1. **GENERAL INFORMATION** (originally approved Environmental Document)
   
   a. Re-evaluation Type: Design Change, Right of Way Phase
   
   b. Document Type and Date of Approval: Type 2 CE 12/30/2002
   
   c. Project Numbers:

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   ETDM (if applicable) Financial Management Federal-Aid

   d. Project Name, Location and Limits (from original document):

   Name: I-75 FROM S OF BONITA BCH RD TO SR 78
   
   Location: FDOT District 1 (Lee County)
   
   Limits: from south of Bonita Beach Road to north of SR 78

   e. Segments of Highway Being Advanced:

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   g. Project Segment Planning Consistency. If more than one segment is being advanced additional tables should be added. Table does not need to include past/completed phases.

   **Segment FM Number:** 413065-1
Currently Adopted CFP-LRTP

Yes

This project segment is included in the 2040 Cost Feasible Plan (p. 61, Table 6-7: Cost Feasible Projects: Strategic Intermodal Systems Projects) of the Lee County Metropolitan Planning Organization's Long Range Transportation Plan adopted on December 18, 2015 and the Transportation Improvement Plan (TIP) (Section A - Highways, p. 6) adopted on June 17, 2016.

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<td>$7.47M/$6.76M; $1.06M</td>
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* Include pages from current TIP/STIP/LRTP

Project Segment Planning Consistency Documentation: None

h. Name and Title of FDOT Preparer: Gwen G. Pipkin
# EVALUATION OF CHANGES IN IMPACTS

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3. **EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA** (e.g., Typical Section Changes, Alignment Shifts, Right of Way Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards)

   See attached Reevaluation Support Document for further information.

4. **COMMITMENT STATUS**

   See attached Reevaluation Support Document and PCR for further information.

5. **STATUS OF PERMITS**

   **Agency Type Status**

   SFWMD Environmental Resource Permit Application not submitted

   USACE Section 404 Clean Water Act Application not submitted
   Wetland Dredge/Fill Permit

   FDEP Generic Permit for Stormwater Issued 48 hours prior to construction
   Discharge from Large and Small
   Construction Activities

6. **CONCLUSION**

   ☒ The above Environmental Document has been re-evaluated as required by 23 CFR § 771.129. It has been determined that there have been no changes to the project that affect the original environmental determination. Therefore, the Administrative Action remains valid.

   It is recommended that the project identified herein be advanced to the next phase.

7. **REVIEWER SIGNATURE BLOCK**

   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.

   FDOT Environmental Manager or Designee

   Date

8. **OFFICE OF ENVIRONMENTAL MANAGEMENT CONCURRENCE**

   OEM Signature Required? ☒ Yes ☐ No

   Date of Consultation:

   Print Name

   Date

   Director of the Office of Environmental Management or Designee

9. **ATTACHMENTS**
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.
3. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA (e.g., Typical Section Changes, Alignment Shifts, Right-of-Way (ROW) Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards).

The original Type 2 Categorical Exclusion (CE), approved by the Federal Highway Administration (FHWA) on December 30, 2002 and subsequent reevaluations have been reviewed. The approved Project Development and Environment (PD&E) Study documented two general roadway typical section concepts known as *Mobility 2000* and *Ultimate 2030* for the widening of approximately 28 miles of Interstate 75 (I-75) from south of Bonita Beach Road to north of SR 78; this included improvements to the Bonita Beach Road (CR 865), Corkscrew Road (CR 850), Alico Road, Daniels Parkway (CR 876), SR 884 (Colonial Boulevard), SR 82 (Immokalee Road), Luckett Road, SR 80 (Palm Beach Boulevard) and SR 78 (Bayshore Road) interchanges, as well as a new I-75 interchange to the Southwest Florida International Airport in Lee County Florida (see Figure 1).

The last action for the I-75 at Colonial Boulevard interchange was the FHWA’s approval of a Design Change and ROW Reevaluation on April 28, 2011 which authorized minor changes to the approved PD&E concept for the proposed *Ultimate 2030* interchange Single Point Urban Interchange (SPUI) configuration (see Figure 2). Based on updated traffic information, these changes included adding a 12-foot auxiliary lane along the I-75 mainline in both the northbound and southbound directions (i.e., 12 total “lanes”) and within the interchange. One new I-75 on-ramp lane was also added in the northeast quadrant of the interchange. The subject of this reevaluation is to document changes in design, ROW requirements, and adjacent property access within the interchange project limits that have occurred since the prior Type 2 CE and reevaluation approvals, and open the ROW acquisition phase for the subject project segment.

The approved PD&E concept for the I-75/Colonial Boulevard Interchange revised the existing Partial Cloverleaf Interchange (with a loop ramp for the eastbound (EB) Colonial Boulevard to northbound (NB) I-75 movement in the southeast quadrant) to a Single Point Urban Interchange (SPUI) (see Figures 3 and 4). Two-lane ramps were provided for the NB and SB off-ramps. One-lane ramps were provided for the NB and SB on-ramps. The *Ultimate 2030* concepts showed Colonial Boulevard as a future 8-lane roadway (i.e., four lanes in both the EB and WB directions) between the intersections at Ortiz Avenue/Six Mile Cypress Parkway and Omni Boulevard (now Forum Boulevard). No ROW acquisition along Colonial Boulevard was required.

The FDOT completed the six-lane widening, including the I-75 bridges over Colonial Boulevard in 2011. Lee County widened Colonial Boulevard to six lanes in 2012. This remains the existing condition within the I-75/Colonial Boulevard interchange.

During initial evaluation in the project’s Design phase, it was determined that implementing the PD&E-recommended SPUI would require replacement of the recently widened I-75 bridges over Colonial Boulevard (i.e., due to the inability to have the proper geometric curves on the ramps for the left turn movements with the existing I-75 bridge structures), resulting in significant “throw-away” costs. To salvage the newly widened I-75 bridges, the FHWA recommended a reassessment of the interchange.
As part of this interchange reassessment, the FDOT prepared an Interchange Modification Report (IMR) in February 2015 to reevaluate the operation of the previously approved I-75/Colonial Boulevard SPUI concept and its ability to meet future traffic needs. The study limits extended approximately 6.13 miles along I-75 from north of the Daniels Parkway interchange to south of the SR 82 (Dr. Martin Luther King Jr Boulevard) interchange. The study limits along Colonial Boulevard extended approximately 1.5 miles, from 0.25 mile west of the Ortiz Avenue/Six Mile Cypress Parkway intersection (west of the interchange) to 0.25 mile east of Dynasty Drive (east of the interchange). The need for interchange improvements was identified in the 2040 Strategic Intermodal System (SIS) Multi-Modal Unfunded Needs Plan, the Lee County 2035 Long Range Transportation Plan (LRTP), and Lee County 2035 Highway Needs Plan.

The IMR evaluated five interchange alternatives: Alternative 1: SPUI Configuration (i.e., the approved PD&E configuration); Alternative 2: Enhanced Existing EB to NB Loop Configuration; Alternative 3: Tight Urban Diamond Interchange (TUDI), Alternative 4: Diverging Diamond Interchange (DDI), as well as an “Alternative 4 Improved” scenario (discussed further below). The IMR documented operational analyses for the existing year (2012), as well as future years 2018 (opening), 2028 (interim) and 2038 (design).

The IMR determined that the I-75/Colonial Boulevard interchange will need improvements to accommodate future traffic growth in the interchange vicinity and to enhance overall safety, capacity, and emergency evacuation within the county. In addition to the needed interchange improvements, the IMR also determined that Colonial Boulevard also needs operational improvements within and adjacent to the I-75 interchange. Based on the evaluation conducted within the IMR, the recommendation was made to replace the approved PD&E SPUI concept (Alternative 1) with the “Alternative 4 Improved” DDI concept as the new recommended alternative (see Figure 5). The IMR was approved by the FHWA on Month Day, 2017.

The “Alternative 4 Improved” concept includes the DDI as the recommended interchange alternative and converts the Colonial Boulevard at Ortiz Avenue/Six Mile Cypress Parkway intersection into a Continuous Flow Intersection (CFI) and the Colonial Boulevard at Forum Boulevard intersection into a Superstreet (SS). The main benefit of the CFI is to shift the high left turn movements on Colonial Boulevard prior to the intersection, which eliminates the need for an expensive interchange or fly-over at Ortiz Avenue/Six Mile Cypress Parkway. The I-75 interchange at Colonial Boulevard is proposed as a Diverging Diamond Interchange (DDI), which handles high turning volumes by shifting traffic to the opposite side of the road. The Superstreet (SS) is proposed at the Colonial Boulevard/Forum Boulevard intersection. Drivers wanting to go east from Forum Boulevard will turn right (west) to then make an immediate U-turn to continue eastbound. The U-turns and the left turns onto the side streets are all accomplished under signal control. The CFI-DDI-SS configuration will allow the proposed interchange to function properly and provide an adequate traffic level of service on Colonial Boulevard (see Figure 6).
Project improvements will occur within the existing right of way, except at the northwest quadrant of the Colonial Boulevard intersection at Ortiz Avenue/Six Mile Cypress Parkway. At this location, 1.84 acres of new ROW acquisition are needed to accommodate the CFI, the relocation of the North Colonial Linear Park Trail, and construction of minor project stormwater management facilities (swales) (see Figure 7). Project ROW acquisition will occur from a vacant portion of the City of Fort Myers’ Eastwood Golf Course (discussed later in Attachments B.1 and B.4). No relocations are required. The two areas of ROW acquisition shown along the west side of the I-75 mainline for the PD&E SPUI concept are no longer necessary.

While the Colonial Boulevard improvements shown in the PD&E concepts ended on the east side of the Ortiz Avenue/Six Mile Cypress Parkway intersection, the addition of the CFI and the associated transition back to the existing roadway has added approximately 0.52 mile of additional project length along Colonial Boulevard west of this intersection. Additional roadway improvements (resurfacing, signing and pavement marking and sidewalk reconstruction) are shown along Ortiz Avenue/Six Mile Cypress Parkway, extending approximately 0.16 mile north and 0.15 mile south of the intersection. A third right turn lane has been added for the movement from NB Six Mile Cypress Parkway to EB Colonial Boulevard.

The PD&E concept only showed the relocation of an existing sidewalk along the south side of Colonial Boulevard throughout the project limits. The current project design now includes the relocation of all sidewalks and shared use paths within the project, including sidewalks through the ramp infield areas and the center median within the DDI. Bicycle lanes are now included in both directions along EB and WB Colonial Boulevard throughout the project.

As discussed below, the current project design will result in access changes to adjacent properties at several locations that are different from the previously approved PD&E concept. These changes were presented at the June 15, 2017 public hearing (discussed later in Attachment A.1) in accordance with Florida Statute 335.199.

1) The current design will remove a partially constructed (future) right-turn access (on the south side of Colonial Boulevard approximately 665 feet west of Six Mile Cypress Parkway) from the Walmart shopping center onto EB Colonial Boulevard. No changes were shown at this location in the PD&E.

2) There is an existing driveway access to commercial properties between Colonial Center Drive and Colonial Boulevard approximately 730 feet east of Ortiz Avenue. This driveway access (right-out/right-in) was not shown in the original PD&E concepts as these properties were not yet developed. The current design maintains this existing configuration.

3) The PD&E concepts included right-in, right-out, and left-in turn movements at Rolfes Road. The current design will remove an existing right-out turn access from Rolfes Road onto EB Colonial Boulevard due to the high accident history at this location. It is immediately adjacent to the limited access ROW and the I-75 SB on-ramp which is causing increased conflict as the traffic volume has increased in this area. The left-in
turn movement from WB Colonial Boulevard to Rolfes Road has not been constructed and is no longer proposed.

4) The PD&E concepts at Omni Boulevard (now Forum Boulevard) showed a full median opening, which is now replaced by the SS.

5) The PD&E concepts at Dynasty Drive (unlabeled side street east of Omni Boulevard) showed a full median opening. However, this median opening was never constructed and Dynasty Drive is currently served by right-out and right-in turn movements to and from Colonial Boulevard. The current design maintains this configuration.

The following design and construction projects are located within the original study limits. The listed numbers correspond to the design segment numbers on the project location map (see Figure 1).

1. Financial Project ID 420655-1-52-01
   Federal Project ID S113 001 R
   I-75 Design/Build/Finance (IROX) project for the six-laning of I-75 from south of Bonita Beach Rd. to south of Colonial Boulevard, 19.808 miles.
   Project Status: Construction complete.

2. Financial Project ID 406225-2-43-01
   Federal Project ID 0755 082 I
   I-75 from south of Bonita Beach Road to south of Corkscrew Road, 7.316 miles.
   Project Status: Design on-going; ROW complete; Construction currently unfunded.

3. Financial Project ID 426786-1-52-01
   Federal Project ID SFT2 325 R
   I-75 at Bonita Beach Interchange, 0.98 mile.
   Project Status: Construction complete.

4. Financial Project ID 406225-3-32-01
   Federal Project ID 0755 081 I
   I-75 at Corkscrew Interchange, 0.983 mile.
   Project Status: Design on-going; Construction currently unfunded.

5. Financial Project ID 406225-4-43-01
   Federal Project ID 0755 080 I
   I-75 from south of Corkscrew Road to south of Daniels Parkway, 7.717 miles.
   Project Status: ROW on-going; Construction currently unfunded.

6. Financial Project ID 416649-2-52-01
   Federal Project ID N/A (State Funded)
   I-75 Airport Access at Southwest Florida International Airport C/D System, 0.662 mile. LAP agreement with Southwest Florida International Airport.
   Project Status: Construction complete.

7. Financial Project ID 406224-2-32-01
Federal Project ID 0755 079 I
I-75 at Daniels Parkway interchange, 1.628 miles.
Project Status: Design on-going; ROW complete (under 417078-1); Construction currently unfunded.

8. Financial Project ID 411035-1-43-01
Federal Project ID 0751 134 I
I-75 from north of Daniels Parkway to south of Colonial Boulevard, 3.703 miles.
Project Status: Ultimate ROW on-going (pond site); Ultimate Design/Construction currently unfunded.

Federal Project ID ARRA 555 B
I-75 from south of Colonial Boulevard (SR 884) to south of SR 82, 1.536 miles.
Project Status: Interim Construction complete. Ultimate Design/Construction currently unfunded.

10. Financial Project ID 413065-1-43-01
Federal Project ID State-funded ROW (FAP# 0755 096 I for Design phase. Construction anticipated to use federal funds.)
I-75 at Colonial Boulevard (SR 884) interchange, 1.5 miles.

11. Financial Project ID 411037-1-52-01
Federal Project ID ARRA 613 B
I-75 from south of SR 82 to south of Luckett Road, 1.576 miles. Project Status: Interim Construction complete. Ultimate Design/Construction currently unfunded.

12. Financial Project ID 411038-1-52-01
Federal Project ID 0751 175 I
I-75 from south of Luckett Road to south of SR 80, 1.894 miles. Project Status: Interim Construction complete. Ultimate Design/Construction currently unfunded.

13. Financial Project ID 411042-1-52-01
Federal Project ID 0751 176 I
I-75 at the SR 80 interchange, 1 mile.
Project Status: Interim Construction complete. Ultimate Design/Construction currently unfunded.

14. Financial Project ID 413066-1-32-01
Federal Project ID 0755 086 I
I-75 from north of SR 80 to south of SR 78, 1.583 miles.
Project Status: Interim construction complete. Ultimate Construction currently unfunded.
4. COMMITMENT STATUS

In order to minimize the impacts from the construction of this project on the human and natural environment, the FDOT has made the following commitments for the proposed project in the Environmental Determination (Type 2 CE, December 30, 2002).

1. The MPO’s Long Range Transportation Plan shall be updated to include the 2030 Ultimate Improvements prior to any requests for federal authorization for the Ultimate improvements.

   **Status:** Although the proposed interchange configuration will accommodate the 2030 Ultimate configuration, the current project is not widening the I-75 mainline. The LRTP will be updated in conjunction with the planning/funding consistency needed for future phases associated with the 2030 Ultimate Improvements.

2. To assure the protection of the Eastern indigo snake during construction, the FDOT will incorporate the “Construction Precautions for the Eastern Indigo Snake” guidelines into the final project design and will require that the construction contractor abide strictly to the guidelines during construction for both the Mobility 2000 Expansion project and the 2030 Ultimate Improvements project. The guidelines include the following:

   1. The Department shall provide Eastern indigo snake educational information as contained in the approved District One educational plan to construction employees prior to the initiation of any clearing, construction or gopher tortoise relocation activities. The Department District One educational exhibit shall be posted at sites immediate accessible to all employees.
   2. All construction activities shall cease in the immediate vicinity of any live Eastern indigo snake found within the project area. Work may resume after the snake or snakes are allowed to leave the area on their own.
   3. Location of live sightings shall be reported to the United States Fish and Wildlife Service (USFWS) Vero Beach Field Office at (561) 562-3909.
   4. If a dead Eastern indigo snake is found on the project site, the snake shall be frozen as soon as possible and the Department shall notify the USFWS Vero Beach Field Office immediately for further instructions.

   **Status:** Since the completion of the PD&E study in 2002, the FDOT’s “Standard Construction Precautions for the Eastern Indigo Snake” have been superseded by the US Fish and Wildlife Service’s (USFWS) August 12, 2013 update of the “Standard Protection Measures for the Eastern Indigo Snake”. These updated
protection measures will be provided within the construction contract documents for contractor adherence.

3. The FDOT will conduct comprehensive surveys for gopher tortoises and their burrows during the final design phase of the project within the construction limits (including roadway footprint, construction staging areas, and stormwater management ponds) prior to construction of Mobility 2000 Expansion and the 2030 Ultimate Improvements. If burrows are identified during these surveys, the FDOT will contact the Florida Fish and Wildlife Conservation Commission (FFWCC) to coordinate mitigation for any impacts to this species and to acquire the necessary incidental take or relocation permits.

**Status:** The FDOT re-surveyed the project corridor for listed/protected species in April 2017. One abandoned gopher tortoise burrow was observed. No potentially occupied gopher tortoises or burrows were observed. The project limits will be resurveyed prior to construction commencement. If gopher tortoises or burrows are discovered within or immediately adjacent to the project limits prior to or during construction, the FDOT will coordinate with the FFWCC as appropriate.

4. During final design and construction phases for the Mobility 2000 Expansion project and the 2030 Ultimate Improvements project, resurveys for sandhill cranes in areas that may support nesting habitat will be conducted. If any crane nests are located, the FFWCC will be contacted immediately. Construction activities will cease in the nest vicinity until appropriate protective measures are determined.

**Status:** The FDOT re-surveyed the project corridor for listed/protected species in April 2017. No crane nests were observed. The project limits will be resurveyed prior to construction commencement. If crane nests are discovered within or immediately adjacent to the project limits prior to or during construction, the FDOT will coordinate with the FFWCC as appropriate.

5. The Department has committed to continued coordination with the USFWS during the design phase and prior to construction of the 2030 Ultimate Improvements project for the Florida panther. At that time, the USFWS will review the final design plans, assess the status of the panther in the area, and determine the effects.

**Status:** There has been no change in the status of this commitment. The PD&E determined that the project “may affect, but is not likely to adversely affect” the panther as a result of the Mobility 2000 improvements and that the Ultimate 2030 design “may affect” the panther. The current project segment is located within the USFWS consultation area for the Florida panther. The secondary habitat zone for the panther is located east and southeast of the interchange in the Six Mile Cypress Slough (east of the eastern project limit). Telemetry data shows that there has been only one instance of a panther crossing the I-75 corridor locally, in 1998. Additionally, data shows that panthers largely utilize habitat east of I-75 and rarely utilize the areas west of the interstate. However, there was a panther siting
approximately 1.4 miles north of Colonial Boulevard, west of the interstate in 2001. The current project will remain within existing ROW for the majority of the limits, excluding approximately 2.54 acres of wetland impacts associated with the new ROW acquisition.

Based on the impacts to wetlands (i.e., potential panther habitat), it is anticipated that this project “may affect, but is not likely to adversely affect” the Florida panther. Mitigation will be provided to offset project wetland impacts and no adverse effects to the species are anticipated. The re-initiation of Endangered Species Act (ESA) Section 7 consultation with the USFWS will be completed during the upcoming US Army Corps of Engineers’ Section 404 Wetland Dredge and Fill permitting process. All USFWS consultation and mitigation needed for panther habitat impacts (as applicable) will be completed prior to construction commencement.

6. The FDOT will resurvey the project corridor for bald eagle nests during all design/permitting phases of this project for both Mobility 2000 and the 2030 Ultimate Improvements. The results of these surveys will be used to modify construction activities, as needed, to reduce or eliminate any effects to this species. Also, the FDOT commits to no major construction activity within 1500 feet (ft) of any eagle nest along the I-75 corridor during the nesting period (October 1 through May 15). However, minor construction activity can occur during the same period. The Department has also agreed to plant a linear vegetative buffer of native trees and shrubs between the roadway and each nest site. The buffer will be located within the I-75 right-of-way (ROW) and extend 500 ft north and south of the nest site.

Status: The bald eagle was delisted from the ESA in August 2007 (after the completion of the PD&E study in 2002). However, the species remains protected under the federal Bald and Gold Eagle Protection Act and Migratory Bird Treaty Act. Bald eagles remain protected under State regulations. The regulatory framework for the species is now provided in the FFWCC’s Bald Eagle Management Plan (dated April 2008). Under this management plan, the protective buffer around bald eagle nests was reduced from 1,500 feet to 660 feet.

The FDOT re-surveyed the project corridor for listed/protected species in April 2017. No bald eagle nests were observed within 660 feet of the current project segment. The project limits will be resurveyed prior to construction commencement. If eagle nests are discovered within or immediately adjacent to the project limits prior to or during construction, the FDOT will coordinate with the FFWCC and/or USFWS as appropriate.

7 The FDOT will implement the “FDOT Standard Manatee Protection Special Provisions” for protection of the Florida manatee during construction activities associated with the widening of the bridges over the Caloosahatchee River.
**Status:** There are no water bodies accessible to the West Indian manatee within or adjacent to the project segment proposed for advancement. Therefore, this commitment is not applicable to the current project segment.

8. The size of the drainage culvert located at the Six Mile Cypress Slough Preserve will be maintained to assure the black bear will continue to have a safe crossing point in that area.

**Status:** There is no change in the status of this commitment. The proposed improvements will not affect the Six Mile Slough drainage culverts under I-75 or Colonial Boulevard. Therefore, no changes in potential habitat access/use for the Florida black bear are expected.

9. The FDOT is committed to evaluating the feasibility of installing wildlife-crossing structures and associated fencing during the 2030 Ultimate Improvements design phase. Future coordination with the FFWCC and USFWS will be necessary to discuss this issue in detail.

**Status:** The horizontal and vertical roadway alignment and ROW associated with the proposed design, as well as the existing adjacent land uses do not allow for the construction of a wildlife crossing in the I-75/Colonial Boulevard interchange vicinity. As no widening of the I-75 mainline will occur and no changes are proposed to the Six Mile Slough drainage culverts under I-75 or Colonial Boulevard, no changes in potential wildlife habitat access/use are expected.

10. The FDOT will initiate further coordination with National Marine Fisheries Service (NMFS) staff to determine impacts to Essential Fish Habitats (EFH) and associated fisheries resources during design of the bridges over the Caloosahatchee River for the 2030 Ultimate Improvements. Once impacts are determined, appropriate mitigation measures will be implemented.

**Status:** There are no water bodies within or adjacent to the project segment that provide Essential Fish Habitat. Therefore, this commitment is not applicable to the current project segment.

11. Lighting improvements that would minimize the amount of nighttime light outside of the I-75 corridor will be strongly considered during the 2030 Ultimate Improvements phase when such improvements are most feasible. This commitment pertains to the 2030 Ultimate Improvements only.

**Status:** There is generally existing roadway lighting within the I-75/Colonial Boulevard interchange and adjacent portions of Colonial Boulevard. Given the new DDI-CFI-SS configuration, the existing roadway lighting may need to be relocated or otherwise reconfigured. Although the proposed interchange configuration will accommodate the 2030 Ultimate configuration, the current project is not widening
the I-75 mainline. This commitment will be revisited as needed during the future Design phase for the 2030 Ultimate Improvements for I-75.

12. To help assure that protected species are not adversely affected by future project activity (i.e., construction activity) outside the proposed ROW, and by those activities where their locations have not been identified (e.g., staging/disposal areas, fill/disposal areas, and access roads), the FDOT is committed to siting activities outside of protected species habitat to the fullest extent practicable. Additionally, consideration for protected species involvement will be incorporated into the project design to avoid adverse effects. In the event that occupied protected species habitat cannot be avoided, the FDOT will coordinate with the USFWS to minimize and/or mitigate any impacts.

**Status:** There has been no change in the status of this commitment. The FDOT is required to comply with the FDOT Standard Specifications for Road and Bridge Construction. This commitment will no longer be tracked and listed in the Commitment Status section of future reevaluations.

13. Wetland impacts which will result from the construction of this project will be mitigated pursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 U.S.C.s 1344. Under S. 373.4137 F.S., mitigation of FDOT wetland impacts will be implemented by the appropriate Water Management District where the impacts occur. Each Water Management District will develop a regional wetland mitigation plan on an annual basis to be approved by the Florida State Legislature that addresses the estimated mitigation needs of FDOT. The Water Management District will then provide wetland mitigation for specific FDOT project impacts through a corresponding mitigation project within the overall approved regional mitigation plan. FDOT will provide funding to the Water Management District for implementation of such mitigation projects.

**Status:** FDOT is required to address wetland impacts and mitigation as part of the permitting process. All permits will be obtained and mitigation will be completed prior to construction. This commitment will no longer be tracked and listed in the Commitment Status section of future reevaluations.

14. The proposed stormwater facility design will include, at a minimum, the water quality requirements for water quality impacts as required by the SFWMD in Rule 40E-1, 40E-4, 40E-40, 40E-41, and 40E-400, F.A.C. and the EPA. The Department will continue to coordinate with the permitting agencies on the design of the stormwater facilities and Outstanding Florida Waters (OFW) requirements.

**Status:** FDOT is required to comply with the FDOT Design Standards and state regulatory requirements for the design and construction of stormwater management facilities. This commitment will no longer be tracked and listed in the Commitment Status section of future reevaluations.
15. The FDOT is committed to further consideration of noise barriers during the final design process for the 2030 Ultimate Improvements project at Hunters Ridge, Stoneybrook, Pine Ridge, Forest Mere/Southern Pines, and Corkscrew Woodlands. The traffic noise barrier evaluation for these locations will be refined using specific horizontal and vertical alignment data for I-75 along with other factors that are developed during final design. Extending the noise barriers at Hunters Ridge and Corkscrew Woodlands to reduce noise levels at outdoor recreational areas associated with those communities and providing a noise barrier specifically for the Three Oaks Community Park will also be given consideration during the final design process.

**Status:** All developments referenced in this commitment are outside of the limits for the current project segment proposed for advancement. The evaluations needed for each community will be addressed in the reevaluations for the applicable design segments.

16. A land use review will also be implemented during the design phase to identify noise sensitive sites that may have received a building permit subsequent to this noise study but prior to the date of public knowledge (i.e., date that the environmental document has been approved by the Federal Highway Administration [FHWA]). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then those noise sensitive sites will be evaluated for traffic noise and abatement considerations.

**Status:** An updated land use review is on-going and will be documented within a Noise Study Report Addendum (NSRA) to be completed following the development of Phase II plans. The adjacent properties are generally commercial businesses or vacant lots. The commercial properties are being evaluated for the presence of outside patio/use areas. However, preliminary reviews have not identified these features. The proposed construction of the CFI will require the removal of an existing forested area within the southeast corner of the City's Eastwood Golf Course; however, the edge of the nearest travel lane remains approximately 108 feet away from the closest edge of the golf course. Significant traffic noise impacts to users of the golf course are not anticipated though this will be documented in the upcoming NSRA. The land use review will identify any new development constructed within or adjacent to the project limits after the Date of Public Knowledge (December 30, 2002). Based on the review conducted to date, the ROW acquisition proposed is not associated with, or necessary for any noise abatement measures being evaluated.

17. During final design, a commitment to construct feasible and reasonable noise abatement will be contingent upon the following conditions:

- Detailed noise analysis during the final design process supports the need for abatement;
- Detailed noise barrier analysis indicates that the cost of the barriers will not exceed the cost reasonableness criteria;
- Community input regarding desires, types, heights, and locations of barriers is received by the FDOT and supports the construction of noise barriers;
- Preferences regarding compatibility with adjacent land uses, particularly as expressed by officials having jurisdiction over such lands has been addressed;
- Safety and engineering aspects related to roadway users and adjacent property owners have been reviewed and any conflicts or issues resolved; and
- Any other mitigating circumstances revealed during final design have been analyzed and resolved.

**Status:** There is no change in the status of this commitment. A NSRA will be completed following the development of Phase II plans. This NSRA will present the results of the traffic noise reevaluation associated with the DDI-CFI-SS revisions to the original approved 2030 Ultimate concepts for this section. Based on the review conducted to date, the ROW acquisition proposed is not associated with, or necessary for any noise abatement measures being evaluated.

18. The ten sites identified as “High” or “Medium” risk for potential contamination will be investigated further prior to construction. These sites are associated with the 2030 Ultimate Improvements project; however, this does not preclude the possibility for potential contamination impacts with the Mobility 2000 Expansion project improvements. Investigative work may include visual inspection, monitoring of ongoing cleanups, and possible subsurface investigations. At known contamination sites, estimated areas of contamination will be marked on design drawings. Prior to construction, any necessary cleanup plans will be developed. Actual cleanup will take place during construction if feasible. Special provisions for handling unexpected contamination discovered during construction will be included in the construction plans package.

**Status:** The PD&E Contamination Screening Evaluation Report (CSER) and CSER for Proposed Pond Sites only identified two “Low” risk sites (P18 – Shell Station #8529, 9001 Rolfes Road and Potential Pond Site 50A2/50B) within or adjacent to the limits of the current project being advanced. No “High” or “Medium” risk sites were identified.

The project has been reviewed for potential contamination involvement during the Design Phase, with emphasis on the ROW proposed for acquisition from the Eastwood Golf Course. Based on the review conducted and documented in the Level 1 Pond Siting Report (PSR) Contamination Screening Tech Memo, significant contamination concerns have not been identified. Based on an approximate distance of 50 feet from the nearest contamination concern (Eastwood Golf Course fairway) and lack of other contamination concerns, the proposed ROW to be acquired has been given a potential contamination risk rating of “Low.” All new ROW needed for final design (regardless of risk ratings) will require soil sampling for arsenic and field screening for buried debris. This will be completed after Phase II plans and, if needed, any notes or mark-ups needed for the contractor’s use will be added to the project plans.
19. Best Management Practices will be used to minimize construction impacts on air, noise, vibration, and water quality. To minimize short-term impacts, the contractor shall adhere to the FDOT’s Standard Specifications for Road and Bridge Construction as directed by the FDOT Project Engineer. Specific noise level problems that may arise during construction of the project will be addressed by the FDOT’s Construction Engineer in cooperation with the appropriate District Environmental Specialist.

*Status:* FDOT is required to comply with the FDOT Standard Specifications for Road and Bridge Construction. This commitment will no longer be tracked and listed in the Commitment Status section of future reevaluations.
ATTACHMENT A – SOCIAL IMPACTS

A.1. Social

The FDOT has developed and implemented a Community Awareness Plan (CAP) to notify local governments, affected property owners, tenants, and the public of the District’s proposed construction and the anticipated impact of that construction that is being implemented during the design phase. The FDOT conducted working meetings with representatives from the City of Fort Myers and Lee County on July 13, 2016 and City staff on February 22, 2017 to seek input on the project design and potential impacts. The project was subsequently presented before the Lee Metropolitan Planning Organization (MPO) Citizen’s Advisory Committee (CAC) and Technical Advisory Committee (TAC) on April 6, 2017; Lee MPO Traffic Operations on April 12, 2017; the Lee MPO Bicycle Pedestrian Coordinating Committee on April 25, 2017; the Fort Myers’ City Council on May 1, 2017; and the Lee MPO Governing Board on May 24, 2017. An additional meeting was held with FHWA staff in Orlando on April 24, 2017 to discuss the IMR and the changes at the I-75/Colonial Boulevard interchange.

This section will be updated after the formal public hearing held to be held on June 15, 2017 from 5:00 to 7:00 PM at the Gulf Coast Church of Christ (9550 Six Mile Cypress Parkway) in Fort Myers, Florida. The public hearing will present the changes in project design, ROW required, adjacent property access (in accordance with Florida Statute 335.199), effects on the social, physical, and natural environment and to seek public input.

Based on the coordination completed to date, there is no significant public controversy associated with this project. Agency coordination and public involvement efforts will continue as needed.
ATTACHMENT B – CULTURAL IMPACTS

B.1. Section 4(f)

The proposed CFI improvements at the Colonial Boulevard/Ortiz Avenue intersection will result in unavoidable impacts to the Eastwood Golf Course and the North Colonial Linear Park Trail. Both resources have been identified as publicly-held lands and recreational resources eligible for protection under Section 4(f) of the US Department of Transportation Act of 1966 (Title 49, U.S.C., Section 1653 (f), amended and recodified in Title 49, U.S.C. Section 303, in 1983).

For the Eastwood Golf Course, the FDOT proposes to acquire a 55-foot buffer strip of ROW, totaling 1.84 acres, from the southeast corner of the City’s property. There are no recreational amenities or improvements within the portion of the golf course property proposed for acquisition. Specific improvements within this area include the construction of: 1) the relocated North Colonial Linear Park Trail, 2) linear stormwater ponds (swales), and 3) a small portion of roadway shoulder. Per the Lee County Property Appraiser’s Office, the total acreage of the golf course property is 440 acres (402.11 acres for the golf course and 37.89 acres under conservation easement). The FDOT proposes to acquire the ROW at fair market value and the acquisition is an overall acreage of impact of approximately 0.004% of the total property.

The project will relocate approximately 1,700 linear feet of the North Colonial Linear Park Trail along Colonial Boulevard and 450 linear feet of trail/sidewalk along Ortiz Avenue. Impacted portions of the trail will be relocated and reconstructed with a 10-foot sidewalk/path along the backside of the proposed linear pond (along Colonial Boulevard) and a 10-foot sidewalk/path along Ortiz Avenue. As part of the proposed project activities, there will also be various temporary impacts to public use of the trail/sidewalk. However, if temporary trail closures are necessary during construction, the City of Fort Myers and Lee County staff will be notified and the FDOT’s Public Information Office will post public notices of the trail closures. The duration of the occupancy to complete any necessary work will be less than the time needed for the construction of the project and there will be no change in the ownership of the land.

As provided in Appendix B, the FDOT District One coordinated with City of Fort Myers and Lee County staff as the owning/operating agencies for these resources. The FDOT presented the impacts for both resources and requested concurrence for resource significance, as defined under the provisions of Section 4(f), and with the FDOT’s intent to make a *de minimis* Section 4(f) determination. Significance of the Eastwood Golf Course was presumed by the FDOT District One, and was subsequently confirmed for the North Colonial Linear Park Trail by the City of Fort Myers’ April 11, 2017 response.

On behalf of the City of Fort Myers, the City Engineer responded on May 1, 2017 that the City had reviewed the information provided by the FDOT and provided their concurrence with FDOT’s findings and conditions. Regarding the acquisition of property from the Eastwood Golf Course, the City specifically requested that FDOT be sensitive to the amount...
of land and subsequent clearing required as the proposed acquisition approaches an existing tee box and the experience of this hole would be altered if the area was visually “opened up” to Colonial Boulevard. As such, the FDOT will continue to coordinate closely with City staff during project design, ROW acquisition, and construction to minimize secondary impacts to the golf course due to construction.

On behalf of Lee County, the Deputy Director of the County’s Transportation Department responded on April 28, 2017 that the County is in concurrence with the concept plan/project design provided by the FDOT. The County stated their understanding that: 1) the FDOT will work with Lee County DOT on the width and location of the multi-use path to comply with Americans with Disabilities Act (ADA) requirements, and 2) that both departments will work together to ensure that Lee County DOT’s plan to expand Ortiz Avenue to four lanes matches FDOT’s intersection upgrade plans. As such, the FDOT will continue to coordinate closely with City and County staff during project design to minimize impacts to the trail and adjacent sidewalk portions due to construction.

In summary, the FDOT has determined that that while the provisions of Section 4(f) are applicable to the Eastwood Golf Course and North Colonial Linear Park Trail, the effects of the project on both resources are de minimis in nature. The project will not adversely affect the activities, features, and attributes of either resource; and therefore, the project is not a significant impact to either resource.

This information and the FDOT’s Section 4(f) de minimis Impact Determination for the Eastwood Golf Course and North Colonial Linear Park Trail is being presented at the public hearing planned for June 15, 2017 to obtain public comment.

This section will be updated after the public hearing.

**B.2. Historic Sites/Districts**

As a result of the proposed design and ROW changes, a Cultural Resource Assessment Survey (CRAS) Technical Memorandum was completed in April 2017. This technical memorandum was completed to locate and identify any prehistoric and historic period archaeological sites and historic structures (i.e., sites identified by prior studies, as well as potential sites not previously evaluated) located within the project’s area of potential effect (APE) to assess site significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). In addition to desktop and Florida Master Site File (FMSF) database reviews, field surveys (including shovel testing) were conducted within the new ROW proposed for acquisition. The historic/architectural field survey did not identify any historic resources within the project APE. The FDOT has preliminarily determined that the project activities will have no effect on any cultural resources, including archaeological sites and historic resources, which are listed, determined eligible, or potentially eligible for listing in the NRHP. Coordination with the FDOT OEM and the State Historic Preservation Officer (SHPO) is pending.
B.3. **Archaeological Sites**

As a result of the proposed design and ROW changes, a Cultural Resource Assessment Survey (CRAS) Technical Memorandum was completed in April 2017. In addition to desktop and Florida Site Master File database reviews, field surveys and limited shovel testing were conducted within the new ROW proposed for acquisition. Only one historic archaeological site had been previously recorded within one mile of the project. This resource (FMSF# 8LL02332), the Fort Myers/Big Cypress Military Trail linear resource, was recorded during a 2005 survey of the Fort Myers Wellfield Parcel and the SHPO determined it as not eligible for listing in the NRHP.

No evidence of the previously recorded Fort Myers/Big Cypress Military Trail (8LL02332) was observed within the project APE and no evidence was expected due to land alterations and the ephemeral type of resource. In addition, since the SHPO determined this linear resource not eligible for listing in the NRHP, the FMSF form was not updated. No archeological sites were found and no additional testing is recommended. Coordination with the FDOT OEM and the State Historic Preservation Officer (SHPO) is pending.

B.4. **Recreation Areas**

See text provided under Attachment B.1. above.
ATTACHMENT C – NATURAL ENVIRONMENT

C.1. Wetlands and Other Surface Waters

Wetland impacts within the I-75 limited access right-of-way were accounted for as part of the permitting of the ultimate construction from south of Colonial Boulevard to south of SR 82. Mitigation was provided for all wetlands within the existing right-of-way through the purchase of freshwater forested and herbaceous credits from the Big Cypress Mitigation Bank. Wetlands located along Colonial Boulevard from the eastern project limit through Ortiz Avenue have been addressed previously during Lee County’s Colonial Boulevard widening project.

Based on field reviews of the project footprint, the project is anticipated to impact an additional approximate 2.54 acres of wetlands along the north and south sides of Colonial Boulevard, west of Ortiz Avenue. Most of this acreage results from impacts to the small strip of forested wetlands within the ROW being acquired at the southeast corner of the Eastwood Golf Course. A wetland functional assessment was completed using the Unified Mitigation Assessment Method (UMAM). These impacts are preliminarily estimated to result in 1.64 UMAM functional loss units. An Environmental Resource Permit (ERP) application will be submitted to apply for Individual Permits from the SFWMD and the USACE. Impact acreages, functional loss and mitigation credits to offset project impacts will be confirmed with both agencies during the upcoming permitting processes.

Unavoidable wetland impacts resulting from construction of the project will be mitigated pursuant to the requirements of Part IV, Chapter 373, F.S. and 33 U.S.C. 1344. Wetland mitigation will likely be provided through purchase of credits from one or more of the following mitigation banks having the appropriate geographic service area: Little Pine Island, Panther Island, Panther Island Expansion, Big Cypress, and/or Corkscrew Regional. Environmental permits will be obtained and any mitigation needed to offset wetland impacts will be completed prior to construction commencement.

C.8. Protected Species and Habitat

As part of the original PD&E study, the USFWS provided their concurrence with “may affect, not likely to adversely affect” (MANLAA) determinations made for the West Indian manatee, wood stork, eastern indigo snake, and bald eagle. The USFWS also concurred with a MANLAA determination for the Florida panther for the Mobility 2000 improvements. However, the USFWS determined that the 2030 Ultimate improvements “may affect” (are likely to adversely affect) the panther; however, formal Endangered Species Act Section 7 consultation was not completed with the USFWS. A finding of “no effect” was determined for the American crocodile, American alligator, Gulf sturgeon, red-cockaded woodpecker, and Florida scrub-jay.

Changes in federal listing since the 2002 PD&E consist of the following: 1) the manatee has been down-listed from endangered to threatened (effective March 2017); 2) the wood stork
was down-listed from endangered to threatened (2014); the gopher tortoise is now a candidate species for listing (2011), and the bald eagle was removed from the federal list (2007).

The statuses of commitments made for various species have been provided previously within Section 4 of this document (Commitment #'s 2 - 9, 12) and are not repeated here.

ESA Section 7 consultation will be initiated/reinitiated with the USFWS for federally-listed species during the upcoming USACE permit process. Impact offset/compensation measures will be coordinated with the applicable regulatory agencies. Agency consultation, issuance of environmental permits and any mitigation needed to offset habitat impacts will be completed prior to construction commencement and updated in future reevaluations.
ATTACHMENT D – PHYSICAL IMPACTS

D.4. Utilities

Based on a review of the Utility Coordination Report and aerial base maps (depicting utility locations) prepared during the PD&E study, four primary utility service providers were identified:

1) City of Fort Myers (4”, 12”, 16” and 24” water mains; 10” reuse water line; and a future 20” reclaimed water main),
2) Sprint (buried telephone/cable)
3) Florida Power and Light (buried and overhead electrical transmission lines)
4) Comcast (overhead fiber optic cable)

With the Design-phase Sunshine State One Call ticket and the initial subsurface utility engineering (SUE) locates performed, approximately 16 Utility Agencies/Owners (UAOs) (below) have been determined to have existing facilities within the current project limits.

- AT&T
- Century Link
- City of Fort Myers
- Comcast
- Florida Department of Transportation
- Florida Power & Light - Distribution
- Florida Power & Light - Transmission
- Fibernet Direct
- Lee County - Irrigation
- Lee County - Signal Division, Engineering
- Lee County - Telecom
- Lee County - Utilities Division
- Lee Memorial Health System
- Level 3 Communications, Inc.
- Summit Broadband (f/k/a US Metropolitan Telecom)
- TECO Peoples Gas

Coordination with each of these UAOs is on-going and will continue as needed through construction. Utility relocations will be completed and associated costs will be addressed in accordance with existing agreements or easements, as applicable.
Figure 1. I-75 Reevaluation Location Map
South of Bonita Beach Road
to north of SR 78 in Lee County

Financial Project ID: 496225-1:22-01
Federal Project ID: 0755-068-1

N.T.S.
APRIL 2017
Figure 2. I-75/Colonial Boulevard (SR 884) Interchange Lane Configuration as revised by the April 28, 2011 Design Change and ROW Reevaluation
Figure 3. Approved I-75/Colonial Boulevard (SR 884) Single Point Urban Interchange Configuration
Figure 4. Approved I-75/Colonial Boulevard (SR 884) Interchange Lane Configuration
Figure 5. IMR “Alternative 4 Improved” concept (proposed I-75/Colonial Boulevard (SR 884) DDI-CFI-SS Lane Configuration Diagram)
Figure 6. Proposed I-75/Colonial Boulevard (SR 884) CF1-DD1-SS Improvements Overview Graphic
Figure 7. Proposed Impacts to Eastwood Golf Course and North Colonial Linear Park Trail at Colonial Blvd. and Ortiz Ave. Intersection
APPENDIX A

FPID No. 413065-1-43-01 LRTP, TIP and STIP Document Excerpts
### Table 6-6: 2040 Cost Feasible Projects: Privately Funded Projects

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<thead>
<tr>
<th>Road Name</th>
<th>From</th>
<th>To</th>
<th>Improvement</th>
<th>Phase</th>
<th>2021-2025</th>
<th>2026-2030</th>
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<td>Charlotte County Line</td>
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**Project Phases:** PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

### Table 6-7: 2040 Cost Feasible Projects: Strategic Intermodal System Projects

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**Project Phases:** PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

### Table 6-8: Cost Feasible Projects: Federal Urban Allocation Projects

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<th>2021-2025</th>
<th>2026-2030</th>
<th>2031-2040</th>
<th>Total Cost (YOE)</th>
<th>Total Cost (PDC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Operations Center Operations</td>
<td>$1,500</td>
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<td>$3,000</td>
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<td>$38,580</td>
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<td>$25,000</td>
<td>$50,000</td>
<td>$100,000</td>
<td>$60,300</td>
</tr>
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**Project Phases:** PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction
Table 6-6: 2040 Cost Feasible Projects: Private/Grant Funded Projects (in $1,000)

<table>
<thead>
<tr>
<th>Road Name</th>
<th>From</th>
<th>To</th>
<th>Improvement</th>
<th>Phase</th>
<th>2021-2025</th>
<th>2026-2030</th>
<th>2031-2040</th>
<th>Total Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 31</td>
<td>SR 78</td>
<td>Charlotte County Line</td>
<td>Widen 2L to 4L</td>
<td>CST</td>
<td>$34,990</td>
<td>$58,760</td>
<td>0</td>
<td>$58,760</td>
<td>$27,550</td>
</tr>
<tr>
<td>SR 31</td>
<td>SR 80</td>
<td>SR 78</td>
<td>Replace Bridge 2L to 4L</td>
<td>PE/CST</td>
<td>$52,860</td>
<td>0</td>
<td>$0</td>
<td>$52,860</td>
<td>$41,710</td>
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<tr>
<td>East West</td>
<td>Ben Hill Griffin Pkwy</td>
<td>Alico Road</td>
<td>Interchange Imp.</td>
<td>ROW</td>
<td>$0</td>
<td>$46,110</td>
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<td>$46,110</td>
<td>$31,070</td>
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</table>

Total Cost: $87,850 $104,870 $64,110 $104,870 $133,960 $58,620 $100,330

Project Phases: PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

Table 6-7: 2040 Cost Feasible Projects: Strategic Intermodal System Projects (in $1,000)

<table>
<thead>
<tr>
<th>Road Name</th>
<th>From</th>
<th>To</th>
<th>Improvement</th>
<th>Phase</th>
<th>2021-2025</th>
<th>2026-2030</th>
<th>2031-2040</th>
<th>Total Cost (YOE)</th>
<th>Total Cost (PDC)</th>
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</thead>
<tbody>
<tr>
<td>SR 82</td>
<td>Shawnee Road</td>
<td>Alabama Road</td>
<td>Widen 2L to 6L</td>
<td>CST</td>
<td>$32,364</td>
<td>0</td>
<td>0</td>
<td>$32,364</td>
<td>$32,400</td>
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<tr>
<td>SR 82</td>
<td>Alabama Road</td>
<td>Homestead Road</td>
<td>Widen 2L to 6L</td>
<td>CST</td>
<td>E+C Now</td>
<td>32,364</td>
<td>0</td>
<td>E+C Now</td>
<td>32,400</td>
</tr>
<tr>
<td>I-75 at Colonial Boulevard</td>
<td>Interchange Improvement</td>
<td>ROW/CST</td>
<td>E+C Now</td>
<td></td>
<td>0</td>
<td>0</td>
<td>32,364</td>
<td>0</td>
<td>32,400</td>
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Total Cost: $32,364 $0 $0 $32,364 $32,400

Project Phases: PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

Table 6-8: Cost Feasible Projects: Federal Urban Allocation Projects (in $1,000)

<table>
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<tr>
<th>Road Name</th>
<th>2021-2025</th>
<th>2026-2030</th>
<th>2031-2040</th>
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<th>Total Cost (PDC)</th>
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</thead>
<tbody>
<tr>
<td>Traffic Operations Center Operations</td>
<td>$1,500</td>
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<td>$6,000</td>
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</tr>
<tr>
<td>Bus Replacements</td>
<td>$7,500</td>
<td>$7,500</td>
<td>$15,000</td>
<td>$30,000</td>
<td>$18,080</td>
</tr>
<tr>
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<td>$16,000</td>
<td>$32,000</td>
<td>$64,000</td>
<td>$38,580</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$25,000</td>
<td>$25,000</td>
<td>$50,000</td>
<td>$100,000</td>
<td>$60,300</td>
</tr>
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Project Phases: PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction
I-75 AT SR 884 (COLONIAL BLVD) INTERCHANGE

Project Number: 4130651 SIS

From: 
To: 
Lead Agency: FDOT 
Length: .500

Work Summary: INTERCHANGE IMPROVEMENT

LRTP #: Appendix B, Table B-11, Project 5

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<td>ROW</td>
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Prior Cost < 2016/17: 7,472,744
Future Cost > 2020/21: 70,000,000
Total Project Cost: 80,462,052
Project Description: Diverging Diamond Interchange (DDI)
### Florida Department of Transportation

**Federal Aid Management Office**

**James Jobe - Manager**

**STIP Project Detail and Summaries Online Report**

### Current STIP

- **County/MPO Area:** Lee MPO
- **Related Items Shown:**

<table>
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<tr>
<th>Item Number:</th>
<th>413065 1</th>
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<tr>
<td><strong>Project Description:</strong></td>
<td>I-75 AT SR 884 (COLONIAL BLVD) INTERCHANGE</td>
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<td><strong>District:</strong></td>
<td>01</td>
</tr>
<tr>
<td><strong>County:</strong></td>
<td>LEE</td>
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<tr>
<td><strong>Type of Work:</strong></td>
<td>INTERCHANGE - ADD LANES</td>
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<td><strong>Project Length:</strong></td>
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### Selection Criteria

#### Fiscal Year

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<th>Phase / Responsible Agency</th>
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<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>&gt;2020</th>
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<td>354,639</td>
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<td>Fund Code: DI - ST. - S/W INTER/INTRASTATE HWY</td>
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<td>RIGHT OF WAY / MANAGED BY FDOT</td>
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<td>1,062,990</td>
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<tr>
<td>TOTALS:</td>
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<td>1,062,990</td>
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</tr>
</tbody>
</table>

**This site is maintained by the Federal Aid Management Office, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to: James Jobe: james.jobe@dot.state.fl.us or call 850-414-4448**

**Office Home:** [Office of Work Program](http://www2.dot.state.fl.us/fmsupportapps/stipamendments/stip.aspx)
APPENDIX B

FPID No. 413065-1-43-01 Section 4(f) Coordination
Gwen,

City staff has reviewed the information provided and provide our concurrence with FDOT’s findings and conditions. However, City staff would request that in regards to the acquisition of property from the Eastwood Golf Course, that the FDOT be sensitive to the amount of land and subsequent clearing required as the proposed acquisition does come very close to an existing tee box and the experience of this hole would greatly change if the area was visually opened up to Colonial Boulevard. I’m sure in working through the design and acquisition, staff can work to minimize any secondary impacts to the course due to construction.

If you should need any further information, please do not hesitate to contact me.

Regards,
Nicole

Nicole C. Monahan, P.E. | City Engineer | City of Fort Myers | Public Works Engineering | 2200 Second Street | Fort Myers, FL 33902 | Direct Line 239.321.7459 | Cell 239.910.2295

Nicole,  

My apologies, but I think the graphic I had included in this email did not go through. I am attaching it again. If you do not get it, please let me know.
Thank you,

Gwen G. Pipkin
Environmental Manager
Office - 863.519.2375
Cell - 863-280-5850
gwen.pipkin@dot.state.fl.us

From: Pipkin, Gwen G
Sent: Thursday, April 13, 2017 9:11 AM
To: 'Nicole Monahan'
Cc: 'RMoulton@cityftmyers.com'; 'KMueller@acp-fl.com'; Reck, Justin; Gordon Mullen (gmullen@rkk.com)
Subject: RE: 413065-1 // I-75 at Colonial Boulevard Interchange // North Colonial Linear Park Trail
Nicole,

Thank you for your reply to our emails. We appreciate your time and the information that you provided. As a follow-up to my e-mail from Monday, we have met twice previously with City staff on July 13, 2016 and February 22, 2017 to discuss the I-75 at Colonial Boulevard interchange improvements project and associated improvements. Concept plans depicting the design and the conceptual ROW were reviewed with City staff. Preliminary discussions were held; however, potential impacts to the North Colonial Linear Park Trail and the Eastwood Golf Course were not discussed in detail. To this end, please allow us to clarify the need and requirements for this coordination, as well as proposed project impacts to these facilities.

Both the North Colonial Linear Park Trail and the Eastwood Golf Course have been identified as publicly-held lands and potential Section 4(f) resources (recreational resources) according to the U. S. Department of Transportation Act of 1966. The process of evaluating the impacts from property acquisition and project activities requires a statement of significance from an official with jurisdiction over the subject resources. Significance means that in comparing the availability and function of the recreational objectives of the community, the land/resources in question plays an important role in meeting those objectives. From your prior correspondence, these resources are significant resources for the City of Fort Myers.

The project will relocate approximately 1700 linear feet of trail along Colonial Boulevard and 450 linear feet of trail/sidewalk along Ortiz Avenue (shown in the excerpt from the concept plans at the bottom of this e-mail). Impacted portions of the trail will be replaced with a 10-foot sidewalk path along the backside of the proposed linear pond (along Colonial Boulevard) and an 8-foot sidewalk path adjacent to the curb (along Ortiz Avenue). Impacts to public use of the trail/sidewalk will be temporary; however, if temporary trail closures are necessary during construction, the City will be notified and the FDOT’s Public Information Office will post public notices of the trail closures. The duration of the occupancy to complete any necessary work will be less than the time needed for the construction of the project and there will be no change in the ownership of the trail segments or underlying land.

For the Eastwood Golf Course, the FDOT proposes to acquire a 55-foot buffer strip of ROW, totaling 1.84 acres, from the southeast corner of the City’s property (shown in the excerpt from the concept plans at the bottom of this e-mail). There are no recreational amenities or improvements within the portion of the golf course property proposed for acquisition. Per the Lee County Property Appraiser’s Office, the total acreage of the golf course property is 440 acres (402.11 acres for the golf course and 37.89 acres under conservation easement). The FDOT proposes to acquire the ROW at fair market value and the acquisition would be a minimal 0.004% of the total property acreage.

There are no permanent, adverse physical impacts anticipated to the North Colonial Linear Park Trail or the Eastwood Golf Course and no interference with the activities or purposes of either resource on a permanent basis. The portions being used will be fully restored to a condition at least as good as that which existed prior to the project. The aesthetic attributes, amenities, and function of the North Colonial Linear Park Trail and the Eastwood Golf Course should not be affected by the proposed acquisition and improvements. Permanent access and recreational use of the trail and the golf course will not change. Therefore, it is the opinion of the FDOT, that the size and effects of the impacts are minimal (“de minimis”) in nature and should not affect the integrity of either resource.

Based on prior discussions with City staff, the FDOT understands that the City supports the I-75 at Colonial Boulevard improvements project. If the City concurs with the FDOT’s findings and conditions on the North Colonial Linear Park Trail and the Eastwood Golf Course, please provide the City’s concurrence in response to this e-mail as soon as possible, preferably by April 21st. The FDOT will be holding a Public Hearing on May 16, 2017, of which City staff will be notified. At the Public Hearing, the FDOT will be seeking the public’s input on the current design along with the potential impacts to the North Colonial Linear Park Trail and the Eastwood Golf Course and our intent to make a de minimis Section 4(f) impact determination.
We thank City staff again for your continued support of this important project and your assistance with this request.

If you have any questions, Gordon Mullen, my consultant, by phone at 863-333-4582 or by email at gmullen@rkk.com.

Thank you,

**Gwen G. Pipkin**  
Environmental Manager  
Office - 863.519.2375  
Cell - 863-280-5850  
gwen.pipkin@dot.state.fl.us

---

**From:** Nicole Monahan [mailto:nmonahan@cityftmyers.com]  
**Sent:** Tuesday, April 11, 2017 7:58 AM  
**To:** Reck, Justin; Richard Moulton  
**Cc:** Gordon Mullen; Kayleen Mueller; Pipkin, Gwen G  
**Subject:** RE: 413065-1 // I-75 at Colonial Boulevard Interchange // North Colonial Linear Park Trail

Justin, Gordon and Gwen,

In response to your numerous requests of me,

1. The North Colonial Linear Park is designated as a bike greenway on our Bicycle System Master Plan dated July 2007.
2. Yes, the City does maintain and operate the trail within our rights-of-ways. Once it enters the FDOT ROW I am a little unsure. There are other existing paths within FDOT ROW that the City does not maintain so I’m not sure that anyone has ever drawn a line on the trail that designates maintenance limits different from ROW ownership.
3. I have not seen any official documentation of the limits however we generally consider Metro Parkway as the west end limit and the Calusa Nature Center as the east end limit. The Calusa Nature Center is used because it has a parking lot that patrons of the trail can use.
4. Yes, this trail receives a significant amount of use with more pedestrian traffic on the way when the new developments begin to receive people.  
1. I have not seen, nor can I locate, any documents or easements that give legal access to the Lee County or FDOT ROW for trail purposes. Would FDOT have granted an easement for such purposes or would it have been constructed by permit? The portion in Lee County ROW was likely constructed through a permit with the County.

As I have asked a couple of staff members who may have more knowledge on this project to provide input, there may be more information forthcoming but I understand that you need answers immediately. The above answers reflect my knowledge of the situation.

Please let me know if I can be of further help.
From: Reck, Justin [mailto:Justin.Reck@dot.state.fl.us]
Sent: Monday, April 10, 2017 1:09 PM
To: Richard Moulton <RMoulton@cityftmyers.com>
Cc: Nicole Monahan <nmonahan@cityftmyers.com>; Gordon Mullen <gmulle@rkk.com>; Kayleen Mueller <KMueller@acp-fl.com>; Pipkin, Gwen G <Gwen.Pipkin@dot.state.fl.us>
Subject: 413065-1 // I-75 at Colonial Boulevard Interchange // North Colonial Linear Park Trail
Importance: High

Richard,

Good afternoon. I am the Project Manager for the FDOT’s I-75 at Colonial Boulevard Interchange Improvements project. I understand FDOT staff and their design consultant have met recently with City of Fort Myers staff to discuss the project. Please allow me to provide some background information, as I am not aware whether you have been involved in these discussions?

The Florida Department of Transportation (FDOT) District One is preparing design plans for the reconstruction of the I-75 (SR 93) at Colonial Boulevard (State Road 884) interchange along with the intersections at Colonial Boulevard and Ortiz Avenue/Six Mile Cypress Parkway (Lee County Road 865) and Colonial Boulevard at Forum Boulevard in Lee County, Florida. The proposed improvements will enhance access to I-75, help alleviate traffic congestion, improve safety, and facilitate emergency evacuation.

As part of the interchange project, the additional improvements needed at the Colonial Boulevard and Ortiz Avenue/Six Mile Cypress Parkway intersection will allow the proposed interchange configuration to function properly and provide an adequate traffic level of service on Colonial Boulevard. The improvements will rebuild the intersection from its existing configuration to a continuous flow intersection. Project improvements will occur within existing right of way, except for the northwest quadrant of the Colonial Boulevard at Ortiz Avenue/Six Mile Cypress Parkway intersection.

As part of my Consultant’s research, they have found some information on-line (see attached PDF) that shows the North Colonial Linear Park Trail occurring in the vicinity of these proposed improvements. Based on the design concepts, the proposed improvements may temporarily impact and require the relocation of portions of this trail facility within the FDOT’s Colonial Boulevard (State Road 884) right-of-way, as well as a portion within Lee County’s Ortiz Avenue (County Road 865) right-of-way.
Additionally, it appears that a 55-foot buffer strip of right-of-way may need to be acquired from the City’s Eastwood Golf Course. The FDOT is aware that that the Eastwood Golf Course is owned by the City and available to the public as a recreational resource. This information also suggests that the North Colonial Linear Park Trail may be under the jurisdiction of the City of Fort Myers Department of Public Works.

I am e-mailing to ask if you can assist in answering a few questions I have regarding the subject trail:

1) Is the North Colonial Linear Park Trail a designated recreational trail within the City of Fort Myers?
2) Does the City of Fort Myers operate and maintain the trail?
3) What are the official limits/designation of the trail?
4) Does this trail receive a significant amount of recreational use (i.e., does it assist the City in meeting its objectives to provide recreational services to the public)?
5) Does the City have legal interest or agreements/easements for the portions of the trail within FDOT and Lee County rights-of-way?

If you have any questions, please contact Gordon Mullen, with RK&K by phone at 863-333-4582 or by email at gmullen@rkk.com. We have tried repeatedly to contact Nicole Monahan by phone and email without success. This is a time sensitive issue and a speedy response would be greatly appreciated.

Thank you,

Justin R. Reck
Project Manager
Florida Department of Transportation
District One - Project Management (MS 1-29)
801 N. Broadway Avenue
Bartow, FL 33830
863.519.2502 - Direct
863.519.2892 - Fax
justin.reck@dot.state.fl.us
Hi Justin,

Lee County is in concurrence with the concept plan attached. It is understood that the FDOT will work with Lee County DOT on the width and location of the multi-use path to be in compliance with ADA requirements. Both departments will work together to insure that Lee County DOT’s plan to expand Ortiz Avenue to four lanes matches FDOT’s intersection upgrade plans.

I look forward to our upcoming teleconference to discuss these issues. Please email the date and time once it is set.

Thank you.

David M. Murphy, P.E.
Deputy Director of Transportation
Lee County Dept. of Transportation
1500 Monroe St., 3rd Floor
Fort Myers, FL 33901
(239) 533-8578

Dave,
Please look into this request and respond accordingly.
Thanks

Randy Cerchie
Director
Lee County Dept. of Transportation
1500 Monroe St., 3rd Floor
Fort Myers, FL 33901
(239) 533-8573

Randy,
This isn't Parks property. Are you going to respond?

Jesse Lavender
Director
Lee County Parks & Recreation
3410 Palm Beach Blvd.
Fort Myers, FL 33916
Phone: 239-533-7443
Fax: 239-485-2300
www.leeparks.org .....the Natural Place to Learn & Play.....

From: Reck, Justin [mailto:Justin.Reck@dot.state.fl.us]
Sent: Tuesday, April 25, 2017 3:33 PM
To: Cerchie, Randy; Lavender, Jesse; Guirguis, Ehab
Cc: Gordon Mullen; Pipkin, Gwen G; Kayleen Mueller; Walls, Steve; Mills, Nicole
Subject: FW: 413065-1 // I-75 at Colonial Boulevard Interchange // North Colonial Linear Park Trail
Importance: High

This is to follow up on the email we sent you requesting some information needed in order to finish the I-75 at Colonial project. The email is below. We really need your concurrence this week in order to keep on schedule for the upcoming hearing.

If you need further information please contact Gordon Mullen at 863-333-4582.

Thank you,

Justin R. Reck
Project Manager
Florida Department of Transportation
District One - Project Management (MS 1-29)
801 N. Broadway Avenue
Bartow, FL 33830
863.519.2502 - Direct
863.519.2892 - Fax
justin.reck@dot.state.fl.us

From: Pipkin, Gwen G
Sent: Wednesday, April 19, 2017 2:02 PM
To: 'RCerchie@leegov.com'; 'eguirguis@legov.com'; 'JLavender@leegov.com'
Cc: Reck, Justin; 'KMueller@acp-fl.com'; Gordon Mullen (gmullen@rkk.com)
Subject: FW: 413065-1 // I-75 at Colonial Boulevard Interchange // North Colonial Linear Park Trail

Good afternoon,
Jesse,

Thank you for your quick response! We have already initiated similar coordination with City of Fort Myers staff. Our primary intent with this e-mail is to verify that Lee County staff have no objections to the modification/relocation of the portion of the trail/sidewalk portions within the County’s right-of-way. We would also like to clarify with County staff whether there are any easements/maintenance agreements between the County and the City which cover the portion of trail/sidewalks within the County’s ROW.

Thank you,

Gwen G. Pipkin
Environmental Manager
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gwen.pipkin@dot.state.fl.us

Gordon Mullen, CWB
Environmental Planner
Rummel, Klepper & Kahl, LLP (RK&K)
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Gordon Mullen

From: Lavender, Jesse <JLavender@leegov.com>
Sent: Wednesday, April 19, 2017 2:58 PM
To: Pipkin, Gwen G; Cerchie, Randy; eguirguis@legov.com
Cc: Reck, Justin; KMueller@acp-fl.com; Gordon Mullen
Subject: RE: 413065-1 // I-75 at Colonial Boulevard Interchange // North Colonial Linear Park Trail

Gwen,

After reviewing your email, I noticed that the path in reference is a City of Fort Myers pathway and not a Lee County pathway. You may want to direct this email towards the City for their input. Thanks,

Jesse Lavender
Director
Lee County Parks & Recreation
3410 Palm Beach Blvd.
Fort Myers, FL 33916
Phone: 239-533-7443
Fax: 239-485-2300
www.leeparks.org .....the Natural Place to Learn & Play.....

From: Pipkin, Gwen G [mailto:Gwen.Pipkin@dot.state.fl.us]
Sent: Wednesday, April 19, 2017 2:02 PM
To: Cerchie, Randy; eguirguis@legov.com; Lavender, Jesse
Cc: Reck, Justin; KMueller@acp-fl.com; Gordon Mullen (gmullen@rkk.com)
Subject: FW: 413065-1 // I-75 at Colonial Boulevard Interchange // North Colonial Linear Park Trail

Good afternoon,,

The FDOT met previously with Lee County staff on July 13, 2016 to discuss the I-75 at Colonial Boulevard interchange improvements project and associated improvements. Concept plans depicting the design and the conceptual ROW were reviewed with County staff. Preliminary discussions were held; however, potential impacts to the North Colonial Linear Park Trail were not discussed in detail. To this end, please allow us to clarify the need and requirements for this coordination, as well as proposed project impacts to these facilities.
The project will relocate approximately 1700 linear feet of trail along Colonial Boulevard and 450 linear feet of trail/sidewalk along Ortiz Avenue (north of Colonial Boulevard, shown in the excerpt from the concept plans at the bottom of this e-mail). The portion of the trail along the west side of Ortiz Avenue is understood to be within the Lee County (County Road 865) right-of-way (ROW). As such, the FDOT also understands that this portion of trail is maintained by Lee County.

Impacted portions of the trail will be replaced with a 10-foot sidewalk path along the backside of the proposed linear pond (along Colonial Boulevard) and an 8-foot sidewalk path adjacent to the curb (along Ortiz Avenue). Impacts to public use of the trail/sidewalk will be temporary; however, if temporary trail closures are necessary during construction, the County will be notified and the FDOT’s Public Information Office will post public notices of the trail closures. The duration of the occupancy to complete any necessary work will be less than the time needed for the construction of the project and there will be no change in the ownership of the trail segments or underlying land.

The North Colonial Linear Park Trail has been identified as publicly-held land and a potential Section 4(f) resource (recreational resource) according to the U. S. Department of Transportation Act of 1966. The process of evaluating the impacts from property acquisition and project activities requires a statement of significance from an official with jurisdiction over the subject resource. Significance means that in comparing the availability and function of the recreational objectives of the community, the land/resource in question plays an important role in meeting those objectives. Please confirm whether the North Colonial Linear Park Trail is a significant recreational resource within Lee County.

There are no permanent, adverse physical impacts anticipated to the North Colonial Linear Park Trail and no interference with the activities or purposes of this resource on a permanent basis. The portions being used will be fully restored to a condition at least as good as that which existed prior to the project. The aesthetic attributes, amenities, and function of the North Colonial Linear Park Trail should not be affected by the proposed improvements. Permanent access and recreational use of the trail will not change. Therefore, assuming the trail is a significant recreational resource to Lee County, it is the FDOT’s opinion that the size and effects of the impacts are minimal (“de minimis”) in nature and should not affect the integrity of the trail resource.

Based on prior discussions with County staff, the FDOT understands that the County supports the I-75 at Colonial Boulevard improvements project. If the County concurs with the FDOT’s findings and conditions on the North Colonial Linear Park Trail, please provide the County’s concurrence in response to this e-mail as soon as possible, preferably by April 28th. The FDOT will be holding a Public Hearing on May 16, 2017, of which County staff will be notified. At the Public Hearing, the FDOT will be seeking the public's input on the current design along with the potential impacts to the North Colonial Linear Park Trail and our intent to make a de minimis Section 4(f) impact determination.

We thank County staff again for your continued support of this important project and your assistance with this request.

If you have any questions, please contact Gordon Mullen, my consultant, by phone at 863-333-4582 or by email at gmullen@rkk.com.
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Environmental Manager
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