59.61
EQUATION:
STA 568+59.61 BK =
STA 568+71.49 AH

570

575

S 54° 57' 25" E

S 54° 57' 25" E

SR 70

B OF SURVEY SR 70

EXIST. R/W

BRANDON RIVER
MITIGATION BANK

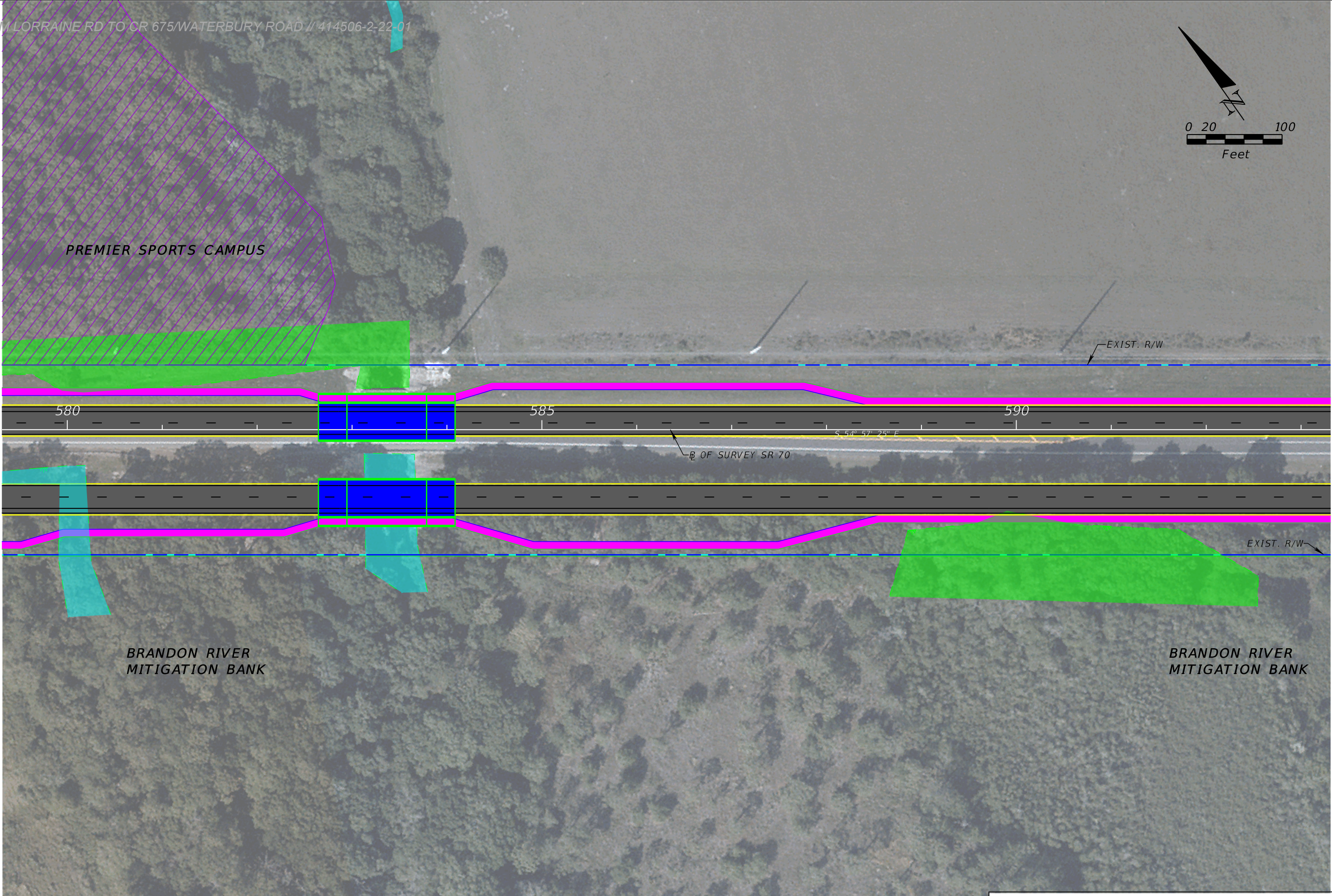
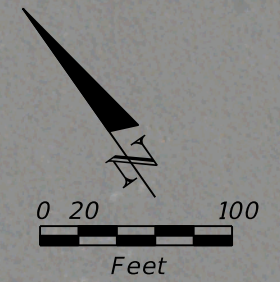
LEGEND

EXISTING R/W LINE	PROPOSED ROADWAY	MILLING & RESURFACING
PROPOSED R/W LINE	TRAFFIC SEPARATOR	WETLANDS
PROPERTY LINE	ROUNDABOUT APRON	PUBLIC LANDS
POTENTIAL CONTAMINATION SITE	PROPOSED SIDEWALK	SURFACE WATERS
	PROPOSED BRIDGE	

Kisinger Campo & Associates Corp.
201 E. Franklin Street, Suite 400
Tampa, Florida 33602
Florida Certificate of Authorization No. 02317
Engineer of Record: Deborah Hernandez-Cedeno, P.E.
P.E. No.: 74754

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 70	MANATEE	414506-2-22-01

RECOMMENDED ALTERNATIVE		SHEET NO.
CONCEPT PLAN (5)		
STA. 166+00 TO STA. 179+00		Page 61 of 118
		6



LEGEND

EXISTING R/W LINE	PROPOSED ROADWAY	MILLING & RESURFACING
PROPOSED R/W LINE	TRAFFIC SEPARATOR	WETLANDS
POTENTIAL CONTAMINATION SITE	ROUNDABOUT APRON	PUBLIC LANDS
Type 2 Contaminant Exclusion	PROPOSED SIDEWALK	SURFACE WATERS
	PROPOSED BRIDGE	

Kisinger Campo & Associates Corp.
 201 E. Franklin Street, Suite 400
 Tampa, Florida 33602
 Florida Certificate of Authorization No. 02317
 Engineer of Record: Deborah Hernandez-Cedeno, P.E.
 P.E. No.: 74754

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 70	MANATEE	414506-2-22-01

RECOMMENDED ALTERNATIVE

<p>CONCEPT PLAN (6)</p> <p>STA. 179+00 TO STA. 193+00</p>	<p>SHEET NO.</p> <p>7</p>
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Natural Resources Appendix

Contents:

FWC Species Concurrence Letter
USEPA NRE Concurrence Email
SWFWMD NRE Response Memo
USFWS Concurrence
NRE Addendum USFWS Concurrence
NRE Addendum FWC Concurrence



July 10, 2019

**Florida Fish
and Wildlife
Conservation
Commission**

Commissioners
Robert A. Spottswood
Chairman
Key West

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Vice Chairman
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Thomas H. Eason, Ph.D.
Assistant Executive Director

Jennifer Fitzwater
Chief of Staff

850-487-3796
850-921-5786 FAX

*Managing fish and wildlife
resources for their long-term
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of people.*

620 South Meridian Street
Tallahassee, Florida
32399-1600
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Hearing/speech-impaired:
800-955-8771 (T)
800 955-8770 (V)

MyFWC.com

Ms. Gwen Pipkin
Environmental Manager
Florida Department of Transportation (FDOT) District 1
801 N. Broadway Avenue
Bartow, FL 33830
Gwen.Pipkin@dot.state.fl.us

Re: SR 70 from Lorraine Road to Waterbury Road (CR 675), Manatee County, Natural Resources Evaluation Report, File Number 14263

Dear Ms. Pipkin:

The Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Natural Resources Evaluation Report (NRE) for the above-referenced project. The NRE was prepared as part of the Project Development and Environment Study for the proposed project. In September 2016 we reviewed this project via the Efficient Transportation Decision Making (ETDM) process as ETDM 14263, and our comments are included in the ETDM Environmental Screening Tool. We provide the following comments and recommendations for your consideration in accordance with Chapter 379, Florida Statutes, and Rule 68A-27, Florida Administrative Code (F.A.C.).

Project Description

The project involves the widening of SR 70 from a two-lane undivided highway to a four-lane to six-lane divided facility between Lorraine Road and CR 675/Waterbury Road. The project length is 6.1 miles and includes seven roundabouts, one regional stormwater pond, and three floodplain compensation sites. Land use along most of the corridor is characterized by active and inactive agricultural areas undergoing conversion to residential development, interspersed with pockets of pine flatwoods, palmetto prairie, upland and wetland forest, and freshwater marsh.

Potentially Affected Resources

The NRE evaluated potential project impacts to 12 wildlife species classified under the Endangered Species Act as Federally Endangered (FE) or Threatened (FT), or by the State of Florida as Threatened (ST). Listed species were evaluated based on range and potential appropriate habitat or because the project is within a U.S. Fish and Wildlife Service (USFWS) Consultation Area. Included were: eastern indigo snake (*Drymarchon corais couperi*, FT), American alligator (*Alligator mississippiensis*, FT based on similarity of appearance to American crocodile), Audubon's crested caracara (*Polyborus plancus audubonii*, FT), Florida scrub-jay (*Aphelocoma coerulescens*, FT), wood stork (*Mycteria americana*, FT), Florida grasshopper sparrow (*Ammodramus savannarum floridanus*, FE), gopher tortoise (*Gopherus polyphemus*, ST), Southeastern American kestrel (*Falco sparverius paulus*, ST), Florida sandhill crane (*Antigone canadensis pratensis*, ST), little blue heron (*Egretta caerulea*, ST), tricolored heron (*Egretta tricolor*,

ST), and roseate spoonbill (*Platalea ajaja*, ST). Also evaluated were: the bald eagle (*Haliaeetus leucocephalus*), which was delisted by state and federal agencies, but remains protected under state rule in Section 68A-16.002, F.A.C., and by the federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d); the Florida black bear (*Ursus americanus floridanus*), which is protected in Section 68A-4.009, F.A.C.; and the southern fox squirrel (*Sciurus niger niger*), reclassified from Sherman's fox squirrel (*Sciurus niger shermani*) and removed from Florida's threatened species list.

Comments and Recommendations

Due to the lack of both appropriate habitat and observation during on-site surveys, project biologists made a finding of "no effect" for the Florida grasshopper sparrow, Audubon's crested caracara, and Florida scrub-jay. For the other federally listed species and the bald eagle, the biologists' findings were "may affect, but is not likely to adversely affect". The state-listed species plus the black bear and fox squirrel were given a "no adverse effect anticipated" determination. With adherence to the project commitments, we agree with these determinations.

We support the project commitments for protected species, which include the following:

1. If required, impacts to suitable foraging habitat for the federally protected wood stork will be mitigated through the purchase of credits from a USFWS-approved mitigation bank pursuant to Section 373.4137, F.S., or as otherwise agreed to by the FDOT and the USFWS.
2. The *Standard Protection Measures for the Eastern Indigo Snake* will be followed during construction.
3. One gopher tortoise burrow was observed during preliminary field surveys, but a comprehensive, 100 percent survey will be conducted prior to construction, and any discovered tortoises will be relocated per current FWC guidelines. For gopher tortoise survey methodology and permitting guidance, we recommend that FDOT refer to the FWC's *Gopher Tortoise Permitting Guidelines* (Revised January 2017) at (<http://www.myfwc.com/license/wildlife/gopher-tortoise-permits/>).
4. The FDOT will resurvey the project limits for the presence of bald eagle nests prior to construction commencement. If a bald eagle nest is identified within the 660-foot construction buffer zone of the project area, the FDOT will coordinate with the USFWS (as applicable) to secure all necessary approvals regarding this species prior to project construction.
5. The FDOT will survey areas of suitable sandhill crane nesting habitat prior to construction if construction activities take place during the nesting season (January through July), and will coordinate with the FWC if nesting pairs are identified within 400 feet of the project's construction limits.
6. Wetland impacts resulting from construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344. Compensatory mitigation for this project will be completed using mitigation banks and any other mitigation options that satisfy state and federal requirements.

July 10, 2019

Thank you for the opportunity to review the NRE for the SR 70 project in Manatee County. If you need further assistance, please do not hesitate to contact our office at ConservationPlanningServices@MyFWC.com. If you have specific technical questions regarding the content of this letter, contact Brian Barnett at (772) 579-9746 or Brian.Barnett@MyFWC.com.

Sincerely,



Fritz Wettstein
Land Use Planning Program Administrator
Office of Conservation Planning Services

fw/bb

ENV 1-13-2

SR 70 from Lorraine Road to CR 675 Waterbury Road_39644_071019

cc: Mark Easley, MEasley@kisingercampo.com

Archived: Thursday, July 11, 2019 10:08:42 AM

From: White, Roshanna

Sent: Thursday, July 11, 2019 9:09:27 AM

To: Pipkin, Gwen G

Cc: Turley, David; Cross, Vivianne; Bennett, Jonathon; Mark Easley

Subject: Re: 414506-2, SR 70 from Lorraine Rd to CR 675/Waterbury Rd

Sensitivity: Normal

EXTERNAL SENDER: Use caution with links and attachments.

Dear Ms. Pipkin:

The Environmental Protection Agency (EPA) reviewed the Natural Resource Evaluation (NRE) for a Project Development and Environment (PD&E) Study that evaluated the widening of 6.1 miles of State Road (SR) 70 from Lorraine Road (MP 9.478) to County Road (CR) 675/Waterbury Road (MP 15.567) and associated pond sites in Manatee County (Project # 14263). The Preferred Alternative is one project build alternative with three project segments (A—C). Segment A widens to six-lanes with three 11-foot (ft.) travel lanes in each direction and extends from Lorraine Road to east of Greenbrook Boulevard. It is anticipated that the proposed improvements in Segment A are within the existing 200 ft. right-of-way. Segment B widens to four-lanes with two 12 ft. lanes in each direction and extends from east of Greenbrook Boulevard to Bourneside Boulevard. It is anticipated that the proposed improvements in Segment B are within the existing 200 ft. right-of-way. Minimal additional right-of-way is needed within Segment B to construct three roundabouts at Uihlein Road, Del Webb Boulevard, and Bourneside Boulevard. Segment C widens to four-lanes with two 12 ft. travel lanes in each direction and extends from Bourneside Boulevard to the eastern project limit at CR-675. The proposed improvements in Segment C are anticipated to be accomplished primarily within the existing 200 ft. right-of-way. Minimal additional right-of-way is needed within Segment C to construct four roundabouts at 197th Street East/Lindrick Lane, 213th Street East, 225th Street East/Panther Ridge Trail, and CR-675.

Impacts from the Preferred Alternative total 9.57 acres and includes 5.64 acres of wetlands and 3.94 acres of surface waters. The Florida Department of Transportation (FDOT) determined that there is no practicable alternative to the proposed construction in wetlands. Therefore, unavoidable impacts will be mitigated to achieve no net loss wetland function (Uniform Mitigation Assessment Methodology analysis resulted a loss of 5.46 functional units). The FDOT will complete compensatory mitigation and other mitigation options that satisfy state and federal requirements.

Because the FDOT will complete compensatory mitigation for unavoidable wetland and surface water impacts in compliance with state and federal requirements, the EPA did not identify any significant environmental impacts from the preferred alternative. The EPA requests future project revisions or updates of environmental documents for the proposed project. If you have any questions, please contact me at the information below.

Sincerely,

Roshanna White | Life Scientist
National Environmental Policy Act (NEPA) Section | Strategic Programs Office
U.S. Environmental Protection Agency | Region IV
Voice: 404-562-9035 | Email: white.roshanna@epa.gov

From: Pipkin, Gwen G <Gwen.Pipkin@dot.state.fl.us>
Sent: Friday, June 21, 2019 3:56 PM
Cc: Turley, David; Cross, Vivianne; Bennett, Jonathon; Mark Easley
Subject: 414506-2, SR 70 from Lorraine Rd to CR 675/Waterbury Rd

Please find enclosed the Draft Natural Resources Evaluation (NRE) prepared for the above-referenced project. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the proposed widening of SR 70 from Lorraine Road to CR 675/Waterbury Road in Manatee County, Florida, a distance of 6.1 miles. The purpose of the PD&E Study is to provide documented information necessary for FDOT to reach a decision on the type, design, and location of improvements; as well as to assess the project's potential impacts to natural resources within the project study area. This improvement is necessary to provide additional capacity to accommodate future travel demand generated by the projected population and economic growth in Manatee County.

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

executed by the Federal Highway Administration and FDOT. This review is being coordinated with representatives of the U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Florida Department of Environmental Protection, Florida Department of Agriculture and Consumer Services, and Southwest Florida Water Management District.

The NRE assesses potential effects of the proposed roadway improvements on wetlands and surface waters and state and federal listed species and their respective habitats. The evaluation includes field inspections by qualified biologists, literature and database reviews, and coordination with natural resource agencies. Details on the study methodologies and results are provided in the NRE.

As a result of the evaluation, the FDOT has concluded that implementation of the preferred alternative will result in 9.57 acres of unavoidable impacts to wetlands (5.64 acres) and surface waters (3.94 acres). In accordance with federal and state requirements, the full range of mitigation options were considered in developing this project, including impact avoidance, minimization, restoration, enhancement, and creation. This NRE presents conceptual mitigation alternatives, as appropriate, for unavoidable wetland impacts.

Project Impact Determination	Federal Listed Species
"No effect"	Crested caracara (<i>Caracara cheriway</i>)
	Florida grasshopper sparrow (<i>Ammodramus savannarum floridanus</i>)
	Florida scrub jay (<i>Aphelocoma coerulescens</i>)
"May affect, but is not likely to adversely affect"	American alligator (<i>Alligator mississippiensis</i>)
	Eastern indigo snake (<i>Drymarchon couperi</i>)
	Wood stork (<i>Mycteria americana</i>)

Project Impact Determination	State Listed Species
"No effect anticipated"	Many-flowered grasspink (<i>Calopogon multiflorus</i>)
	Tampa vervain (<i>Glandularia tampensis</i>)
	Lowland loosestrife (<i>Lythrum flagellare</i>)
	Florida spiny-pod (<i>Matelea floridana</i>)
	Giant orchid (<i>Pteroglossaspis ecristata</i>)
	Toothed maiden fern (<i>Thelypteris serrata</i>)
	Broad-leaved nodding-caps (<i>Triphora amazonica</i>)
"No adverse effect anticipated"	Gopher tortoise (<i>Gopherus polyphemus</i>)
	Florida sandhill crane (<i>Grus canadensis pratensis</i>)
	Southeastern American kestrel (<i>Falco sparverius paulus</i>)
	Little blue heron (<i>Egretta caerulea</i>)
	Roseate spoonbill (<i>Platalea ajaja</i>)
	Tricolored heron (<i>Egretta tricolor</i>)

Project Impact Determination	Additional Protected Species
"May affect, but is not likely to adversely affect"	Bald eagle (<i>Haliaeetus leucocephalus</i>)
"No adverse effect anticipated"	Florida black bear (<i>Ursus americanus floridanus</i>)
	Southern fox squirrel (<i>Sciurus niger niger</i>)

The FDOT appreciates your involvement with this project and respectfully requests your review comments or written letter of concurrence with the findings and effect determinations presented in the NRE within 21 days. If you have any questions or require additional information, please contact me at 863.519.2375 or gwen.pipkin@dot.state.fl.us.

Thank you!

Gwen G. Pipkin

Environmental Manager

Office - 863.519.2375

Cell - 863-280-5850

gwen.pipkin@dot.state.fl.us

July 11, 2019

Memorandum

To: Monte Ritter, Chief Professional Engineer

From: Chaz LaRiche, Staff Environmental Scientist

RE: ETDM 14263 SR 70 from Lorraine Rd to CR 675/Waterbury Rd NRE

I have completed by review of the Natural Resource Evaluation (NRE) for ETDM #14263 SR 70 from Lorraine Road to CR 675/ Waterbury Road in Manatee County. This NRE specifically looked at the wetland impacts and the potential for impacting protected wildlife species. The following comments are for each of the respective topics.

Wetland Evaluation:

It appears the wetlands associated with the Preferred Alternative have already been reviewed by District staff through the informal wetland determination process. Through this process the wetland lines are field verified by District staff which can help shorten the review time required during the permitting process; however, please note that the wetland lines are not binding by the District or the applicant without a construction permit or a formal wetland delineation. In addition to the wetland lines, the Uniform Mitigation Assessment Method (UMAM) scores have been agreed upon by District staff during those information wetland delineations. Those scores are reflecting the condition of the wetlands at the time of the field inspections (2017 and early 2019) so depending on the timeframe for the project to be submitted for the permit, there is potential for those scores to change as the conditions of the wetlands may have changed. It is unclear if the functional loss associated with secondary impacts was assessed during the informal process, so there is a potential for additional functional loss assigned to the 5.64 acres of wetland impacts. The report indicates the wetland impacts will be offset through the use of a mitigation bank, which is acceptable as long as the mitigation bank has the appropriate type and amount of credits to offset the functional loss.

Protected Species:

While the District does not have specific permit issuance criteria related to Protected Wildlife species other than those listed as Threatened or Endangered species which utilize wetland habitats, we do operate through the Coastal Zone Management Act. Pursuant to this Act, we notify Florida Fish and Wildlife Conservation Commission (FFWCC) and other coordinating agencies, such as Department of State Division of Historic Resources, at the receipt of application for projects proposing wetland and/or surface water impacts. If a coordinating agency responds to the letter with comments, the comment/request can become a completeness item for the permit issuance. Review of the District's

ArcMap GIS and the FWC Bald Eagle Locator map does not show nesting sites within the near the proposed roadway project.



Williams, Zakia <zakia_williams@fws.gov>

Re: [EXTERNAL] 414506-2, SR 70 from Lorraine Rd to CR 675/Waterbury Rd

2 messages

Wrublik, John <john_wrublik@fws.gov>

Mon, Jun 24, 2019 at 6:21 AM

To: "Pipkin, Gwen G" <Gwen.Pipkin@dot.state.fl.us>, Zakia Williams <zakia_williams@fws.gov>

Cc: "Turley, David" <David.Turley@dot.state.fl.us>, "Cross, Vivianne" <Vivianne.Cross@dot.state.fl.us>, "Bennett, Jonathon" <Jonathon.Bennett@dot.state.fl.us>, Mark Easley <MEasley@kisingercampo.com>

Gwen, this project is located in Manatee County and is I am forwarding your request for consultation to Zakia V

John

John M. Wrublik
U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960
Office: (772) 469-4282
Fax: (772) 562-4288
email: John_Wrublik@fws.gov



FWS Log No 2018-TA-0233

The Service concurs with your effect determination(s) for resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

Jay B. Herrington
Field Supervisor

7/25/2019
Date

NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

On Fri, Jun 21, 2019 at 4:00 PM Pipkin, Gwen G <Gwen.Pipkin@dot.state.fl.us> wrote:

Please find enclosed the Draft Natural Resources Evaluation (NRE) prepared for the above-referenced project. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the proposed widening of SR 70 from Lorraine Road to CR 675/Waterbury Road in Manatee County, Florida, a distance of 6.1 miles. The purpose of the PD&E Study is to provide documented information necessary for FDOT to reach a decision on the type, design, and location of improvements; as well as to assess the project's potential impacts to natural resources within the project study area. This improvement is necessary to provide additional capacity to accommodate future travel demand generated by the projected population and economic growth in Manatee County.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding (MOU) dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. This review is being coordinated with representatives of the U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Florida Department of Environmental Protection, Florida Department of Agriculture and Consumer Services, and Southwest Florida Water Management District.

The NRE assesses potential effects of the proposed roadway improvements on wetlands and surface waters and state and federal listed species and their respective habitats. The evaluation includes field inspections by qualified biologists, literature and database reviews, and coordination with natural resource agencies. Details on the study methodologies and results are provided in the NRE.

As a result of the evaluation, the FDOT has concluded that implementation of the preferred alternative will result in 9.57 acres of unavoidable impacts to wetlands (5.64 acres) and surface waters (3.94 acres). In accordance with federal and state requirements, the full range of mitigation options were considered in developing this project, including impact

From: Pipkin, Gwen G <Gwen.Pipkin@dot.state.fl.us>
Sent: Friday, June 21, 2019 3:57 PM
Cc: Turley, David <David.Turley@dot.state.fl.us>; Cross, Vivianne <Vivianne.Cross@dot.state.fl.us>; Bennett, Jonathon <Jonathon.Bennett@dot.state.fl.us>; Mark Easley <MEasley@kisingercampo.com>
Subject: 414506-2, SR 70 from Lorraine Rd to CR 675/Waterbury Rd

Please find enclosed the Draft Natural Resources Evaluation (NRE) prepared for the above-referenced project. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the proposed widening of SR 70 from Lorraine Road to CR 675/Waterbury Road in Manatee County, Florida, a distance of 6.1 miles. The purpose of the PD&E Study is to provide documented information necessary for FDOT to reach a decision on the type, design, and location of improvements; as well as to assess the project’s potential impacts to natural resources within the project study area. This improvement is necessary to provide additional capacity to accommodate future travel demand generated by the projected population and economic growth in Manatee County.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding (MOU) dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. This review is being coordinated with representatives of the U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Florida Department of Environmental Protection, Florida Department of Agriculture and Consumer Services, and Southwest Florida Water Management District.

The NRE assesses potential effects of the proposed roadway improvements on wetlands and surface waters and state and federal listed species and their respective habitats. The evaluation includes field inspections by qualified biologists, literature and database reviews, and coordination with natural resource agencies. Details on the study methodologies and results are provided in the NRE.

As a result of the evaluation, the FDOT has concluded that implementation of the preferred alternative will result in 9.57 acres of unavoidable impacts to wetlands (5.64 acres) and surface waters (3.94 acres). In accordance with federal and state requirements, the full range of mitigation options were considered in developing this project, including impact avoidance, minimization, restoration, enhancement, and creation. This NRE presents conceptual mitigation alternatives, as appropriate, for unavoidable wetland impacts.

Project Impact Determination	Federal Listed Species
"No effect"	Crested caracara (<i>Caracara cheriway</i>)
	Florida grasshopper sparrow (<i>Ammodramus savannarum floridanus</i>)
	Florida scrub jay (<i>Aphelocoma coerulescens</i>)
"May affect, but is not likely to adversely affect"	American alligator (<i>Alligator mississippiensis</i>)
	Eastern indigo snake (<i>Drymarchon couperi</i>)
	Wood stork (<i>Mycteria americana</i>)

Project Impact Determination	State Listed Species
"No effect anticipated"	Many-flowered grasspink (<i>Calopogon multiflorus</i>)
	Tampa vervain (<i>Glandularia tampensis</i>)
	Lowland loosestrife (<i>Lythrum flagellare</i>)
	Florida spiny-pod (<i>Matelea floridana</i>)
	Giant orchid (<i>Pteroglossaspis ecristata</i>)
	Toothed maiden fern (<i>Thelypteris serrata</i>)
	Broad-leaved nodding-caps (<i>Triphora amazonica</i>)
"No adverse effect anticipated"	Gopher tortoise (<i>Gopherus polyphemus</i>)
	Florida sandhill crane (<i>Grus canadensis pratensis</i>)
	Southeastern American kestrel (<i>Falco sparverius paulus</i>)
	Little blue heron (<i>Egretta caerulea</i>)
	Roseate spoonbill (<i>Platalea ajaja</i>)
	Tricolored heron (<i>Egretta tricolor</i>)

Project Impact Determination	Additional Protected Species
"May affect, but is not likely to adversely affect"	Bald eagle (<i>Haliaeetus leucocephalus</i>)
"No adverse effect anticipated"	Florida black bear (<i>Ursus americanus floridanus</i>)
	Southern fox squirrel (<i>Sciurus niger niger</i>)

The FDOT appreciates your involvement with this project and respectfully requests your review comments or written letter of concurrence with the findings and effect determinations presented in the NRE within **21** days. If you have any questions or require additional information, please contact me at 863.519.2375 or gwen.pipkin@dot.state.fl.us.

Thank you!

Gwen G. Pipkin

Environmental Manager

Office - 863.519.2375

Cell - 863-280-5850

gwen.pipkin@dot.state.fl.us

NATURAL RESOURCE EVALUATION ADDENDUM

Florida Department of Transportation

District 1

SR 70

Limits of Project: from Lorraine Road to CR 675/Waterbury Road

Manatee County, Florida

Financial Management Number: 414506-2

ETDM Number: 14263

Date: March 2020

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

18-TA-0233



FWS Log No _____

The Service concurs with your effect determination(s) for resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

JAY HERRINGTON Digitally signed by JAY HERRINGTON
Date: 2020.04.22 12:00:52 -04'00'

Jay B. Herrington
Field Supervisor

Date

April 22, 2020



Florida Fish and Wildlife Conservation Commission

Commissioners
Robert A. Spottswood
Chairman
Key West

Michael W. Sole
Vice Chairman
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Office of the
Executive Director
Eric Sutton
Executive Director

Thomas H. Eason, Ph.D.
Assistant Executive Director

Jennifer Fitzwater
Chief of Staff

850-487-3796
850-921-5786 FAX

Managing fish and wildlife resources for their long-term well-being and the benefit of people.

Vivianne Cross
Environmental Manager
Florida Department of Transportation (FDOT) District 1
801 N. Broadway Avenue
Bartow, FL 33830
Vivianne.Cross@dot.state.fl.us

Re: SR 70 from Lorraine Road to Waterbury Road (CR 675), Manatee County, Natural Resources Evaluation Addendum

Dear Ms. Cross:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the Natural Resources Evaluation (NRE) Addendum for the above-referenced project in accordance with Chapter 379, Florida Statutes and Rule 68A-27, Florida Administrative Code. The NRE Addendum was prepared as part of the Project Development and Environment Study for the proposed project.

FWC staff have reviewed this project on two previous occasions. Comments and recommendations were uploaded to the Environmental Screening Tool in September 2016 (ETDM 14263), and FWC staff reviewed the original NRE in July 2019. The comments and recommendations from previous reviews are included in the NRE Addendum provided by the district, and FWC staff continues to agree with the determinations of effect and project commitments for protected species.

If you have specific technical questions regarding the content of this letter, please contact Brian Barnett at (772) 579-9746 or email Brian.Barnett@MyFWC.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,

Jason Hight
Land Use Planning Program Administrator
Office of Conservation Planning Services

jh/bb

SR 70 from Lorraine Rd to CR 675_NRE Addendum_41541_04222020

Cc: Martin Horwitz MHorwitz@kcaeng.com

620 South Meridian Street
Tallahassee, Florida
32399-1600
Voice: 850-488-4676

Hearing/speech-impaired:
800-955-8771 (T)
800 955-8770 (V)

MyFWC.com

Public Involvement Appendix

Contents:

Public Hearing Certification

Public Hearing Transcript

PUBLIC HEARING CERTIFICATION

SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD

Project Development and Environment (PD&E) Study

from SR 70 from Lorraine Road to CR 675 (Waterbury Road)

Manatee County, Florida

Financial Management No.: 414506-2-22-01

I certify that a public hearing was conducted on 08/06/2019, beginning at 05:00 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

David C. Turley

(Name)

October 28, 2019

Date

Project Manager

(Title of FDOT Representative)

Link to Public Hearing Transcript

1 - [41450622201-CE2-D1-PublicHearingTranscript-2019-0806.pdf](#)

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PUBLIC HEARING

SR 70 PROJECT DEVELOPMENT & ENVIRONMENT STUDY (PD&E)
FROM LORRAINE ROAD TO CR 675 (WATERBURY ROAD)
MANATEE COUNTY
FPID NOS.: 414506-2-22-01 & 414506-2-32-01

DATE: Tuesday, August 6, 2019
TIME: 5:00 p.m. - 7:00 p.m.
PLACE: Risen Savior Lutheran Church
14605 59th Avenue East
Bradenton, Florida 34211
REPORTED BY: CATHY J. JOHNSON MESSINA, RMR
REGISTERED MERIT REPORTER
NOTARY PUBLIC

I N D E X

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Computer-Aided Transcription

1 FORMAL PRESENTATION

2 MR. TURLEY: Good evening, the Florida Department
3 of Transportation welcomes you to the public hearing
4 for the Project Development and Environmental PD&E study
5 for State Road 70 in Manatee County.

6 My name is David Turley and I am the project
7 manager for the Florida Department of Transportation, or
8 FDOT. Here with me tonight are representatives of FDOT
9 and members of the consultant project team.

10 At this time, we would like to recognize any
11 federal, state, county or city officials who may be
12 present tonight.

13 Are there any officials that would like to be
14 recognized?

15 COMMISSIONER BAUGH: County Commissioner Vanessa
16 Baugh. This is my district.

17 MR. TURLEY: All right. Anybody else?

18 MR. BALLARD: Yes, sir. My name's David Ballard.
19 I'm from the office of State Representative Tom Gregory
20 who also represents this area but at the state level.

21 MR. TURLEY: Excellent. Anybody else?

22 All right. The purpose of this public hearing
23 is to share information with the general public about
24 the proposed improvement; its conceptual design; all
25 alternatives under study; and the potential beneficial

1 and adverse social, economic and environmental impacts
2 upon the community. The public hearing also serves as
3 an official forum providing an opportunity for members
4 of the public to express their opinions regarding the
5 project. Public participation at this hearing is
6 encouraged and solicited without regard to race, color,
7 national origin, age, sex, religion, disability or
8 family status.

9 There are three primary components to tonight's
10 hearing:

11 First, the open house where you are invited to
12 view the project displays and to speak directly with the
13 project team and provide your comments in writing or to
14 the court reporter;

15 Secondly, the video presentation will explain the
16 project, purpose and need, study alternatives, potential
17 impacts, both beneficial and adverse, and proposed
18 methods to mitigate adverse project impacts;

19 And third, a formal comment period following this
20 presentation, where you will have the opportunity to
21 provide oral statements at the microphone, but we do not
22 have a microphone so you will be doing that right over
23 there so that the court reporter can make sure to get
24 all of your words, or you can just go talk to her
25 yourselves.

1 Now I will read the following information for the
2 record:

3 This public hearing is being conducted by the
4 Florida Department of Transportation. It is being held
5 at the Risen Savior Lutheran Church, 14605 59th Avenue
6 in Bradenton, Florida, 34211, on Tuesday, August 6th,
7 2019, at 6:00 p.m., regarding the following project,
8 Financial Project ID Number: 414506-2-22-01.

9 This project is described as the proposed widening
10 of State Road 70 from two lanes to four or six lanes
11 from Lorraine Road east County Road 675 (Waterbury
12 Road).

13 This PD&E study is being conducted by FDOT
14 District One in compliance with all applicable federal
15 environmental laws and pursuant to 23 United States Code
16 subsection 327 and the implementing Memorandum of
17 Understanding between FDOT and the Federal Highway
18 Administration signed on December 14th, 2016. The FDOT
19 Office of Environmental Management in Tallahassee is
20 the approving authority.

21 When you arrived this evening you should have
22 received a handout containing information about the
23 proposed project and a comment form. If you did not
24 receive them, please stop by our sign-in table before
25 leaving this evening.

1 We will now begin the video presentation.

2 VIDEO PRESENTATION

3 Welcome to the Florida Department of Transportation
4 public hearing for State Road 70 Project Development
5 and Environment, or PD&E study. We appreciate your
6 attendance and participation. At tonight's public
7 hearing you will have an opportunity to ask questions
8 and offer comments about the proposed improvements for
9 State Road 70 from Lorraine Road to County Road 675, or
10 Waterbury Road, in Manatee County.

11 This public hearing was advertised consistent with
12 federal and state requirements. Persons wishing to
13 express their concerns about Title VI may do so by
14 contacting either the Florida Department of
15 Transportation's District One Office or the Tallahassee
16 Office of the Florida Department of Transportation.
17 Their contact information is provided in the project
18 handout and on a sign displayed at this hearing.

19 The environmental review, consultation and other
20 actions required by applicable federal and environmental
21 laws for this project are being or have been carried out
22 by the Florida Department of Transportation FDOT pursuant
23 to 23 United States Code Section 327 and the Memorandum
24 of Understanding dated December 14, 2016, and executed by
25 the Federal Highway Administration and FDOT.

1 The project study area extends along State Road 70
2 from Lorraine Road eastward 6.1 miles County Road 675, or
3 Waterbury Road, as shown on the project location map.

4 The objectives of this PD&E study are to evaluate
5 and document engineering and environmental considerations
6 that will assist FDOT District One in reaching a decision
7 about the type and location of necessary improvements to
8 State Road 70. The PD&E study includes a comprehensive
9 evaluation of project effects on social, economic,
10 cultural, natural and physical resources. The Department
11 is preparing this study in cooperation with the Sarasota
12 Manatee County Metropolitan Planning Organization, or
13 MPO. This PD&E study will be completed according to the
14 requirements of the National Environmental Policy Act of
15 1969 and other federal and state requirements which will
16 qualify this project for federal funding in current or
17 future phases.

18 The purpose of this project is to improve traffic
19 operating conditions along the State Road 70 corridor
20 within the project limits and to accommodate projected
21 travel demand, specifically increased commuter and
22 freight traffic that is anticipated to occur as
23 development continues along the corridor.

24 The proposed roadway improvements are also
25 anticipated to: Enhance safety characteristics of the

1 facility, which are impacted by the high truck
2 percentage, by enhancing overall traffic operations;
3 improve connectivity in the region by alleviating a
4 traffic bottleneck (for eastbound traffic) that is
5 anticipated to occur as development continues along
6 the corridor; and support freight and goods movement,
7 and economic competitiveness, by enhancing the overall
8 access to local and regional freight distribution
9 centers.

10 FDOT is currently completing this PD&E study to
11 determine the potential social, economic, natural and
12 physical impacts associated with the proposed
13 transportation improvements. The design phase, during
14 which detailed construction plans are prepared, typically
15 follows the PD&E phase. However, this project is being
16 completed using an accelerated production process in
17 which the PD&E study and the design phase are
18 overlapping.

19 The objective of this study is to: Evaluate
20 widening the existing two-lane undivided roadway to a
21 four-lane or six-lane divided roadway; document the need
22 for roadway improvements within State Road 70 project
23 corridor; and determine the least environmentally
24 impactful improvements necessary to address future
25 transportation needs.

1 FDOT is coordinating with the Sarasota Manatee MPO,
2 Manatee County, all pertinent environmental resource and
3 permitting agencies, Lakewood Ranch, and the various home
4 builders that are currently developing communities on
5 either side of State Road 70 through the project limits.

6 The project is identified in the Sarasota-Manatee
7 MPO Long Range Transportation Plan, Financially Feasible
8 Plan and current Transportation Improvement Program.

9 Throughout the limits of this study, State Road 70
10 is designated as a rural principal arterial highway, an
11 Emerging Strategic Intermodal System highway corridor and
12 an evacuation route. State Road 70 is also classified as
13 a regional freight mobility corridor by the
14 Sarasota-Manatee MPO and serves as one of three primary
15 east-west facilities in Manatee County providing access
16 to county-designated growth areas, agricultural and
17 ranching operations, other major regional roadways,
18 including U.S. 41 and Interstate 75, and freight
19 distribution centers.

20 The existing State Road 70 facility consists of a
21 two-lane undivided roadway with 12-foot travel lanes,
22 5-foot paved shoulders and open roadside ditches within
23 a predominantly 200-foot wide right-of-way.

24 Within the limits of this study FDOT is evaluating
25 three project segments. The three segments are separated

1 for analysis so that the alternatives in this study can
2 best address the transportation needs in each segment.
3 Segment A is the western segment of the project extending
4 from Lorraine Road to east of Greenbrook Boulevard.
5 Segment B extends eastward from Segment A to a new road
6 being constructed by Lakewood Ranch and Lennar Homes
7 called Bourneside Boulevard. Segment C extends eastward
8 from Segment B to the eastern project limit at County
9 Road 675.

10 Segment A begins at the western project limit at
11 Lorraine Road and extends 0.66 miles to east of
12 Greenbrook Boulevard. Along Segment A the typical
13 existing right-of-way width is 200 feet.

14 Currently, State Road 70 west of Lorraine Road
15 is a 6-lane roadway with three lanes in each direction.
16 State Road 70 transitions to a 2-lane roadway east of
17 Lorraine Road. The proposed speed limit in this Segment
18 is 45 miles per hour.

19 The Build Alternative for Segment A proposes to
20 widen the existing roadway from two 12-foot travel lanes
21 to three 11-foot lanes in each direction and includes
22 7-foot buffered bicycle lanes, a closed drainage system
23 with curb and gutters and 8-foot sidewalks on both the
24 north and south sides of the roadway. The proposed
25 improvements in this segment are anticipated to be

1 accomplished within the existing 200 foot right-of-way.

2 Segment B extends 2.19 miles eastward from the end
3 of Segment A to a new roadway that is currently being
4 constructed, Bourneside Boulevard. The right-of-way in
5 this segment is also 200 feet wide and the proposed speed
6 limit is 50 miles per hour. When construction is
7 complete, Bourneside Boulevard will extend from
8 University Parkway in the south to State Road 64 in the
9 north.

10 The proposed typical section for Segment B is a
11 high speed curbed roadway design with two 12-foot lanes
12 in each direction, 5-foot paved outside shoulders, a
13 closed drainage system with curb and gutters and 8-foot
14 sidewalks in both directions. The proposed roadway has
15 been designed with a 54-foot wide median such that is
16 expandible to a 6-lane section in the future when traffic
17 needs merit an expansion by adding a 12-foot lane in each
18 direction on the inside. The proposed improvements in
19 this segment are anticipated to be accomplished primarily
20 within the existing 200-foot right-of-way.

21 Minimal additional right-of-way will be needed to
22 construct proposed roundabouts at Uihlein Road, Del Webb
23 Boulevard and Bourneside Boulevard.

24 Segment C begins at Bourneside Boulevard and
25 extends 3.24 miles to the eastern project limit at

1 County Road 675. The right-of-way in this segment varies
2 from 200 to 247 feet wide. The proposed speed limit in
3 this segment is 50 miles per hour.

4 The proposed typical section for Segment C is a
5 high speed curbed roadway design with two 12-foot lanes
6 in each direction, 10-foot outside shoulders of which
7 five feet are paved, an open drainage system and 8-foot
8 sidewalks in both directions. The proposed improvements
9 in this segment are anticipated to be accomplished
10 primarily within the existing 200 feet right-of-way.

11 Minimal additional right-of-way will be needed to
12 construct proposed roundabouts at 197th Street East/
13 Lindrick Lane, 213th Street East, 225th Street
14 East/Panther Ridge Trail and County Road 675.

15 The No-Build Alternative remains a viable
16 alternative throughout the study process. It assumes
17 that traffic volumes continue to increase in the future
18 without capacity or operational improvements. Only
19 standard maintenance activities would be conducted along
20 the project. Advantages of the No-Build Alternative
21 include the elimination of construction and right-of-way
22 costs and minimized environmental impacts.

23 Disadvantages of the No-Build Alternative are that it
24 does not accomplish the purpose and need for this
25 project, is not consistent with local transportation

1 plans, and will lead to increased traffic congestion as
2 development continues along the corridor.

3 FDOT evaluated environmental factors relating to
4 the proposed roadway improvements in accordance with the
5 National Environmental Policy Act in 1969, as amended,
6 and other and federal state requirements. The evaluation
7 considered the effects of the roadway improvements on:
8 Threatened and endangered species; wetlands and
9 floodplains; stormwater management and permitting; noise;
10 right-of-way requirements and relocations; contamination
11 and hazardous materials; cultural and historic resources;
12 land use; air quality; construction effects; and
13 aesthetics.

14 Threatened and endangered species are allowed
15 special protection under the Endangered Species Act of
16 1973, as amended, and Florida statutes. FDOT assessed
17 species within the project limits and through ongoing
18 coordination with the United States Fish and Wildlife
19 Service has determined that the project will have no
20 effect on the continued existence of certain federal
21 listed or endangered species, including the Crested
22 Caracara, Florida Grasshopper Sparrow, and Florida
23 Scrub Jay.

24 FDOT has also determined that the proposed project
25 may affect, but is not likely to adversely affect, the

1 continued existence of other federal listed threatened or
2 endangered species, including the American alligator,
3 Eastern Indigo snake, and Wood stork.

4 In addition, through coordination with the Florida
5 Fish and Wildlife Conservation Commission, there is no
6 effect anticipated on the following state listed
7 threatened species: Many-flowered Grasspink, Tampa
8 Vervain, Lowland Loosestrife, Florida Spiny-pod, Great
9 Orchid, Toothed Maiden Fern and Broad-Leaved Nodding
10 Caps.

11 Also, there is no adverse effect anticipated on the
12 following state listed threatened species: Gopher
13 tortoise, Florida Sandhill Crane, Southeastern American
14 Kestrel, Little Blue Heron, Roseate Spoonbill or
15 Tricolored Heron.

16 Coordination with the United States Fish and
17 Wildlife Service and the Florida Fish and Wildlife
18 Conservation Commission regarding the final status of
19 these species is ongoing. If the Preferred Alternative
20 is approved, FDOT will continue to work closely with
21 environmental agencies through design and construction to
22 meet all environmental permitting requirements.

23 FDOT evaluated wetlands and floodplains within the
24 project limits in accordance with Executive Orders 11990,
25 Protection of Wetlands, and 11988 Floodplain Management.

1 The proposed improvements will impact an estimated
2 5.6 acres of wetlands and 3.9 acres of surface waters and
3 approximately 42.2 acres of floodplains. Although
4 unavoidable impacts will occur as a result of the roadway
5 improvements, the impacted areas are located primarily
6 within the existing roadway right-of-way or adjacent to
7 existing right-of-way. FDOT will mitigate wetland and
8 floodplain impacts resulting from this project's
9 construction to meet the requirements of Florida
10 statutes and the United States Code.

11 Widening State Road 70 will require FDOT to acquire
12 additional right-of-way. Acquisition of minimal
13 right-of-way will be needed for the construction of
14 proposed roundabouts. Additional right-of-way will also
15 be needed to construct stormwater management ponds and
16 floodplain compensation areas.

17 This project will not cause any relocation of
18 families or businesses. All right-of-way acquisition
19 will be conducted in accordance with Florida Statute
20 339.09 and the Uniform Relocation Assistance and Real
21 Property Acquisition Act of 1970, commonly known as the
22 Uniform Act.

23 Brochures are available which describe the
24 Department's right-of-way and relocation assistance
25 program in detail and provide the right-of-way office

1 address and phone number. Staff are available here
2 tonight to assist you and discuss the program.

3 Results of the environmental contamination
4 screening found that two sites were ranked high risk for
5 potential contamination, five sites were ranked medium
6 risk, one side was ranked low risk, and 16 sites were
7 ranked no risk. For the sites ranked low or no risk for
8 contamination, no further action is required at this
9 time. For the sites with a contamination risk ranking of
10 high or medium, the FDOT project manager and the district
11 contamination impact coordinator will coordinate on
12 further actions that must be taken to address the
13 potential contamination issue. Before construction,
14 specially trained crews will address contamination in
15 these areas as required. Locations of these sites are
16 shown on the concept plans on display here tonight.

17 FDOT conducted a Cultural Resource Assessment
18 Survey, or CRAS, to locate and identify any cultural
19 resources within the project Area of Potential Effects
20 and to assess their significance in terms of eligibility
21 for listing in the National Register of Historic Places.
22 This CRAS was done in accordance with the National
23 Historic Preservation Act of 1966 (Public Law 890655, as
24 amended) and Florida statutes.

25 Results of the CRAS found that no archeological

1 resources were recorded within the project Area of
2 Potential Effect. While four historic resources were
3 recorded within the project Area of Potential Effect,
4 none were determined to be eligible for listing in the
5 National Register of Historic Places. The State
6 Historic Preservation Officer concurs with this result.

7 This project is not expected to change future land
8 use patterns along State Road 70 nor result in adverse
9 impacts to water quality or air quality. Minimal
10 construction effects are expected.

11 This slide shows the evaluation matrix for the
12 project. This is a tool used to easily compare costs
13 and impacts. The overall estimated project construction
14 cost for the Build Alternative is approximately
15 \$90.1 million. The evaluation matrix is on a display
16 board here tonight for you to review.

17 The State Road 70 PD&E study from Lorraine Road to
18 County Road 675 began in late 2016 and is anticipated to
19 be completed in late 2019. The anticipated completion
20 date for the project design is in late 2020.

21 At this time, FDOT's Adopted Five-Year Work Program
22 includes funding for the right-of-way acquisition in
23 fiscal year 2020 and the construction phase in fiscal
24 year 2023.

25 We welcome any oral or written comments you might

1 have that will help us make this important decision. At
2 the conclusion of the projected overview presentation our
3 personnel will distribute speaker cards to those in the
4 audience who have not received one and would like a
5 statement for the record. A court reporter will record
6 your statement and a verbatim transcript will be made of
7 all oral proceedings at this hearing. If you do not wish
8 to speak at the microphone, you may present your comments
9 in writing or directly to the court reporter at the
10 comment table. Each method of submitting a comment
11 carries equal weight.

12 Written comments received or postmarked no later
13 than ten days following the date of this public hearing
14 on August 16, 2019, will become part of the public
15 record for this public hearing. All written comments
16 should be mailed to the address shown on the comment form
17 in your handout. You may also visit the project website
18 listed here and on the handout or email or call the
19 project manager with your questions.

20 The next step is to incorporate your input from
21 this public hearing into our decision-making process.
22 After the comment period closes and your input has been
23 considered, a decision will be made and a final PD&E
24 document will be sent to the FDOT Office of Environmental
25 Management for final approval.

1 We encourage you to review the project information
2 here tonight. This information is also available for
3 review at the Braden River Branch Library, 4915 53rd
4 Avenue East, Bradenton, Florida, and at the FDOT
5 District One Office located at 801 North Broadway Avenue,
6 Bartow, Florida. This information will remain on display
7 until August 16, 2019.

8 FDOT advertised this hearing consistent with
9 federal and state requirements. This public hearing is
10 conducted in accordance with the Federal Highway Act of
11 1968, as amended, Chapter 23, United States Code 128,
12 Title 40, Code of Federal Regulations, Part 1500 through
13 1508, Title 23, Code of Federal Regulations, Part 771,
14 Section 339.155 Florida Statutes, Rule 14-97 of the
15 Florida Administrative Code, the National Environmental
16 Policy Act of 1969, as amended, the Americans With
17 Disabilities Act of 1990, and Title VI of the Civil
18 Rights Act of 1964 and related statutes.

19 Anyone who feels he or she has been discriminated
20 against with regard to race, color, national origin, age,
21 sex, religion, disability or family status may complete
22 one of the forms located at the sign-in table and mail
23 the completed form to the address listed on the poster
24 board.

25 Thank you for your interest and participation in

1 the State Road 70 Project Development and Environmental
2 study public hearing.

3 (End of Video Presentation)

4 MR. TURLEY: We will now have an intermission so
5 you can review the displays, talk with members of the
6 Department or design team and ask any questions that you
7 may have.

8 We welcome your oral and written comments that will
9 help us make this decision. Anyone desiring to make a
10 statement or present written views regarding the
11 location, conceptual design or social, economic and
12 environmental effects of the improvements will have an
13 opportunity to do so after the intermission.

14 If you are holding a speaker's card, please give it
15 to Jennifer Dorning, Doug Robinson or Hannah Sowinski
16 during the intermission. If you have not received a
17 speaker's card and wish to speak, please raise your hand
18 so you can receive a card to fill out. If you do not
19 wish to speak at the microphone, you may provide your
20 comments in writing or directly to the court reporter.
21 If you do not wish to speak at the court reporter table,
22 you may provide your comments in writing or directly to
23 the court reporter.

24 Written comments received or postmarked no later
25 than ten days following the date of this hearing,

1 August 16th, 2019, will become part of the public record
2 for this hearing. Again, every comment has the same
3 weight.

4 The time is 6:30. We will resume at 6:45.

5 (A recess was taken.)

6 MR. TURLEY: Ladies and Gentlemen, we will now
7 begin the public testimony portion of the hearing. I
8 will call each speaker in order in which their request
9 was received.

10 In an effort to accommodate all requests to speak,
11 we ask that each speaker keep their comments to no more
12 than two minutes.

13 Those who wish to provide additional comments may
14 return to the microphone following the last speaker or
15 you may present your additional comments directly to the
16 court reporter again at the formal portion of the
17 hearing.

18 We ask that all speakers direct comments clearly
19 towards me at all times. This is to ensure that the
20 court reporter is able to capture your comments
21 accurately for the record. If you have questions,
22 please see one of the FDOT representatives following
23 this portion of the hearing.

24 As I call your name, please step over to the court
25 reporter table and state your name and address before

1 making your comments. If you represent an organization,
2 municipality or other public body, please provide that
3 information as well.

4 The first speaker is James Michaels.

5 MR. MICHAELS: Yeah, hi. Good evening. James
6 Michaels, 8107 Snowy Egret Place, Bradenton, Florida,
7 34202.

8 I live in the Panther Ridge Preserve community that
9 is on the east tail end of this project right at the
10 675/70 intersection.

11 And based on this project, we are pretty much --
12 our community is put on the front line of the speed
13 transition from the rural speed limits for westbound
14 traffic, particularly trucks slowing down at what's that
15 first proposed roundabout before it goes residential the
16 rest of the way west, and my concern is sound.

17 I've spoken to the sound engineer, who's very nice,
18 and explained, you know, the rules, the rates that he has
19 to abide by in terms of his sampling and the modeling
20 that's done to look at the sound impacts.

21 The problem from my perspective is that based on
22 the location and where this project is putting us on the
23 front line we're a victim of the modeling as averages
24 versus the reality that we're going to experience on
25 the -- particularly the truck traffic that happens 24/7

1 at this location heavily during harvest time for citrus
2 where compression braking is going to be occurring as
3 they slow down to transition at that first roundabout.

4 And I understand the constraints, but there's got
5 to be some sort of work-around for reality, because that
6 low frequency sound, which is going to be heavily
7 weighted against the average sound that that modeling
8 did, is going to affect our community day and night at
9 that location.

10 I was just hoping that there would be some way that
11 there could be some accommodation made or some other way
12 to look at it for some sort of sound attenuation at that
13 location by virtue of the fact that we are now or will be
14 at that transition point.

15 MR. TURLEY: Your comment's in the record. I will
16 talk to our noise person from the DOT, not the modeler,
17 but the actual noise person for DOT. I can ask what, you
18 know, what we can do. That's all I can do.

19 MR. MICHAELS: All right. Thank you.

20 MR. TURLEY: Yes, sir. Mike Lasche.

21 MR. LASCHE: My address is 8466 Lockwood Ridge
22 Road, Sarasota, Florida, 34243.

23 My name is Mike Lasche. I'm executive director of
24 Florida Walks and Bikes. Since we have limited time,
25 I'll begin with my conclusions.

1 I'm urging FDOT to consider the following:

2 Build the sidewalks on this corridor at ten feet
3 instead of eight feet. Place trees on both sides of
4 sidewalks. It may be necessary to relax certain rules in
5 order to do this, but these trees are necessary to give
6 the pedestrians shade so they will actually use these.

7 And the third request is where curbs are present
8 designate these curbs, or what they call shoulders, as
9 bike lanes. The only place where this is missing on is
10 on Segment A.

11 I'd like to amplify a little bit by noting the
12 bicycle is a vehicle in all 50 states, and I'd like to
13 express my approval for the physical design.

14 Basically, the physical sign is great. There's a
15 paved shoulder between the outside lane and the curb or
16 between the grass strips on all three of them. This
17 gives the street bicyclist a place to ride and prevents
18 them from having to ride on the sidewalk where they're a
19 danger to pedestrians.

20 Regarding the sidewalks, the sidewalks are designed
21 at eight feet right now. In our opinion, they should be
22 ten feet. This is because national standards where you
23 have a trail, and this may become a de facto trail when
24 you're mingling cyclists and pedestrians is ten feet, so
25 it's there for safety.

1 Noticing the designs, the right-of-way is there.
2 You're not constrained to the right-of-way. You would
3 have it. The extra four feet would not be cost
4 prohibitive to construct.

5 We know it's not designating part of the trail, but
6 there would be future trails coming in Manatee County and
7 these could be vital east/west connectors for those
8 trails.

9 Also, regarding trees, we have to recognize that
10 we live in Florida with a blazing sun. If you don't
11 believe me on that then just step outside right now. So
12 trees are necessary for pedestrians and cyclists who
13 really want to use this trail; otherwise, it can be an
14 arduous experience.

15 The greatest fault of the proposal, as I mentioned
16 before, is the lack of designated bicycle lanes for
17 certain parts of it.

18 When I was asked about this earlier, the FDOT said
19 their current manual makes it so they do not want to
20 draw novice bicyclists on roads where the speed limit is
21 50 miles or more. In our opinion, such thinking is
22 misguided.

23 Since 1978, Florida has been committed to
24 encouraging bicycle transportation -- a key part of this
25 strategy has been provided by conspicuously marked

1 bicycle lanes so cyclists know they're welcomed.
2 Motorists know that cyclists are present. So cyclists
3 know their safe space in which to operate and motorists
4 know their space. Building bicycle lanes but refusing to
5 designate them is a big reversal in encouraging bicycle
6 transportation and instilling safe attitudes in road
7 users.

8 Second, study after study has shown that marked
9 bicycle lanes lead to reduction in bicycle/motor vehicle
10 crashes.

11 And third, it is an unproven notion that marked
12 bicycle lanes cause novice riders to abandon the sidewalk
13 and have more crashes. Where's the reasonable scientific
14 evidence from a number of credible studies for this
15 notion?

16 So, in sum, we urge the FDOT to build the sidewalks
17 at ten feet, place trees on both sides of the sidewalks,
18 and where curbs are present designate those shoulders,
19 what they call shoulders now, as bike lanes. Thank you.

20 MR. TURLEY: I thank you for your comment. Jeff
21 Sherman.

22 MR. SHERMAN: Thank you. My name is Jeff Sherman.
23 I live at 8015 High Oaks Trail, Myakka City post office.
24 I live east of your project.

25 Obviously, you will increase my time or anybody's

1 time by putting this project going west by at least
2 50 percent of the time. It seems also financially
3 things get done slowly in this state so that you've got a
4 proposal for a Segment B of being able to increase it at
5 some time in the future to be as large as Segment A.

6 It seems to me financially at this point it would
7 be appropriate for you to make that section as large as
8 Section A from the very beginning rather than wait for
9 sometime in the future. It will be more studies, it will
10 be more money, and you can get it done at this point.

11 Lastly, I believe that there are seven turnabouts
12 in the 6.6 miles. So it's almost nine-tenths of a mile
13 and you go to another turnabout.

14 Your documents talk about access. It seems to me
15 it might be more appropriate to have fewer turnabouts
16 and have people, if necessary, have to come around and
17 come back so the traffic will flow at a better pace
18 rather than speed up and slow down, and I think
19 ecologically it might be better to do it that way as
20 well.

21 I came from the East Coast where the State of New
22 Jersey got rid of their turnabouts. So I don't
23 understand and appreciate the studies that have come out
24 recently that say that besides maybe being a little safer
25 fatality-wise. Whether it either saves time, saves money

1 or saves property damage, but it seems that it's a
2 reversal of what other states have done, and I think
3 further study or further explanation would be
4 appreciated.

5 Thank you.

6 MR. TURLEY: Thank you for your comment.

7 Is there anyone else who would like to make a
8 comment?

9 All right. The project exhibits and reference
10 materials will be available for public inspection at the
11 Braden River Branch Library at 4915 53rd Avenue East,
12 Bradenton, Florida, 34203, and at the FDOT District One
13 Office at 801 North Broadway Avenue, Bartow, Florida,
14 33830, until August 16th, 2019.

15 It is approximately 6:55. I hereby officially
16 close the formal portion of the Public Hearing for State
17 Road 70 Project Development and Environment or PD&E
18 Study.

19 The Florida Department of Transportation thanks you
20 for attending. Good night.

21 (The Public Hearing concluded at 6:57 p.m.)
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23
24
25

1 Art Brzostowski
17037 Polo Trail
2 Lakewood Ranch, Fl 34211
Phone: 941.739.9023
3

4 I agree the road needs to be widened and I love
5 the fact that they're considering putting in sidewalks,
6 but are the roundabouts necessary?

7 Every other state that I know of has taken them
8 out; New England, Maryland, New Jersey. They've taken
9 their roundabouts out. They don't work. They worked in
10 the 1920s when there weren't as many cars on the road.

11 And the major problem -- I came from New Jersey
12 where there were a few of these and people do not know
13 how to drive them. You get used to them. But you know
14 what? People in Florida, they're not from around here
15 in the winter. They're never going to learn to go around
16 a roundabout. And if you try to go around a roundabout
17 with a tractor trailer, there could be some trouble. So
18 I mean basically that's what I have to say.

19 I understand now they're not going to be done until
20 2026, that's what they're talking about. So maybe I'll
21 have to figure out when I'm going to sell my house.
22
23
24
25

1 Jack Holzmann
17027 Blue Ridge Place
2 Lakewood Ranch, Fl 34211
Phone: 978.987.0055
3

4 My comment would be I'd like further study on
5 Section B outside of Polar Run, the neighborhood, by
6 allowing the potential of a merge lane going out of our
7 neighborhood exiting onto Route 70 westbound, because
8 with my experience of driving in Florida for nine months
9 traffic lights on 70 only increase the potential of
10 people trying to go faster and faster to get through the
11 next segment.

12 Traffic circles, the same way. There's one outside
13 of Del Webb and there's one outside of Lakewood National
14 and we're sandwiched in the middle and they will only be
15 going faster.

16 And even though I know the speed limit's going to
17 be posted, no one drives the posted speed limit now on
18 70. They'll be making up time coming through from east
19 to west on 70.

20 So if we had a merge lane, it would help us try to
21 match the speed and merge into just, like, a highway
22 because that's what this thing's going to be.

23 That's it.
24
25

1 Bill Elias
2 22605 Night Heron Way
3 Bradenton, Fl 34202

3

4 I have a couple of comments.

5 Number 1, I submitted some comments to the project
6 manager after the first session and I never received a
7 response.

8 Okay. Number 2, there are now two roundabouts
9 immediately outside of our community within a very
10 short distance from each other that appear to be
11 unwarranted.

12 I have talked to Mr. Turley and his comment was
13 that it would reduce the speed. My opinion is that those
14 are too close together, you know, for that to occur, not
15 to mention a street light would not be warranted given
16 the fact that you're going to have one roundabout on the
17 east end of the community and you don't need another
18 roundabout. You're a quarter of a mile west of that same
19 roundabout.

20 That's it. I don't know whether or not this is a
21 fait accompli or not, number four. First of all, overall
22 I think the plan makes sense from a safety perspective
23 for those of us living along State Road 70.

24 I have a couple of suggestions.

25 One is reconsidering the potential of a traffic

1 signal at the intersection of State Road 70 and County
2 Road 675.

3 Given the amount of truck traffic and the speed of
4 the traffic coming from east to west, I think a
5 roundabout presents a significant hazard as people are
6 approaching at that location.

7 Also, I would question the need for sidewalks on
8 both sides of the road. This is essentially a rural
9 area. In my mind, it's a waste of taxpayers' dollars to
10 be putting sidewalks on both sides of the road I think
11 are unnecessary.

12 As an alternative, if it would be possible to put a
13 bike lane up from the highway apart from the highway
14 itself rather than on the shoulder of the highway.
15 There's a lot of bicycle riders that come out in that
16 area.

17 And then lastly, at Bourneside Road it's showing
18 for a roundabout, but on that intersection would be a
19 fire station and so I don't know the exact consideration
20 for that equipment being able to get out of there for
21 emergency calls.

22 I think that's it.
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STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

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I, CATHY J. JOHNSON MESSINA, Registered Merit Reporter, Registered Florida Reporter, and Notary Public in and for the State of Florida at large, hereby certify that the Public Hearing was recorded in Stenotypy by me and that the foregoing pages constitute a true and correct transcription of my recordings thereof.

I FURTHER CERTIFY that I am neither an attorney nor of counsel for the parties to this cause nor a relative or employee of any attorney or party connected with this cause and that I have no interest in the outcome of this action.

WITNESS my hand and seal this 26th day of August, 2019, at Tampa, Hillsborough County, Florida.

Cathy J. Johnson Messina
CATHY J. JOHNSON MESSINA, RMR, FPR
Registered Merit Reporter
Florida Professional Reporter

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