

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE

District: FDOT District 1

County: Collier County

ETDM Number: 14339

Financial Management Number: 435110-1-22-01

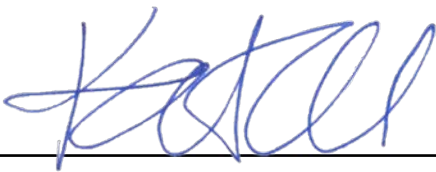
Federal-Aid Project Number: D119-028-B

Project Manager: Steven Anthony Andrews

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 May 26, 2022, 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 23 CFR 771.115(b), 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:

A handwritten signature in blue ink, appearing to be "K. Stal", is written over a horizontal line.

June 3, 2026

Director Office of Environmental Management
Florida Department of Transportation

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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 05/06/2019 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

Introduction

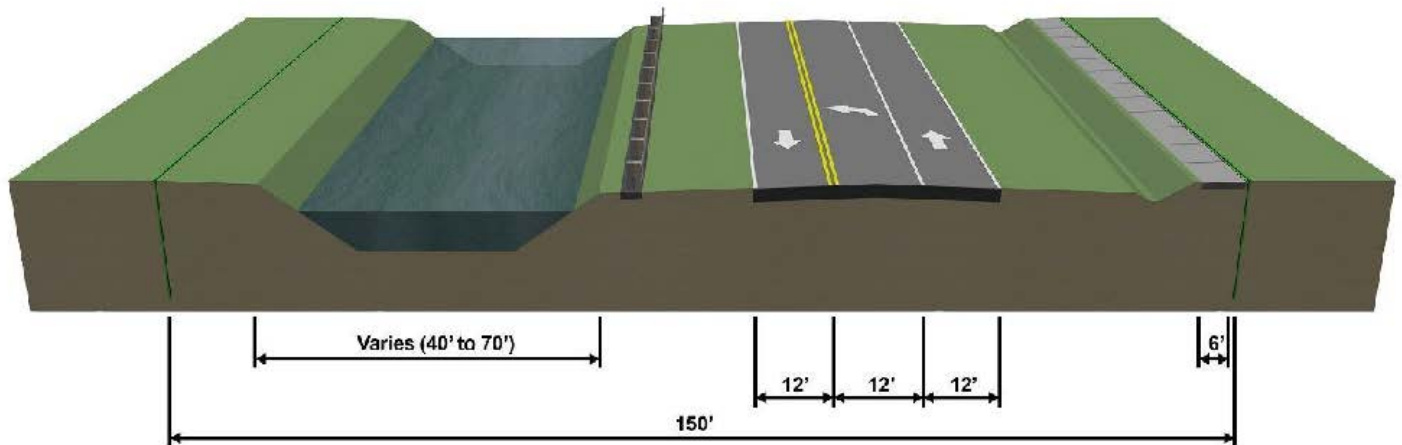
The Florida Department of Transportation, District One (FDOT) is conducting a Project Development & Environment (PD&E) study to consider the widening of County Road (CR) 887 (Old US 41) from two lanes to four lanes from US 41 in Collier County to CR 865 (Bonita Beach Road) in Lee County to address existing congestion and projected travel demand as a result of area-wide growth. The roadway project has been divided into two segments and is approximately 2.73 miles in length. Segment 1 (FPID# 435110-1) is 1.55 miles in length and extends from US 41 to the Lee County Line in the northwestern corner of unincorporated Collier County. Segment 2 (FPID# 435347-1), which is 1.18 miles in length, extends from the Collier County Line to Bonita Beach Road within the City of Bonita Springs in southern Lee County. Please see attached Project Location Map for an illustration of the two segments. The Preferred Alternative will require the purchase of 30.52 acres of ROW and includes a shared use path and bicycle lanes in both directions, as well as the construction of stormwater management facilities and floodplain compensation sites.

Existing Facility

Within the project limits, the existing Old US 41 is classified as a two-lane, undivided major collector with a posted speed limit of 45 miles per hour (mph). The roadway features two 12-foot travel lanes with intermittent left and right turn lanes throughout the length of the corridor as well as an open drainage system. An active rail line operated by Seminole Gulf Railway transects the project corridor at-grade just north of the Collier/Lee County Line. In general, the existing right-of-way (ROW) is 150 feet along Segment 1 and 106 feet along Segment 2. Although the roadway lacks bicycle and transit facilities, there are four non-continuous sidewalk sections along Segment 1 (three occur on the east side of the road and one occurs on the west side) which are five to six feet wide and one section of a 12-foot shared use path on the west side within Segment 2. Bicycle and pedestrian activity have been observed within the corridor.

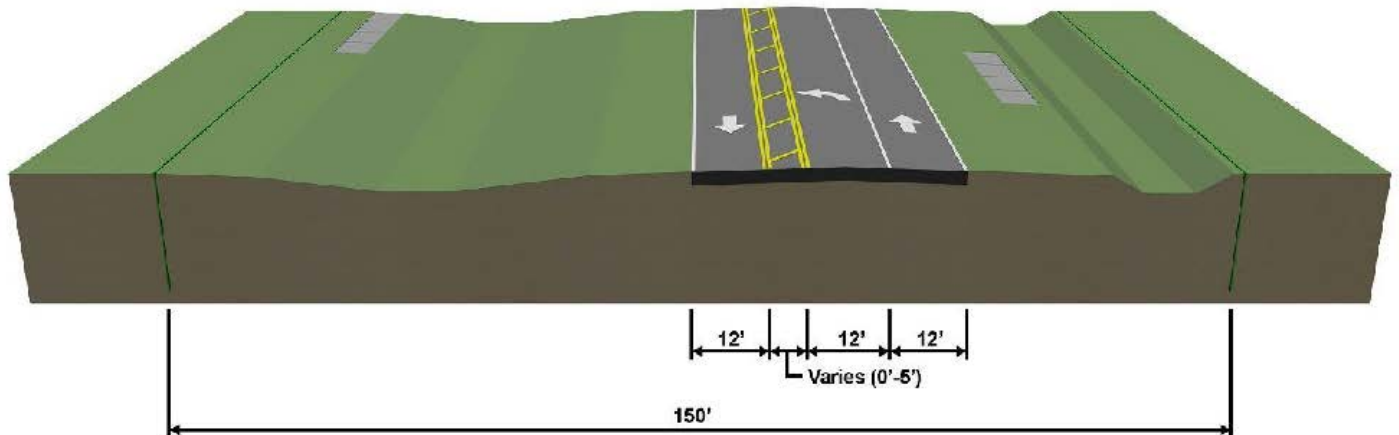
Starting at the southern end of the study area in Collier County, Old US 41 from US 41 to roughly 900-feet north of Gulf Coast Drive is a two-lane undivided typical section with 12-foot travel lanes, a canal on the west side, and a 5-foot sidewalk on the east side. The southern portion of the canal is shielded by existing guardrail. **Figure 1-1** illustrates this typical section within 150 feet of existing ROW. Old US 41 from Gulf Coast Drive to 900 feet north of Gulf Coast Drive is a similar typical section without a guardrail.

Figure 1-1: CR 887 (Old US 41) from US 41 to North of Gulf Coast Dr.

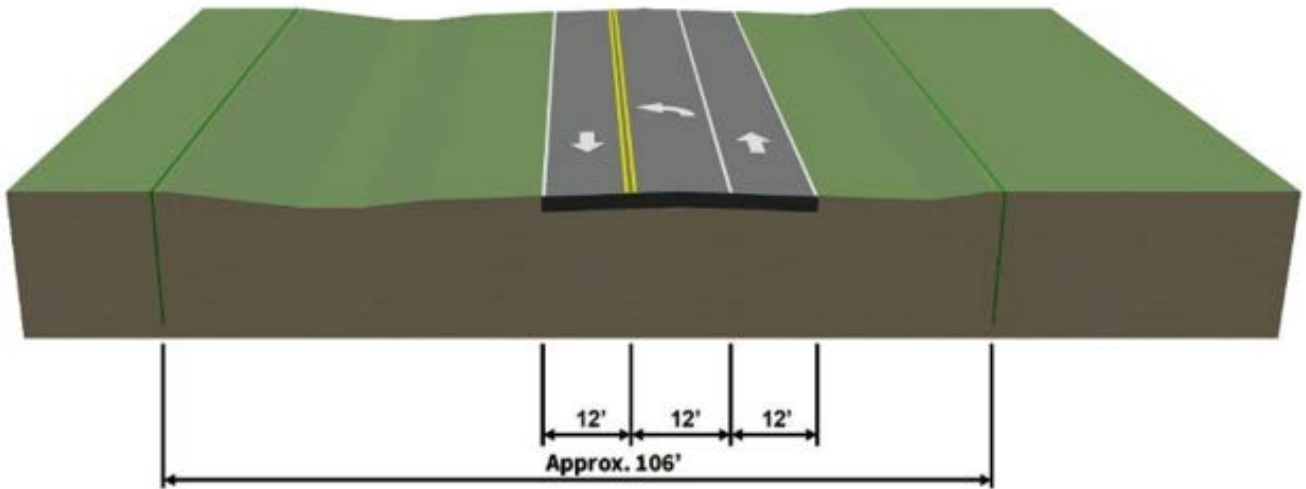


Old US 41 from north of Gulf Coast Drive to the Lee County Line is a two-lane undivided typical section with 12-foot travel lanes and 5 to 6-foot wide sidewalks at two locations. **Figure 1-2** illustrates this typical section within 150 feet of existing ROW.

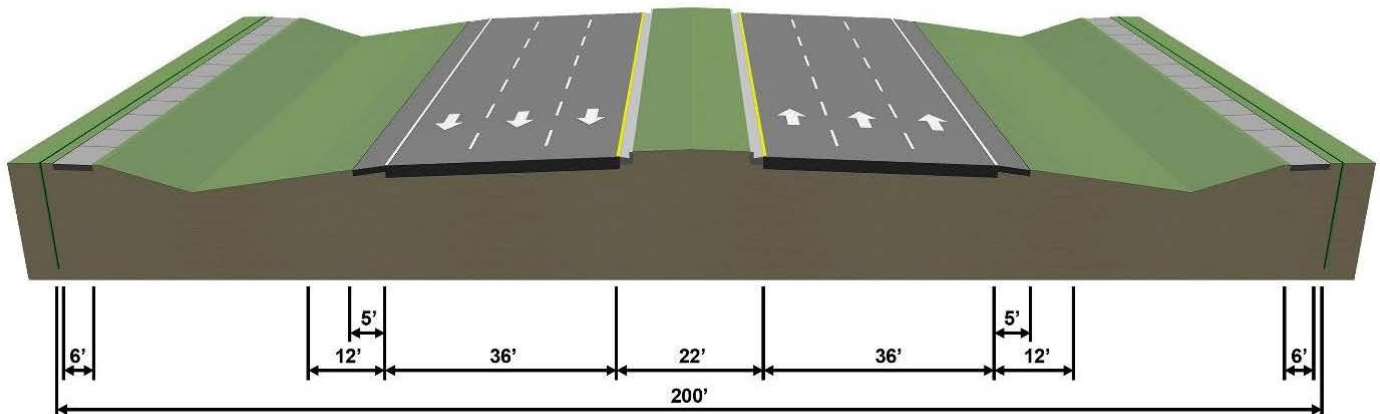
Figure 1-2: CR 887 (Old US 41) from North of Gulf Coast Dr. to the Lee County Line



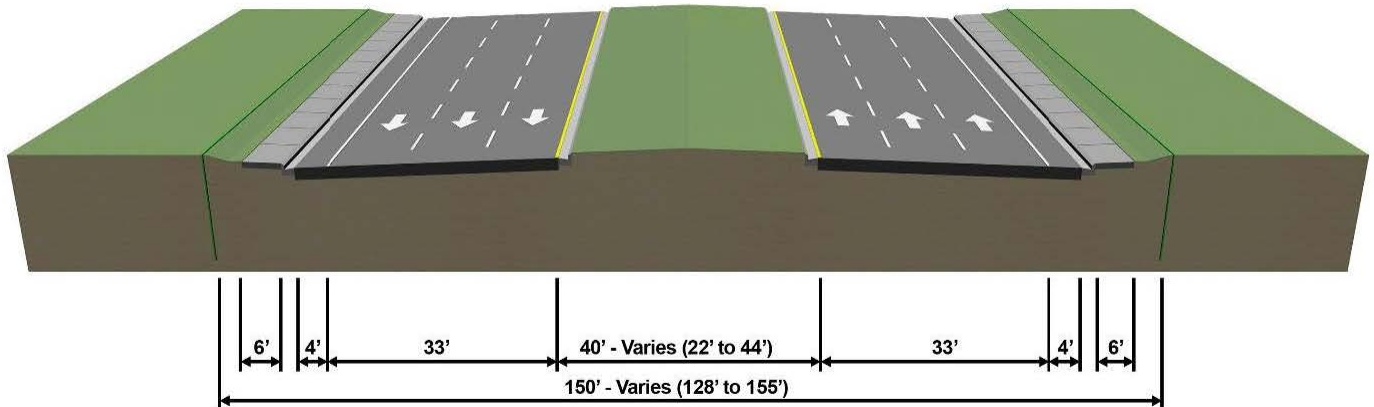
In Lee County, Old US 41 from the Collier County Line to Bonita Beach Road is a two-lane typical section with 12-foot travel lanes and a 12-foot center turn lane, within approximately 106 feet of existing ROW. This segment of Old US 41 has one-way left-turn lanes, and a portion has two-way left-turn lanes. **Figure 1-3** illustrates this typical section.

Figure 1-3: Old US 41 from the Collier County Line to Bonita Beach Road

Other key roadways in the study area that intersect Old US 41 are US 41 and Bonita Beach Road. In Collier County, at the southern end of the study area, is US 41. US 41 is a six-lane divided typical section with 12-foot travel lanes, a 22-foot raised median, 12-foot outside shoulders (five-foot paved), and six-foot sidewalks on both sides. **Figure 1-4** illustrates the US 41 typical section within 200 feet of existing ROW.

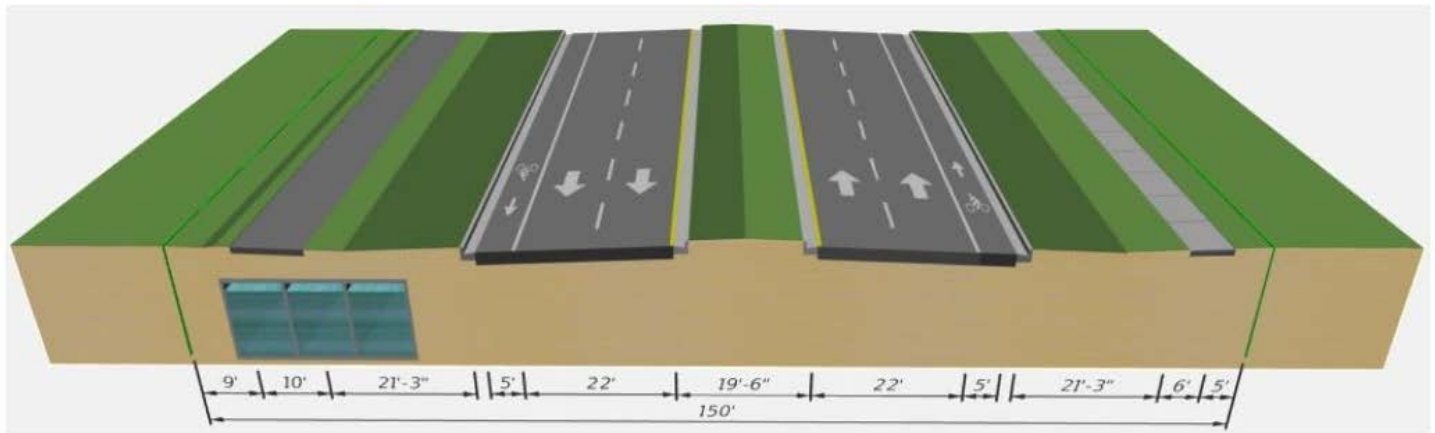
Figure 1-4: US 41

In Lee County, at the northern end of the study area, is Bonita Beach Road. Bonita Beach Road is a six-lane divided typical section with 11-foot travel lanes, a 40-foot median, four-foot bike lanes and six-foot sidewalks on both sides. **Figure 1-5** illustrates the Bonita Beach Road typical section within an existing ROW width that varies from 128 feet to 155 feet.

Figure 1-5: Bonita Beach Rd**Preferred Alternative**

The proposed improvements will expand the roadway to a four-lane divided roadway with 11-foot travel lanes and construct a new Quadrant Roadway between Old US 41 and Race Track Road. The Preferred Alternative will require the purchase of 30.52 acres of ROW and includes a shared use path and bicycle lanes in both directions. There are no improvements planned for Old US 41 north of the proposed new Quadrant Roadway, including the Old US 41 and Bonita Beach Road intersection. The design speed is typically 45 mph with the exception of 30 mph on the proposed new Quadrant Roadway from Old US 41 to Race Track Road.

Within Segment 1 (Collier County) the Preferred Alternative includes a five-foot bicycle lane in both directions, a six-foot sidewalk, and a 10-foot shared use path. An existing canal is located within the ROW along the west side of Old US 41 in Collier County and the proposed typical sections accommodate the canal within the ROW, where applicable. Along Old US 41, from US 41 to approximately 300 feet north of Sterling Oaks Drive, a canal box culvert is proposed along the west side. From approximately 300 feet north to 1,000 feet north of Sterling Oaks Drive, the canal is proposed to remain open. From 1,000 feet north of Sterling Oaks Drive to the Collier/Lee County line, the canal transitions and shifts outside the ROW. The design speed is 45 mph. See **Figure 1-6** for the general Segment 1 Preferred Alternative Typical Section in Collier County.

Figure 1-6: Preferred Alternative Typical Section in Collier County (Segment 1)

Within Segment 2 the Preferred Alternative includes a seven-foot bicycle lane in both directions and a 12-foot shared use path south of the new Quadrant Roadway in Bonita Springs (Lee County). There are no improvements planned for Old US 41 north of the proposed new Quadrant Roadway, including the Old US 41 and Bonita Beach Road intersection. The typical section maintains sufficient ROW to accommodate the potential construction of a 6-foot sidewalk, should the City of Bonita Springs elect to implement it. The proposed new Quadrant Roadway connects Old US 41 with Race Track Road which then continues onto Bonita Beach Road for the rest of the project segment. The new Quadrant Roadway will be a two-lane undivided road with 11-foot travel lanes, a 12-foot shared use path, and an eight-foot sidewalk within a total of 70 feet of ROW. The design speed is typically 45 mph with the exception of 30 mph on the proposed new Quadrant Roadway from Old US 41 to Race Track Road. See **Figure 1-7** below for the Segment 2 Preferred Alternative Typical Section in Lee County and **Figure 1-8** for the proposed Quadrant Roadway typical section.

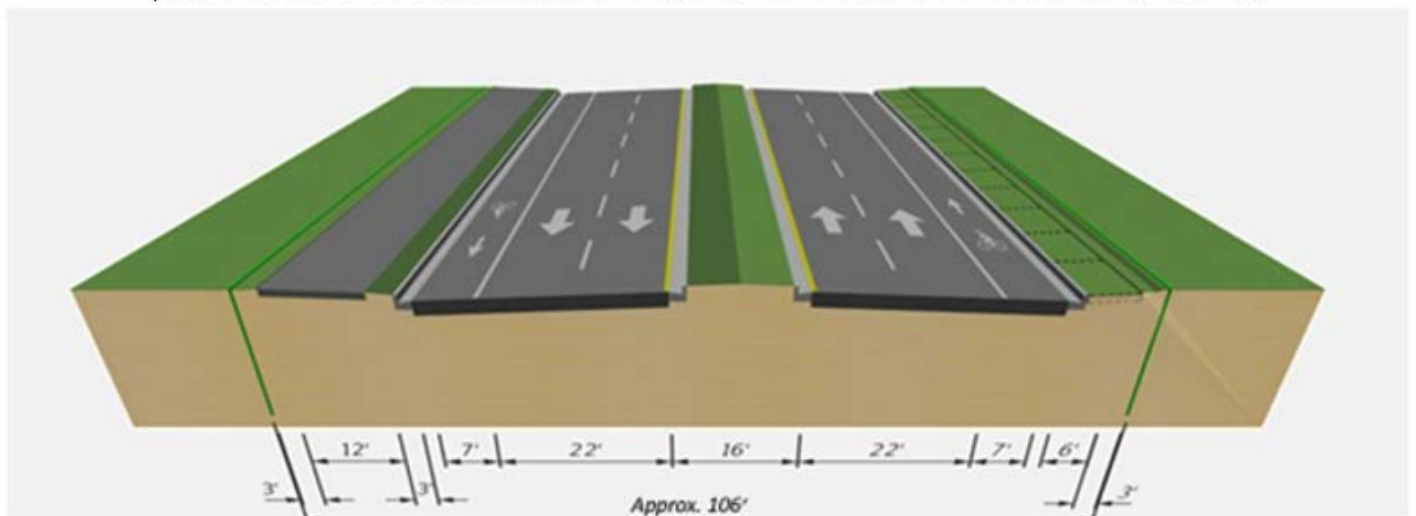
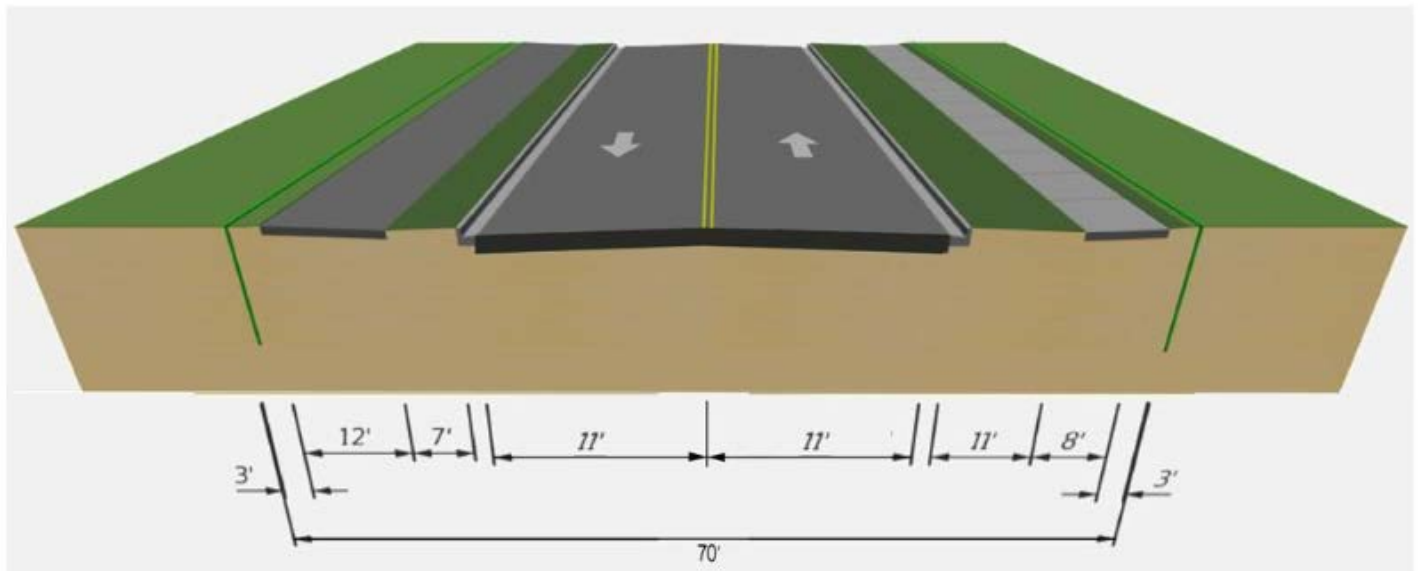
Figure 1-7: Preferred Alternative Typical Section in Lee County (Segment 2)

Figure 1-8: Preferred Alternative New Quadrant Roadway

This new Quadrant Roadway will allow traffic traveling between the southern end of the study and Interstate 75 to bypass the intersection at Old US 41 and Bonita Beach Road. The Preferred Alternative includes improvements on Bonita Beach Road east of Race Track Road. The intersection of Race Track Road/Bonita Beach Road would remain as a conventional traffic signal with an additional southbound receiving lane and westbound left turn lane. To accommodate the additional westbound left turn lane length, the median opening at Bonita Beach Road/Pine Haven Way would be modified to a directional median opening allowing only westbound left turns and northbound left turns. Eastbound U-turns would no longer be permitted. The signed project typical section packages are included in the project file.

1.2 Purpose and Need

The purpose of the project is to address roadway capacity deficiency along Old US 41 from US 41 in Collier County to Bonita Beach Road in Lee County to relieve existing congestion and accommodate future travel demand as a result of projected population and employment growth in the area. Other goals of the project include supporting increased industrial and residential development in the area and improving safety conditions for bicyclists and pedestrians. The need for the project is based on the following criteria:

Capacity/Transportation Demand: Improve Operational Conditions

Old US 41 serves as an important facility for commuters, as well as freight traffic, given the number of residential subdivisions and industrial parks present along the corridor and due to the roadway's access to major transportation facilities (including US 41 and Bonita Beach Road which connects to I-75).

According to the FDOT District One Regional Transportation Model, the population within the traffic analysis zones (TAZs) encompassing Segment 1 is expected to increase by 51% between 2010 and 2040; employment is expected to grow by 30% during the same time period. Regarding Segment 2, the population is expected to nearly double between 2010 and 2040 (91% increase), and employment is expected to grow by 51% during the same time period.

A traffic operational analysis was conducted to evaluate the overall performance of the study corridor under Existing Year (2019) and Design Year (2045) No-Build AM and PM peak hour conditions. The analysis results for Existing Year (2019) are presented in **Table 1-1** below. The results indicate that all the intersections are operating at overall Level of Service (LOS) of D or better during the AM and PM peak hours. LOS D, or higher, are acceptable.

Table 1-1: Existing Year (2019) Intersection Analysis Results

Intersection	AM Peak		PM Peak	
	Delay (s/veh)*	LOS	Delay (s/veh)*	LOS
Old US 41 at US 41 (Signalized)	33.4	C	34.2	C
Old US 41 at Gulf Coast Drive	14.4	B	2.5	A
Old US 41 at Collier Center Way	2.4	A	2.2	A
Old US 41 at Sun Century Rd/Sterling Oaks Drive	1.3	A	1.0	A
Old US 41 at Rail Head Blvd	2.3	A	2.9	A
Old US 41 at Via Palacio Ave	0.7	A	0.4	A
Old US 41 at Mediterra Drive	0.8	A	1.5	A
Bonita Beach Rd at Old US 41 (Signalized)	33.5	C	44.6	D
Bonita Beach Rd at Race Track Rd (Signalized)	10.3	B	9.4	A
US 41 at Wiggins Pass Road (Signalized)	27.3	C	28.5	C

* (s/veh) = seconds per vehicle

The analysis results for Design Year (2045) No-Build conditions are presented in **Table 1-2**. The results indicate that all six signalized intersections are expected to operate at overall LOS E or lower during at least one of the peak hours. LOS E or lower is defined by intersections near or exceeding capacity. The poor operations at signalized intersections are expected to negatively impact mobility by increasing congestion and queueing along Old US 41.

Table 1-2: Design Year (2045) No-Build Intersection Analysis Results

Intersection	AM Peak		PM Peak	
	Delay (s/veh)*	LOS	Delay (s/veh)*	LOS
Old US 41 at US 41 (Signalized)	76.6	E	63.1	E
Old US 41 at Gulf Coast Drive	68.2	F	74.8	F
Old US 41 at Collier Center Way	56.8	F	10.7	B
Old US 41 at Sun Century Rd/Sterling Oaks Drive	39.6	E	2.0	A
Old US 41 at Rail Head Blvd	30.4	D	31.1	D
Old US 41 at Via Palacio Ave	3.9	A	22.7	C
Old US 41 at Mediterra Drive	3.7	A	28.5	D
Bonita Beach Rd at Old US 41 (Signalized)	72.9	E	148.2	F
Bonita Beach Rd at Race Track Rd (Signalized)	57.4	E	10.8	B
US 41 at Wiggins Pass Road (Signalized)	45.9	D	112.1	F

US 41 at Veterans Memorial Extension (Signalized)	36.2	D	85.3	F
Old US 41 at Veterans Memorial Extension (Signalized)	113.7	F	72.6	E

* (s/veh) = seconds per vehicle

Social Demands/Economic Development: Support Increased Industrial and Residential Development

Numerous residential, commercial, and industrial Planned Unit Developments are located along the extent of the project. Based on the **Collier County Long Range Transportation Plan** (LRTP) (named **Collier 2040**), the most intense employment growth within Collier County is anticipated to occur within the Old US 41 Industrial Freight Activity Center located along Old US 41 within the project corridor. This site is recognized as only one of two sites in Collier County where a potential intermodal facility could be placed. The Collier County Future Land Use Map also depicts residential land uses on the west and southeast sides of Old US 41. According to the United States Census Bureau, Collier County is part of the 10th fastest growing metropolitan area in the country; residential growth is planned to continue along the project corridor in conjunction with heavy industrial development. According to the 2040 Florida Department of Transportation District One Regional Transportation Model, the population of the TAZs surrounding Segment 1 is projected to grow from 8,733 to 13,145 between 2010 and 2040 (1.4% exponential annual growth rate); employment is expected to increase from 7,284 to 9,460 over the same time period (0.9% exponential annual growth rate).

Likewise, the City of Bonita Springs at the northern project terminus is expected to nearly double in population between 1996 and 2030 as indicated through **Lee County's Comprehensive Plan (Lee Plan)**. **Lee Plan** identifies the City of Bonita Springs as one of the fastest growing communities in Lee County. The City of Bonita Springs Future Land Use Map shows industrial uses between the Seminole Gulf Railway line to the west and Old US 41 to the east, general commercial to the east of the intersection with Bonita Beach Road, and residential development along the remainder of the corridor. According to the 2040 Florida Department of Transportation District One Regional Transportation Model, the population of the TAZs surrounding Segment 2 is projected to grow from 11,966 to 22,868 between 2010 and 2040 (2.2% exponential annual growth rate); employment is expected to increase from 7,069 to 10,707 over the same time period (1.4% exponential annual growth rate). It should also be noted that Old US 41 functions as an important freight corridor as it runs parallel to I-75 and provides access to other designated regional freight facilities (such as US 41, Bonita Beach Road, and the Old US 41 Industrial Freight Activity Center). Truck traffic composes 3% of the 2017 Annual Average Daily Traffic (AADT) volume for Segment 1 and 4% of the 2017 AADT volume for Segment 2.

Safety: Improve Safety Conditions for Bicyclists and Pedestrians

Old US 41 lacks bicycle facilities; sidewalks are intermittent. Crosswalks are only present at the project termini. According to the Bicycle and Pedestrian Crashes and Fatalities Map in the Lee County Metropolitan Planning Organization's (MPO) **Bicycle and Pedestrian Master Plan**, there have been two pedestrian-involved crashes between 2000 and 2010 as well as one pedestrian or bicycle fatality between 2000 and 2009 along Segment 2 of the corridor. The Lee County MPO's **2013 Lee Countywide Bicycle and Pedestrian Safety Action Plan** additionally identifies a number of bicycle and pedestrian crashes along Segment 2 between 2007 and 2010. This plan and the **Lee County 2040 Transportation Plan** identify the intersection of Old US 41 and Bonita Beach Road as a hotspot for non-motorized crashes, the only such hotspot in southern Lee County. The crash analysis conducted for the project reviewed traffic data from 2014 to 2018 and found that there were 13 pedestrian (one of which resulted in a fatality) and 25 bicycle crashes within the project limits.

Status

Segment 1 of the Old US 41 widening project from US 41 to the Lee County Line is identified in the Collier MPO's **Collier 2045 Cost Feasible Plan** with funds allocated for the Preliminary Engineering phase in Fiscal Year (FY) 2026 - 2030 and

funds allocated for the Construction phase in FY 2031 - FY 2035. The project is also identified as a major project in the Collier MPO's **FY 2026 - FY 2030 Transportation Improvement Program**. Further, the project is consistent with the **Collier County Comprehensive Plan (Collier County Growth Management Plan)**.

Segment 2 of the Old US 41 widening project from the Collier County Line to Bonita Beach Road is identified in the Lee County MPO's **Lee County 2045 Transportation Plan Cost Feasible Plan**. The project is also identified in the Lee County MPO's **FY 2025/2026 - FY 2029/2030 Transportation Improvement Program**. Further, the project is depicted on Map 3A: 2030 Financially Feasible Highway Plan Map of the **Lee Plan**.

It should be noted that a shared-use path along Old US 41 is identified in both the **Collier 2040** and the **Lee County 2040 Transportation Plan** as part of the Collier-Lee Bi-County Regional Transportation Network Pathways Component.

The project purpose and need aligns with the MPO's goals of infrastructure resiliency and safety.

1.3 Planning Consistency

The design for Segment 1 is identified in the Collier County LRTP and design funding is available in the State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) for FY 2028. The design for Segment 2 is identified in the Lee County LRTP and design funding is available in the STIP and TIP for FY 2027.

Segment Description: Old US 41 from US 41 to Lee County Line

Currently Adopted LRTP-CFP	COMMENTS			
Yes				
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$3,001,000	2028	
STIP	Y	\$3,001,000	2028	
R/W				
TIP	N			Funding not currently available, project will be completed by Collier County when funding is available.
STIP	N			Funding not currently available, project will be completed by Collier County when funding is available.
Construction				
TIP	N			Funding not currently available, project will be completed by Collier County when funding is available.
STIP	N			Funding not currently available, project will be completed by Collier County when funding is available.

Segment Description: Old US 41 from Lee/Collier County Line to Bonita Beach Road

Currently Adopted LRTP-CFP	COMMENTS			
Yes				
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$2,200,469	2026/2027	

STIP	Y	\$2,200,469	2027	
R/W				
TIP	N			Funding not currently available, phase will be completed by Lee County and the City of Bonita Springs when funding is available.
STIP	N			Funding not currently available, phase will be completed by Lee County and the City of Bonita Springs when funding is available.
Construction				
TIP	N			Funding not currently available, phase will be completed by Lee County and the City of Bonita Springs when funding is available.
STIP	N			Funding not currently available, phase will be completed by Lee County and the City of Bonita Springs when funding is available.

2. Environmental Analysis Summary

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

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 following sections.

3. Community Effects

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

3.1 Social

Demographic Comparison

Available 2019-2023 American Community Survey (ACS) data were reviewed to examine demographic data for the project. **Table 3-1** shows the demographic and socio-economic estimate comparisons for Lee and Collier Counties and the block groups that intersect a 500-foot buffer of the project limits for each segment. The Florida's Efficient Transportation Decision Making (ETDM) Sociocultural Data Report (SDR) used to support this analysis is included in the project file.

Table 3-1: Race, Ethnicity and Other Groups Within the Project Study Area

Demographic	Intersecting Block Groups		Collier County-Wide Average		Lee County-Wide Average	
Category						
	Number	%*	Number	%*	Number	%*
Total Population	925	100	387,681	100	792,692	100
RACE AND ETHNICITY						
White	812	87.8	269,331	69.5	558,482	70.5
Black or African American	46	5	25,539	6.6	63,125	8
American Indian or Native Alaskan	0	0	4,495	1.2	4,708	0.6
Asian	8	0.9	5,782	1.5	13,395	1.7
Native Hawaiian/Other Pacific Islander	0	0	113	0.03	383	0.05
Some Other Race	27	2.9	14,528	3.8	33,893	4.3
Two or More Races	31	3.4	67,893	17.5	118,706	15
Hispanic or Latino	87	9.4	106,446	27.5	187,055	23.6
Total Minority	156	16.9	145,897	37.6	288,064	36.3
OTHER GROUPS						
Elderly (age >65 years)	470	50.8	130,261	33.6	229,480	29
Disabled (ages 20 -64 years)	64	16.3	13,405	7.2	39,457	9.7
Limited English-Speaking Household (not well or not at all)	11	1.2	27,272	7.3	46,195	6.1

ECONOMIC (Based on Household Data)						
Total Households	502	100	160,867	100	319,588	100
Median Household Income	\$87,969	-N/A-	\$86,173	-N/A-	\$73,099	-N/A-
Households Below Poverty Level	46	9.2	15,282	9.5	36,433	11.4
Households Receiving Public Assistance	11	2.2	2,300	1.43	5,753	1.8
Occupied Households w/ No Vehicles Available	91	18.1	7,187	4.5	15,819	5

* - Percentages may not total 100% due to rounding.

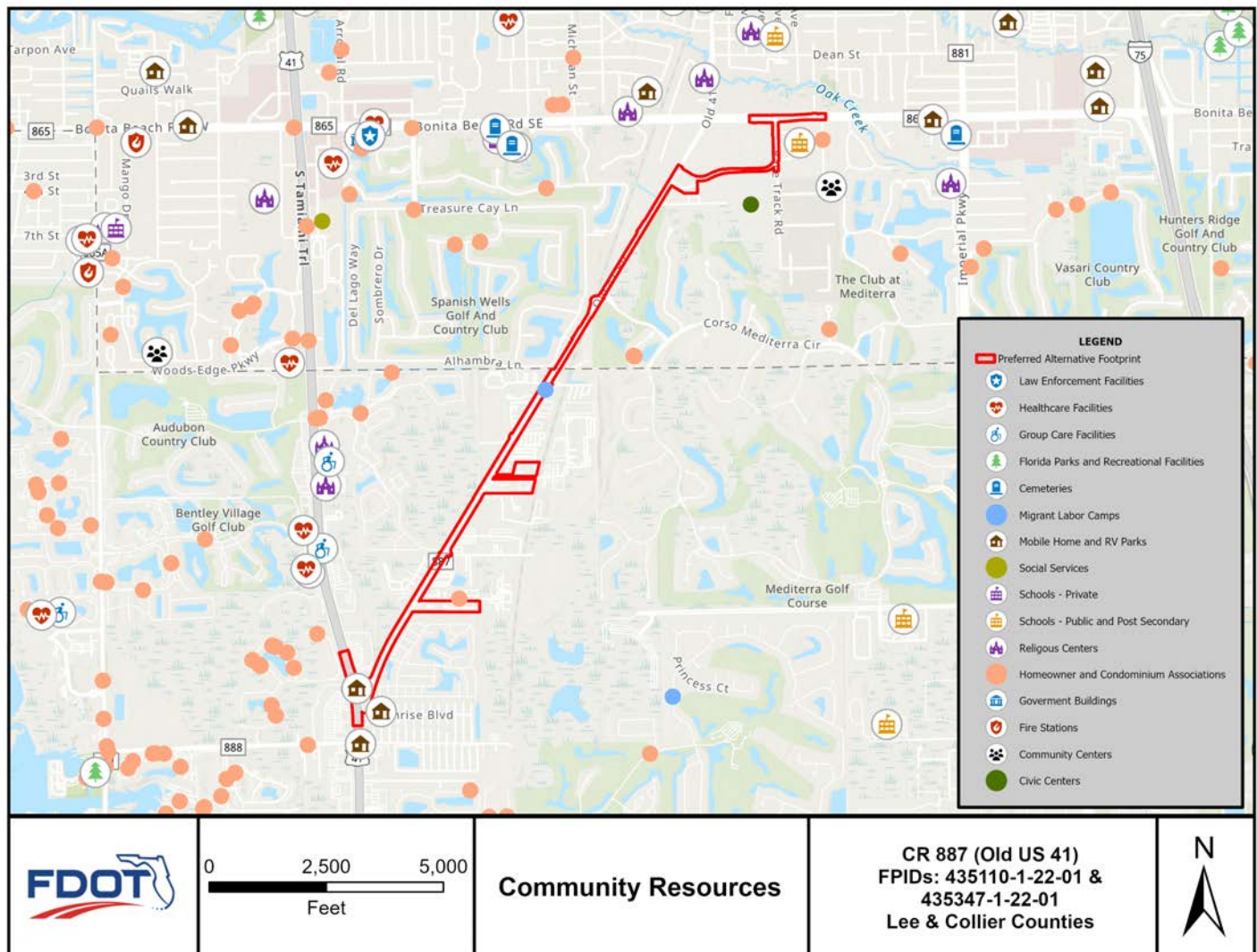
Sources: US Census Bureau, 2020 Census, Tables P1 and P9. US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates. Table B01001. (<https://data.census.gov>).

Based on the results of this evaluation, the project study area generally has a predominantly white population with a higher percentage of elderly residents than the Collier and Lee County-wide averages. Populations of racial and ethnic minority groups within and adjacent to the project study area are typically lower than the Collier and Lee County-wide averages. Limited English Proficiency (LEP) populations (i.e., speaking English "not well" or "not at all") are significantly lower than the County averages. The local population of disabled adults of "working age" is higher than both Collier and Lee County's. The median household income within the project study area is similar to the Collier County average but somewhat higher than the Lee County average. Other financial indicators of low-income populations are similar to the county-wide averages. The percentage of occupied households without vehicles (e.g., transit-dependent populations) is substantially higher than the county-wide averages.

Community Cohesion

Existing residential land uses generally occur throughout the study limits in the form of single family residential and mobile home communities, with sporadic commercial land uses. The existing corridor does not bisect any neighborhoods, nor will the proposed improvements bisect any neighborhoods in the future. The Preferred Alternative will make it safer for local residents and regional travelers along the corridor to access local residential, recreational, and other community features.

Community resources within the 500-foot project buffer are limited to one mobile home community and one Florida Department of Health (FDOH) Migrant Labor Camp. Landmark Naples (1620 Gulf Coast Dr) is an age-restricted mobile home community located at the southern terminus of the project. The FDOH Migrant Labor Camp (Gargiulo Inc. Housing Area 5 - 16170 Old 41 N) provides temporary housing for migrant and seasonal farm workers and their families. Additionally, Oak Creek Charter School is located on Performance Lane, which is accessible by Race Track Road. The proposed improvements are also anticipated to help maintain access among off-project community resources including Osprey Isle II at Carlton Lakes, Porta Vecchio III at Mediterra, Spanish Wells at Cordova, and numerous retail and dining establishments in Bonita Springs (north of the project) and Naples (south of the project). **Figure 3-1** depicts the community resources in the project area.

Figure 3-1: Community Resources Map

The proposed project is not expected to affect community cohesion, divide neighborhoods, or contribute to the social isolation of any distinct populations. Overall, in the long term, the proposed project is expected to enhance the social environment and community cohesion by better connecting residences to destinations in the area through the provision of pedestrian and bicycle infrastructure.

3.2 Economic

Based on Collier 2040, the most intense employment growth within Collier County is anticipated to occur within the Old US 41 Industrial Freight Activity Center located along Old US 41 within the project corridor. This site is recognized as only one of two sites in Collier County where a potential intermodal facility could be placed. The Collier County Future Land Use Map also depicts residential land uses on the west and southeast sides of Old US 41. According to the United States Census Bureau, Collier County is part of the 10th fastest growing metropolitan area in the country; residential growth is planned to continue along the project corridor in conjunction with heavy industrial development.

It should also be noted that Old US 41 functions as an important freight corridor as it runs parallel to I-75 and provides access to other designated regional freight facilities [such as US 41, Bonita Beach Road, and the Old US 41 Industrial

Freight Activity Center]. Truck traffic composes 4.6% of the 2019 AADT for the entirety of the project limits. The proposed roadway improvement is anticipated to provide increased capacity for existing and planned industrial, commercial, and residential growth along the corridor and consequently accommodate increased freight traffic.

3.3 Land Use Changes

Collier County's Comprehensive Plan was reviewed for Segment 1 of the project for future land use within and adjacent to the study area. Collier County shows future land use elements to be primarily urban residential, mixed, and conservation designated use. Collier County's Planning and Zoning Maps were used to compare the existing and future land use. Similarly, to the future land use, the current zoning is primarily residential, planned unit development, and agricultural use.

The City of Bonita Springs Comprehensive Plan was reviewed for Segment 2 of the project for future land use within and adjacent to the study area. The Future Land use elements for the City of Bonita Springs show primarily future land use in the Downtown District being used as medium density residential and moderate density use. The City of Bonita Springs zoning district map was used to better compare the existing to the future land use. The existing zoning map is similar to the future land use map in which it is residential, commercial, and agricultural use in the north-east.

The proposed roadway improvement is anticipated to provide increased capacity and allow for future industrial, commercial, and residential land use along the corridor as identified by the Lee County Comprehensive Plan, City of Bonita Springs Future Land Use Map, and Collier County Future Land Use Map. The existing land use and future land use maps for both segments are attached.

3.4 Mobility

Old US 41 is a major transportation facility. While not designated by the Florida Division of Emergency Management as an evacuation route in Collier County, Old US 41 serves as part of the emergency evacuation route network in Lee County. Old US 41 plays a critical role in facilitating traffic during emergency evacuation periods as a connection between Bonita Springs and Naples. The proposed widening will enhance the safety of the corridor by providing additional capacity and reducing emergency response times for an emergency evacuation route.

Old US 41 lacks bicycle facilities and sidewalks are intermittent. Crosswalks are only present at the project termini. The map of the current Collier MPO Bicycle & Pedestrian Master Plan shows that 3 - 5 bicycle and pedestrian crashes have occurred at the intersection of Old US 41 and US 41 between 2011 and 2016. According to the Bicycle and Pedestrian Crashes and Fatalities Map in the Lee County MPO's Bicycle and Pedestrian Master Plan, there have been two pedestrian involved crashes between 2000 and 2010 as well as one pedestrian or bicycle fatality between 2000 and 2009 along Segment 2 of the corridor. The Lee County MPO's 2013 Lee Countywide Bicycle and Pedestrian Safety Action Plan additionally identifies a number of bicycle and pedestrian crashes along Segment 2 between 2007 and 2010. This plan and the Lee County 2040 Transportation Plan identify the intersection of Old US 41 and Bonita Beach Road as a hotspot for nonmotorized crashes, the only such hotspot in southern Lee County. The crash analysis conducted for the project reviewed traffic data from 2014 to 2018 and found that there were 13 pedestrian (one of which resulted in a fatality) and 25 bicycle crashes within the project limits.

The proposed project is anticipated to improve safety conditions along the roadway for bicyclists and pedestrians by:

- Providing critical infrastructure to facilitate protected bicycle and pedestrian movements

- Dispersing traffic thereby reducing conflicts between vehicles and bicyclists/pedestrians.

The Preferred Alternative includes a five-foot bicycle lane in both directions, a six-foot sidewalk on the west side of Old US 41, and a 10-foot shared use path along the east side of Old US 41 in the Collier County portion (Segment 1). In the Lee County portion (Segment 2), the Preferred Alternative includes a seven-foot bicycle lane in both directions and a 12-foot shared use path on the east side of Old US 41 south of the proposed Quadrant Roadway. There are no transit facilities located within the project limits; however, there is a LeeTran stop for route 600 immediately south of the Old US 41 and US 41 intersection.

3.5 Aesthetic Effects

There are no scenic views or unique aesthetic features along Old US 41. No provisions or commitments were made regarding aesthetic features. The City of Bonita Springs is responsible for maintenance activities in the northern portion of the corridor. Collier County is also responsible for maintenance activities mainly in the southern region of this corridor.

3.6 Relocation Potential

A Conceptual Stage Relocation Plan (CSRP), dated September 2025, was developed to analyze any anticipated relocations associated with the implementation of the Preferred Alternative and is available in the project file. The results of this analysis show that the preferred alternative will cause 138 anticipated business displacements. These consist of 128 total lessees and 10 property owners over 15 parcels. No residential properties or publicly owned land/facilities will be impacted. Sufficient comparable replacement sites are available, and replacement site availability will be monitored during future project phases.

All displacements are due to the requirement for stormwater management features and floodplain compensation sites (FPCs); the proposed roadway improvements will not result in any displacements. Potential business displacements are shown in **Table 3-3** and the attached Potential Business Relocation Map.

Table 3-3: Potential Business Displacements

Impact Type	Existing Zone	Parcel ID	Address	Business Type	Occupation Type	Number of Employees (1)	Number of Tenants	Expected Level of Take (1)
Pond 1A	Community Shopping Centers	00152280008	13800 Tamiami Trl N, Naples 34110	Commercial Strip	Tenant/ Lessee- Occupied	>25	14	Full Take
FPC 1	Office Building	64040000802	1004 Collier Center Way, Naples 34110	Office Space	Tenant/ Lessee- Occupied	>50	14	Full Take
FPC 1	Office Building	64040000747	1016 Collier Center Way, Naples 34110	Office Space	Tenant/ Lessee- Occupied	>50	18	Full Take
FPC 1	Body Shop	64040000721	1020 Collier Center Way, Naples 34110	Auto Body Shop	Owner Occupied	>25	N/A	Full Take

FPC 1	Warehousing	64040000705	1030 Collier Center Way, Naples 34110	Warehouses	Tenant/ Lessee-Occupied	> 25	2	Full Take
		64040000682					13	
		64040000666					6	
FPC 1	Warehousing	64040000640	1040 Collier Center Way, Naples 34110	Warehouses	Tenant/ Lessee-Occupied	> 25	6	Full Take
		64040000624					8	
		64040000608					9	
		64040000585					8	
FPC 2	Manufacturing	00144040007	1330 Rail Head Blvd, Naples, FL 34110	Warehouses	Tenant/ Lessee-Occupied	> 25	20	Full Take
FPC 2	Warehousing	00145681106	1360 Rail Head Blvd, Naples, FL 34110	Warehouse	Owner Occupied	< 10	N/A	Full Take
FPC 2	Manufacturing	00143920005	1400 Rail Head Blvd, Naples, FL 34110	Flex Spaces	Tenant/ Lessee-Occupied	> 25	8	Full Take
FPC 3	Warehousing	00144000005	1401 Rail Head Blvd, Naples, FL 34110	Flex Spaces	Tenant/ Lessee-Occupied	< 25	2	Full Take

(1) Based on best available information at the time of CSRP report preparation. Subject to change.

No special needs were observed that would prevent the successful relocation of the displaced businesses.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, 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

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Naples and Bonita Springs, Florida with no designated farmlands adjacent to the project corridor.

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 07/08/2025. Therefore, FDOT, in consultation with SHPO has determined that the proposed project will result in No Historic Properties Affected.

For this study, the archaeological APE was limited to the footprint of construction of the roadway improvements and proposed pond sites. The historic/architectural APE along Old US 41 where proposed road widening will occur includes the footprint of construction as well as resources within immediately adjacent parcels up to 200 feet from the existing and proposed ROW. In addition, resources within 500 feet of the proposed new Quadrant Roadway were surveyed. The historic/architectural APE of the proposed pond sites includes the footprint of construction and resources within 100 feet of the proposed pond sites.

Archaeological background research and a review of the Florida Master Site File (FMSF) indicated that no sites are recorded within the APE, but 20 sites have been recorded within one mile. The sites consist of a mound site, a burial mound, pre-Contact artifact scatters, campsites/habitations, specialized procurement sites, middens, or a combination of each, with dates ranging from Archaic to Glades period. One of the sites has been considered eligible for listing in the NRHP by the SHPO while most have been determined ineligible for listing in the NRHP by the SHPO, and a few were determined to have insufficient information for the SHPO to make a determination. A review of relevant site locational information for environmentally similar areas within Lee and Collier County and the surrounding region indicated that the APE was considered to have a low to moderate potential for archaeological sites. As a result of field investigation, including the excavation of 57 shovel tests, no archaeological sites were discovered.

Historic background research, including a review of the FMSF and the NRHP digital databases, indicated that no historic resources have been previously recorded within the APE. Background research identified an unrecorded segment of the Seminole Gulf Railway (8LL02445) crossing through the APE in Lee County. A similar segment of the Seminole Gulf Railway was previously recorded in 2014 approximately two miles north of the APE and was found to have insufficient information to determine NRHP eligibility by the SHPO (Survey No. 21494). A review of relevant historic United States Geological Survey (USGS) quadrangle maps, historic aerial photographs, and the Collier County and Lee County property appraiser's website data revealed the potential for eight new historic resources 46 years of age or older (constructed in 1979 or earlier) within the APE.

Historic/architectural field survey resulted in the identification and evaluation of nine historic resources (8CR01664, 8CR01665, 8CR01666, 8CR01667, 8CR01668, 8CR01669, 8CR01670/8LL03078, 8LL02445, and 8LL03076) within the APE. These include five buildings (8CR01664, 8CR01665, 8CR01666, 8CR01667, and 8CR01668), constructed between circa (ca.) 1966 and 1977, one structure, the Naples-Fort Myers Greyhound Track (8LL03076), and three linear resources, the Transmission Corridor Canal (8CR01669), Old US 41 (8CR01670/8LL03078), and the Seminole Gulf Railway (8LL02445). Overall, the newly identified buildings are common examples of their respective architectural styles that have

been altered, are not significant embodiments of a type, period, or method of construction, and lack significant historical associations with persons and/or events. The Naples-Fort Myers Greyhound Track (8LL03076) is a common example of a dog racing track that is in deteriorated condition, and the resource did not play a significant role in the history of dog racing in Florida. Furthermore, the affiliated facility was demolished in 2021 and only the track remains extant. Thus, the buildings and structure are not eligible for listing in the NRHP, either individually or as a part of a historic district. Two linear resources, the Transmission Corridor Canal (8CR01669) and Old US 41 (8CR01670/8LL03078), as contained within the APE, appear ineligible for listing in the NRHP. The segment of the Transmission Corridor Canal (8CR01669) is a common example of drainage systems found throughout Florida that have been altered and lacks unique design and engineering features. The segment of Old US 41 (8CR01670/8LL03078) is a common example of a highway found throughout Florida that lacks historic integrity. While the segments contained within the APE do not appear to be eligible for the NRHP, there is insufficient information to determine NRHP eligibility for the linear resources as a whole as they extend outside of the APE.

An unrecorded segment of the Seminole Gulf Railway (8LL02445) was newly identified and recorded within the APE. Although the segment of the railroad within the APE is a typical example found throughout Florida, the railroad possesses significance for its association and engineering trends with the development of Florida's railroads and served as a transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the segment of the Seminole Gulf Railway (8LL02445), as contained within the APE, appears eligible for listing in the NRHP under Criteria A and C in the areas of Transportation and Engineering. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The proposed work being conducted within the APE at this location includes the widening of the existing two-lane undivided highway to a divided four-lane roadway with 11-foot travel lanes in both directions, a seven-foot bicycle lane in both directions, and a 12-foot shared use path on the west side of Old US 41. The shared use path will extend north of the roadway before crossing over the railroad corridor where minimal ROW acquisition is proposed. As such, the undertaking will not result in physical destruction, damage, or alteration of all or part of the Seminole Gulf Railway (8LL02445) for which it is NRHP eligible. Therefore, the proposed undertaking will have no adverse effect on the Seminole Gulf Railway (8LL02445).

Based on the results of this study, the FDOT's determination was that the proposed undertaking will result in no adverse effect on historic properties. The FDOT submitted the June 2025 CRAS and the "no adverse effect on historic properties" determination to the SHPO on June 30, 2025. The SHPO provided concurrence with the FDOT's findings on July 8, 2025. The CRAS is available in the project file. The SHPO concurrence letter is included as an attachment to this document.

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.

Five conservation easements, all owned by South Florida Water Management District (SFWMD), occur within the project vicinity. Through coordination with SFWMD, it was confirmed that none of these easements have any public access or allow public use. Considering this, Section 4(f) protections do not apply to these properties. The Office of Environmental Management (OEM) concurred with the determination that Section 4(f) is not applicable to these properties on June 15, 2020. This concurrence is included in the attached Section 4(f) Report.

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 Resource Evaluation (NRE) dated July 2025, included in the project file, was prepared as part of this project to analyze and document the effects of the Preferred Alternative on federal and state protected species and their habitats. The NRE also documented commitments and implementation measures considered to avoid, minimize, and mitigate potential impacts. The evaluation included coordination with the United States Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), US Environmental Protection Agency (USEPA), US Army Corps of Engineers (USACE), Florida Fish and Wildlife Conservation Commission (FWC), Florida Department of Agriculture and Consumer Services (FDACS), Florida Department of Environmental Protection (FDEP), and SFWMD.

Following literature and agency database searches, environmental scientists familiar with Florida natural communities conducted field reviews within the project corridor in May and August of 2019, January 2020, and February 2021. Based on these evaluations, a total of 11 federally listed (six endangered and five threatened) species, two species proposed for federal listing, and 51 state listed species (32 endangered and 19 threatened) were evaluated based on species ranges including Lee or Collier counties. There are also two managed species, the Florida black bear and the bald eagle. It was determined that the project would have no effect on federally listed plant species due to a lack of suitable habitat. Therefore, no further discussion is provided on the federal listed plant species.

The U.S. Fish and Wildlife Service has removed the Southeast U.S. distinct population segment of the wood stork (*Mycteria americana*) from the Federal List of Endangered and Threatened Wildlife, effective March 12, 2026. Federal agencies (including FDOT under NEPA assignment) will no longer be required to consult with the Service under section 7 of the Act for the wood stork. The wood stork is now a state-listed threatened species, occurring on Florida's Endangered and Threatened Species List with state protections through the Florida Fish and Wildlife Conservation Commission (FWCC) who regulate and manage these species (68A-27, F.A.C.).

Table 5-1 provides the species under federal jurisdiction that were evaluated, their listing status, and their corresponding effect determinations (where applicable).

Table 5-1: Federal Protected Species for the Project Study Area

Species	Listing Status	Potential for Occurrence	Effect Determination
Plants			
Aboriginal Prickly-Apple (<i>Harrisia aboriginum</i>)	USFWS/FDACS - Endangered	No	No effect
Beautiful Pawpaw (<i>Deeringothamnus pulchellus</i>)	USFWS/FDACS - Endangered	No	No effect
Florida Prairie-Clover (<i>Dalea carthagenensis</i>)	USFWS/FDACS - Endangered	No	No effect
Garber's Spurge (<i>Chamaesyce garberi</i>)	USFWS - Threatened FDACS - Endangered	No	No effect
Invertebrates			

Monarch Butterfly (<i>Danaus Plexippus</i>)	USFWS - Proposed Threatened	Moderate	N/A
Reptiles			
American Crocodile (<i>Crocodylus acutus</i>)	USFWS - Threatened	No	No effect
Eastern Indigo Snake (<i>Drymarchon corais couperi</i>)	USFWS - Threatened	Low	May affect, not likely to adversely affect
Birds			
Florida Scrub-Jay (<i>Aphelocoma coerulescens</i>)	USFWS - Threatened	Low	No effect
Red-Cockaded Woodpecker (<i>Picoides borealis</i>)	USFWS - Endangered	No	No effect
Eastern Black Rail (<i>Laterallus jamaicensis jamaicensis</i>)	USFWS - Threatened	Low	May affect, not likely to adversely affect
Bald Eagle (<i>Haliaeetus leucocephalus</i>)	N/A*	Moderate	N/A
Mammals			
Florida Bonneted Bat (<i>Eumops floridanus</i>)	USFWS - Endangered	High	May affect, not likely to adversely affect
Tricolored Bat (<i>Pipistrellus subflavus</i>)	USFWS - Proposed Endangered	Low	May affect, not likely to adversely affect
Florida Panther (<i>Puma concolor coryi</i>)	USFWS - Endangered	Low	No effect

* Protected under the federal Bald and Golden Eagle Protection Act and Migratory Bird Treaty Act

A summary of the findings for the federal listed faunal species is provided below:

Monarch Butterfly

Given the occurrence of tropical milkweed within the project study area, and the monarch's mobility, the potential for occurrence of this species within the projected study area is considered **moderate**. As this species is currently proposed for listing, consultation for this species is not required at this time. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, FDOT commits to re-initiating consultation with the USFWS during the design and permitting phase of the project to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.

American Crocodile

There is no suitable habitat for the species within or adjacent to the project limits and **no** individuals of this species were observed during the field reviews. The Preferred Alternative is expected to have **"no effect"** on the American crocodile.

Eastern Indigo Snake

No individuals of this species were observed during the field surveys, but areas of suitable habitat for this species occur within and adjacent to the project ROW. However, the potential for occurrence of this species within the project study area is considered to be **low** due to extent of human development and fragmentation of suitable habitat. The FDOT commits to implementing the USFWS' *Standard Protection Measures for the Eastern Indigo Snake* during construction. The USFWS' Revised Consultation Key for the Eastern Indigo Snake states that if a project meets the aforementioned parameters, an effect determination of "may affect, not likely to adversely affect" is prescribed based on the following consultation key couplets: A>B>C>D>E>Not Likely to Adversely Affect (NLAA).

Florida Scrub-Jay

There is no suitable habitat for the species within or adjacent to the project limits and **no** individuals of this species were observed during the field reviews. Therefore, the FDOT has determined that: 1) the potential for species occurrence within the project study area is **low**, 2) formal methodology-based survey efforts are not warranted, and 3) the Preferred Alternative will have **"no effect"** on the Florida scrub-jay as it will not result in any impacts to scrub or scrub-like habitat.

Red-Cockaded Woodpecker

There is no suitable habitat for the species within or adjacent to the project limits and **no** individuals of this species were observed during the field reviews. The Preferred Alternative will have **"no effect"** on the red-cockaded woodpecker as the project will not impact any suitable habitat.

Eastern Black Rail

The species was not observed during project field reviews and there is minimal suitable habitat available. The potential for eastern black rail occurrence within the project study area is considered to be **low**. Therefore, the project will not impact any suitable nesting habitat for the black rail and a survey is not required. While project wetlands may provide foraging habitat for the black rail, the project will provide suitable mitigation for all wetland impacts. Considering these factors, the Preferred Alternative **"may affect, not likely to adversely affect"** the eastern black rail.

Florida Bonneted Bat

There is suitable foraging habitat for the species within the project limits. A limited roost survey was conducted for trees and man-made structures within the project; no evidence of bat roosting was observed. Additionally, an acoustic survey was conducted in May 2025. The results of the survey concluded that one call out of the 26,000 recorded bat calls belonged to the Florida bonneted bat. However, no bonneted bat calls were recorded close to sunrise or sunset and no emergence, feeding, or social calls were recorded. Additionally, no signs of use by other bats (guano, staining, or auditory chirps) were observed and there were no observations of the Florida bonneted bat. However, the potential for Florida bonneted bat occurrence within the project study area is expected to be **high** due to the recorded call. Considering this, the USFWS's consultation key applied to this project results in an effect determination of **"may affect, not likely to adversely affect"** based on the following key couplets: 1a>2a>3b>6a>7b>10b>12b>MANLAA-P requiring specific Best Management Practices (BMPs) whereby programmatic concurrence is achieved and no additional consultation with the USFWS is necessary. As part of the programmatic concurrence, the FDOT will implement BMPs 1, 5, 7, and 10.

Tricolored Bat

The tricolored bat was proposed for protection under the ESA by the USFWS on September 13, 2022, and is currently proposed for listing as endangered. Based on the results of the limited roost surveys conducted (previously discussed in the bonneted bat section), there are no signs of any bat usage in existing man-made structures. Additionally, no evidence of tree snags, or trees with cavities, hollows, deformities, decay, crevices suitable for the tricolored bat were observed within the project's proposed study area. Considering the results of the limited roost surveys, the potential for tricolored bat occurrence within the project footprint is considered **low**. However, the project may result in impacts to the tricolored bat in the form of vegetation removal during construction. The anticipated effect determination is "may affect not likely to adversely affect". As the timeline for construction is better defined, FDOT will adhere to the applicable commitment below:

- Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).
- Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, appendix K, Assessing Bridges and Culverts for Bats, will be used.

- a. If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to FWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures, including not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) or when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit), may be required if updated detections are reported, and may result in reinitiation of consultation with FWS.
- b. If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.

Florida Panther

Although the FDOT is not required to consult for species outside of the Service's designated consultation area, the FDOT notes panther mortality data near the project vicinity. However, based on: 1) the apparent movement barriers presented by I-75 and other local roadways, 2) the high extent of local urbanization, and 3) the lack of observations noted during prior desktop and field reviews, the species occurrence within the project study area is considered to be **low**. While there is a Florida panther effect determination key, it does not apply to this project because it is outside of the consultation area. Therefore, the proposed project improvements will have "**no effect**" on the Florida panther.

Bald Eagle

Although no longer listed, the bald eagle is protected under the federal Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.) and the Migratory Bird Treaty Act (16 U.S.C. 703 et seq.). No bald eagles were seen/heard, and no eagle nests were observed within 660 feet of the project study area during the project field reviews. If the species is documented nesting within 660 feet of the project limits during future project phases, the FDOT will coordinate further with the USFWS as applicable. No further considerations are required for the bald eagle at this time.

USFWS Critical Habitat

The project study area was also evaluated for the presence of federally designated Critical Habitat as defined by Congress in 50 CFR 17. Currently, no designated critical habitat for any federal listed species occurs within or immediately adjacent to the project study area. Therefore, the proposed improvements will not result in the destruction or adverse modification of any designated critical habitat.

Table 5-2 provides the species of state concern that were evaluated, their listing status, and their corresponding effect determinations (where applicable).

Table 5-2: State Protected Species for the Project Study Area

Species	Listing Status	Potential for Occurrence	Effect Determination
Plants			
American Bird's Nest Fern (<i>Asplenium serratum</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Banded Wild-Pine (<i>Tillandsia flexuosa</i>)	FDACS - Threatened	Moderate	No adverse effect anticipated
Catesby's Lily (<i>Lilium catesbaei</i>)	FDACS - Threatened	Moderate	No adverse effect anticipated
Clamshell Orchid (<i>Encyclia cochleata</i> = <i>Prosthechea cochleata</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Cowhorn Orchid (<i>Cyrtopodium punctatum</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated

Curtiss' Milkweed (<i>Asclepias curtissi</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Florida Beargrass (<i>Nolina atopocarpa</i>)	FDACS - Threatened	Moderate	No adverse effect anticipated
Florida Dancing-Lady Orchid (<i>Oncidium ensatum</i> = <i>Oncidium floridanum</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Florida Keys Indigo (<i>Indigofera mucronata</i> var <i>keyensis</i> = <i>Indigofera trita</i> var <i>scabra</i>)	FDACS - Endangered	No	No effect anticipated
Florida Peperomia (<i>Peperomia obtusifolia</i>)	FDACS - Endangered	Low	No adverse effect anticipated
Frosted Orchid (<i>Pleurothallis gelida</i> = <i>Stelis gelida</i>)	FDACS - Endangered	Low	No adverse effect anticipated
Fuchs' Bromeliad (<i>Guzmania monostachia</i>)	FDACS - Endangered	No	No effect anticipated
Fuzzy-Wuzzy Airplant (<i>Tillandsia pruinosa</i>)	FDACS - Endangered	Low	No adverse effect anticipated
Ghost Orchid (<i>Dendrophylax lindenii</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Giant Orchid/Non-Crested Eulophia (<i>Orthochilus ecristata</i> = <i>Eulophia ecristata</i>)	FDACS - Threatened	Moderate	No adverse effect anticipated
Giant Wild-Pine (<i>Tillandsia utriculata</i>)	FDACS - Endangered	High (Observed 2019, 2020, 2021)	No adverse effect anticipated
Hand Fern (<i>Ophioglossum palmatum</i>)	FDACS - Endangered	Low	No adverse effect anticipated
Hidden Orchid (<i>Maxillaria crassifolia</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Leafless Orchid (<i>Campylocentrum pachyrrhizum</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Leafy Beaked Ladies'-Tresses (<i>Sacoila lanceolata</i> var. <i>paludicola</i> = <i>Stenorrhynchos lanceolatum</i>)	FDACS - Threatened	Moderate	No adverse effect anticipated
Low Peperomia (<i>Peperomia humilis</i>)	FDACS - Endangered	Low	No adverse effect anticipated
Many-Flowered Airplant/Catopsis (<i>Catopsis floribunda</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Many-Flowered Grass Pink (<i>Calopogon multiflorus</i>)	FDACS - Threatened	Low	No effect anticipated
Meadow Joint-Vetch (<i>Aeschynomene pratensis</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated

Narrow Strap Fern (<i>Campyloneurum angustifolium</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Needleroot Airplant Orchid (<i>Harrisella porrecta</i> = <i>Dendrophylax porrectus</i>)	FDACS - Threatened	Moderate	No adverse effect anticipated
Night-Scented Orchid (<i>Epidendrum nocturnum</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Nodding/Scrub Pinweed (<i>Lechea cernua</i>)	FDACS - Threatened	Moderate	No adverse effect anticipated
Pale Passionflower (<i>Passiflora pallens</i>)	FDACS - Endangered	No	No effect anticipated
Reflexed Wild-Pine (<i>Tillandsia balbisiana</i>)	FDACS - Threatened	Moderate	No adverse effect anticipated
Sand-Dune Spurge (<i>Chamaesyce cumulicola</i> = <i>Euphorbia cumulicola</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Sanibel Island Lovegrass (<i>Eragrostis pectinacea</i> var. <i>tracyi</i>)	FDACS - Endangered	Low	No adverse effect anticipated
Scrub Stylisma/Showy Dawnflower (<i>Stylisma abdita</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Skyblue Clustervine (<i>Jacquemontia pentanthos</i>)	FDACS - Endangered	Low	No adverse effect anticipated
Small's Flax (<i>Linum carteri</i> var. <i>smallii</i>)	FDACS - Endangered	Low	No adverse effect anticipated
Southern Ladies'-Tresses (<i>Spiranthes torta</i>)	FDACS - Endangered	No	No effect anticipated
Spiny Hackberry (<i>Celtis pallida</i>)	FDACS - Endangered	No	No effect anticipated
Spreading/Pine Pinweed (<i>Lechea divaricata</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Stiff-Leaved Wild-Pine (<i>Tillandsia fasciculata</i> var. <i>densispica</i>)	FDACS - Endangered	High (Observed 2019, 2020, 2021)	No adverse effect anticipated
Swamp Plume Polypody (<i>Pecluma ptilota</i> = <i>Polypodium ptilodon</i>)	FDACS - Endangered	Low	No adverse effect anticipated
Toothed Lattice-Vein Fern (<i>Thelypteris serrata</i>)	FDACS - Endangered	Moderate	No adverse effect anticipated
Reptiles			
Florida Pine Snake (<i>Pituophis melanoleucus mugitus</i>)	FWC - Threatened	Moderate	No adverse effect anticipated

Gopher Tortoise (<i>Gopher polyphemus</i>)	FWC - Threatened	High (Observed 2019, 2020, 2021)	No adverse effect anticipated
Birds			
Florida Burrowing Owl (<i>Athene cunicularia floridana</i>)	FWC - Threatened	Low	No adverse effect anticipated
Florida Sandhill Crane (<i>Antigone canadensis pratensis</i>)	FWC - Threatened	High	No adverse effect anticipated
Little Blue Heron (<i>Egretta caerulea</i>)	FWC - Threatened	High	No adverse effect anticipated
Roseate Spoonbill (<i>Platalea ajaja</i>)	FWC - Threatened	High	No adverse effect anticipated
Tricolored Heron (<i>Egretta tricolor</i>)	FWC - Threatened	High	No adverse effect anticipated
Southeastern American Kestrel (<i>Falco sparverius paulus</i>)	FWC - Threatened	High (Potentially observed 2021)	No adverse effect anticipated
Wood Stork (<i>Mycteria americana</i>)	FWC - Threatened	High (Observed 2019, 2020, 2021)	No adverse effect anticipated
Mammals			
Big Cypress Fox Squirrel (<i>Sciurus niger avicennia</i>)	FWC - Threatened	Moderate	No adverse effect anticipated
Florida Black Bear (<i>Ursus americana floridana</i>)	N/A*	High	N/A

* Protected by the Bear Conservation Rule, 68A-4.009, F.A.C.

A summary of the findings for the state-listed floral species is provided below:

American Bird's Nest Fern, Clamshell Orchid, Cowhorn Orchid, Florida Dancing-Lady Orchid, Ghost Orchid, Hidden Orchid, Leafless Orchid, Low Peperomia, Many-Flowered Airplant/Catopsis, Narrow Strap Fern, Night-Scented Orchid, and Toothed Lattice-Vein Fern

Suitable habitat is present within and adjacent to the project. However, the project will provide suitable wetland mitigation to offset impacts. Although not observed during field reviews, these species may occur in the project vicinity based on their range and habitat preferences. The potential for occurrence of these species within the project study area is considered to be **moderate** and there is "**no adverse effect anticipated**" for the American bird's nest fern, clamshell orchid, cowhorn orchid, Florida dancing-lady orchid, ghost orchid, hidden orchid, leafless orchid, low peperomia, many-flowered airplant/catopsis, narrow strap fern, night-scented orchid, and toothed lattice-vein fern from the Preferred Alternative.

Banded Wild-Pine, Giant Orchid/Non-Crested Eulophia, Nodding/Scrub Pinweed, Reflexed Wild-Pine, Sand-Dune Spurge, Scrub stylisma/Showy Dawnflower, and Spreading/Pine Pinweed

Although not observed during field reviews, these species may occur in the project vicinity based on its range and habitat preferences. The potential for occurrence of these species within the project study area is considered to be **moderate** and there is "**no adverse effect anticipated**" for the banded wild pine, Curtiss' milkweed, giant orchid/non-crested eulophia, nodding/scrub pinweed, reflexed wild-pine, sand-dune spurge, scrub stylisma/showy dawnflower, and

spreading/pine pinweed from the Preferred Alternative.

Catesby's Lily and Florida Beargrass

The project will impact suitable habitat for these species. However, suitable wetland mitigation will be provided to offset impacts. Although not observed during field reviews, the species may occur in the project vicinity based on its range and habitat preferences. The potential for occurrence of these species within the project study area is considered to be **moderate** and there is "**no adverse effect anticipated**" for the Catesby's lily and Florida beargrass from the Preferred Alternative.

Florida Keys Indigo

No suitable habitats occur within and adjacent to the project study area and the species was not observed during field reviews. There is considered to be **no** potential for occurrence of this species within the project study area and there is "**no effect anticipated**" for the Florida Keys indigo from the Preferred Alternative.

Florida Peperomia, Frosted Orchid, Fuzzy-Wuzzy Airplant, and Hand Fern

The project will impact suitable habitat for these species. However, suitable wetland mitigation will be provided to offset impacts. None of the species were observed during field reviews. The potential for occurrence of these species within the project study area is considered to be **low** and there is "**no adverse effect anticipated**" for the Florida peperomia, frosted orchid, fuzzy-wuzzy airplant, or hand fern from the Preferred Alternative.

Fuchs' Bromeliad, Pale/Pineland Passionflower, Southern Ladies'-Tresses, and Spiny Hackberry

No suitable habitats for these species occur within and adjacent to the project study area. The species were not observed during field reviews. There is considered to be **no** potential for occurrence of these species within the project study area and there is "**no effect anticipated**" for the Fuch's bromeliad, pale/pineland passionflower, southern ladies'-tresses, or spiny hackberry from the Preferred Alternative.

Giant Wild-Pine and Stiff-Leaved Wild-Pine

Both species have been confirmed to occur in xeric upland habitat at the nearby Railhead Scrub Preserve and **were observed** in several locations outside of the Preferred Alternative during field reviews typically growing conspicuously from plant debris on the ground or within oak trees, most commonly within scrub habitat. These observed individuals are not anticipated to be impacted by the Preferred Alternative. However, the project will provide suitable wetland mitigation to offset impacts. The potential for occurrence of these species within the project study area is considered to be **high**. A survey for the giant wild-pine and stiff-leaved wild-pine will be performed during the design phase and coordination with FDACS will occur if impacts to the species are anticipated. As a result, there is "**no adverse effect anticipated**" for the giant wild-pine or the stiff-leaved wild-pine from the Preferred Alternative.

Leafy Beaked Ladies'-Tresses

The Preferred Alternative will impact suitable habitat for this species. Although not observed during field reviews, the species may occur in the project vicinity based on its range and habitat preferences. The potential for occurrence of this species within the project study area is considered to be **moderate**. Due to the lack of observations, there is "**no adverse effect anticipated**" for the leafy beaked ladies-tresses orchid from the Preferred Alternative.

Many-flowered Grass Pink

There is minimal suitable habitat adjacent to the project area for this species and no individuals were observed during the project field reviews. Therefore, the potential for occurrence is considered to be **low**. Additionally, the Preferred Alternative will not impact any suitable habitat. Therefore, there is "**no effect anticipated**" for the many-flowered grass pink orchid from the Preferred Alternative.

Meadow Joint-Vetch

The Preferred Alternative will impact suitable habitat for this species. However, the project will provide suitable wetland mitigation to offset impacts. Although not observed during field reviews, the species may occur in the project vicinity based on its range and habitat preferences. The potential for occurrence of this species within the project study area is considered to be **moderate**. Due to the lack of observations, there is "**no adverse effect anticipated**" for the meadow joint-vetch from the Preferred Alternative.

Needleroot Airplant Orchid

Although not observed during field reviews, the species may occur in the project vicinity based on its habitat preferences. The Preferred Alternative will impact suitable habitat. The potential for occurrence of this species within the project study area is considered to be **moderate**. Due to the lack of observations, there is "**no adverse effect anticipated**" for the needleroot airplant orchid from the Preferred Alternative.

Sanibel Island lovegrass

Although this species was not observed during project field reviews, the species may occur in the project vicinity based on its range and habitat preferences. The Preferred Alternative will impact approximately 5.30 acres of open land. The potential for occurrence of this species within the project study area is considered to be **low**. Due to the lack of observations, there is "**no adverse effect anticipated**" for the Sanibel Island lovegrass from the Preferred Alternative.

Skyblue Clustervine, Small's Flax, and Swamp Plume Polypody

Minor portions of suitable habitat will be impacted by the project. These species were not observed during field reviews. The potential for occurrence of these species within the project study area is considered to be **low**. Due to the lack of observations, there is "**no adverse effect anticipated**" for the skyblue clustervine, Small's flax, or swamp plume polypody from the Preferred Alternative.

Non-Listed Rare Plants

No non-listed rare plants were identified during the ETDM Programming Screen as occurring within the project study area. Additionally, such species were not identified in the FNAI Data Report nor by stakeholders throughout the PD&E study. Considering these factors, there is no potential for the project to impact non-listed rare plants.

A summary of the findings for the state-listed faunal species is provided below:

Florida Pine Snake

This species is frequently a commensal species with gopher tortoises. Suitable upland habitats are present within and adjacent to the project study area and gopher tortoise habitat and burrows are prevalent in remnant habitat along the Veteran's Memorial Blvd. extension between Old US 41 and US 41/SR 45. The potential for occurrence of this species within the project study area is considered to be **moderate**. Although a species-specific incidental take permit is not anticipated at this time, as discussed in the species' action plan, if a pine snake is captured incidentally as a result from gopher tortoise relocations, they will be released on site or allowed to escape unharmed. Therefore, there is "**no adverse effect anticipated**" for the Florida pine snake from the Preferred Alternative.

Gopher Tortoise

During project field reviews, 32 potentially occupied gopher tortoise burrows were observed in the small scrub area south of the Mercedes-Benz of Bonita Springs automobile dealership and five additional burrows were observed on the adjacent parcel north of the adjacent stormwater pond, totaling 37 burrows. Therefore, the species occurrence is noted as **high**. However, the project will not result in impacts to this scrub area. The FDOT will coordinate further with the FWC as applicable during the design and construction phases. Surveys for gopher tortoise burrows, as well as commensal species, will be conducted during the design phase and permits to relocate tortoises and commensals as appropriate will be obtained from the FWC. The FDOT will also implement FDOT Supplemental Specification SP0070104-3 *Additional Requirements for Gopher Tortoise* during construction. Considering these conservation measures, there is "**no adverse effect anticipated**" for the gopher tortoise.

Florida Burrowing Owl

Minor areas of potential habitat occur adjacent to the project. However, no burrowing owls or owl burrows were observed within or adjacent to the project study area. Due to the limited habitat for this species and lack of field observations, the potential occurrence for this species within the project study area is considered to be **low**. However, the species is highly mobile and has the potential to move into or adjacent to the project area in the future. Considering these factors, there is "**no adverse effect anticipated**" for the Florida burrowing owl. Surveys for burrowing owl burrows, as well as commensal species, will be conducted during the design phase and permits to relocate owls and commensals as appropriate will be obtained from the FWC. If the species is documented during future project phases, the FDOT will coordinate further with the FWC and follow the species' Conservation Measures and Permitting Guidelines as applicable.

Florida Sandhill Crane

Foraging habitat is present along sodded areas within the roadway ROW and wetland portions within the large grassy area along the east side of Old US 41 between Compound Road and CR 865/Bonita Beach Road. Although no Florida sandhill cranes were seen/heard and no potential crane nests were observed during the project field reviews, the species has a **high** potential to occur. However, the upland habitats that may provide foraging habitat and are proposed for impact are not unique or limited in the project vicinity. Therefore, there is "**no adverse effect anticipated**" for this species by the Preferred Alternative, as the project's implementation of wetland impact avoidance and minimization measures, as well as compensatory mitigation to offset project impacts are anticipated to reduce impacts to the Florida sandhill crane. If the species is documented nesting within the project area during future project phases, the FDOT will coordinate further with the FWC and follow the species' Conservation Measures and Permitting Guidelines as applicable.

Little Blue Heron, Roseate Spoonbill and Tricolored Heron

Foraging habitat is present within drainage ditches and swales within the roadway ROW and wetland habitats along the length of the project study area. A review of the FWC's Water Bird Locator database does not show any current or former wading bird colonies or rookeries in the project vicinity. Although no listed wading birds were seen and no potential nests were observed during the project field reviews, these species have a **high** potential to occur. As discussed further in Section 5.2, the proposed improvements will result in unavoidable impacts to wetlands and other surface water habitats that may be used by these species for foraging and nesting. It is expected that the Preferred Alternative will have "**no adverse effect anticipated**" on the little blue heron, roseate spoonbill and tricolored heron, as the project's implementation of wetland impact avoidance and minimization measures, as well as compensatory mitigation to offset project impacts are anticipated to reduce impacts to these species. If these species are documented nesting within the project area during future project phases, the FDOT will coordinate further with the FWC and follow the species' Conservation Measures and Permitting Guidelines as applicable.

Southeastern American Kestrel

Potential nesting and foraging habitat for this species exists within the project study area. Although no nesting cavities were observed, one individual kestrel was observed southeast of the Old US 41 and Bonita Beach Road intersection at the north end of the project and there is a **high** potential for occurrence. This observation occurred in February 2021 and it was not conclusively determined to be a resident Southeastern American kestrel or a migratory individual within a different subspecies. If the species is documented nesting within the project area during future project phases, the FDOT will coordinate further with the FWC and follow the species action plan as applicable. Considering this, there is "**no adverse effect anticipated**" for the southeastern American kestrel.

Wood Stork

The proposed project occurs within the 18.6-mile core foraging area (CFA) radius of one known active wood stork colony (the Corkscrew colony). Wood storks were observed foraging within the ROW during the project field reviews and there is suitable foraging habitat present within some of the wetlands and other surface waters throughout the project study area. As such, the species' potential for occurrence within the project study area is **high**. However, mitigation will be provided for all wetland impacts and suitable wood stork foraging habitat. Due to this, there is "**no adverse effect anticipated**" for

the wood stork.

Big Cypress Fox Squirrel

Potential nesting and foraging habitat for this species exists within the project study area. Although not observed during field reviews or documented within the FNAI Standard Data Report, the species may occur in the project vicinity based on its range and habitat preferences. The potential for occurrence of this species within the project study area is considered to be **moderate** and there is "**no adverse effect anticipated**" for the Big Cypress fox squirrel from the Preferred Alternative. If this species is documented nesting within the project during future project phases, the FDOT will coordinate further with the FWC and follow the species' Conservation Measures and Permitting Guidelines as applicable.

Florida Black Bear

The Florida black bear is no longer a state-listed species but is still afforded protection by the Bear Conservation Rule (68A-4.009, F.A.C.). The project occurs within the "abundant" range of the FWC's South Bear Management Unit (i.e., Big Cypress Florida black bear population). Black bear road mortality and nuisance occurrence data were reviewed to assess the level of occurrence within the project limits. Although numerous nuisance reports occur throughout the project limits, no road kills have been documented within the project limits from 1976 through 2023. No bears or bear tracks were observed during field reviews. The potential for occurrence of this species within the project study area is considered to be **high**.

Therefore, the FDOT will implement the FDOT Supplemental Specification SP0070104-1 *Additional Requirements for Florida Black Bear* during construction. FDOT will require contractors to remove garbage daily from the construction site or use bear proof containers for securing of food and other debris from the project work area to prevent these items from becoming an attractant to the Florida black bear. Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922).

The FDOT transmitted the NRE to the USFWS, NMFS, FDACS, FWC, and other agencies on September 4, 2025 for the review of the natural resource impacts and associated effect determinations/findings. The agency responses received are discussed in the following paragraphs and their coordination is attached to this document.

The NMFS responded on September 8, 2025 and concluded that there will be no involvement with the ESA species or designated Critical Habitat under NMFS' purview.

FDACS/Florida Forest Service provided their response on September 24, 2025. In their response, they suggested that any protected plants that are present be protected or translocated to a suitable site. They also advised to use caution around invasive plants to prevent further spread.

FWC agreed with the effect determinations on October 1, 2025.

The USFWS provided concurrence with the NRE on October 14, 2025. However, because the stamp and signature was originally issued on the title page of the NRE, a new stamp and signature were issued on March 26, 2026 on the cover letter from FDOT.

Project commitments addressing listed and protected species are discussed in Commitments Section 10 of this document. Based on adherence to the implementation measures, project commitments and other standard protection measures and best management practices, this project is not expected to have significant or adverse impacts to protected species or their habitat.

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.

An NRE (July 2025) was prepared as part of this project to analyze anticipated impacts of the Preferred Alternative on wetland resources associated with its construction. The boundaries of all wetlands and other surface waters within the study area were approximated using both desktop and field reviews. No jurisdictional delineations/formal determinations were conducted. Based on the evaluation completed, approximately 41.89 acres of wetlands and other surface waters occur within the study area (31.39 acres of wetlands and 10.50 acres of other surface waters).

Of these 31.39 acres of wetlands, 5.44 acres will be impacted by the Preferred Alternative (3.77 acres direct and 1.67 acres secondary); 2.77 acres are from roadway improvements (2.17 acres direct and 0.60 acres secondary) and 2.67 acres are from stormwater management features (1.60 acres direct and 1.07 acres secondary). Additionally, 5.31 acres of other surface waters will be impacted by the Preferred Alternative, with 5.24 acres from roadway improvements and 0.07 acres from stormwater management features. However, it should be noted that mitigation is not required for impacts to the project's other surface waters as they are upland-cut and/or artificial. Unavoidable wetland impacts resulting from construction of the project will occur with the Preferred Alternative. Transportation safety standards for additional lanes and widths, side slopes, turn radius, clear zone, sight distance and stormwater treatment requirements necessitate these impacts. Impacted wetlands were quantitatively and qualitatively assessed using the Uniform Mitigation Assessment Method (UMAM) as per Chapter 62-345, F.A.C. The Preferred Alternative evaluation resulted in a UMAM functional loss of 3.22 units (2.12 direct and 1.10 secondary). See **Table 5-3** below which summarizes all impacts to wetlands from the Preferred Alternative and the **Wetlands Impact Map** attached to this document.

Table 5-3: Wetland Impacts from the Preferred Alternative

Number	FLUCFCS Classification	FLUCFCS Description	NWI Classification	Direct Impacts (acres)	Secondary Impacts (acres)
<i>Other Surface Waters</i>					
D-1	510	Streams and Waterways	R2EMx	4.46	N/A
D-2	510	Streams and Waterways	R4EMx	0.77	N/A
D-3	510	Streams and Waterways	R2EMx	0.02	N/A
P-1	530	Reservoirs	L2UB4x	0.07	N/A
Other Surface Waters Total				5.32	N/A
<i>Wetlands</i>					
WL-1	617	Mixed Wetland Hardwoods	PFO6	0.60	0.88
WL-3	621	Cypress	PFO2	0.02	0.05
WL-4	617	Mixed Wetland Hardwoods	PFO6	0.01	0.05
WL-5	617	Mixed Wetland Hardwoods	PFO6	0.01	0.04
WL-7	640	Vegetated Non-Forested Wetland	PEM1x	1.53	0.00
WL-8	617	Mixed Wetland Hardwoods	PFO6	0.10	0.08
WL-9	619	Exotic Wetland Hardwoods	PFO1	0.09	0.34
WL-10	640	Vegetated Non-Forested Wetland	PEM1x	0.36	0.00
WL-14	621	Cypress	PFO2	0.01	0.06
WL-17	641	Freshwater Marsh	PEM1	1.04	0.17
Wetlands Total				3.77	1.67

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 USC. 1344. The project anticipates using commercially available mitigation credits from agency-approved banks with an appropriate geographic service area to provide compensatory mitigation sufficient to offset unavoidable project impacts to wetlands and wetland-dependent species habitat. The project occurs within the service areas of the Big Cypress Mitigation Bank (MB), Panther Island MB, Panther Island Expansion MB, Corkscrew Regional MB, and Little Pine Island MB. Although credit availability among these banks will likely change in the time between this PD&E study's approval and the project's future environmental permitting efforts, based on a March 19, 2025 review of the USACE Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS), sufficient mitigation credits are available to offset the impacts from the proposed improvements. The exact impact acreage and number of mitigation credits required to fully offset the lost value of functions resulting from the project's wetland impacts will be determined during the design phase and in coordination with the state and federal environmental permitting agencies.

In accordance with Executive Order 11990 and US DOT 5660.1A, and based on the documentation of existing wetland conditions as presented in the NRE, and in consideration of the Preferred Alternative and its effects on wetlands, it is determined that:

- Measures have been taken to minimize harm to wetlands.
- The proposed project will have no significant short-term or long-term adverse impacts to wetlands. The proposed project will have minimal impacts to wetlands in the project study area (i.e., approximately 5.44 of the 31.39 acres or 17.33%) and these impacts will be compensated by mitigation bank credits from established banks within the appropriate geographical service area.
- There is no practicable alternative to construction in wetlands.

FDOT will continue to coordinate, as necessary, with the USACE and the SFWMD throughout subsequent phases of this project. Updated information will be provided to these agencies to support the permit approval process for all required state and federal authorizations.

The FDOT transmitted the NRE to SFWMD, USFWS, NMFS, FDACS, FWC, and other agencies on September 4, 2025 for the review of the natural resource impacts and associated effect determinations/findings. The agency responses received are discussed in the following paragraphs and their coordination is attached to this document.

On September 30th, 2025, SFWMD commented that the project would require an Environmental Resource Permit (ERP). Additionally, the following issues will need to be addressed during the permitting process:

- The Collier County Segment was previously permitted under Application No. 090320-7 and Permit No. 11-01984-P. Reasonable Assurance must be provided as part of the ERP to demonstrate the proposed improvements will not adversely impact the water quantity, adverse flooding, existing surface water, and storage capacities to the receiving waters.
- The proposed development is located within a watershed defined as impaired. Reasonable assurance must be provided as part of the ERP, the stormwater treatment criteria and supporting documentation indicating the proposed development does not contribute to the existing impairment.
- The proposed development must meet the allowable discharge rate based on each county's requirements.

On October 3, 2025, USACE commented that the project would likely require an individual permit and the specific environmental documentation should be supplied prior to applying. They also commented that the proposed mitigation banks use WRAP or M-WRAP methods and that the functional loss would need to be recalculated based on the

appropriate methodology when applying for a Section 404 permit, along with some other minor text changes. USACE also commented that if the project design changes and one of the adjacent conservation easements would be impacted, the conservation easement would need to be vacated or modified prior to issuance of a permit.

Conceptual wetland impacts have been minimized to the greatest extent practicable. Alternatives which avoided all impacts were not practicable due to the ROW needed to increase roadway capacity and to meet minimum safety requirements. Final determination of jurisdictional boundaries and mitigation requirements will be coordinated between the FDOT and permitting agencies during the design and permitting phases of the project. All temporary wetland impacts will be avoided/minimized to the greatest extent possible due to construction based on using BMPs, FDOT standards, and a Stormwater Pollution Prevention Plan (SWPPP) if applicable.

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 (LHR), dated January 2026, was prepared for the project and is included in the project file. The project does not encroach upon any Federal Emergency Management Agency (FEMA) floodways. The floodplains that extend into the project area, which are primarily zone AE with some zone AH, are limited to the Collier County portion (Segment 1) of the project. The Flood Insurance Rate Map (FIRM) Numbers for Collier County are 12021X0183J and 12021C0191J. The FIRM Numbers for Lee County are 12071C0658G and 12071C0659G.

The anticipated floodplain encroachments due to the proposed roadway widening were primarily estimated to determine potential impacts to the 100-yr floodplains and necessary compensation volumes. The floodplain encroachments can be mitigated using offsite FPC sites based on cup for cup floodplain compensation calculations. The project will encroach upon the 100-yr floodplain through longitudinal encroachments resulting from filling the floodplain areas associated with the proposed roadway widening within the project limits. The longitudinal encroachments cannot be avoided since the floodplains associated with the water bodies and depressional areas coincide with the footprint of the widening improvements. The limits of transverse encroachments from cross-drains and pond outfalls are contained within the limits of the longitudinal encroachments; therefore, all floodplain encroachments are considered longitudinal.

There are six proposed floodplain encroachment areas within the project limits. It is estimated that approximately 33.14 acre-feet of floodplain encroachments are associated with the proposed improvements in this study. Three off-site FPC areas were identified to compensate for the proposed encroachments.

The recommended cross drains will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. The recommended floodplain compensation sites provide 34.22 acre-feet of compensatory storage, creating a net improvement in floodplain storage, thus, no significant change in flood risk or the potential for interruption or termination of emergency service or emergency evacuation routes is expected. 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

In pre-development conditions, stormwater runoff from the project area generally discharges into roadside ditches with no formal treatment or attenuation. The Collier County portion of the project ultimately discharges to the Wiggins Bay Outlet located within the West Cocohatchee River watershed, which has an allowable discharge rate of 25.6 cubic-feet-per-second-per-square-mile (CSM). The Lee County portion of the project ultimately discharges to Oak Creek located within the Imperial River watershed, which has an allowable discharge rate of 25 CSM.

There are no designated or protected water resources within or immediately adjacent to the project study area. The nearest designated waters are Oak Creek (approximately 0.19 miles north of the project on Old US 41) and the Cocohatchee River and tributaries (approximately 0.61 miles south of the project near Pan Am Avenue). Both of these tributary systems are designated as Special Outstanding Florida Waters (OFWs). Enhancements to water quality resulting from project stormwater treatment facilities may serve to provide a net enhancement to the quality of water reporting to these OFWs.

The project traverses four Waterbody IDs (WBIDs), which are impaired for nutrients. In the West Cocohatchee River watershed, Wiggins Bay Outlet (3278C) is impaired for low oxygen and metals; and Cocohatchee (Inland Segment) (3278D) is impaired for bacteria/other microbes and low oxygen. In the Imperial River watershed, Oak Creek (3258F) is impaired for bacteria/other microbes and low oxygen; and Imperial River (Marine Segment) (3258EB) is impaired for algae, bacteria/other microbes, low oxygen, mercury, metals, nitrogen and/or phosphorus.

Stormwater management for water quality treatment and runoff attenuation will be provided using wet detention ponds. The preferred pond sites were selected based on hydraulic and environmental considerations as well as preliminary ROW costs. The pond sizing calculations prepared as part of the Pond Siting Report (PSR), dated January 2026, assume treatment of the *first 1.5 inches of runoff from the ROW or 3.75 inches of runoff from impervious area, whichever is greater*. These water quality criteria address the additional 50% increase to SFWMD's treatment volume criteria required to account for the project basins ultimately outfalling to OFW. Since the PSR was prepared as a preliminary analysis for pond sizing capacity, recovery calculations for orifice sizing, permanent pool calculations, and pollutant loading analysis were not included in the pond sizing analysis. The pond sizing recommendation from the PSR is represented in **Table 5-4** below (**bold** indicates the preferred pond alternatives).

Table 5-4: Pond Sizing Recommendation

Basin	Alternative	Pond Area (acres)
Basin One	1A	2.42
	1B	2.73
	1C	4.97
Basin Three	3A	2.90
	3B	3.09
	3C	3.02

40 CFR Part 122 prohibits point source discharges of stormwater to waters of the US without a National Pollutant Discharge Elimination System (NPDES) permit. Under the State of Florida's delegated authority to administer the NPDES program, construction sites that will result in greater than one acre of disturbance must file for and obtain either coverage under an appropriate generic permit contained in Chapter 62-621, F.A.C., or an individual permit issued pursuant to Chapter 62-620, F.A.C. A major component of the NPDES permit is the development of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the site and discusses good engineering practices (i.e., BMPs) that will be used to reduce the pollutants. An NPDES and ERP will be required for this project and a Stormwater Runoff Control Concept (SRCC) will be developed during Design. A floodplains map is attached to this document and the PSR and LHR (January 2026) are included in the project file. Additionally, a Water Quality Impact Evaluation (WQIE), dated August 15, 2025, was completed for the project and is also included in the project file.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

While no OFWs occur within or adjacent to the project, the project does discharge to Oak Creek and the Cocohatchee River which are OFWs. The project, including the proposed stormwater management system, will be developed to meet the design and performance criteria established in the SFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to OFWs, requiring basins discharging to an OFW to provide an additional 50 percent water quality treatment volume. Best management practices will also be utilized during project activities to prevent impacts (primarily siltation) to proximate estuarine habitats.

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

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).

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), dated October 2025, was prepared for this project and can be found in the project file. This project will result in changes in the horizontal roadway geometry and meets FDOT's definition of a "Type I" project.

The Federal Highway Administration (FHWA) Traffic Noise Model (TNM), version 2.5, was utilized to predict noise levels at 344 receptor points representing 327 residences and seven special land uses (SLUs), which are defined as non-residential land uses. Noise sensitive land uses are areas where there is frequent human use that may be impacted by traffic noise levels that approach, meet, or exceed the Noise Abatement Criteria (NAC) - levels established by the FHWA at which abatement must be considered. For this project, the residences fall under activity category B, four SLUs (golf course, tennis court, dog park, and pool) are categorized as activity C, and one SLU (retail) falls under activity category E. For the year 2045 Build condition, noise levels are predicted to approach, meet, or exceed the NAC at 14 residences and two SLUs within the project limits. These impacted noise sensitive sites were evaluated to determine the feasibility and reasonableness of providing a barrier to reduce traffic noise. Additionally, a substantial increase of 15 A-weighted decibel [dB(A)] is not predicted to occur at any residence or SLU. The TNM was also used to analyze the existing condition and the no-build alternative. Impacts are shown in the **Noise Study Analysis Map** attached to this document.

Traffic management, alteration of horizontal and vertical alignments, acquisition of real property to create a buffer zone, and noise insulation of Activity Category D land use were considered as abatement measures but were determined to not be reasonable or feasible methods to provide noise abatement. The noise barrier evaluation process identified that a noise barrier is a feasible and reasonable form of abatement for the impacted receptors (five residences at Landmark Naples housing community, one residence and one dog park at Somerset Palms, two residences at Sterling Oaks, one residence at Meadow Brook Preserve Apartments, and five residences and one pool at Tarpon Cove apartments) and will provide at least a 5 dB(A) reduction at impacted residences at a cost below the reasonable limit. Additionally, the noise barrier achieves the Noise Reduction Design Goal (NRDG) of 7 dB(A) for at least one benefited receptor. **Table 6-1** lists where noise barriers are potentially feasible and reasonable and therefore recommended for further consideration during the design phase of this project.

Table 6-1: Potentially Feasible and Reasonable Noise Barriers

Barrier ID	Common Noise Environments	Barrier Location	Approximate Barrier XY Extent (Stationing)	Impacted Residences	Benefited Residences	Cost per Benefited Residence/ Equivalent Residence (\$)	Cost Reasonable?
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2	NSA 2, NAC B	Southeast Corner of Old US 41 and Veterans Memorial Boulevard (SHOULDER)	Sta. 10+00.00 to Sta. 11+60.06	5	5	\$17,760	Yes
16	NSA 16, NAC B/C	West of US 41 and North of Old US 41 (SHOULDER)	Sta. 10+00.00 to Sta. 17+59.45	2.82	5.82	\$59,869	Yes

A **Noise Study Analysis Map** is attached showing noise study areas, receptor types, and analyzed abatement along the preferred alternative.

Statement of Likelihood

The Florida Department of Transportation is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations identified in Table 6-1 contingent upon the following conditions:

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

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.

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.

6.3 Contamination

A Contamination Screening Evaluation Report (CSER), dated May 2025, was prepared for the project and is included in the project file. For this report, the project study area was screened with a 500-foot, 1,000-foot, and 0.5-mile search buffer for the mainline, and a 500-foot for drainage sites. A total of 35 contamination sites and five drainage sites were identified and evaluated within the project segments (**Table 6-2** and **Table 6-3**). One (Segment 1) mainline site had a risk rating of "High", eleven (five in Segment 1 and six in Segment 2) mainline sites and four drainage sites had a risk rating of "Medium", fourteen (three in Segment 1 and 11 in Segment 2) mainline sites and one drainage site had a risk rating of

"Low", and nine (seven in Segment 1 and two in Segment 2) sites had a risk rating of "No" for potential contamination concerns.

Table 6-2: Risk Ratings for Contamination Sites

Site # / (EDM #)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from Old US 41 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
SEGMENT 1 (COLLIER COUNTY)							
1	Circle K #7356 13550 N. Tamiami Trail	LUST, TANKS, STCERC 8518920	RPF Family, LLC	Parcel adjoining east of N. Tamiami Trail Unresolved groundwater impacts 10 feet east of N. Tamiami Trail	Petroleum (VOCs and PAHs in groundwater; none in soil)	High	SMF 1A
2	US 41 over Dunruss Creek FDOT No. 030181	FDOT	FDOT	Within US 41 ROW	Asbestos Metals- Based Coatings	Medium	SMF 1A
3	Florida Power & Light Substation 14515 Old US 41	Aerial Photographs	Florida Power & Light Co.	Adjoining west	Petroleum- based Cooling Fluids, Lead, PCBs	Low	FPC 1
4	Garguilo, Inc. (Former Naples Tomato Growers) 15000 N. Old 41	LUST, TANKS 8518313	N T Gargiulo, LP	Adjoining southeast Former tank farm 660 feet southeast	Petroleum	Low	FPC 2 FPC 3
6 (5)	Former Gulf Stream Lumber Co. 16000-16010 Old US 41	LUST, TANKS 9802542	Old 41 Warehouse , LLC SWF Developme nt Group, LLC	Parcel adjoining southeast Groundwater plume 140 feet southeast	Petroleum, Wood Preservatives, Arsenic	Medium	None
7	41 Home & Garden - South 16123 Old US 41 Road	Site Reconnaissance Aerial Photographs	Busk & Associates, Inc	Adjoining west	Pesticides, Herbicides	Low	None
8	All Roads Kenworth 16120 Old 41 Road	Site Reconnaissance Aerial Photographs	Affordable Secure Storage LLC	Adjoining east	Petroleum, Solvents	Medium	None
9	North Collier Collison 16210 N. Old US 41 Road	Site Reconnaissance Aerial Photographs	Walter McKee, LLC	Parcel adjoining southeast	Petroleum, Solvents, Paints	Medium	None

10 (6)	Ace Super Storage (Former Leisure Furniture & Vinyl Services) 16300 Old US 41 (Formerly 16990 N. Old US 41 Aka Old Highway 41 N.)	SEMSARCH HAZARDOUS WASTE FLD094948700	ACE Super Storage, LLC	Two parcels: one adjoining east, the other 330 feet east	Solvents, Lead	Medium	None
SEGMENT 2 (LEE COUNTY)							
12	Railroad	Site Reconnaissance Aerial Photographs Topographic Maps	Seminole Gulf Railway, LP	Within Old US 41 ROW	Petroleum, Herbicides, Pesticides, Arsenic	Medium	None
13	The Club at Mediterra 15755 Corso Mediterra Cir.	Site Reconnaissance Aerial photographs	The Club at Mediterra, Inc. / The New Club at Mediterra, Inc	Adjoining east	Petroleum, Herbicides, Pesticides, Arsenic	Low	None
14	Spanish Wells Golf & Country Club 9801 Treasure Cay Lane	TANKS 8942649	Spanish Wells Community Association	Adjacent 110 feet west Tank 350 feet northwest	Petroleum, Herbicides, Pesticides, Arsenic	Low	None
15	Valip Auto Repair 28380 Old US 41 Road	Site Reconnaissance	A BEYS TR, Constitution Plaza	Adjoining northwest Service bay 200 feet northwest	Petroleum	Low	SMF 2B
16 (11)	Independent Classic Cleaners (Formerly Gold Coast Custom Drycleaners) 28380 Old US 41 Road #6B	SOLID WASTE- NON -LANDFILL 9812614	Constitution Plaza/ Independent Classic Cleaners	Adjoining northwest	Petroleum, Drycleaning Solvents	Medium	SMF 2B
17 (13)	Commercial Building (Former Causeway Lumber Co.) 28280-28292 Old US 41 Road	TANKS 8519469	Causeway Commerce Building Con	Parcel adjoining northwest	Petroleum, Wood Preservatives, Arsenic	Medium	SMF 2B
18 (14)	Lee County - Naples Dog Track Site 28191 Old US 41 Road	SOLID WASTE- NON -LANDFILL 98005	Bonita-Ft Myers Corp	Within proposed new Quadrant Roadway, and adjoining east of Old US 41	Solid Waste	Low	SMF 2B

19	Maintenance Building 28341 Old US 41 Road	Site Reconnaissance Aerial photographs	Bonita-Ft. Myers Corp	Parcel is adjoining southeast Old US 41 Road Maintenance building & AST are 410 feet south of proposed Race Track Road ROW	Petroleum, Solvents	Low	SMF 2B
20 (12)	Naples - Fort Myers Kennel Club / Greyhound Dog Track Debris Staging Area 10601 Bonita Beach Road	LUST, TANKS, STCERC 8627259 SOLID WASTE 98187	Bonita - Ft. Meyers Corp	Parcel within proposed Race Track Road ROW Contamination plume 370 feet south of proposed Race Track Road ROW	Petroleum	Medium	None
21 (9/10)	Southwest Florida Recycling Center / Former Reliable Rolloffs & Southwest Florida Recycling Center 10940 Enterprise Avenue	SOLID WASTE 95288 (formerly SOLID WASTE 95468)	10928 and 10940 Enterprise Avenue	890 feet southeast of proposed Race Track Road ROW	Solid Waste	Low	None
22 (8)	R&W Distributors (Former Green Heron Landscapes, Inc.) 10955 Enterprise Avenue	SOLID WASTE 98566	10947 and 10955 Enterprise Avenue	1,400 feet southeast of proposed Race Track Road ROW	Solid Waste	Low	None
23	Former Component Technology, Inc. 10926 K-Nine Drive #3B	TANKS 9100554	Nickerson Holdings, LLC	Parcel 220 feet southeast of proposed Race Track Road ROW Building 10926 is over 500 feet southeast	Petroleum	Low	None
24	Race Track Road Construction Site 28010 Performance Lane	Site Reconnaissance	Bonita Motor Condos, LLC	30 feet east of Race Track Road ROW	Petroleum, Hazardous Materials	Low	None
25 (15)	RaceTrac #584 10801 Furlong Street	TANKS 9814089	RaceTrac, Inc.	Adjoining southeast corner of Bonita Beach Road and Race Track Road ROW	Petroleum	Medium	None

26	Lextech Automotive 10821 Bonita Beach Road	Site Reconnaissance	LXTL, LLC	Adjoining south of Bonita Beach Road	Petroleum	Medium	None
27 (16)	Former Swift Oil Change 10880 Bonita Beach Road	TANKS 9802941	Lee County	30 feet northeast of the east project limit along Bonita Beach Road ROW	Petroleum	Low	None
28 (17)	Former Circle K #7380 10998 Bonita Beach Road	LUST, TANKS 8518897	C. L. Hall, Trust	100 feet east of the east project limit	Petroleum	Low	None

Table 6-3: Risk Ratings for Drainage Sites

Drainage Site Name	Address(es)	Contaminants of Concern	Risk Rating
SMF 1A	13800 Tamiami Trail North 1 Sunrise Boulevard (western portion) Parcel with no ID along east boundary	Petroleum	Medium
FPC 1	1004 Collier Center Way 1016 Collier Center Way 1020 Collier Center Way 1030-1040 Collier Center Way	Petroleum, Solvents	Medium
FPC 2	1320-1340 Rail Head Blvd. 1360 Rail Head Blvd. 1400-1414 Rail Head Blvd.	Petroleum, Hazardous Materials, Herbicides, Arsenic	Medium
FPC 3	1401 Rail Head Blvd. 1301-1351 Rail Head Blvd. (easement, southern portion only)	Petroleum, Herbicides, Pesticides, Arsenic	Medium
SMF 2B	Portions of three parcels: 28191 Old US 41 28251 Old US 41 28341 Old US 41 And folio 10633938	N/A	Low

For the locations rated "No" or "Low" for contamination, no further action is required. These locations have been determined to have little or no contamination risk to the study area at this time.

For sites with a risk rating of "Medium" or "High", further actions that must be taken to best address the contamination issues will be addressed during the design phase. Level II Assessment activities will be conducted appropriately and in coordination with the District Contamination Impact Coordinator. A total of 16 locations were assigned risk ratings of High or Medium. Additional file review to monitor for future discharges and regulatory status is recommended for five of these sites: Site #s 13, 14, 21, 30, and 31.

6.4 Utilities and Railroads

Utility identification was conducted with the use of comments from utility agencies/owners along Old US 41. A Sunshine 811 design ticket request covering the study limits identified 12 Utility Agency Owners (UAOs). The attached utilities table summarizes the facilities for the identified UAOs along Old US 41.

Conservative utility relocation estimates were requested from Collier County as part of the utility coordination process, and subsequent follow-up with the UAOs. Relocation estimates were requested and none were received, except from Collier County.

Collier County provided a proposed cost estimate for the Preferred Alternative (referred to in their cost estimate as Alternative 1). The total combined estimated cost for relocations is \$1,484,735. For further details of the cost estimate refer to the Utility Assessment Package (UAP), dated April 2026, included in the project file. Potential impacts of existing utilities are listed in **Table 6-3**.

Table 6-3 Potential Utility Impacts

Utility Agency	Facility Type	Potential Impacts
Bonita Springs Utilities, Inc.	Water	• Five water mains • Nine potable water mains
	Sewer	• Five sewer force mains • Two sewer gravity mains
Centurylink	Underground Facilities	• Six local buried assets • Two national buried assets
City of Bonita Springs	Street Lighting and Irrigation	None
Collier County BCC Road Maintenance	Irrigation Main Line	• One irrigation main line
	PVC Lateral Line	• Three PVC lateral lines
Collier County Public Utilities	Water	• 13 water mains
	Sewer	• Two PVC lateral lines • 12 PVC force mains
Collier County Traffic Operations and Information Technology	Buried Fiber Optic Cable, Roadway Lighting	• One buried fiber optic cable • Roadway lighting
Comcast	Not available	Not available
Crown Castle NG	Fiber Facilities/ Equipment	• Two underground conduits • One underground fiber cables • Three aerial fiber cables
Florida Power and Light - Collier/Lee	Overhead Electric	• Three overhead electric 23KV • One aerial fiber • One overhead electric
	Buried Electric	• Two buried electric 23KV • Two underground conduits
Hotwire Communications	Overhead Fiber Optic Cable	• Three overhead fiber optic cable
	Underground Fiber Optic Cable	• Four underground fiber optic cables
Lee County Signal Department	Fiber Optic Cable, Traffic Signals	• One vehicle count station • One fiber optic cable • One traffic signal
Summit Broadband Inc.	Buried Fiber Optic Cable & Overhead Fiber Optic Cable	• Six fiber optic cables
TECO Peoples Gas - Ft Myers	Gas Main	• Five gas mains • Two buried gas mains

Old US 41 crosses the Seminole Gulf Railway (Crossing #623508Y) at Station 194+88.68, located just north of the Collier/Lee County Line. This highly skewed crossing (12 degrees) is not currently used; however, it is still considered active. The roadway crossing was repaved in 2019 and has flashing crossbuck signals; there are no gates or pedestrian accommodations. There is one track within 130-feet of ROW. In March of 2023, the City of Bonita Springs led coordination with Seminole Gulf Railway as the City would ultimately be responsible for the design at the crossing. In the email correspondence, which is attached, Seminole Gulf Railway stated that while it was too early to offer substantial input or conclusions, there cannot be a median at the crossing. A median at the rail crossing was removed from the preferred alternative based on this correspondence.

6.5 Construction

Construction activities for the proposed project may cause minor short-term noise, air quality, water quality, traffic congestion and visual impacts within the immediate vicinity of the project.

Construction of the proposed roadway improvements of Old US 41 may cause temporary noise and/or vibration impacts to nearby developed land uses. If noise-sensitive land uses develop adjacent to the roadway prior to construction, additional impacts could result. It is anticipated that the application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most of the potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Manager, in concert with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

Minor air quality impacts may occur as a result of dust from earthwork and unpaved areas. These impacts will be minimized by adherence to applicable state regulations and to applicable sections of the FDOT's Standard Specifications for Road and Bridge Construction.

Potential water quality impacts resulting from erosion and sedimentation during construction will be controlled in accordance with the agency permit conditions, the FDOT's Standard Specifications for Road and Bridge Construction, Section 104 "Prevention, Control, and Abatement of Erosion and Water Pollution", and through the use of BMPs. These BMPs will prevent water quality degradation to surrounding or nearby waters during construction activities. A NPDES construction permit will be acquired, and the associated requirement to develop and implement a SRCC will be met.

Short-term construction related wetland impacts will be minimized by adherence to the agency permit conditions and FDOT's Standard Specifications for Road and Bridge Construction. These specifications include BMPs such as the use of barrier fencing, as well as siltation barriers and containment devices that will be implemented for controlling turbid water discharges outside of construction limits. All permit conditions will be followed during construction.

Maintenance of traffic and sequencing of construction will be planned and scheduled to minimize traffic delays throughout the project. There are no alternative access points along the corridor, so detours around the work zones are not possible. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of potential road closings and other construction related activities that may excessively inconvenience the community so that motorists, residents, and businesspersons 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 immediate answers to questions about project activity. In the beginning phase of construction, traffic will flow as normal on the existing roadways. Construction will take place outside of the existing roadway first to minimize impacts to traffic flow. For residents living along the project, some of the construction equipment and materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial problem. Once construction is completed, traffic will flow on the new constructed lanes. Construction will then take place on the existing roadway as traffic flows on the new roadway. Due to this, construction is anticipated to have minimal impact to traffic flow in the area.

Based on these considerations, construction of the Preferred Alternative is not expected to result in significant or adverse impacts.

7. Engineering Analysis Support

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

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

FWC Gopher Tortoise Relocation Permit

Status

To be acquired

To be acquired

To be acquired

Permits Comments

The FWC also issues permits for incidental take of state protected species. A Listed Species Incidental Take Permit is anticipated for the Florida Pine Snake given it is a gopher tortoise commensal species and the amount of gopher tortoise burrows within the project area. In addition, the FDEP regulates stormwater discharges from construction sites. The complexity of the permitting process will depend on the degree of impact to jurisdictional areas.

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 Public Involvement Plan (PIP) prepared under separate cover (June 24, 2019) was created for this project outlining community outreach efforts and is included in the project file. It presents the approach used to involve the public, public officials, the media, and government agencies throughout the project. A property owner mailing list was developed for mailing of newsletters and public meeting invitations. A public officials mailing list was also developed to notify representatives in the project area with newsletters, and meeting and hearing invitations. The PIP is in compliance with Section 339.155, Florida Statute.

Project kickoff emails were sent to elected officials by FDOT, District One, Director of Development, on July 24, 2019 and sent to appointed officials by FDOT, District One, District Environmental Administrator, on July 24, 2019. These emails provided an overview of the project and public involvement program. They also included the first project newsletter.

The Project Kickoff newsletter was mailed on July 24, 2019, informing the public of the start of the project and included a discussion of the study process and schedule. The newsletter also encouraged the need for public input and provided information on points of contact within the Department regarding citizen comments and concerns.

Public Workshop

FDOT, District One, held a public workshop regarding proposed improvements on Old US 41 from US 41 in Collier County to Bonita Beach Road in Lee County to provide interested persons an opportunity to provide their feedback on the proposed improvements. The workshop was held on Thursday, April 14, 2022, at the Bonita Springs Recreation Center, 26740 Pine Avenue, Bonita Springs, FL 34135, at 5 p.m. and on Tuesday, April 19, 2022, online through GoTo Webinar.

A letter regarding the public workshop was sent via email to elected and appointed officials on March 17, 2022. A notification flyer was mailed to property owners located within at least 300 feet of the project corridor on March 17, 2022. Notice of this meeting was published in the Naples Daily News and Fort Myers News Press on April 7, 2022. Advertisement of the public workshop was also posted to the Florida Administrative Register (FAR) and through FDOT media release.

A total of 46 people were in attendance at the in-person meeting, including one elected official, as well as 17 staff members of the project team. Twenty-eight (28) people registered for the virtual workshop with 40 people attending the event. The meeting began with an open house period that took place from 5 p.m. to 7 p.m. During this time, stakeholders were able to view project materials, boards and an informational video, and discuss any questions they had with project staff. Attendees were provided with a project handout with information on the project history and proposed alternatives, comment cards for providing feedback, and informational material on roundabouts.

Participants were given an opportunity to provide public comments through the following methods:

1. Written comments at the public workshop;
2. Mail comments to Steven A. Andrews, P.E., FDOT Project Manager, PO Box 1249, Bartow, FL 33831;
3. Email comments to Steven.Andrews@dot.state.fl.us;
4. Visit the project website <http://www.swflroads.com/us41/cr887/>

Three comment cards were received at the public workshop. 226 comments were provided by email and 381 comments were received by mail following the public workshop. Spanish Wells at Cordova, a community along the project corridor, sent out a set of documents instructing its residents on how to provide their comments to the project team. Additionally, they provided a standard script for their residents to send regarding their concern with the proposed bulb-out. The comments received were largely focused on voicing opposition to a bulb-out which was proposed adjacent to Spanish Wells at Cordova. This feature was included in the alternatives presented at the public workshop.

Note that the total number of comments may vary since many stakeholders provided duplicate email and mail comments to the project team.

Small Group Meetings/Presentations

To involve more of the public, presentations were made to various local organizations and groups interested in the project.

June 22, 2022 - Cordova at Spanish Wells Homeowners Association (HOA) Meeting

The project team presented to Cordova at Spanish Wells HOA on June 22, 2022, following the Alternatives Public Workshop. The project team prepared a presentation with a project overview, as well as an update on the Alternatives Public Workshop attendance and comment analysis. Cordova at Spanish Wells residents prepared a presentation to share their concerns, including community features, safety, and traffic volume. This presentation also included community recommendations. Following the presentations, the project team answered questions about the proposed improvements. Common concerns included funding, bulb-outs, traffic reports, and how feedback will be incorporated.

October 26, 2022 - Constitution Plaza Meeting

The project team provided a presentation to the Constitution Plaza Management (CPM) on October 26, 2022, following additional analysis on bulb-out locations. The presentation included an overview of the project schedule and funding, as well as details on the proposed bulb-out location near their driveway. This proposed location would impact four parking spaces and the entrance landscaping. CPM's primary concerns included limited parking, traffic volume, signalization, and getting approval from all tenants. CPM indicated that they would be interested in having the bulb-out in front of their property if it would lead to signal installation. Following this meeting, the project team confirmed that there were no existing traffic counts at this location and provided a local traffic firm they could use to conduct analysis.

April 5, 2023 - Cordova at Spanish Wells HOA Meeting

The project team presented to Cordova at Spanish Wells HOA on April 5, 2023, to provide an update on analyses conducted since their last meeting (June 2022). The presentation provided a summary of the alternatives that were suggested by FDOT and the community and why each was recommended or not recommended. According to the analyses, only two locations are left for the bulb-out: Constitution Plaza (pending traffic counts) and Causeway Commerce Park. After the presentation, the project team answered questions from the community. These concerns included the traffic light in front of their neighborhood, drainage accommodations, and bulb-out locations.

Stakeholder Meetings/Presentations

February 10, 2020 - Quality State Investments, LLC (QSI) Meeting

The meeting was an open discussion regarding the parcels owned by QSI, as well as their current uses and future plans for the properties. QSI's primary concern is the potential impacts to their businesses and access in the southwest quadrant of the intersection of Old US 41 and Bonita Beach Road.

November 9, 2021 - QSI Meeting

The meeting was an update on the project's progress and preliminary concept plans. Discussion topics at this meeting included ROW requirements, access from Old US 41, pedestrian facilities, and configuration of the proposed quadrant roadway.

January 30, 2025 - QSI Meeting

The meeting was an update on the project's progress since the previous meeting. Discussion topics at this meeting included updates to the design of the quadrant roadway, upcoming public involvement opportunities, and ROW. The new changes to the quadrant roadway mean that access for their properties will not change.

Agency Meetings/Presentations

January 30, 2020 - Veteran's Memorial Boulevard (VMB) Coordination Meeting

The meeting was held to introduce the Old US 41 PD&E and the VMB project team and begin coordination on proposed improvements. Ongoing coordination will help to avoid the duplication of work.

June 8, 2020 - City of Bonita Springs Coordination Meeting

The meeting was held to present proposed typical sections to City staff. During the presentation, the team answered questions and got feedback from the City. The City's primary notes included a preference for the alternative with a shared-use path and working with the City Council to get their buy-in.

August 6, 2020 - City of Bonita Springs Coordination Meeting

The meeting was held to present the proposed quadrant road to City staff. During the presentation, the team answered questions and got feedback from the City. The City's primary notes included a preference for the alternative that ties into VMB, potential configurations for the intersection of Old US 41 and Bonita Beach Road, and potential configurations for the proposed quadrant roadway.

August 7, 2020 - Collier County Coordination Meeting

The meeting was held to present proposed improvements to County staff. During the presentation, the team answered questions and got feedback from the County. The County's primary notes included a request for the team to work with the VMB team, traffic impacts, and future public involvement activities.

October 28, 2020 - City of Bonita Springs Project Update Meeting

The meeting was held to present project updates to City staff. During the presentation, the team answered questions and got feedback from the City. The presentation covered ponds, typical sections, traffic, intersection improvements, access management, and future public involvement activities. The City's primary notes included updates to the typical sections and access management plan.

October 29, 2020 - Collier County Project Update Meeting

The meeting was held to present project updates to County staff. During the presentation, the team answered questions and got feedback from the County. The presentation covered drainage, an update on VMB, typical sections, traffic, intersection improvements, access management, and future public involvement activities. The County's primary request was to set up a drainage meeting with the County.

November 17, 2020 - Collier County Drainage Meeting

The meeting was held to present project updates to County drainage staff. During the presentation, the team answered questions and got feedback from the County. The presentation covered the project overview. The County's primary request was to set up a drainage meeting with the County.

January 22, 2021 - Lee County Project Update Meeting

The meeting was held to present project updates to County staff. During the presentation, the team answered questions and got feedback from the County. The presentation covered the proposed alternatives and typical sections. The County's primary request was to include their proposed changes to the Bonita Beach Road intersection and review the traffic along the project corridor.

May 17, 2021 - VMB Coordination Meeting

The meeting was held to provide updates on proposed improvements from each project. RWA (VMB team) shared information on their alternative and potential impact mitigation to the northwest quadrant of VMB and US 41. The Old US 41 team provided a schedule update on their alternatives and when it would be shared with the VMB team. The remaining discussion focused on scheduling and planning consistency.

October 11, 2021 - Lee County Project Update Meeting

The meeting was held to present an update on the proposed alternatives to County staff and discuss the next steps. During the presentation, the team answered questions and got feedback from the County. The presentation covered the traffic data, proposed alternatives and typical sections. The County staff asked if they could have time to review the traffic data and alternatives before providing their opinion on the intersection design.

October 14, 2021 - Collier County and Bonita Springs Project Update Meeting

The meeting was held to present an update on the proposed alternatives to County staff and discuss the next steps. During the presentation, the team answered questions and got feedback from the County. The presentation covered the traffic data, proposed alternatives and typical sections. Collier County discussed the drainage and project footprint. Bonita Springs discussed the bulb-out location and design. Both agencies were asked to provide comments by the end of October so they can be incorporated ahead of the public meeting.

May 17, 2022 - Collier MPO Bicycle Pedestrian Advisory Committee (BPAC) Meeting

The project team attended a regular meeting to provide a project update to the BPAC following the public workshop. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the BPAC.

May 18, 2022 - Collier MPO Congestion Management Committee (CMC) Meeting

The project team attended a regular meeting to provide a project update to the CMC following the public workshop. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the CMC.

May 19, 2022 - VMB Coordination Meeting

The meeting was held to provide updates on proposed improvements from each project. RWA (VMB team) shared information on their Intersection Control Evaluation (ICE) analysis, pond locations, and conservation easement coordination. The Old US 41 team provided an overview of the public workshops and requested feedback from the VMB team. The remaining discussion focused on stormwater issues, service level, and right-of-way acquisition.

May 23, 2022 - Collier MPO Citizen Advisory Committee (CAC) Meeting

The project team attended a regular meeting to provide a project update to the CAC following the public workshop. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the CAC.

May 23, 2022 - Collier MPO Technical Advisory Committee (TAC) Meeting

The project team attended a regular meeting to provide a project update to the TAC following the public workshop. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the TAC.

May 24, 2022 - Lee MPO Bicycle Pedestrian Coordinating Committee (BPCC) Meeting

The project team attended a regular meeting to provide a project update to the BPCC following the public workshop. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the BPCC.

June 1, 2022 - City of Bonita Springs Council Meeting

The project team attended a regular meeting to provide a project update to the City Council following the public workshop. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the City Council. The City Council expressed concerns with increased freight traffic and the bulb-out feedback received from the Spanish Wells community.

June 2, 2022 - Lee MPO TAC Meeting

The project team attended a regular meeting to provide a project update to the TAC following the public workshop. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the TAC. The TAC recommended additional meetings on programming and planning consistency.

June 8, 2022 - VMB Coordination Meeting

The meeting was held to provide updates on proposed improvements from each project. RWA (VMB team) shared information on their proposed capacity, pond locations, and tie-ins with the Old US 41 PD&E Study. The Old US 41 team provided an overview of the public comments and provided feedback on the VMB improvements. The remaining discussion focused on existing conditions and right-of-way acquisition.

June 10, 2022 - Collier MPO Board Meeting

The project team attended a regular meeting to provide a project update to the Board following the public workshop. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the Board.

June 17, 2022 - Lee MPO Board Meeting

The project team attended a regular meeting to provide a project update to the Board following the public workshop. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the Board. A Board Member from City of Bonita Springs stated that the City supports the sidewalk, shared-use path, and quadrant roadway; however, they disagree with the bulb-out.

July 13, 2022 - Lee MPO Traffic Management Operations Committee (TMOC) Meeting

The project team attended a regular meeting to provide a project update to the TMOC following the public workshop. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the TMOC. The

committee discussed planning consistency between the counties, ROW availability, and additional alternatives evaluation.

September 22, 2022 - VMB Coordination Meeting

The meeting was held to provide updates on proposed improvements from each project. The VMB team noted that they are behind schedule and are beginning the ICE. The Old US 41 team will do the ICE for Wiggins Pass for consideration to their system. Additional discussion focused on the schedule and conservation easements.

April 10, 2023 - VMB ICE Coordination Meeting

The meeting was held to provide updates on proposed improvements from each project. The VMB team shared the 3 alternatives they developed for connecting VMB to Old US 41 and the status of their traffic evaluations. The Old US 41 provided an update on recent public engagement opportunities and schedule.

July 14, 2023 - City of Bonita Springs and Collier County Coordination Meeting

The meeting was held to provide updates on the alternatives analysis and typical sections following additional outreach and evaluation. Additional discussion focused on the conceptual pond locations, bulb-outs and drainage concerns at the southern end of the project.

January 9, 2025 -Lee MPO CAC Meeting

The project team attended a regular meeting to provide a project update to the CAC following the selection of a Preferred Alternative. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the CAC. The committee discussed right-of-way, stormwater improvements and location and design of the bicycle lanes.

January 9, 2025 -Lee MPO TAC Meeting

The project team attended a regular meeting to provide a project update to the TAC following the selection of a Preferred Alternative. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the TAC. The committee discussed right-of-way, bulb-outs, the proposed quadrant roadway, and location and design of the bicycle lanes.

February 14, 2025 -Collier MPO Board Meeting

The project team attended a regular meeting to provide a project update to the Board following the selection of a Preferred Alternative. The presentation covered the project background, proposed alternatives, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the Board. The committee discussed right-of-way, stormwater impacts, and the proposed widening.

January 8, 2026 - Lee MPO TAC Meeting

The project team attended a regular meeting to provide a project update to the TAC following the public hearing. The presentation covered the project background, Preferred Alternative, public hearing, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the TAC.

January 8, 2026 -Lee MPO CAC Meeting

The project team attended a regular meeting to provide a project update to the CAC following the public hearing. The presentation covered the project background, Preferred Alternative, public hearing, and project schedule and funding. Following the presentation, the team answered questions and provided an opportunity to receive feedback from the CAC.

January 23, 2026 - Lee MPO Board Meeting

The project team attended a regular meeting to provide a project update to the MPO Board following the public hearing. The presentation covered the project background, Preferred Alternative, and project schedule and funding.

January 27, 2026 - Lee MPO BPCC Meeting

The project team attended a regular meeting to provide a project update to the BPCC following the public hearing. The presentation covered the project background, Preferred Alternative, and project schedule and funding.

Date of Public Hearing: 11/20/2025

Summary of Public Hearing

FDOT, District One, held a public hearing to present the Preferred Alternative for Old US 41 from US 41 in Collier County to Bonita Beach Road in Lee County to provide interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. The hearing was held on November 20, 2025, at the Bonita Springs Recreation Center, 26740 Pine Ave, Bonita Springs, FL 34135, at 5 p.m. The Public Hearing Transcript and the Public Hearing Certification Form are attached.

Hearing Overview

A letter regarding the public hearing was sent via email to elected and appointed officials on October 21, 2025. A notification flyer was mailed to property owners located within at least 300 feet of the project corridor on October 25, 2025. Notice of this meeting was published in the Fort Myers News Press and Naples Daily News on November 2, 2025, and November 13, 2025. Advertisement of the public hearing was also posted to the FAR on November 10, 2025 and through FDOT media releases on November 13 and 20, 2025.

A total of 92 citizens and 3 elected officials (representing Bonita Springs) signed in at the in-person public hearing and 53 attendees participated online through the GoToWebinar. The meeting began with an open house from 5:00 p.m. to 6:00 p.m., followed by opening remarks and a presentation at 6:00 p.m. The presentation discussed an overview of the project and associated impacts. These details included the PD&E study process, a description of the Preferred Alternative selected by the FDOT and the estimated project costs. A 10-minute intermission began at 6:36 p.m. and the public testimony period began at 6:46 p.m. Four citizens gave verbal comments during the public testimony portion of the hearing, and the public hearing concluded at 7:00 p.m.

Public Comments

Participants were given an opportunity to provide public comments through the following methods:

- Written comments at the public hearing;
- Mail comments to Steven Andrews, FDOT Project Manager, MS 1-40, PO Box 1249, Bartow, FL 33831;
- Email comments to Steven.Andrews@dot.state.fl.us;
- Visit the project website <https://www.swflroads.com/project/435347-1>

Three comment forms were received at the hearing and 19 were received electronically during the hearing comment period. Of the 22 of comments received, six were in support of the project, eight did not state their opinion, and three did not support the project. Note that these numbers may vary from the total amount of comments as some people provided multiple comments. The main topics of concern were business relocations, environmental impacts, and requests for signalization for Sterling Oaks. The FDOT provided responses to all comments received at the public hearing as of January 2026 and are included in the Comments and Coordination Report included in the project file. For concerns regarding ROW acquisition and potential business relocations, FDOT provided information on the ROW acquisition process and brochures on business relocations. For concerns regarding environmental impact, FDOT provided

information on the environmental analysis conducted and how it informed the Preferred Alternative. For concerns regarding Sterling Oaks, FDOT provided information on the traffic analysis conducted and how it informed the Preferred Alternative.

Following the public hearing, the project team coordinated with the Collier MPO to discuss the Preferred Alternative and feedback received at the public hearing. No additional presentations or meetings were requested following this discussion. A Comments and Coordination Report, dated January 2026, is included in the project file which documents all public and agency participation conducted throughout this PD&E study.

10. Commitments Summary

1. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, FDOT commits to re-initiating consultation with the USFWS during the design and permitting phase of the project to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.
2. The USFWS Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction.
3. In accordance with the use of the USFWS' Consultation Key for the Florida Bonneted Bat (2019) and Florida Bonneted Bat Consultation Guidelines and the finding of a MANLAA-P effect determination for the Florida bonneted bat, the FDOT will implement bonneted bat BMP #1: If potential roost trees or structures need to be removed, check cavities for bats within 30 days prior to removal of trees, snags, or structures. When possible, remove structure outside of breeding season (e.g., January 1 - April 15). If evidence of use by any bat species is observed, discontinue removal efforts in that area and coordinate with the Service on how to proceed.
4. In accordance with the use of the USFWS' Consultation Key for the Florida Bonneted Bat (2019) and Florida Bonneted Bat Consultation Guidelines and the finding of a MANLAA-P effect determination for the Florida bonneted bat, the FDOT will implement bonneted bat BMP #5: Conserve open freshwater and wetland habitats to promote foraging opportunities and avoid impacting water quality. Created/restored habitat should be designed to replace the function of native habitat.
5. In accordance with the use of the USFWS' Consultation Key for the Florida Bonneted Bat (2019) and Florida Bonneted Bat Consultation Guidelines and the finding of a MANLAA-P effect determination for the Florida bonneted bat, the FDOT will implement bonneted bat BMP #7: Avoid or limit widespread application of insecticides (e.g., mosquito control, agricultural pest control) in areas where Florida bonneted bats are known or expected to forage or roost.
6. In accordance with the use of the USFWS' Consultation Key for the Florida Bonneted Bat (2019) and Florida Bonneted Bat Consultation Guidelines and the finding of a MANLAA-P effect determination for the Florida bonneted bat, the FDOT will implement bonneted bat BMP #10: Protect known Florida bonneted bat roost trees, snags or structures and trees or snags that have been historically used by Florida bonneted bats for roosting, even if not currently occupied, by retaining a 250 foot (76 m) disturbance buffer around the roost tree, snag, or structure to ensure that roost sites remain suitable for use in the future.
7. Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).

8. Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), Appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Longeared Bat Survey Guidance, Appendix K, Assessing Bridges and Culverts for Bats, will be used.
 - If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to FWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures, including not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) or when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit), may be required if updated detections are reported, and may result in reinitiation of consultation with FWS.
 - If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.
9. FDOT will require contractors to remove garbage daily from the construction site or use bear proof containers for securing of food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear (*Ursus americanus floridanus*). Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922).
10. A survey for listed plant species giant wild pine and stiff-leaved wild pine will be performed during the design phase and coordination with FDACS and USFWS will occur if impacts to the species are anticipated.
11. The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations identified in **Section 6.1** contingent upon the following conditions:
 1. Final recommendations on the construction of abatement measures are determined during the Project's final design and through the public involvement process;
 2. Detailed noise analyses during the final design process support the need, feasibility and reasonableness of provided abatement;
 3. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
 4. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office;
 5. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues are resolved.
12. FDOT will investigate the feasibility of an extension of the shared use path on the west side of Old US 41 from the new Quadrant Roadway to Bonita Beach Road during the final design phase of this project.

11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

Conceptual Stage Relocation Plan (CSRP)
Sociocultural Data Report (SDR)
Project Constitution Center Easement Maps
Project Mediterra Easement CA#12 Maps
Project Sterling Oaks Easement Maps
Project Turtle Creek Easement Maps
Project Triangle Parcel Easement Maps
Cultural Resources Assessment Survey (CRAS)
Section 4(f) Determinations of Applicability Summary
Natural Resources Evaluation (NRE)
Location Hydraulics Report (LHR)
Pond Siting Report (PSR)
Water Quality Impact Evaluation (WQIE)
Contamination Screening Evaluation Report (CSER)
Utilities Assessment Package (UAP)
Noise Study Report (NSR)
Project Traffic Analysis Report (PTAR)
Traffic Analysis Methodology
PTAR Supplement Memo
Future Volumes Tech Memo
VISSIM Calibration Memo
Crash Analysis Memo
Preliminary Engineering Report (PER)
Public Involvement Plan (PIP)
Alternatives Workshop Summary Report
Comments and Coordination (C&C) Report

Attachments

Project Information

Project Location Map

Planning Consistency

Project Plan Consistency Documentation

Community Effects

Bonita Springs Future Land Use

Potential Business Relocation Map

Existing Land Use Map

Collier County Future Land Use

Cultural Resources

SHPO Concurrence Letter

Section 106 Resource Map

Section 4(f) Report

Natural Resources

NRE Responses from FDACS

FWC Concurrence Letter

USFWS Concurrence

Wetlands Map

Floodplains Map

NRE Responses from SFWMD

NRE Responses from USACE

NRE Responses from NMFS

Physical Resources

Potential Contamination Site Map

Noise Study Analysis Map

Railroad Coordination

Public Involvement

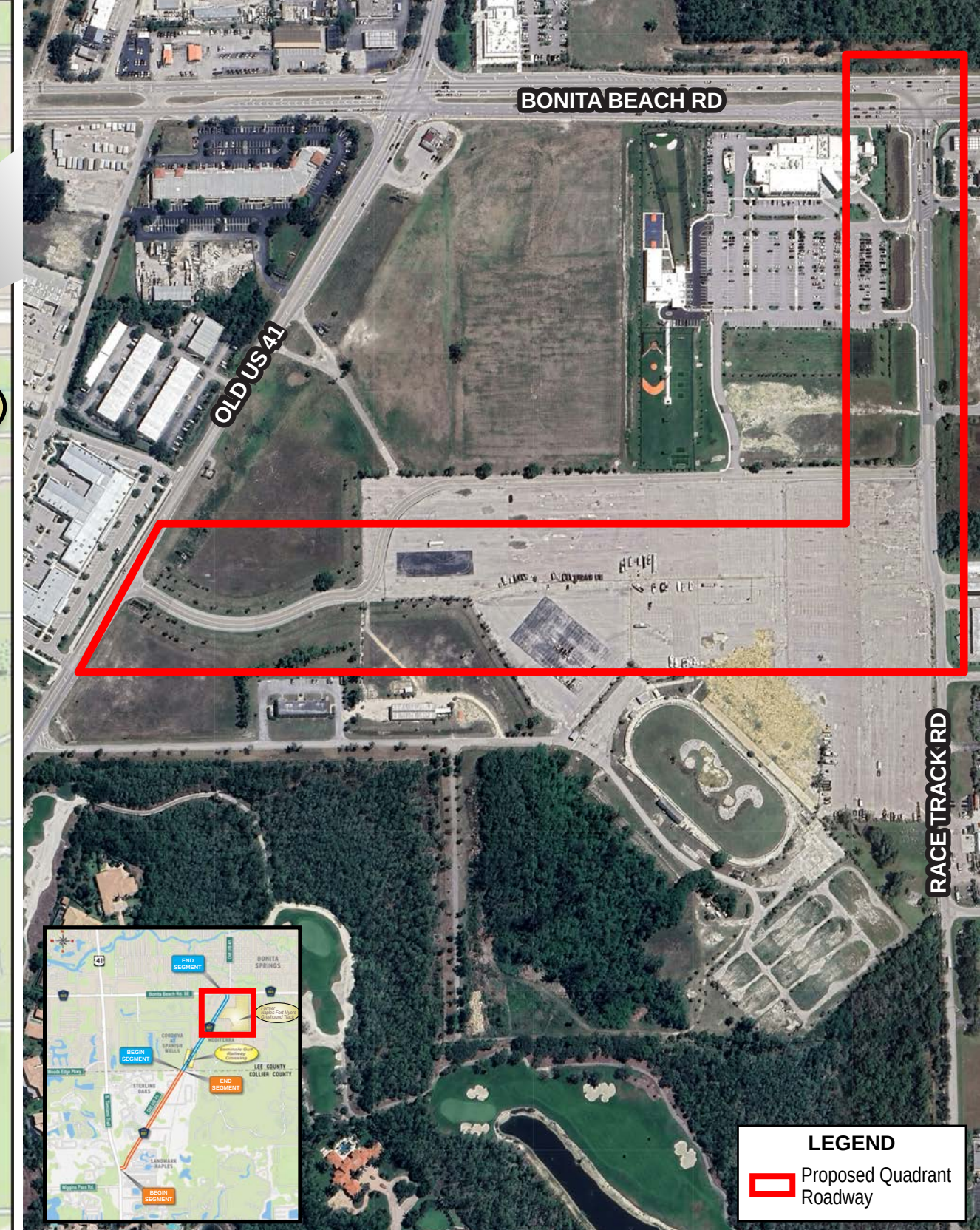
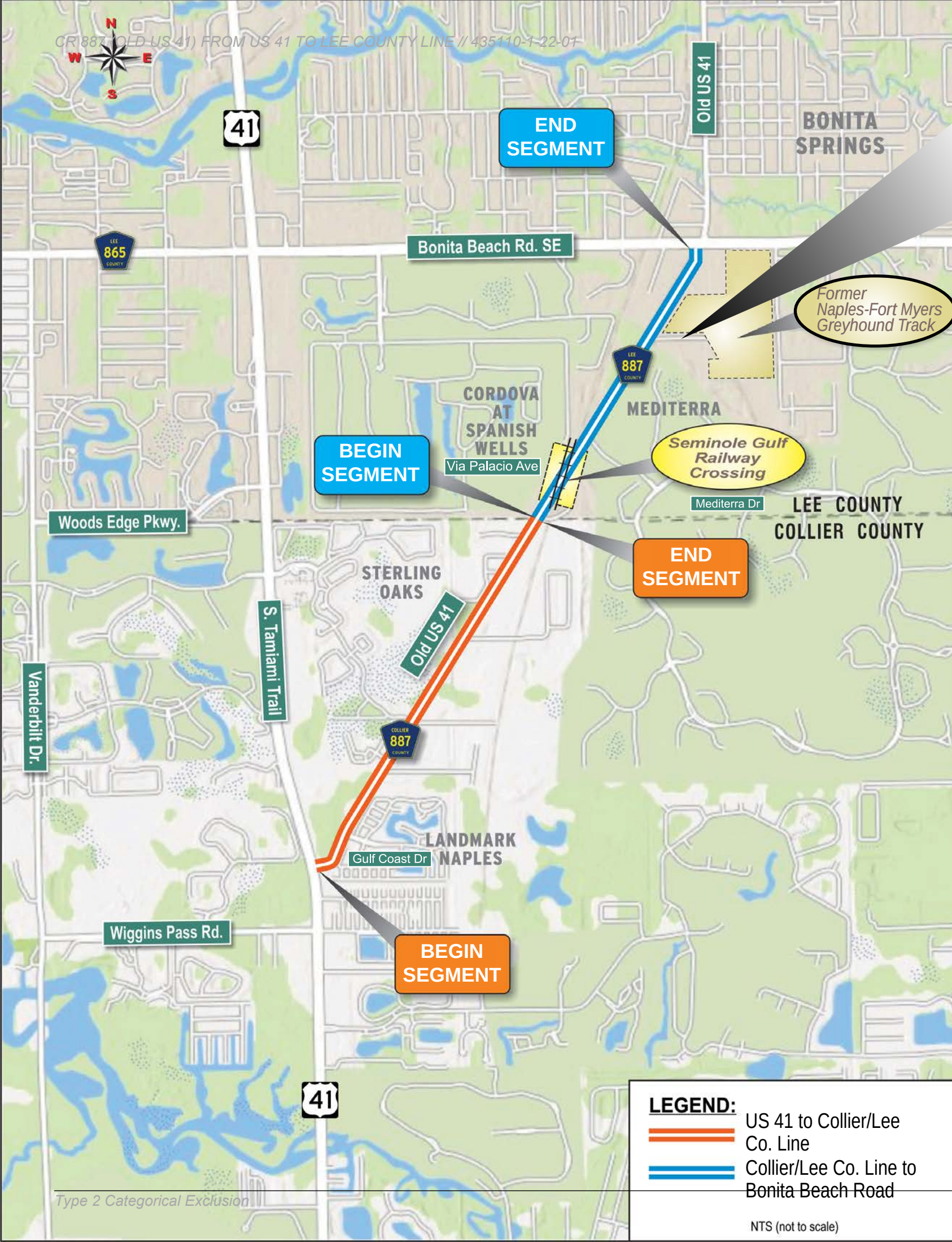
Public Hearing Certification

Public Hearing Transcript

Project Information Appendix

Contents:

Project Location Map



Project Location Map

Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation

Table 6-1. Collier MPO FY2026–FY2030 TIP Summary (\$ in millions)

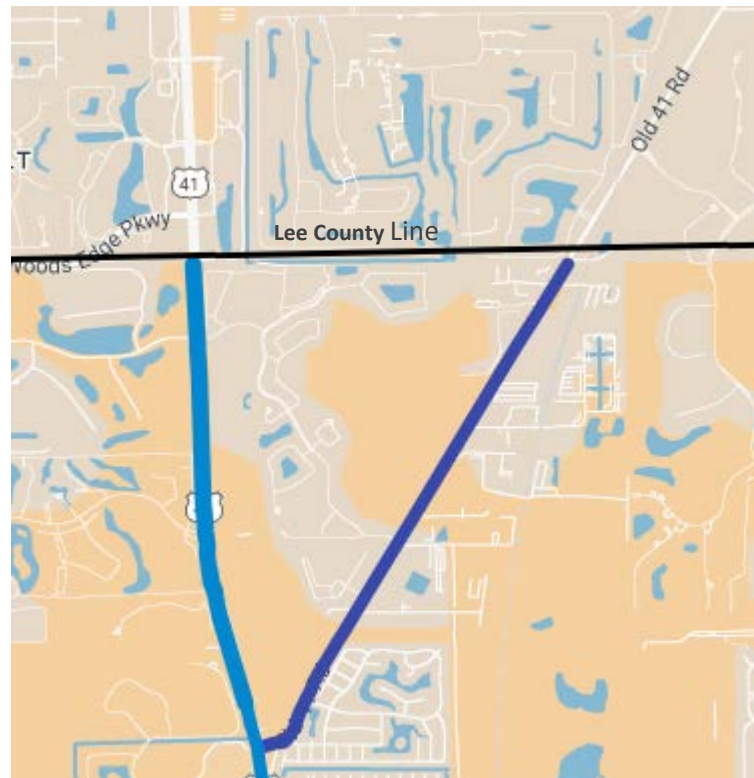
Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number	Funding Source	Total TIP Funding 2026–2030 (YOE)	Plan Period 1 (TIP): 2026–2030			
								O&M	PRE-ENG	ROW	CST
ROADWAY PROJECTS											
SR 29	CR 846	N of New Market Rd.	New Rd. Construction	FDOT	417540-5	State	\$96.27		\$9.70	\$13.82	\$72.75
SR 29	N of New Market Rd.	SR 82	Add Lanes and Reconstruct	FDOT	417540-6	State	\$66.38		\$8.29	\$0.30	\$57.78
I-75	at SR 951 (Collier Blvd)		Ultimate Interchange Improvement	FDOT	425843-3	State	\$1.47				\$1.47
Old US 41	US 41	Lee County Line	Widen from Two to Four Lanes	County	435110-2	Federal	\$3.00		\$3.00		
US 41/SR 45	Golden Gate Parkway	5th Avenue South	Flexible Pavement Reconstruct	FDOT	437908-1	State	\$5.30		\$5.30		
Goodlette Frank Rd.	Vanderbilt Beach Rd.	Immokalee Rd.	Add Lanes and Reconstruct	County	446341-1	Local/State	\$5.50				\$5.50
Immokalee Rd.	Livingston Rd.	Logan Blvd.	Pave Shoulders	County	452247-1	Local/State	\$22.00		\$1.50		\$20.50
I-75	Immokalee Rd.	Bonita Beach Rd.	Add Lanes and Reconstruct	FDOT	452544-3	State	\$122.95		\$9.14	\$7.60	\$106.22
I-75	at Immokalee Rd.		Modify Interchange	FDOT	452544-4	State	\$71.54		\$12.44	\$7.60	\$51.51
I-75	Immokalee Rd.	Pine Ridge Rd.	Add Lanes and Reconstruct	FDOT	452544-5	State	\$30.46		\$5.12	\$11.60	\$13.73
I-75	Pine Ridge Rd.	Golden Gate Pkwy.	Add Lanes and Reconstruct	FDOT	452544-6	State	\$13.90		\$4.20	\$9.60	\$0.10
Immokalee Rd.			Pave Shoulders	County	456013-1	State	\$1.00				\$1.00
BRIDGE PROJECTS											
Caxambas Court/Roberts Bay Replacement Structure #034112			Bridge Replacement	FDOT	445460-1	Local/Federal	\$9.77		\$1.50		\$8.27
47th Ave. NE Bridge	Everglades Blvd.	20th St. NE	New Bridge Construction	County	453421-1	Federal	\$4.81				\$4.81
Goldenrod Avenue over Smokehouse Bay Bridge #034116			Bridge Replacement	FDOT	455935-1	Local/Federal	\$4.85		\$0.52		\$4.34
Alligator Alley Fire Station @ MM63			Miscellaneous Structure	N/A	435389-1	State	\$3.00	\$3.00			

COLLIER MPO FY 2026 - 2030 TIP



435110-2	OLD US 41 FROM US 41 TO LEE / COLLIER COUNTY LINE
Type of Work Description	ADD LANES & RECONSTRUCT
Responsible Agency	MANAGED BY COLLIER COUNTY BOARD OF COUNTY
Project Description	Widen from 2 lanes to 4, bike-ped improvements
Project Length	1.55
SIS	No
2045 LRTP	P6-6, Table 6-3

<u>Fund</u>	<u>Phase</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>Totals</u>
SU	PE	0	0	3,001,000	0	0	\$3,001,000.00
		0	0	3,001,000	0	0	\$3,001,000.00





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Web Application

Federal Aid Management Sabrina Aubery - Manager

STIP Project Detail and Summaries Online Report

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

Selection Criteria	
Current STIP	Detail
Financial Project: 435110 1	Related Items Shown
As Of Last Night: 10/2/2025	

HIGHWAYS								
Item Number: 435110 1		Project Description: CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE						
District: 01		County: COLLIER		Type of Work: PD&E/EMO STUDY			Project Length: 1.550MI	
				Fiscal Year				
Phase / Responsible Agency		<2026	2026	2027	2028	2029	>2029	All Years
P D & E / MANAGED BY FDOT								
Fund Code:	GFSU-GF STPBG >200 (URBAN)	28,955						28,955
	SU-STP, URBAN AREAS > 200K	931,381	14,143					945,524
Phase: P D & E Totals		960,336	14,143					974,479
Item: 435110 1 Totals		960,336	14,143					974,479
Item Number: 435110 2		Project Description: OLD US 41 FROM US 41 TO LEE / COLLIER COUNTY LINE						
District: 01		County: COLLIER		Type of Work: ADD LANES & RECONSTRUCT			Project Length: 1.550MI	
				Fiscal Year				
Phase / Responsible Agency		<2026	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY COLLIER COUNTY BOARD OF COUNTY								
Fund Code:	ACSU-ADVANCE CONSTRUCTION (SU)				3,001,000			3,001,000
	Item: 435110 2 Totals				3,001,000			3,001,000
Project Totals		960,336	14,143		3,001,000			3,975,479

Grand Total	960,336	14,143	3,001,000		3,975,479
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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

Sabrina Aubery: Sabrina.Aubery@dot.state.fl.us Or call 850-414-4449

Or

Dawn Rudolph: Dawn.Rudolph@dot.state.fl.us Or call 850-414-4465

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Consistent, Predictable, Repeatable

Table 5-6: Cost Feasible Projects: State/Federal not on the State Highway System (\$1,000)

Project Identifier	Road Name	From	To	Length	Improvement	Funding Source	Phase	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total Cost (YOE)	Total Cost (PDC)
	Countywide Signal System Updates, Final Phase				ITS	SU	PE	\$1,200	\$0	\$0	\$0	\$0	\$1,200	\$1,200
	Countywide Signal System Updates, Final Phase				ITS	SU,OA	CST	\$0	\$0	\$17,675	\$0	\$0	\$17,675	\$13,702
B10	Big Carlos Bridge Replacement Repayment			0.5	Reconstruct Bridge	SU, SA, CM	CST	\$0	\$25,000	\$0	\$0	\$0	\$25,000	\$21,000
B6	Hickory Bridge Replacements				Reconstruct Bridges	CD24	PD&E	See Table 5-7	\$4,000	\$0	\$0	\$0	\$4,000	\$3,600
36	Old US 41	Collier County Line	Bonita Beach Road	1.2	Add Lanes & Reconstruct	SU	PE	\$0	\$2,200	\$0	\$0	\$0	\$2,200	\$2,000
36	Old US 41	Collier County Line	Bonita Beach Road	1.2	Add Lanes & Reconstruct	SU/OA	ROW	\$0	\$0	\$6,450	\$0	\$0	\$6,450	\$5,000
36	Old US 41	Collier County Line	Bonita Beach Road	1.2	Add Lanes & Reconstruct	OA	CST	\$0	\$0	\$0	\$0	\$42,680	\$42,680	\$22,200
52	Sunshine Ext.	75 th Street	SR 80	1.9	New 4L	SU/OA	PD&E	\$0	\$0	\$3,870	\$0	\$0	\$3,870	\$3,000
52	Sunshine Ext.	75 th Street	SR 80	1.9	New 4L		PE/ROW/CST			See Table 5-7				
7	Burnt Store Road	Van Buren	Charlotte Co/L	5.1	2L to 4L	LF, Fed Approp.	PE	\$6,000	\$0	\$0	\$0	\$0	\$6,000	\$6,000
7	Burnt Store Road	Van Buren	Charlotte Co/L	5.1	2L to 4L	SU/OA	ROW	\$0	\$0	\$15,490	\$0	\$0	\$15,490	\$12,000
7	Burnt Store Road	Van Buren	Charlotte Co/L	5.1	2L to 4L	SU/OA	CST	\$0	\$0	\$0	\$44,300	\$0	\$44,300	\$28,400
	Intersection Improvements					OA		\$0	\$0	\$0	\$0	\$18,160	\$18,160	\$9,360
					Total Cost:			\$7,200	\$31,200	\$43,485	\$44,300	\$60,840	\$187,025	\$127,462
					Revenues:			\$8,550	\$36,103	\$43,488	\$44,373	\$60,868	\$193,382	

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

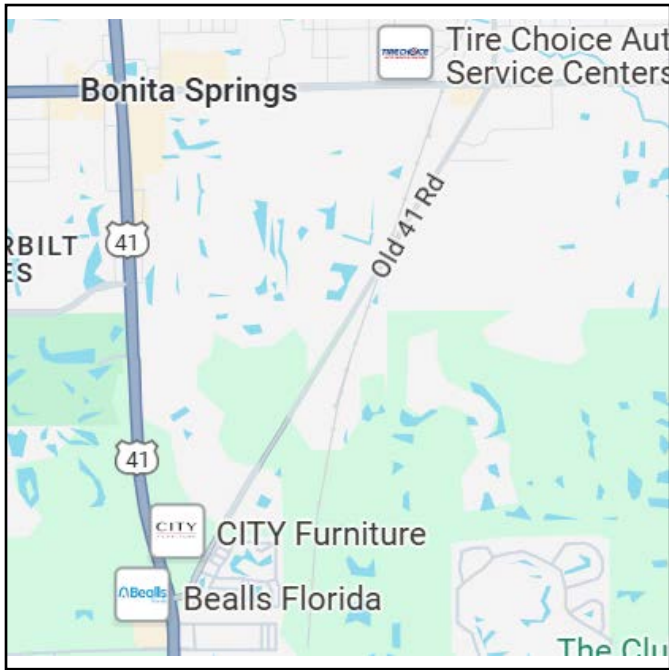
Funding Sources: CM: Federal Congestion Mitigation Air Quality funds; SU: Federal Surface Transportation Program Urban Area funds >200,00; Fed Approp: Federal Appropriations; CD24: State General Fund Earmark OA: State Other Arterial funding for off system roads

2050 Transportation Plan



4353472 - OLD US 41 FROM US 41 TO BONITA BEACH RD

Non-SIS



From:

To:

Section:

Work Summary:

Lead Agency:

US 41 in Collier

Bonita Beach Road

A - Highway

ADD LANES & RECONSTRUCT

MANAGED BY CITY OF BONITA SPRINGS

Length:

LRTP #:

1.18

Page 5-17, Table 5-9, Project S5

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PE	SU	0	2,200,469	0	0	0	2,200,469
Total		0	2,200,469	0	0	0	2,200,469

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 2,200,469

Project Description: Improvements include road expansion up to four lanes, bicycle lanes, sidewalks, and shared use paths



Florida Department of

TRANSPORTATION

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Web Application

Federal Aid Management Sabrina Aubery - Manager

STIP Project Detail and Summaries Online Report

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

Selection Criteria	
Current STIP	Detail
Financial Project: 435347 1	Related Items Shown
As Of Last Night: 10/2/2025	

HIGHWAYS								
Item Number: 435347 1		Project Description: CR 887 (OLD US 41) FROM COLLIER COUNTY LINE TO BONITA BEACH RD						
District: 01	County: LEE	Type of Work: PD&E/EMO STUDY					Project Length: 1.180MI	
		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	>2029	All Years
P D & E / MANAGED BY FDOT								
Fund Code:	ACSU-ADVANCE CONSTRUCTION (SU)		898					898
	SU-STP, URBAN AREAS > 200K	950,481	4,682					955,163
Phase: P D & E Totals		950,481	5,580					956,061
Item: 435347 1 Totals		950,481	5,580					956,061
Item Number: 435347 2		Project Description: OLD US 41 FROM US 41 TO BONITA BEACH RD						
District: 01	County: LEE	Type of Work: ADD LANES & RECONSTRUCT					Project Length: 1.180MI	
		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY CITY OF BONITA SPRINGS								
Fund Code:	ACSU-ADVANCE CONSTRUCTION (SU)			2,200,469				2,200,469
	Item: 435347 2 Totals			2,200,469				2,200,469
Project Totals		950,481	5,580	2,200,469				3,156,530

Grand Total	950,481	5,580,200,469				3,156,530
--------------------	----------------	----------------------	--	--	--	------------------

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

Sabrina Aubery: Sabrina.Aubery@dot.state.fl.us Or call 850-414-4449

Or

Dawn Rudolph: Dawn.Rudolph@dot.state.fl.us Or call 850-414-4465

[Reload STIP Selection Page](#)

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

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[Statement of Agency](#)

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Florida Department of Transportation

Consistent, Predictable, Repeatable

Community Effects Appendix

Contents:

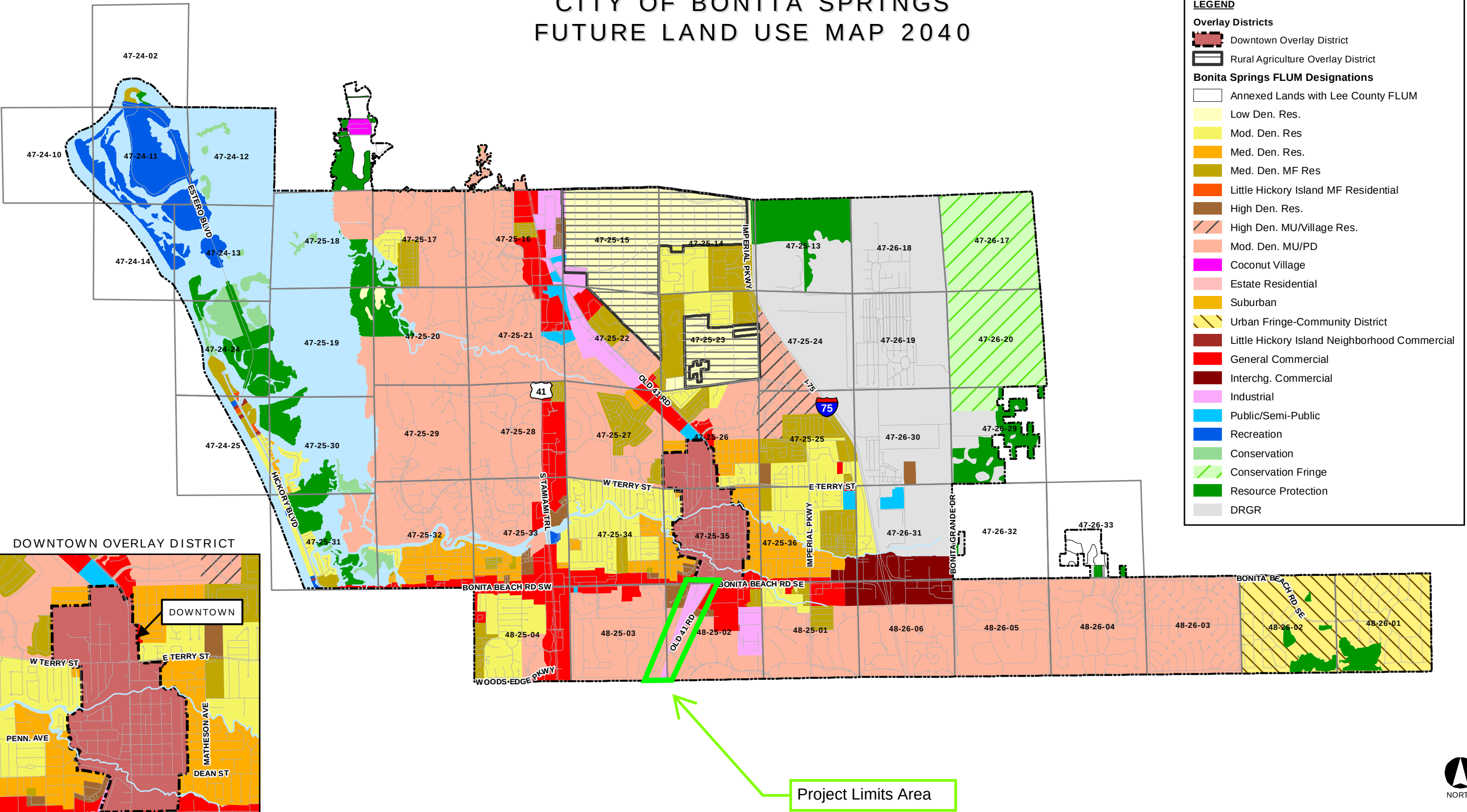
Bonita Springs Future Land Use

Potential Business Relocation Map

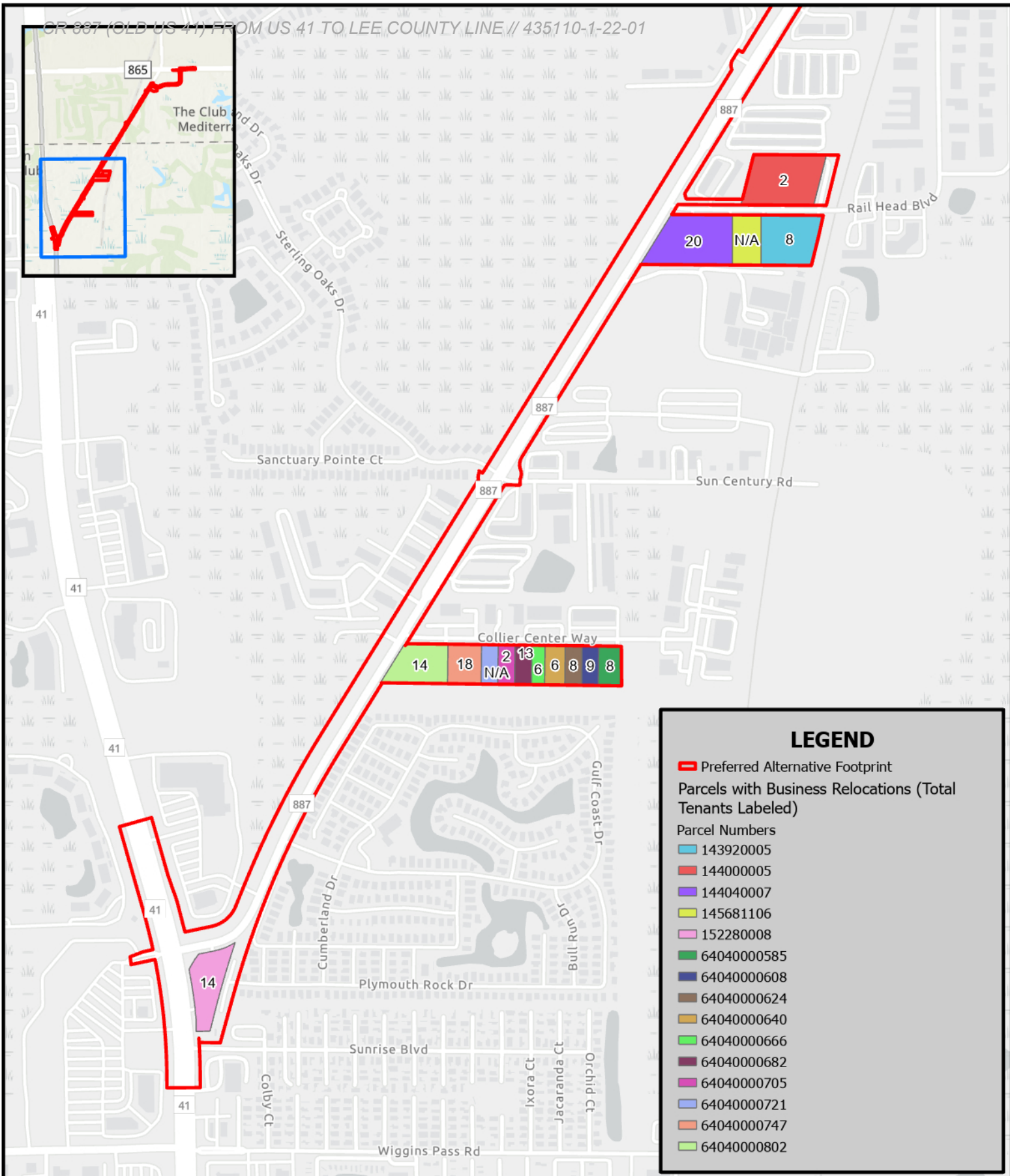
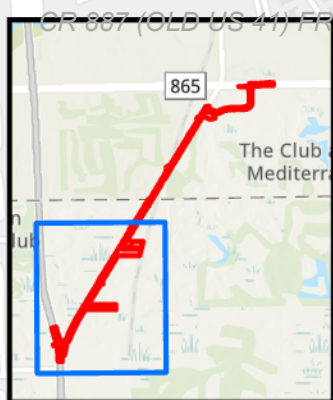
Existing Land Use Map

Collier County Future Land Use

CITY OF BONITA SPRINGS
FUTURE LAND USE MAP 2040



Disclaimer: This map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. Copyright © 2022 City of Bonita Springs, FL. All rights reserved. Map Date: 11/2/2022



LEGEND

— Preferred Alternative Footprint

Parcels with Business Relocations (Total Tenants Labeled)

Parcel Numbers

- 143920005
- 144000005
- 144040007
- 145681106
- 152280008
- 64040000585
- 64040000608
- 64040000624
- 64040000640
- 64040000666
- 64040000682
- 64040000705
- 64040000721
- 64040000747
- 64040000802



0 750

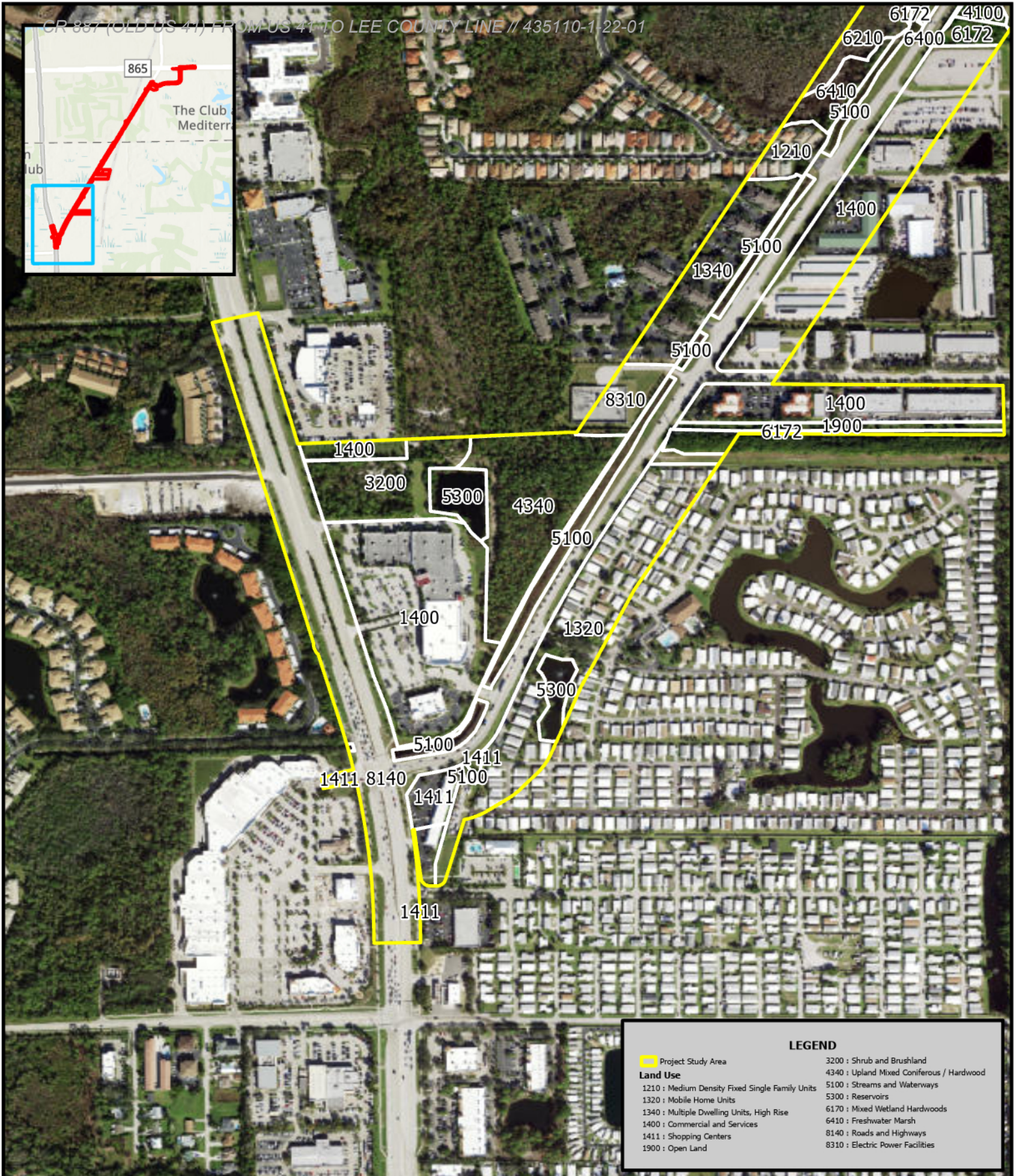
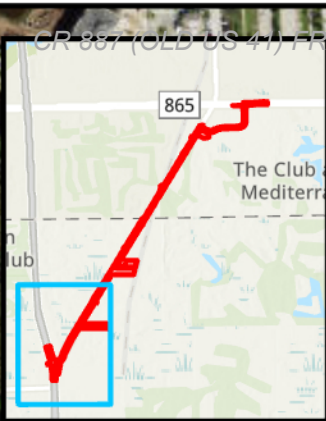
Feet

1 inch = 750 feet

Potential Business Relocation Map

CR 887 (Old US 41)
FPIDs: 435110-1-22-01
& 435347-1-22-01
Lee & Collier Counties

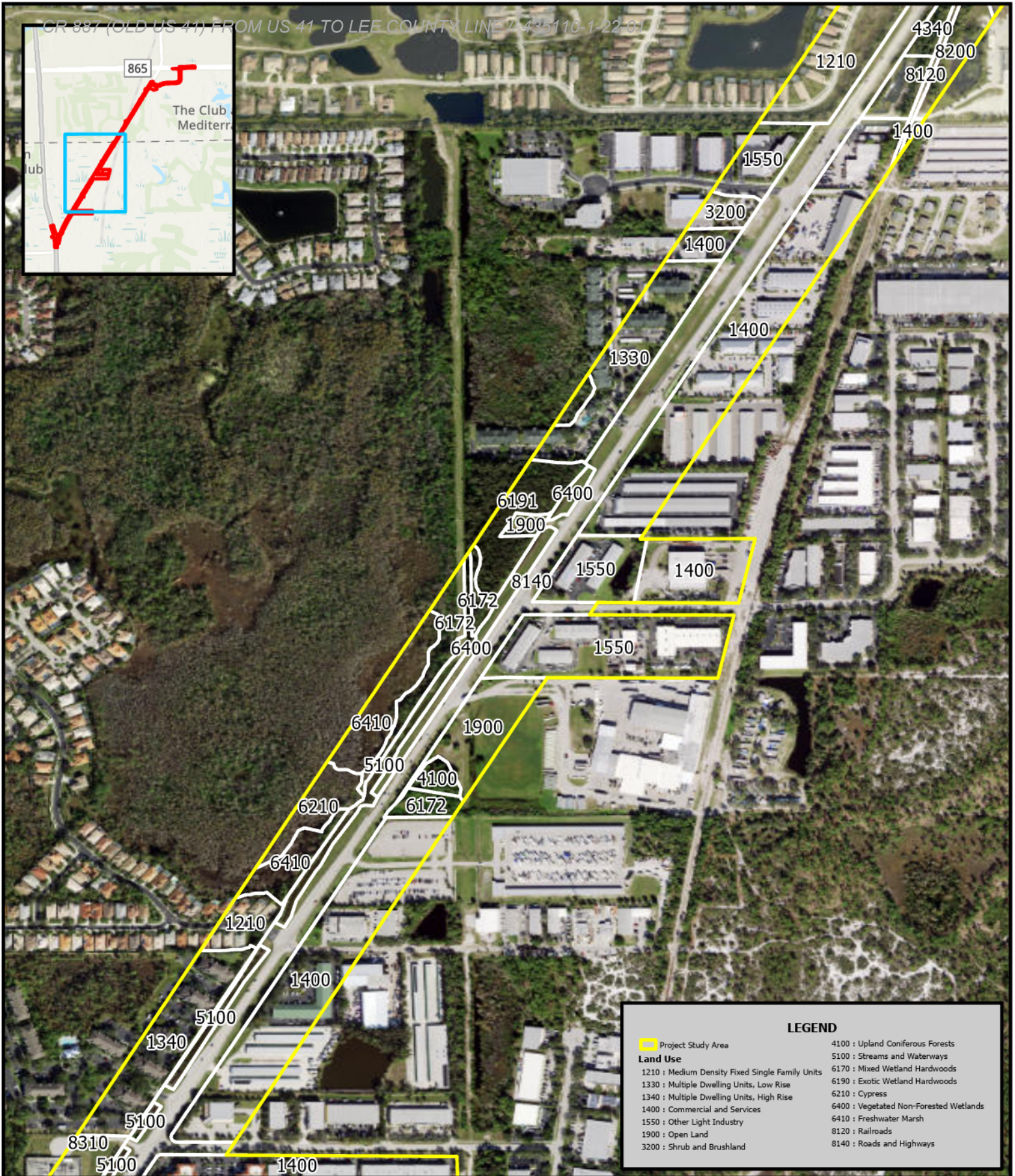
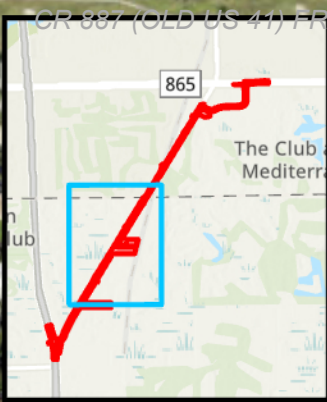




Project Study Area

Land Use
 1210 : Medium Density Fixed Single Family Units
 1320 : Mobile Home Units
 1340 : Multiple Dwelling Units, High Rise
 1400 : Commercial and Services
 1411 : Shopping Centers
 1900 : Open Land

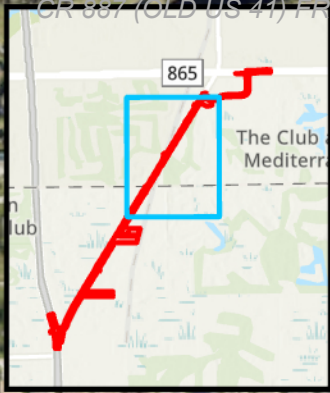
LEGEND
 3200 : Shrub and Brushland
 4340 : Upland Mixed Coniferous / Hardwood
 5100 : Streams and Waterways
 5300 : Reservoirs
 6170 : Mixed Wetland Hardwoods
 6410 : Freshwater Marsh
 8140 : Roads and Highways
 8310 : Electric Power Facilities



Project Study Area

Land Use
 1210 : Medium Density Fixed Single Family Units
 1330 : Multiple Dwelling Units, Low Rise
 1340 : Multiple Dwelling Units, High Rise
 1400 : Commercial and Services
 1550 : Other Light Industry
 1900 : Open Land
 3200 : Shrub and Brushland

LEGEND
 4100 : Upland Coniferous Forests
 5100 : Streams and Waterways
 6170 : Mixed Wetland Hardwoods
 6190 : Exotic Wetland Hardwoods
 6210 : Cypress
 6400 : Vegetated Non-Forested Wetlands
 6410 : Freshwater Marsh
 8120 : Railroads
 8140 : Roads and Highways



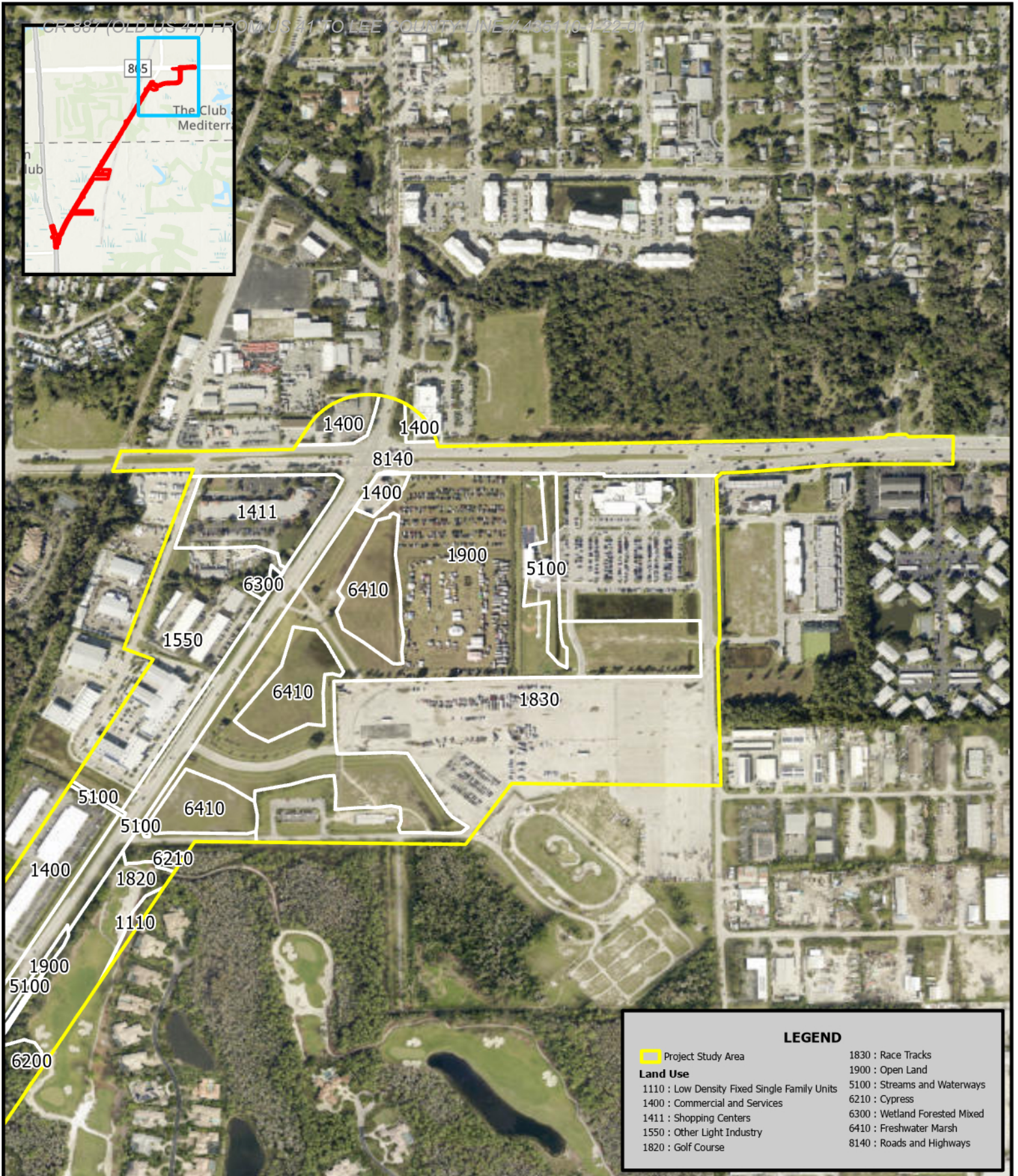
Project Study Area

Land Use

- 1110 : Low Density Fixed Single Family Units
- 1210 : Medium Density Fixed Single Family Units
- 1400 : Commercial and Services
- 1550 : Other Light Industry
- 1820 : Golf Course
- 1900 : Open Land
- 3200 : Shrub and Brushland

LEGEND

- 4340 : Upland Mixed Coniferous / Hardwood
- 5100 : Streams and Waterways
- 5300 : Reservoirs
- 6200 : Wetland Coniferous Forests
- 6210 : Cypress
- 6410 : Freshwater Marsh
- 8120 : Railroads
- 8140 : Roads and Highways
- 8200 : Communications



Project Study Area

Land Use
 1110 : Low Density Fixed Single Family Units
 1400 : Commercial and Services
 1411 : Shopping Centers
 1550 : Other Light Industry
 1820 : Golf Course

LEGEND
 1830 : Race Tracks
 1900 : Open Land
 5100 : Streams and Waterways
 6210 : Cypress
 6300 : Wetland Forested Mixed
 6410 : Freshwater Marsh
 8140 : Roads and Highways

CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE // 435110-1-22-01

LEGEND

 Preferred Alternative

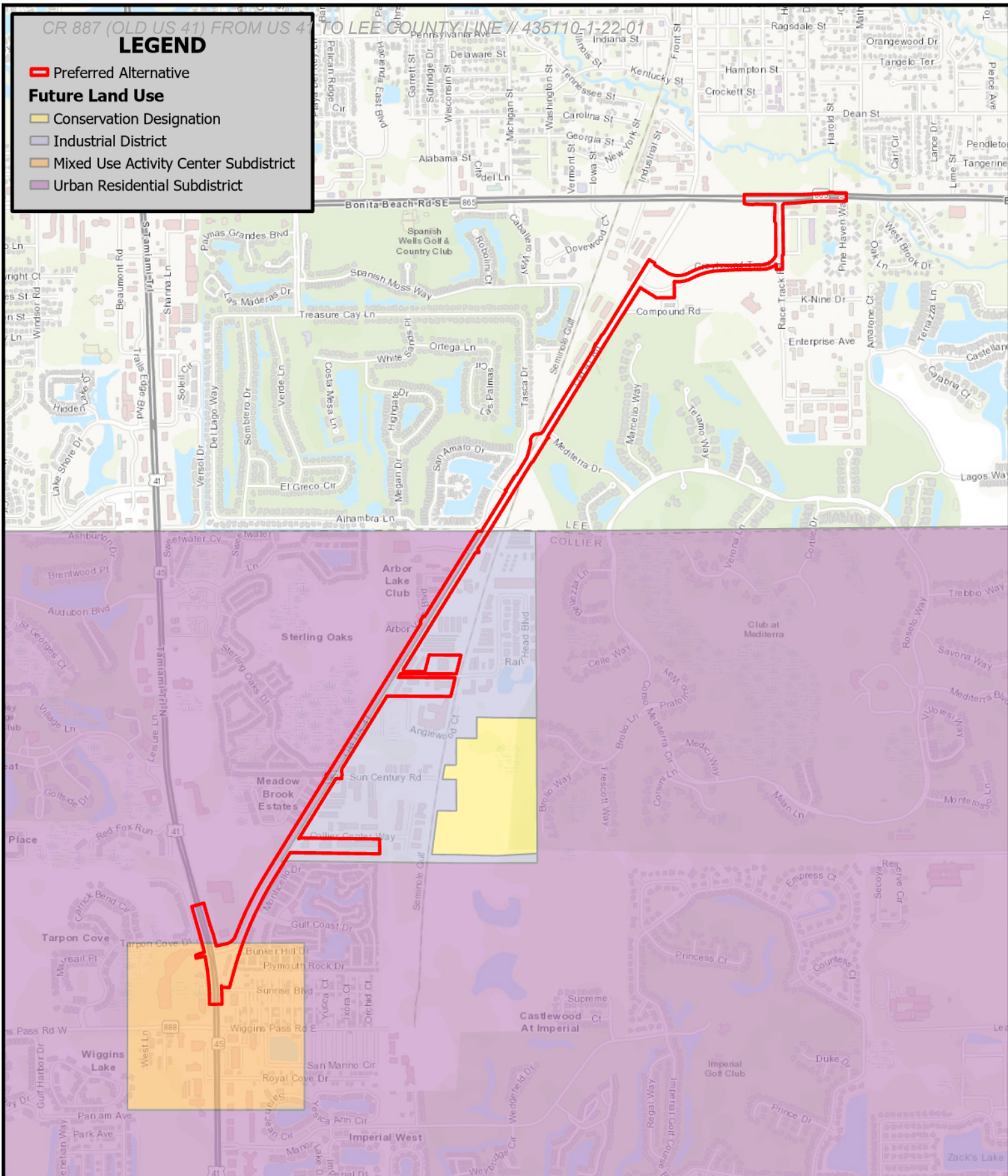
Future Land Use

 Conservation Designation

 Industrial District

 Mixed Use Activity Center Subdistrict

 Urban Residential Subdistrict



0 2,000
Feet

1 inch = 2,000 feet

Collier County Future Land Use Map

Source: Collier County 2025

CR 887 (Old US 41)
FPIDs: 435110-1-22-01
& 435347-1-22-01
Lee & Collier Counties



Cultural Resources Appendix

Contents:

SHPO Concurrence Letter

Section 106 Resource Map

Section 4(f) Report



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

June 30, 2025

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

RE: Section 106 Stipulation VII Submission
CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE
Collier County
FM # 435110-1-22-01
DHR CRAT Number: 202504531

Dear Ms. Lotane,

Dear Ms. Lotane:

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey Project Development & Environment (PD&E) Study County Road (CR) 887 (Old US 41) from US 41 to Lee County Line & CR 887 (Old US 41) from Collier County Line to Bonita Beach Road, Lee and Collier Counties, Florida*. This report presents the findings in support of the Florida Department of Transportation (FDOT), District One, proposed improvements to CR 887 (Old US 41). The proposed improvements to CR 887 (Old US 41) will expand the roadway to a four-lane divided roadway with 11-ft travel lanes. The Preferred Alternative would require the purchase of additional right-of-way (ROW) for a shared use path and bicycle lanes in both directions. A new Quadrant Roadway is proposed to connect CR 887 (Old US 41) with Race Track Road which then continues onto Bonita Beach Road for the rest of the project segment. The new Quadrant Roadway will be a two-lane undivided road with 11-ft travel lanes, a 12-ft shared use path, an 8-ft sidewalk within a total of 70-ft ROW. There are no improvements planned for CR 887 (Old US 41) north of the proposed new Quadrant Roadway, including the CR 887 (Old US 41) and Bonita Beach Road intersection. In addition, two Stormwater Management Facilities (SMF) sites and three Floodplain Compensation (FPC) sites are located throughout the study area and will require additional ROW.

Based on the scale and nature of the project activities, the archaeological APE is limited to the footprint of construction of the roadway improvements and proposed pond sites. The historic/architectural APE along CR 887 (Old US 41) where proposed road widening will occur includes the footprint of construction as well as resources within immediately adjacent parcels up to 200-ft from the existing and proposed ROW. In addition, resources within 500-ft of the proposed new quadrant roadway were surveyed. The historic/architectural pond sites APE includes the footprint of construction and resources within 100-ft of the proposed pond sites.

All work was conducted to comply with Section 106 of the *National Historic Preservation Act* of 1966 (Public Law 89-665, as amended), as implemented by 36 *CFR* 800 (*Protection of Historic Properties*, effective August 2004), as well as Chapters 267 and 373, *Florida Statutes (FS)*, and Chapter 1A-46, *Florida Administrative Code (FAC)*. All work was carried out in conformity with the Archaeological and Historical Resources Chapter of the FDOT's *PD&E Manual* (FDOT 2024), and the standards and guidelines contained in the Florida Division of Historic Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual: Module 3* (FDHR 2003). The Principal Investigators meet the *Secretary of the Interior's Historic Preservation Professional Qualification Standards* (48 Federal Register [FR] 44716) for archaeology, history, architecture, architectural history, or historic architecture.

Archaeological background research and a review of the Florida Master Site File (FMSF) indicated that no sites are recorded within the APE, but 20 sites have been recorded within one mile. The sites consist of a mound site, a burial mound, pre-Contact artifact scatters, campsites/habitations, specialized procurement sites, middens, or a combination of each, with dates ranging from Archaic to Glades period. One of the sites has been considered eligible for listing in the NRHP by the State Historic Preservation Officer (SHPO) while most have been determined ineligible for listing in the NRHP by the SHPO, and a few were determined to have insufficient information for the SHPO to make a determination. Historic background research indicated that no historic resources have been previously recorded within the APE; however, an unrecorded segment of the Seminole Gulf Railway (8LL02445) traverses through the APE in Lee County.

Given the results of background research and field survey, no pre-Contact or historic archaeological sites were discovered as a result of the field survey. The historic/architectural field survey resulted in the identification and evaluation of nine historic resources (8CR01664, 8CR01665, 8CR01666, 8CR01667, 8CR01668, 8CR01669, 8CR01670/8LL03078, 8LL02445, and 8LL03076) within the APE. These include five buildings (8CR01664, 8CR01665, 8CR01666, 8CR01667, and 8CR01668), constructed between circa (ca.) 1966 and 1977, one structure, the Naples-Fort Myers Greyhound Track (8LL03076), and three linear resources, the Transmission Corridor Canal (8CR01669), Old US 41 (8CR01670/8LL03078), and the Seminole Gulf Railway (8LL02445). Overall, the newly identified buildings are common examples of their respective architectural styles that have been altered, are not significant embodiments of a type, period, or method of construction, and lack significant historical associations with persons and/or events. The Naples-Fort Myers Greyhound Track (8LL03076) is a common example of a dog racing track that is in deteriorated condition and the resource did not play a significant role in the history of dog racing in Florida. Furthermore, the affiliated facility was demolished in 2021 and only the track remains extant. Thus, the buildings and structure do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. Two linear resources, the Transmission Corridor Canal (8CR01669) and Old US 41 (8CR01670/8LL03078), as contained within the APE, appear ineligible for listing in the NRHP. The segment of the Transmission Corridor Canal (8CR01669) is a common example of drainage systems found throughout Florida that have been altered and lacks unique design and engineering features. The segment of Old US 41 (8CR01670/8LL03078) is a common example of a highway found throughout Florida that lacks historic integrity. While the segments contained within the APE do not appear to be eligible for the NRHP, there is insufficient information to determine NRHP eligibility for the linear resources as a whole as they extend outside of the APE.

One historic linear resource, as contained within the APE, appears eligible for listing in the NRHP. The segment of the Seminole Gulf Railway (8LL02445) possesses significance for its association and

engineering trends with the development of Florida's railroads and served as a transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the segment of the Seminole Gulf Railway (8LL02445), as contained within the APE, appears eligible for listing in the NRHP under Criteria A and C in the areas of Transportation and Engineering. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The proposed work being conducted within the APE at this location includes the widening of the existing two-lane undivided highway to a divided four-lane roadway with 11-ft travel lanes in both directions, a 7-ft bicycle lane in both directions, and a 12-ft shared use path on the west side of CR 887 (Old US 41). The shared use path will extend north of the roadway before crossing over the railroad corridor where minimal ROW acquisition is proposed. As such, the undertaking will not result in physical destruction, damage, or alteration of all or part of the Seminole Gulf Railway (8LL02445) for which it is NRHP eligible. Therefore, the proposed undertaking will have no adverse effect on the Seminole Gulf Railway (8LL02445).

Based on the results of background research and field investigations, the proposed undertaking will result in no adverse effect to historic properties.

This information is being provided in accordance with the provisions of 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 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 May 26, 2022 and executed by FHWA and FDOT.

The Cultural Resource Assessment Survey is provided for your review and comment. I respectfully request your concurrence with the findings of the enclosed report.

Based on the review summarized above, FDOT has determined that this project 435110-1-22-01 will result in **No Adverse Effect** on historic properties. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. 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 FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Emily Barnett **FOR** Jeffrey James on June 30, 2025

The Florida State Historic Preservation Officer (SHPO) reviewed the submission referenced above and finds the document contains sufficient information and concurs with the information provided for the above referenced project.

In accordance with the *Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida* (2023 PA), and appended materials, if providing concurrence with a finding of **No Historic Properties Affected** for a whole project, or to **No Adverse Effect** on a specific historic property, SHPO shall presume that FDOT may pursue a *de minimis* use of the affected historic property in accordance with Section 4(f) as set forth within 23 *CFR*. 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO/FDHR Comments

NHP: Excellent archeological section! Background was thorough but specific to the project area, archeological methods were sound, and the APE seems to be surveyed to the furthest extent possible.
AMM: Nice local context, too.



July 8, 2025

Signed

Date

Alissa S. Lotane, Director

Florida Division of Historical Resources

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- [43511012201-CE2-D1-435110-1-22-01_435347-1-22-01_June_2025_Draft_CRAS_CR_887-Old_41-2025-0630.pdf](#)
(Cultural Resources Assessment Survey (CRAS))
435110-1-22-01 & 435347-1-22-01 June 2025 Draft CRAS CR 887-Old 41
- [43511012201-CE2-D1-SHPO_Files-2025-0630.zip](#) (Florida Master Site File Forms)
SHPO Files



- ▬ Historic APE
- ▬ SMF/FPC Sites
- ▬ Updated Linear Resource
- ▬ Newly Identified Linear Resource
- ◆ Newly Identified Historic Resource



Section 4(f) Resources

Florida Department of Transportation

CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE

District: FDOT District 1

County: Collier County

ETDM Number: 14339

Financial Management Number: 435110-1-22-01

Federal-Aid Project Number: D119-028-B

Project Manager: Steven Anthony Andrews

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 May 26, 2022 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

Table of Contents

Summary and Approval 1

Constitution Center 2

Mediterra 3

Sterling Oaks 4

Turtle Creek 5

Triangle Parcel 6

Resource Attachments 7

Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Constitution Center	Conservation Easement	Wildlife/Water Fowl Refuge	South Florida Water Management District (SFWMD)	Not Applicable	Determination 06-15-2020
Mediterra	Conservation Easement	Wildlife/Water Fowl Refuge	South Florida Water Management District (SFWMD)	Not Applicable	Determination 06-15-2020
Sterling Oaks	Conservation Easement	Wildlife/Water Fowl Refuge	South Florida Water Management District (SFWMD)	Not Applicable	Determination 06-15-2020
Turtle Creek	Conservation Easement	Wildlife/Water Fowl Refuge	South Florida Water Management District (SFWMD)	Not Applicable	Determination 06-15-2020
Triangle Parcel	Conservation Easement	Wildlife/Water Fowl Refuge	South Florida Water Management District (SFWMD)	Not Applicable	Determination 06-15-2020

Constitution Center

Facility Type: Conservation Easement

Property Classification: Wildlife/Water Fowl Refuge

Address and Coordinates:

Address: 28480 Old 41 Rd, Bonita Springs, FL, 34135, USA

Latitude: 26.32347 Longitude: -81.78491

Description of Property:

Based on the roadway expansion being considered and the potential for right-of-way acquisition, a privately-owned parcel (Constitution Center development) subject to a South Florida Water Management District (SFWMD) conservation easement (3.25 acres) which may be impacted was reviewed for Section 4(f) applicability. The Constitution Center easement occurs approximately 0.7 miles south of Bonita Beach Road (northern project terminus). The property containing the easement is a narrow, triangular-shaped parcel along the west side of CR 887, between CR 887 and the CSX Railroad. The easement was required as part of the permit for the development, which is privately owned. The easement's use is exclusively for on-site wetland mitigation. This onsite mitigation contains 2.91 acres of wetlands that will be preserved and enhanced by the hand removal of exotic vegetation and perpetual maintenance. The onsite preserves include 0.91 acres of wetland 2 and 2.0 acres of wetland 3. Through coordination dated February 14, 2020, the SFWMD confirmed that their easement conveys no right of access/use by the general public.

Owner/Official with Jurisdiction: South Florida Water Management District (SFWMD)

Recommended Outcome: Not Applicable

Rationale:

Conservation Easement for wetland mitigation w/ no public access/use allowed

OEM SME Determination Date: 06-15-2020

Mediterra

Facility Type: Conservation Easement

Property Classification: Wildlife/Water Fowl Refuge

Address and Coordinates:

Address: 28501 Old 41 Rd, Bonita Springs, FL, 34135, USA

Latitude: 26.31989 Longitude: -81.78482

Description of Property:

Based on the roadway expansion being considered and the potential for right-of-way acquisition, a privately-owned parcel (Mediterra Phase 2 development) subject to a South Florida Water Management District (SFWMD) conservation easement (Conservation Area #12 - 14.31 acres) which may be impacted was reviewed for Section 4(f) applicability. The Mediterra Conservation Easement Area #12 occurs approximately 0.7 miles south of Bonita Beach Road (northern project terminus). The property containing the easement is along the east side of CR 887, just north of the entrance to the Mediterra community (at Mediterra Drive). The easement was required as part of the permit for the development, which is privately owned. The easement's use is exclusively for on-site wetland mitigation. This onsite mitigation contains 0.24 acre of wetlands created and 12.31 acres of wetlands and 1.76 acres of upland buffer that will be preserved and enhanced by the hand removal of exotic vegetation and perpetual maintenance. Through coordination dated April 15, 2020, the SFWMD confirmed that their easement conveys no right of access/use by the general public.

Owner/Official with Jurisdiction: South Florida Water Management District (SFWMD)

Recommended Outcome: Not Applicable

Rationale:

Conservation Easement for wetland mitigation w/ no public access/use allowed

OEM SME Determination Date: 06-15-2020

Sterling Oaks

Facility Type: Conservation Easement

Property Classification: Wildlife/Water Fowl Refuge

Address and Coordinates:

Address: 822 Sterling Oaks Blvd, Naples, FL, 34110, USA

Latitude: 26.31380 Longitude: -81.80339

Description of Property:

Based on the roadway expansion being considered and the potential for right-of-way acquisition, a privately-owned parcel (Sterling Oaks development) subject to a South Florida Water Management District (SFWMD) conservation easement (105.84 acres) which may be impacted was reviewed for Section 4(f) applicability. The Sterling Oaks easement occurs approximately 0.8 miles north of US 41/Tamiami Trail (southern project terminus). The property containing the easement is the Sterling Oaks residential community along the west side of CR 887, between Sterling Oaks Drive and Rail Head Boulevard. The easement was required as part of the permit for the development, which is privately owned. The easement's use is exclusively for on-site wetland mitigation, which includes the restoration of approximately 10.56 acres of hardwood hammock, 5.54 acres of wet prairie, 3.15 acres of marsh and 0.77 acre of marsh littoral shelf through the removal of exotic vegetation, regrading of disturbed areas, and replanting native species. Perpetual maintenance of this condition is required. Currently, there is a 300 foot-long wooden boardwalk from Whispering Oaks Circle into a wetland portion of the easement. However, the Sterling Oaks community entrances at US 41 and CR 887 are controlled by private security and electronic security gate access. Therefore, access to and use of this boardwalk is limited to community residents and their guests and is not available for public use. Through coordination dated February 14, 2020, the SFWMD confirmed that their easement conveys no right of access/use by the general public.

Owner/Official with Jurisdiction: South Florida Water Management District (SFWMD)

Recommended Outcome: Not Applicable

Rationale:

Conservation Easement for wetland mitigation w/ no public access/use allowed

OEM SME Determination Date: 06-15-2020

Turtle Creek

Facility Type: Conservation Easement

Property Classification: Wildlife/Water Fowl Refuge

Address and Coordinates:

Address: 1130 Turtle Creek Blvd, Naples, FL, 34110, USA

Latitude: 26.30400 Longitude: -81.79907

Description of Property:

Based on the roadway expansion being considered and the potential for right-of-way acquisition, a privately-owned parcel (Meadow Brook/Turtle Creek development) subject to a South Florida Water Management District (SFWMD) conservation easement (36.27 acres) which may be impacted was reviewed for Section 4(f) applicability. The Turtle Creek easement occurs approximately 0.37 miles north of US 41/Tamiami Trail (southern project terminus). The property containing the easement is adjacent to the north, west and south sides of the Meadow Brook Estates residential community. The portion of easement immediately adjacent to the west side of CR 887 occurs just south of the electrical substation opposite Collier Center Way. The easement was required as part of the permit for the development, which is privately owned. The easement's use is exclusively for on-site wetland mitigation. Mitigation proposed to offset 6.1 acres of wetland impacts included the preservation of 7.0 acres of good quality pine flatwood and xeric oak uplands, 0.3 acre of wetland restoration, and 12.1 acres of wetland enhancement, with perpetual maintenance. Passive recreational activities which are not contrary to the purpose of this conservation easement may be permitted upon written approval by the SFWMD. The Grantor (Turtle Creek Ltd.) may conduct limited land clearing for the purpose of constructing such previous facilities as docks, boardwalks, or mulched walking trails. The Grantor shall minimize and avoid, to the fullest extent possible, impacts to any wetland or upland buffer areas within the Conservation Easement Area. Currently, there are no recreational amenities and, through coordination dated February 14, 2020, the SFWMD confirmed that their easement conveys no right of access/use by the general public.

Owner/Official with Jurisdiction: South Florida Water Management District (SFWMD)

Recommended Outcome: Not Applicable

Rationale:

Conservation Easement for wetland mitigation w/ no public access/use allowed

OEM SME Determination Date: 06-15-2020

Triangle Parcel

Facility Type: Conservation Easement

Property Classification: Wildlife/Water Fowl Refuge

Address and Coordinates:

Address: 14250 Tamiami Trl N, Naples, FL, 34110, USA

Latitude: 26.30034 Longitude: -81.80303

Description of Property:

Based on the roadway expansion being considered and the potential for right-of-way acquisition, a privately-owned parcel (Triangle Parcel development) subject to a South Florida Water Management District (SFWMD) conservation easement (5.35 acres) which may be impacted was reviewed for Section 4(f) applicability. The Triangle Parcel easement occurs approximately 0.28 miles north of US 41/Tamiami Trail (southern project terminus). The property containing the easement is a triangular-shaped parcel along the west side of CR 887, opposite the Landmark Naples residential community (north and east of the US 41/CR887 intersection). The north end of the Triangle Parcel abuts the south end of the Turtle Creek easement (across from the north end of the Landmark Naples community). The easement was required as part of the permit for the development, which is privately owned. The easement's use is exclusively for on-site wetland mitigation. The onsite mitigation consists of enhancing the 4.25 acres of wetland remaining and 1.08 acres of upland located on the northeastern edge of the property, with perpetual maintenance. Through coordination dated February 14, 2020, the SFWMD confirmed that their easement conveys no right of access/use by the general public.

Owner/Official with Jurisdiction: South Florida Water Management District (SFWMD)

Recommended Outcome: Not Applicable

Rationale:

Conservation Easement for wetland mitigation w/ no public access/use allowed

OEM SME Determination Date: 06-15-2020

Resource Attachments

Constitution Center

Project Constitution Center Easement Maps

435110-1_435347-1_Constitution_Center_Easement_SFWMD_Coordination

Mediterra

Project Mediterra Easement CA#12 Maps

4435110-1_435347-1_Mediterra_Easement_CA_12_SFWMD_Coordination

Sterling Oaks

Project Sterling Oaks Easement Maps

435110-1_435347-1_Sterling_Oaks_Easement_SFWMD_Coordination

Turtle Creek

Project Turtle Creek Easement Maps

435110-1_435347-1_Turtle_Creek_Easement_SFWMD_Coordination

Triangle Parcel

Project Triangle Parcel Easement Maps

SFWMD_Coordination

Constitution Center

Contents:

Project Constitution Center Easement Maps

435110-1_435347-1_Constitution_Center_Easement_SFWMD Coordination

Figure 1. Project Location Map

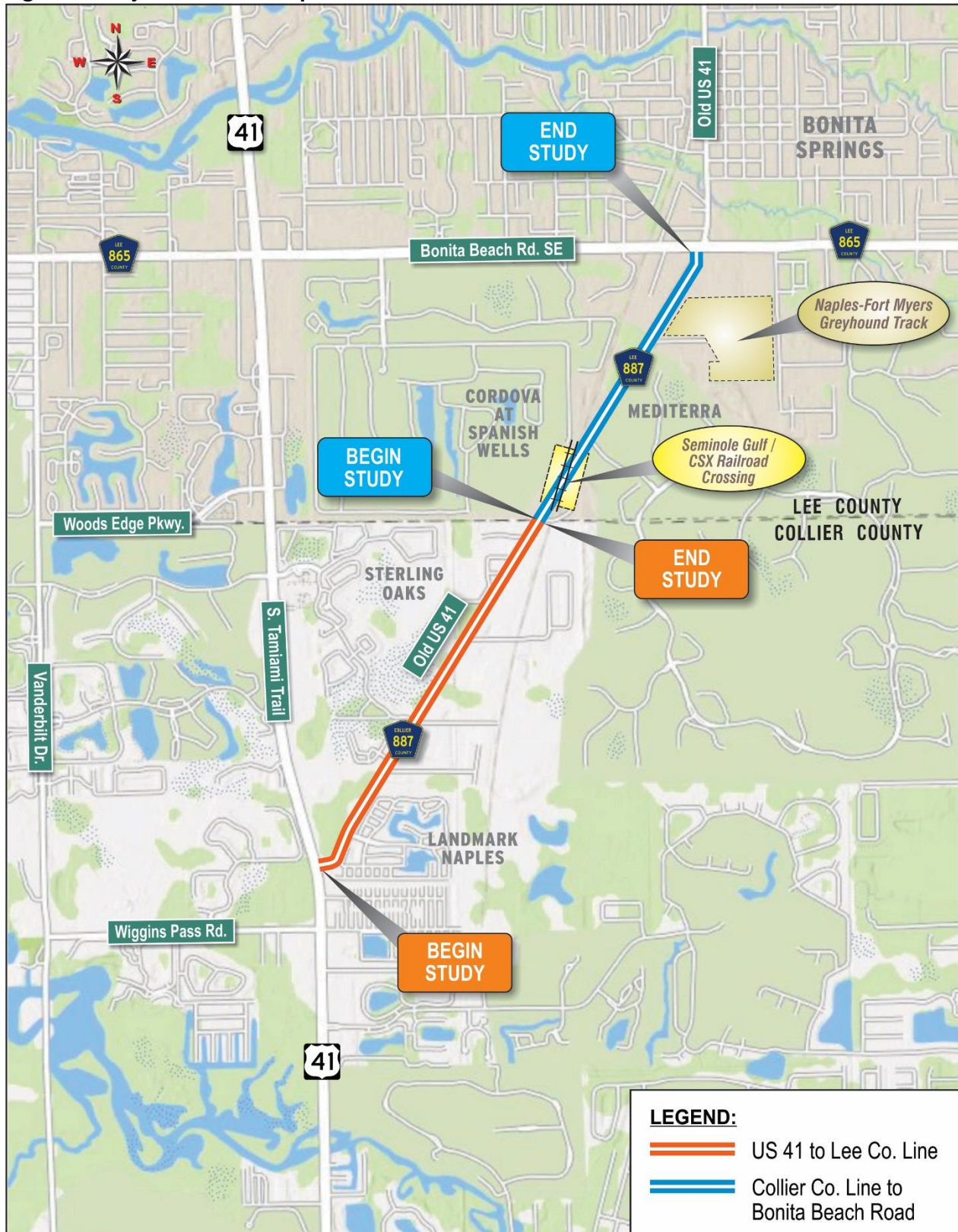


Figure 2. Location of SFWMD Conservation (Wetland Mitigation) Easements



ATTACHMENT

**South Florida Water Management District (SFWMD) Conservation
Easement Coordination E-mail, dated February 14, 2020**

From: [Peters, Lauren](#)
To: [Gordon Mullen](#)
Subject: FW: FDOT 435110-1 & 435347-1 CR 887 (Old US 41) PD&E Study - SFWMD Conservation Easement Questions
Date: Monday, February 17, 2020 8:10:18 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)

Gordon,

I'm forwarding Ms. Pelfrey's email (see below). She lists all the easements and for each one she quotes the easement agreements policies regarding public access, which for all four is that there is to be no public access. If we need something more than what she wrote below or if you think we should wait until Laura Layman returns and get an email from her, please email or call.

Lauren Peters

Environmental Project Manager
Florida Department of Transportation District One
801 North Broadway Avenue
Bartow, Florida 33830
Main – (863) 519-2515
lauren.peters@dot.state.fl.us



From: Pelfrey, Lexus <lpelfrey@sfwmd.gov>
Sent: Friday, February 14, 2020 3:40 PM
To: Peters, Lauren <Lauren.Peters@dot.state.fl.us>
Cc: Layman, Laura <llayman@sfwmd.gov>
Subject: FDOT 435110-1 & 435347-1 CR 887 (Old US 41) PD&E Study - SFWMD Conservation Easement Questions

EXTERNAL SENDER: Use caution with links and attachments.

Hello Lauren,

Below is a link to our e-permitting website where you can locate our permits.

<https://my.sfwmd.gov/ePermitting/PopulateLOVs.do?flag=1>

Please see information below regarding your January 28th, 2020 email to Laura.

Project Name: Constitution Center

App No.: 030103-8

Page 20/215 (Mitigation Proposal):

Onsite mitigation contains 2.91 acres of wetlands that will be preserved and enhanced by the hand removal of exotic vegetation, perpetual maintenance. The onsite preserves include 0.91 acres of wetland 2 and 2.0 acres of wetland 3.

Page 45/215 (Conservation Easement Deed):

4. No right of access by the general public to any portion of the property is conveyed by this Conservation Easement.

Project Name: Turtle Creek

App No.: 950817-2

Page 13/259 (Conservation Easement Deed):

3. Passive recreational activities which are not contrary to the purpose of this conservation easement may be permitted upon written approval by the District. The Grantor may conduct limited land clearing for the purpose of constructing such previous facilities as docks, boardwalks, or mulched walking trails. Grantor shall minimize and avoid, to the fullest extent possible, impacts to any wetland or upland buffer areas within the Conservation Easement Area. Any such work shall be subject to all applicable federal, state, or local permitting requirements.

4. No right of access by the general public to any portion of the property is conveyed by this Conservation Easement.

Page 61/259 (Mitigation/Monitoring):

Mitigation proposed to offset the 6.1 acres of wetland impacts include the preservation of 7.0 acres of good quality pin flatwood and xeric oak uplands, 0.3 acres of wetland restoration, and 12.1 acres of wetland enhancement. Detailed mitigation, monitoring, and maintenance data and plans are included as Exhibit(s) 8-17

Project Name: Sterling Oaks/Mitigation Plan

App No.: 931022-2

Page 30/279 (Mitigation/Monitoring):

Permit No. 11-01042-S is being modified to revise the permitted onsite mitigation plan. Revision of the permitted mitigation plan is necessary in order to meet both District and United States Army Corps of Engineer permit requirements. As a result of the changes, the revised onsite mitigation plan now includes the restoration of approximately 10.56 acres of hardwood hammock, 5.54 acres of wet prairie, 3.15 acres of marsh , and 0.77 acres of marsh littoral shelf through the removal of exotic vegetation, regrading of disturbed areas, and replanting native species.

Page 56/279 (Conservation Easement Deed):

4. No right of access by the general public to any portion of the Property is conveyed by this Conservation Easement.

Project Name: Triangle Parcel

App No.: 031219-10

Page 4-5/66 (Mitigation Proposal located in the Staff Report):

In order to mitigate for the proposed 4.34 acres of onsite wetland impacts and the secondary wetland impacts, the applicant will provide both onsite and offsite mitigation. The onsite mitigation

consists of enhancing the 4.25 acres of wetland remaining and 1.08 acres of upland located on the northeastern edge of the property. A 0.03 acre structural buffer consisting of a planted hedge will be maintained for the wetlands.

Page 42/66 (Conservation Easement Deed located in the Staff Report):

4. No right of access by the general public to any portion of the Property is conveyed by this Conservation Easement.

Hopefully this was helpful! If there is anything else I may assist you with, please do not hesitate to ask!

Have a wonderful weekend!

Thank you,

Lexus Pelfrey
Environmental Analyst II
South Florida Water Management District
Fort Myers Service Center
2301 McGregor Boulevard
Fort Myers, FL 33901
(239) 338-2929 ext. 7793
lpelfrey@sfwmd.gov



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Mediterra

Contents:

Project Mediterra Easement CA#12 Maps

4435110-1_435347-1_Mediterra_Easement_CA_12_SFWMD_Coordination

Figure 1. Project Location Map

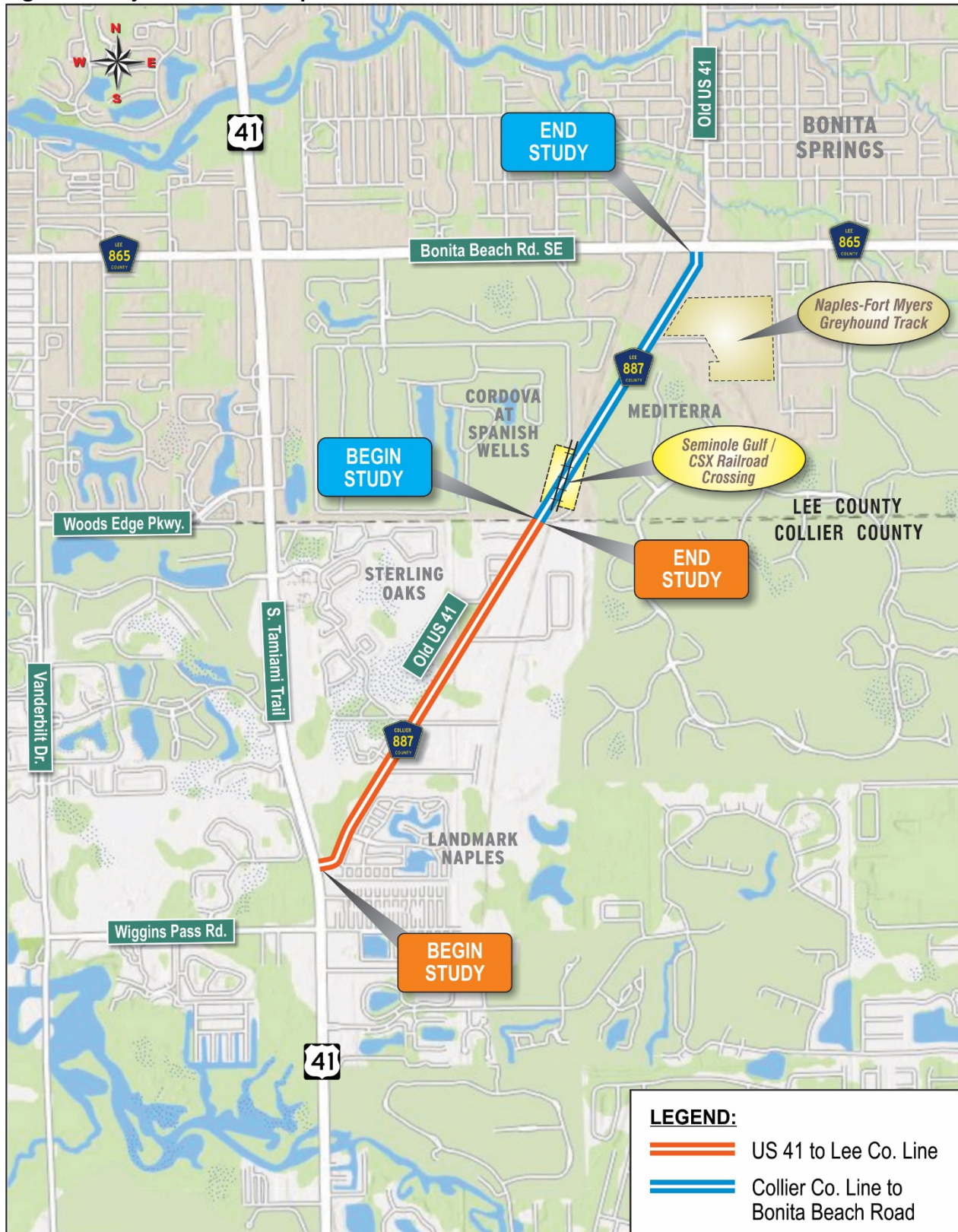


Figure 2. Location of SFWMD Conservation (Wetland Mitigation) Easements



ATTACHMENT

**South Florida Water Management District (SFWMD) Conservation
Easement Coordination E-mail, dated April 15, 2020**

From: [Pelfrey, Lexus](#)
To: [Peters, Lauren](#); [Layman, Laura](#)
Cc: [Andrews, Steven](#); [Gordon Mullen](#)
Subject: RE: 435110-1 & 435347-1 CR 887 Widening - Mediterra Conservation Easement
Date: Wednesday, April 15, 2020 3:51:17 PM

Hi Lauren,

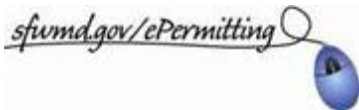
I hope you're doing well and staying safe!

Thank you for reaching out. I can confirm that the general public does not have access and the primary function is for wetland restoration.

I hope this helps. If there is anything else I may assist you with, please do not hesitate to ask!

Have a wonderful evening!

Thank you,
Lexus Pelfrey
Environmental Analyst II
South Florida Water Management District
Fort Myers Service Center
2301 McGregor Boulevard
Fort Myers, FL 33901
(239) 338-2929 ext. 7793
lpelfrey@sfwmd.gov



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From: Peters, Lauren <Lauren.Peters@dot.state.fl.us>
Sent: Wednesday, April 15, 2020 2:40 PM
To: Layman, Laura <llayman@sfwmd.gov>
Cc: Pelfrey, Lexus <lpelfrey@sfwmd.gov>; Andrews, Steven <Steven.Andrews@dot.state.fl.us>; Gordon Mullen <gmullen@rkk.com>
Subject: 435110-1 & 435347-1 CR 887 Widening - Mediterra Conservation Easement

[Please remember, this is an external email]

Hi Ms. Layman,

Good afternoon. Please allow me to follow up with you on project coordination we began in October 2018. This coordination is concerning an additional conservation easement granted to the SFWMD along the FDOT's County Road 887/Old US 41 Project Development and Environment (PD&E) study limits. The limits of this study extend from US 41 in Collier County to SR 865/Bonita Beach Road in Lee County and are shown in the first attached file.

The conservation easement that we located is the Mediterra Preserve (see attachment)

Project Name: Mediterra Phase 2

Environmental Resource Permit #: 11-01761-P (issued 12/4/2000, with numerous subsequent modifications)

Application #: 000627-4

Conservation Easement Deeds (attached): 4. No right of access by the general public to any portion of the property is conveyed by this Conservation Easement.

Can you confirm that this property is not open to the public and that it's primary function is for wetland restoration?

Sincerely,

Lauren Peters

Environmental Project Manager

Florida Department of Transportation District One

801 North Broadway Avenue

Bartow, Florida 33830

Main – (863) 519-2515

lauren.peters@dot.state.fl.us



Sterling Oaks

Contents:

Project Sterling Oaks Easement Maps

435110-1_435347-1_Sterling_Oaks_Easement_SFWMD_Coordination

Figure 1. Project Location Map

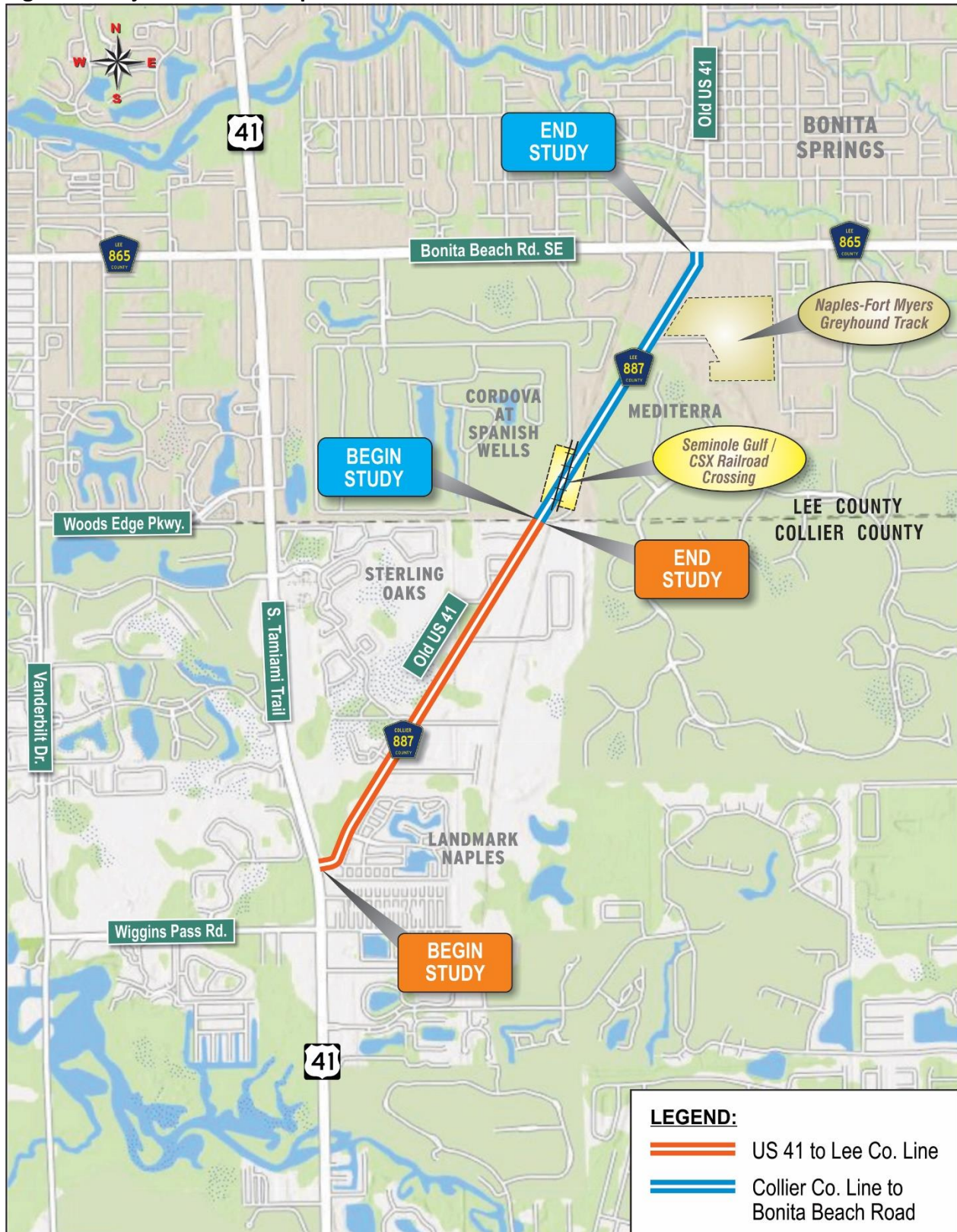


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ATTACHMENT

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To: [Gordon Mullen](#)
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Date: Monday, February 17, 2020 8:10:18 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)

Gordon,

I'm forwarding Ms. Pelfrey's email (see below). She lists all the easements and for each one she quotes the easement agreements policies regarding public access, which for all four is that there is to be no public access. If we need something more than what she wrote below or if you think we should wait until Laura Layman returns and get an email from her, please email or call.

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Cc: Layman, Laura <llayman@sfwmd.gov>
Subject: FDOT 435110-1 & 435347-1 CR 887 (Old US 41) PD&E Study - SFWMD Conservation Easement Questions

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Hello Lauren,

Below is a link to our e-permitting website where you can locate our permits.

<https://my.sfwmd.gov/ePermitting/PopulateLOVs.do?flag=1>

Please see information below regarding your January 28th, 2020 email to Laura.

Project Name: Constitution Center

App No.: 030103-8

Page 20/215 (Mitigation Proposal):

Onsite mitigation contains 2.91 acres of wetlands that will be preserved and enhanced by the hand removal of exotic vegetation, perpetual maintenance. The onsite preserves include 0.91 acres of wetland 2 and 2.0 acres of wetland 3.

Page 45/215 (Conservation Easement Deed):

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Project Name: Turtle Creek

App No.: 950817-2

Page 13/259 (Conservation Easement Deed):

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Page 61/259 (Mitigation/Monitoring):

Mitigation proposed to offset the 6.1 acres of wetland impacts include the preservation of 7.0 acres of good quality pin flatwood and xeric oak uplands, 0.3 acres of wetland restoration, and 12.1 acres of wetland enhancement. Detailed mitigation, monitoring, and maintenance data and plans are included as Exhibit(s) 8-17

Project Name: Sterling Oaks/Mitigation Plan

App No.: 931022-2

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Permit No. 11-01042-S is being modified to revise the permitted onsite mitigation plan. Revision of the permitted mitigation plan is necessary in order to meet both District and United States Army Corps of Engineer permit requirements. As a result of the changes, the revised onsite mitigation plan now includes the restoration of approximately 10.56 acres of hardwood hammock, 5.54 acres of wet prairie, 3.15 acres of marsh , and 0.77 acres of marsh littoral shelf through the removal of exotic vegetation, regrading of disturbed areas, and replanting native species.

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Project Name: Triangle Parcel

App No.: 031219-10

Page 4-5/66 (Mitigation Proposal located in the Staff Report):

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consists of enhancing the 4.25 acres of wetland remaining and 1.08 acres of upland located on the northeastern edge of the property. A 0.03 acre structural buffer consisting of a planted hedge will be maintained for the wetlands.

Page 42/66 (Conservation Easement Deed located in the Staff Report):

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Hopefully this was helpful! If there is anything else I may assist you with, please do not hesitate to ask!

Have a wonderful weekend!

Thank you,

Lexus Pelfrey
Environmental Analyst II
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Fort Myers Service Center
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Turtle Creek

Contents:

Project Turtle Creek Easement Maps

435110-1_435347-1_Turtle_Creek_Easement_SFWMD_Coordination

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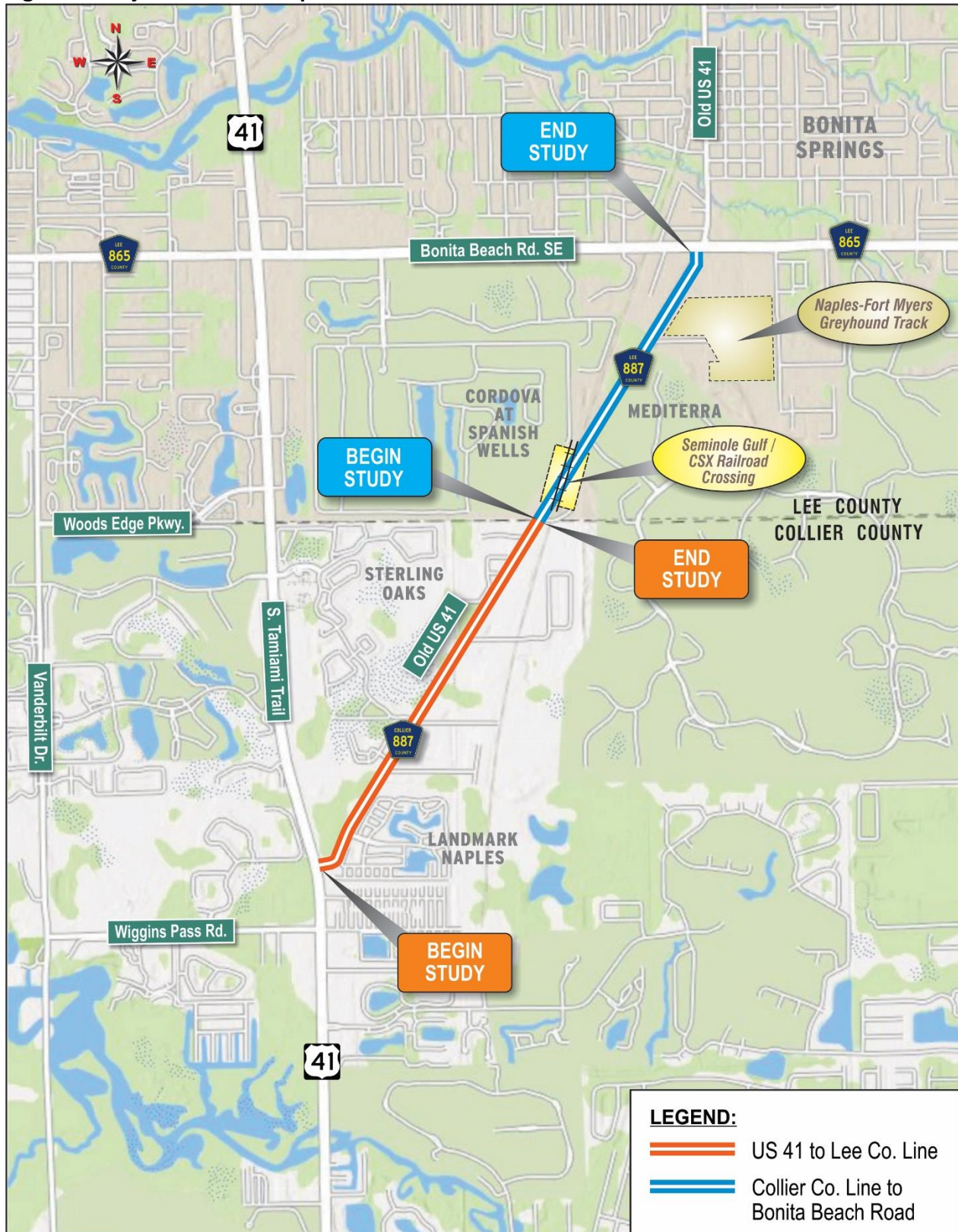


Figure 2. Location of SFWMD Conservation (Wetland Mitigation) Easements



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Attachments: [image001.jpg](#)
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Please see information below regarding your January 28th, 2020 email to Laura.

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App No.: 030103-8

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App No.: 950817-2

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App No.: 031219-10

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Lexus Pelfrey
Environmental Analyst II
South Florida Water Management District
Fort Myers Service Center
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SFWMD_Coordination

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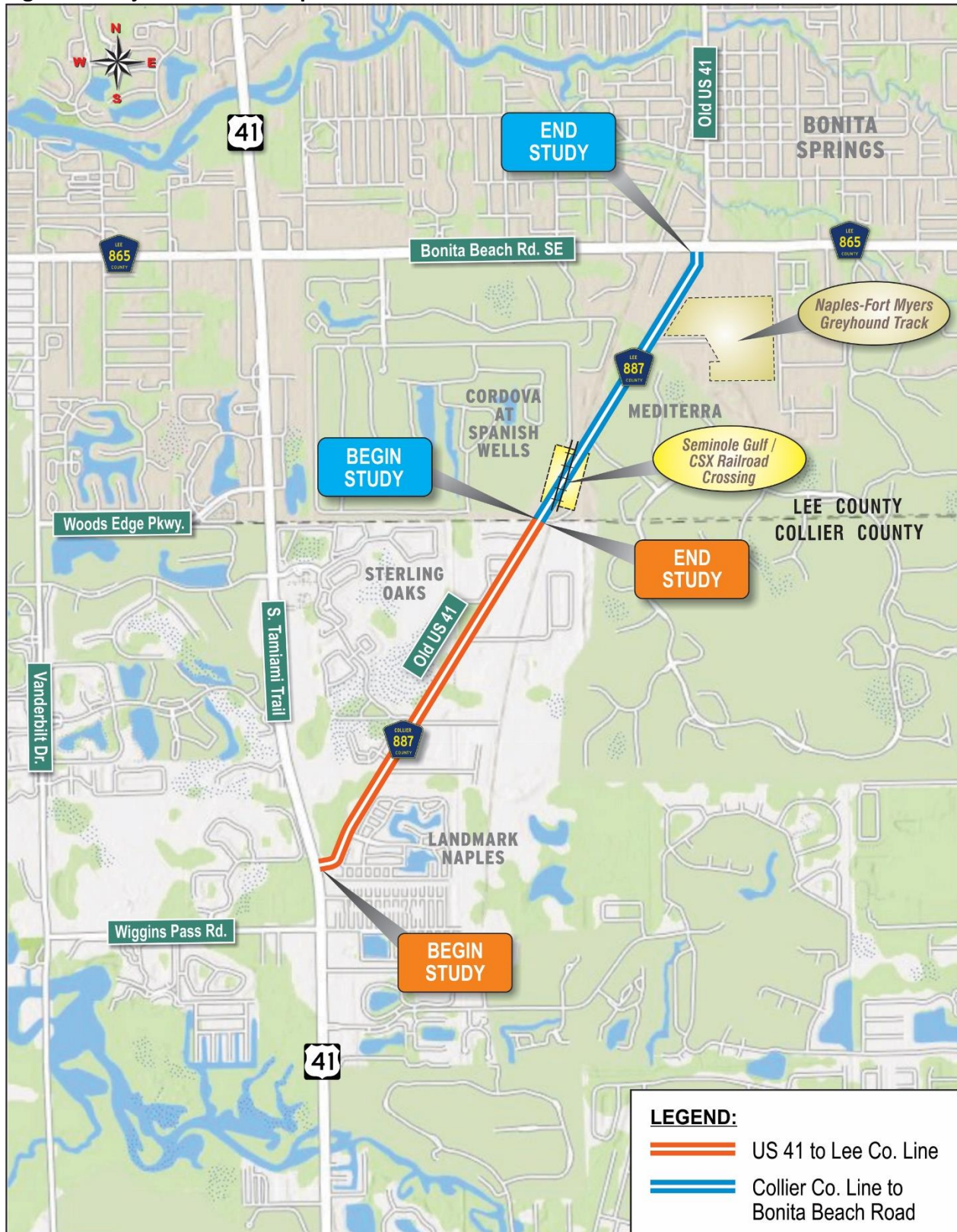


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Page 20/215 (Mitigation Proposal):

Onsite mitigation contains 2.91 acres of wetlands that will be preserved and enhanced by the hand removal of exotic vegetation, perpetual maintenance. The onsite preserves include 0.91 acres of wetland 2 and 2.0 acres of wetland 3.

Page 45/215 (Conservation Easement Deed):

4. No right of access by the general public to any portion of the property is conveyed by this Conservation Easement.

Project Name: Turtle Creek

App No.: 950817-2

Page 13/259 (Conservation Easement Deed):

3. Passive recreational activities which are not contrary to the purpose of this conservation easement may be permitted upon written approval by the District. The Grantor may conduct limited land clearing for the purpose of constructing such previous facilities as docks, boardwalks, or mulched walking trails. Grantor shall minimize and avoid, to the fullest extent possible, impacts to any wetland or upland buffer areas within the Conservation Easement Area. Any such work shall be subject to all applicable federal, state, or local permitting requirements.

4. No right of access by the general public to any portion of the property is conveyed by this Conservation Easement.

Page 61/259 (Mitigation/Monitoring):

Mitigation proposed to offset the 6.1 acres of wetland impacts include the preservation of 7.0 acres of good quality pin flatwood and xeric oak uplands, 0.3 acres of wetland restoration, and 12.1 acres of wetland enhancement. Detailed mitigation, monitoring, and maintenance data and plans are included as Exhibit(s) 8-17

Project Name: Sterling Oaks/Mitigation Plan

App No.: 931022-2

Page 30/279 (Mitigation/Monitoring):

Permit No. 11-01042-S is being modified to revise the permitted onsite mitigation plan. Revision of the permitted mitigation plan is necessary in order to meet both District and United States Army Corps of Engineer permit requirements. As a result of the changes, the revised onsite mitigation plan now includes the restoration of approximately 10.56 acres of hardwood hammock, 5.54 acres of wet prairie, 3.15 acres of marsh , and 0.77 acres of marsh littoral shelf through the removal of exotic vegetation, regrading of disturbed areas, and replanting native species.

Page 56/279 (Conservation Easement Deed):

4. No right of access by the general public to any portion of the Property is conveyed by this Conservation Easement.

Project Name: Triangle Parcel

App No.: 031219-10

Page 4-5/66 (Mitigation Proposal located in the Staff Report):

In order to mitigate for the proposed 4.34 acres of onsite wetland impacts and the secondary wetland impacts, the applicant will provide both onsite and offsite mitigation. The onsite mitigation

consists of enhancing the 4.25 acres of wetland remaining and 1.08 acres of upland located on the northeastern edge of the property. A 0.03 acre structural buffer consisting of a planted hedge will be maintained for the wetlands.

Page 42/66 (Conservation Easement Deed located in the Staff Report):

4. No right of access by the general public to any portion of the Property is conveyed by this Conservation Easement.

Hopefully this was helpful! If there is anything else I may assist you with, please do not hesitate to ask!

Have a wonderful weekend!

Thank you,

Lexus Pelfrey
Environmental Analyst II
South Florida Water Management District
Fort Myers Service Center
2301 McGregor Boulevard
Fort Myers, FL 33901
(239) 338-2929 ext. 7793
lpelfrey@sfwmd.gov



NOTE:

While the District supports that it is commonplace and convenient to collaborate via email during the pre-application/application process, Permit Applications and Responses to a Request for Additional Information (RAI) submitted via email are not an official submittal (Section 4.4 of Environmental Resource Permit Applicant's Handbook Volume I). For timely and efficient processing of permit applications and RAI responses, please submit online using ePermitting (link above).

Natural Resources Appendix

Contents:

NRE Responses from FDACS
FWC Concurrence Letter
USFWS Concurrence
Wetlands Map
Floodplains Map
NRE Responses from SFWMD
NRE Responses from USACE
NRE Responses from NMFS

☐ **FL Department of Agriculture and Consumer Services**

Reviewer	Review Date	Global	Line	Section(s)	Page(s)	Paragraph(s)
Mark Kiser	09/24/2025	Yes	NA	NA	NA	NA

Comments:

FDACS/Florida Forest Service staff has reviewed the Natural Resources Evaluation and finds it to be satisfactory. In particular the FFS commends the use of BMPs to protect flora and fauna and to mitigate for impacts to wetlands.

Best management practices, including containment booms and silt fencing, should be used to protect wetlands and significant surface waters from contaminants, erosion, and other construction impacts. If any listed plants are present, they should be protected to the degree possible, or translocated to a suitable alternative site by an organization such as the Florida Native Plant Society. Caution should be exercised around invasive plants so as not to cause further spread; decontaminating equipment and machinery, and revegetating disturbed areas with plants native to the area to prevent the spread of non-native plants is recommended. The Florida bonneted bat was detected foraging in the project area; further coordination with the USFWS should take place to minimize potential impacts to this listed species.

FFS/FDACS concurs with the proposed effect determinations for state and federal listed plant species, supports the project implementation measures and commitments to protect plants and wildlife, and recommends all BMPs be followed to protect surrounding wetlands and water quality. FFS / FDACS staff are willing to assist with listed plant relocation efforts if necessary.

FDACS also wishes to point out one typo in the technical report 435110-1-22-01 & 435347-1-22-01: on page 64, the author J. C. Rainey's name is misspelled (Riney is incorrect).



Florida Fish and Wildlife Conservation Commission

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MyFWC.com

October 1, 2025

Victoria Hardeman
Florida Department of Transportation District 1
801 North Broadway Avenue
Bartow, Florida 33830
Victoria.Hardeman@dot.state.fl.us

Re: CR 887 from US 41 to Lee County, Natural Resource Evaluation, Lee County

Dear Ms. Hardeman:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) report in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Florida Department of Transportation District One (FDOT D1) is conducting a Project Development and Environment (PD&E) study to assess the need for capacity and traffic operational improvements along County Road (CR) 887 (Old US 41) in Collier and Lee Counties. The limits of this study are from State Road 45/US 41/Tamiami Trail extending north to CR 865/Bonita Beach Road, approximately 2.73 miles in length. The proposed improvement will expand the roadway to a four-lane divided roadway with 11-foot travel lanes. According to the NRE, the preferred alternative would require the purchase of additional right-of-way and feature a 12-foot-wide shared use path and 7-foot-wide bicycle lanes in both directions.

The NRE report was prepared as part of the PD&E study to document wetlands, surface waters, protected species, critical habitat, and Essential Fish Habitat (EFH) within the project's corridor; evaluate potential impacts associated with the proposed project; provide effect determinations for protected species; identify mitigation needs, and coordinate with federal and state regulatory and resource agencies. FWC staff agrees with the effect determinations and supports the project implementation measures and commitments for protected species. Further coordination could be required during future species-specific surveys and project permitting.

For specific technical questions regarding the content of this letter, please contact Elijah McBride at (904) 603-1200 or Elijah.mcbride@myfwc.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,

A handwritten signature in blue ink that reads "Laura DiGruttolo".

Laura DiGruttolo
Land Use Planning Supervisor
Office of Conservation Planning Services

ld/em
SR 368 from US 98 Flyover to SR 390 NRE_63168_07022025



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 North
Bart

March 24, 2026

Ms. Zakia Williams
Fish and Wildlife Biologist
US Fish and Wildlife Service
7915 Baymeadows Way, Ste. 200
Jacksonville, Florida 32256

Dear Ms. Williams.



Florida Ecological Services Field Office

Service Project Code No. 26-TA-0003962

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the Florida Ecological Services Field Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

JOSE RIVERA Digitally signed by JOSE RIVERA
Date: 2026.03.26 07:25:49 -04'00'

Supervisor

Please find enclosed the Natural Resources Evaluation (NRE) report prepared for the above-referenced project. The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) to evaluate roadway improvement alternatives from State Road 45/US 41/Tamiami Trail extending north to Lee CR 865/Bonita Beach Road in Lee and Collier Counties, Florida. The proposed improvement will expand the roadway to a four-lane divided roadway with 11-foot travel lanes. The Preferred Alternative would require the purchase of additional ROW and would feature a 12-foot (ft) wide shared use path and 7-foot bicycle lanes in both directions. There are no improvements planned for Old 41 north of the proposed New Quadrant Roadway, including the Old 41 and Bonita Beach Road intersection. The proposed New Quadrant Roadway connects Old 41 with Race Track Road which then continues onto Bonita Beach Road for the rest of the project segment. The New Quadrant Roadway will be a 2-lane undivided road with 11-ft travel lanes, a 12-ft shared use path, an 8-ft sidewalk, and a total of 70-ft ROW.

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 FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

The NRE assesses potential effects of the Preferred Alternative on wetlands and other surface waters, and federal and state protected species and their respective habitats. This NRE is being submitted to the federal and state resource agencies with jurisdiction over wetlands and protected species. The evaluation includes field inspections by qualified biologists, wildlife and habitat surveys, literature and database reviews, and coordination with natural resource agencies. Details on the study methodologies, results, conceptual mitigation alternatives and protection measures for avoidance and minimization of impacts to the resources are provided in the NRE.

Based on the evaluation completed, unavoidable wetland impacts resulting from construction of the preferred alternative project will occur. 5.44 acres of wetlands will be impacted by the Preferred Alternative (3.77 acres direct and 1.67 acres secondary); 2.77 acres are from roadway improvements (2.17 acres direct and 0.60 acres secondary) and 2.67 acres are from stormwater management features (1.60

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acres direct and 1.07 acres secondary). Additionally, 5.31 acres of other surface waters will be impacted by the Preferred Alternative, with 5.24 acres from roadway improvements and 0.07 acre from stormwater management features. 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 USC. 1344. The project anticipates using commercially available mitigation credits from agency-approved banks with an appropriate geographic service area to provide compensatory mitigation sufficient to offset unavoidable project impacts to wetlands and wetland-dependent species habitat.

The study area was evaluated for the presence of federal and/or state protected species and their suitable habitat in accordance with Section 7 of the ESA and the Protected Species and Habitat Chapter of the PD&E Manual. Based on this evaluation the proposed project will result in the effect determinations presented in the below table:

Proposed Effect Determination	Listing Status*	Species
Plants		
<i>No effect</i>	USFWS/FDACS - Endangered	Aboriginal Prickly-Apple (<i>Harrisia aboriginum</i>) Beautiful Pawpaw (<i>Deeringothamnus pulchellus</i>) Florida Prairie-Clover (<i>Dalea carthagensis</i>)
<i>No effect</i>	USFWS - Threatened FDACS - Endangered	Garber's Spurge (<i>Chamaesyce garberi</i>)
<i>No adverse effect anticipated</i>	FDACS - Endangered	American Bird's Nest Fern (<i>Asplenium serratum</i>) Clamshell Orchid (<i>Encyclia cochleata</i> = <i>Prosthechea cochleata</i>) Cowhorn Orchid (<i>Cyrtopodium punctatum</i>) Curtiss' Milkweed (<i>Asclepias curtissi</i>) Florida Dancing-Lady Orchid (<i>Oncidium ensatum</i> = <i>Oncidium floridanum</i>) Florida Peperomia (<i>Peperomia obtusifolia</i>) Frosted Orchid (<i>Pleurothallis gelida</i> = <i>Stelis gelida</i>) Fuzzy-Wuzzy Airplant (<i>Tillandsia pruinosa</i>) Ghost Orchid (<i>Dendrophylax lindenii</i>) Giant Wild-Pine (<i>Tillandsia utriculata</i>) Hand Fern (<i>Ophioglossum palmatum</i>) Hidden Orchid (<i>Maxillaria crassifolia</i>) Leafless Orchid (<i>Campylocentrum pachyrrhizum</i>) Low Peperomia (<i>Peperomia humilis</i>) Many-Flowered Airplant/Catopsis (<i>Catopsis floribunda</i>) Meadow Joint-Vetch (<i>Aeschynomene pratensis</i>) Narrow Strap Fern (<i>Campyloneurum angustifolium</i>) Night-Scented Orchid (<i>Epidendrum nocturnum</i>) Sand-Dune Spurge (<i>Chamaesyce cumulicola</i> = <i>Euphorbia</i>)

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		<i>cumulicola</i>) Sanibel Island Lovegrass (<i>Eragrostis pectinacea</i> var. <i>tracyi</i>) Scrub Stylisma/Showy Dawnflower (<i>Stylisma abdita</i>) Skyblue Clustervine (<i>Jacquemontia pentanthos</i>) Small's Flax (<i>Linum carteri</i> var. <i>smallii</i>) Spreading/Pine Pinweed (<i>Lechea divaricata</i>) Stiff-Leaved Wild-Pine (<i>Tillandsia fasciculata</i>) Swamp Plume Polypody (<i>Pechuma ptilota</i> = <i>Polypodium ptilodon</i>) Toothed Lattice-Vein Fern (<i>Thelypteris serrata</i>)
No adverse effect anticipated	FDACS - Threatened	Banded Wild-Pine (<i>Tillandsia flexuosa</i>) Catesby's Lily (<i>Lilium catesbaei</i>) Florida Beargrass (<i>Nolina atopocarpa</i>) Florida Beargrass (<i>Nolina atopocarpa</i>) Giant Orchid/Non-Crested Eulophia (<i>Orthochilus ecristata</i> = <i>Eulophia ecristata</i>) Leafy Beaked Ladies'-Tresses (<i>Sacola lanceolata</i> var. <i>paludicola</i> = <i>Stenorrhynchos lanceolatum</i>) Needleroot Airplant Orchid (<i>Harrisella porrecta</i> = <i>Dendrophylax porrectus</i>) Nodding/Scrub Pinweed (<i>Lechea cernua</i>) Reflexed Wild-Pine (<i>Tillandsia balbisiana</i>)
No effect anticipated	FDACS - Endangered	Florida Keys Indigo (<i>Indigofera mucronata</i> var. <i>keyensis</i> = <i>Indigofera trita</i> var. <i>scabra</i>) Fuchs' Bromeliad (<i>Guzmania monostachia</i>) Pale Passionflower (<i>Passiflora pallens</i>) Southern Ladies'-Tresses (<i>Spiranthes torta</i>) Spiny Hackberry (<i>Celtis pallida</i>)
No effect anticipated	FDACS - Threatened	Many-Flowered Grass Pink (<i>Calopogon multiflorus</i>)
Invertebrates		
N/A	USFWS - Proposed Threatened	Monarch Butterfly (<i>Danaus Plexippus</i>)
Reptiles		
No effect	USFWS - Threatened	American Crocodile (<i>Crocodylus acutus</i>)
May affect, not likely to adversely affect	USFWS - Threatened	Eastern Indigo Snake (<i>Drymarchon corais couperi</i>)
No adverse effect anticipated	FWC - Threatened	Florida Pine Snake (<i>Pituophis melanoleucus mugitus</i>) Gopher Tortoise (<i>Gopher polyphemus</i>)
Birds		
No effect	USFWS - Threatened	Florida Scrub-Jay (<i>Aphelocoma coerulescens</i>)
No effect	USFWS - Endangered	Red-Cockaded Woodpecker (<i>Picoides borealis</i>)
May affect, not likely to	USFWS -	Wood Stork (<i>Mycteria americana</i>)

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adversely effect	Threatened	Eastern Black Rail (<i>Laterallus jamaicensis jamaicensis</i>)
No adverse effect anticipated	FWC - Threatened	Florida Burrowing Owl (<i>Athene cunicularia floridana</i>) Florida Sandhill Crane (<i>Antigone canadensis pratensis</i>) Little Blue Heron (<i>Egretta caerulea</i>) Roseate Spoonbill (<i>Platalea ajaja</i>) Tricolored Heron (<i>Egretta tricolor</i>) Southeastern American Kestrel (<i>Falco sparverius paulus</i>)
Mammals		
May affect, not likely to adversely effect	USFWS - Endangered	Florida Bonneted Bat (<i>Eumops floridanus</i>)
May affect, not likely to adversely affect	USFWS - Proposed Endangered	Tricolored Bat (<i>Pipistrellus subflavus</i>)
No effect	USFWS - Endangered	Florida Panther (<i>Puma concolor coryi</i>)
No adverse effect anticipated	FWC - Threatened	Big Cypress Fox Squirrel (<i>Sciurus niger avicennia</i>)

The project will have no involvement with Essential Fish Habitat.

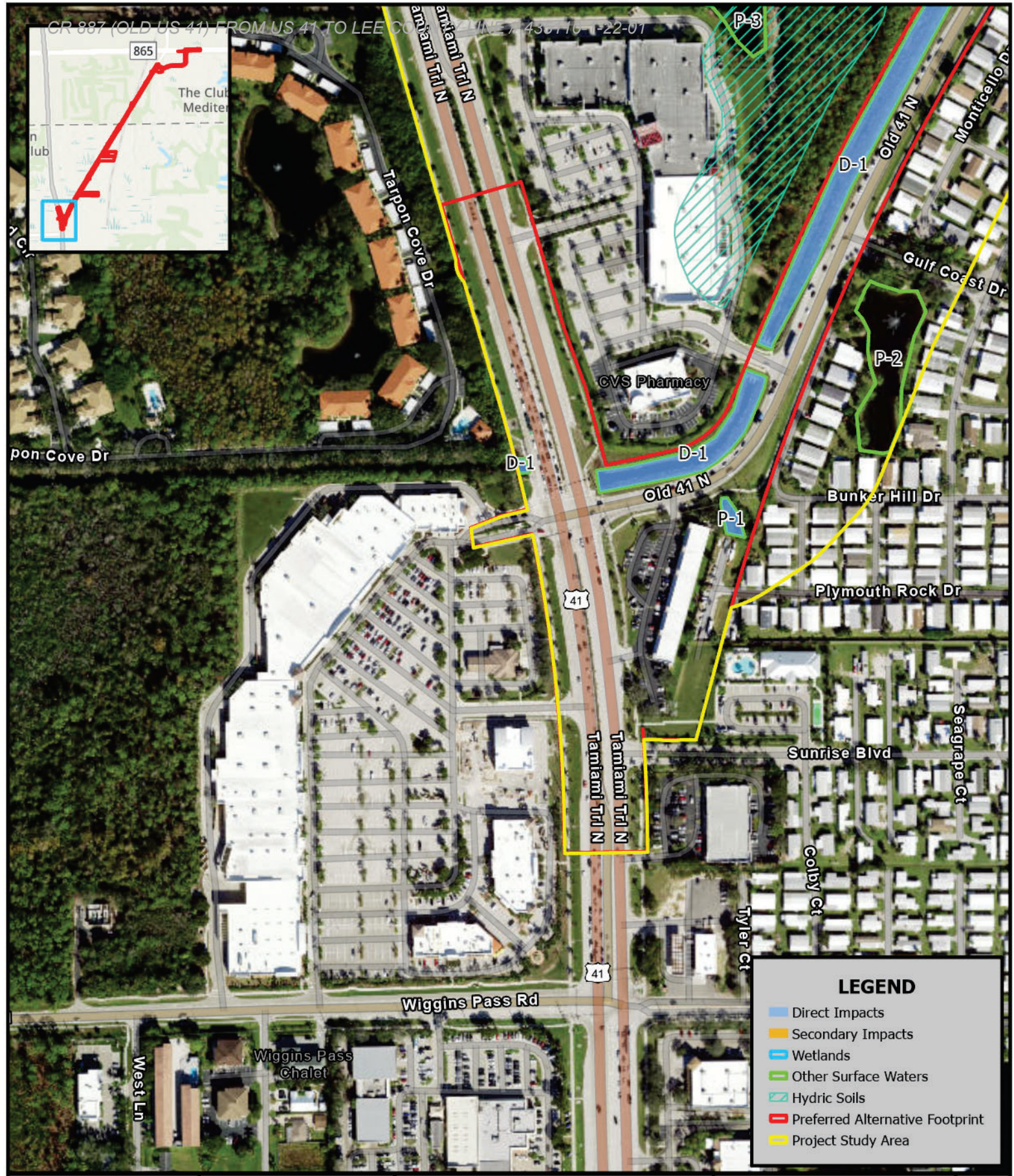
The FDOT respectfully requests your review comments or written letter of concurrence with the findings and effect determinations presented in the attached NRE within 30 days. If you have any questions or require additional information, please contact me at the phone number or email address below.

The FDOT appreciates your involvement with this project and respectfully requests your review comments or written letter of concurrence with the findings presented in the NRE within 30 days. If you have any questions or require additional information, please contact me.

Sincerely,

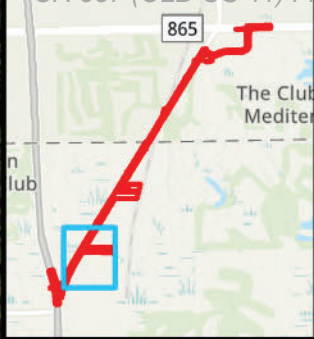


Victoria Hardeman
Environmental Project Manager
Florida Department of Transportation | District One
801 North Broadway Ave | Bartow, FL 33830



LEGEND

- Direct Impacts
- Secondary Impacts
- Wetlands
- Other Surface Waters
- Hydric Soils
- Preferred Alternative Footprint
- Project Study Area



LEGEND

- Direct Impacts
- Secondary Impacts
- Wetlands
- Other Surface Waters
- Hydric Soils
- Preferred Alternative Footprint
- Project Study Area



Type 2 Categorical Exclusion



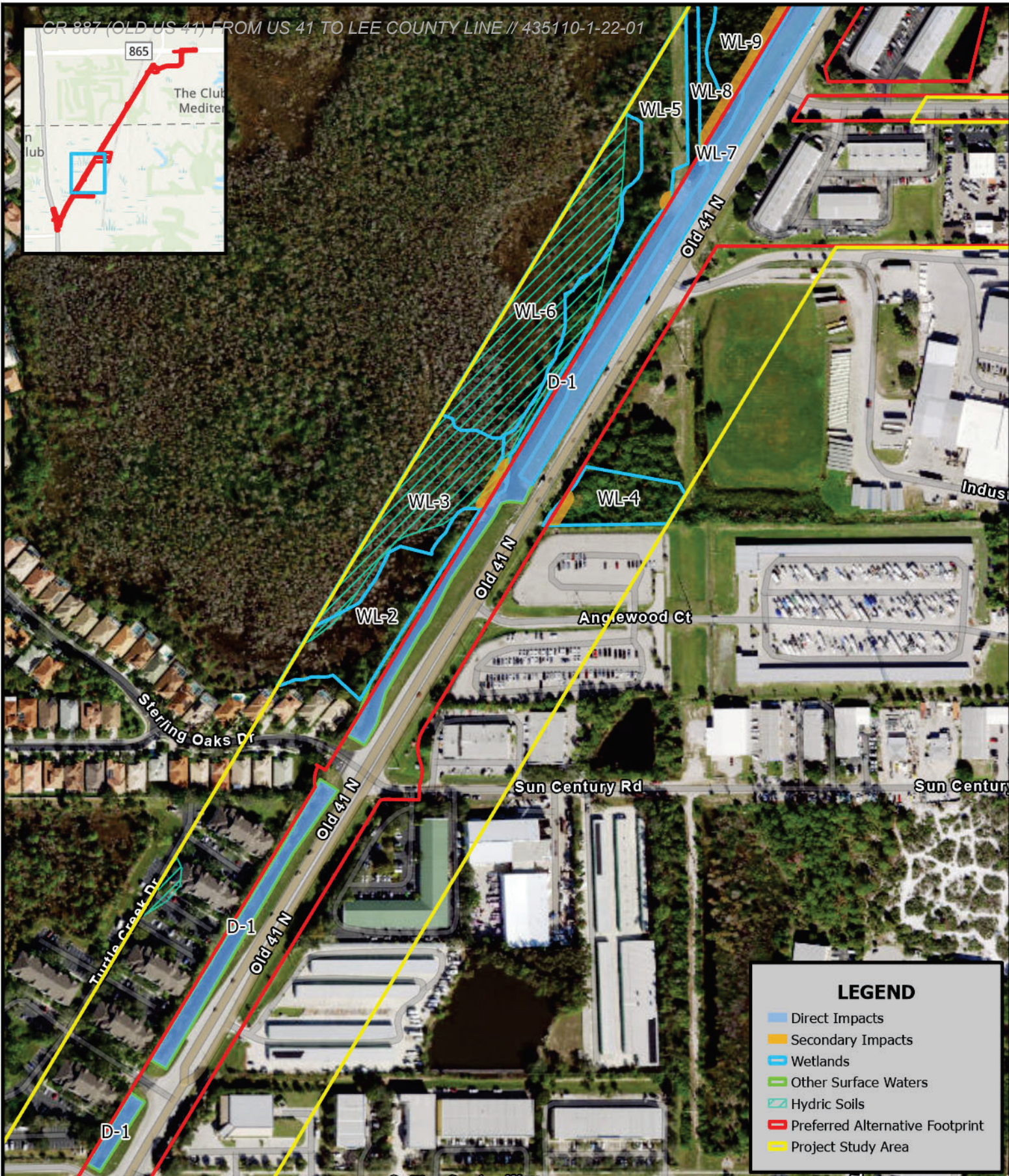
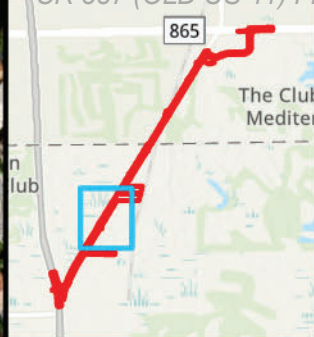
1 inch = 300 feet

Wetlands & Other Surface Waters Map

Sources: RKK 2021, SFWMD 2016

CR 887 (Old US 41)
FPIDs: 435110-1-22-01
& 435347-1-22-01
Lee & Collier Counties

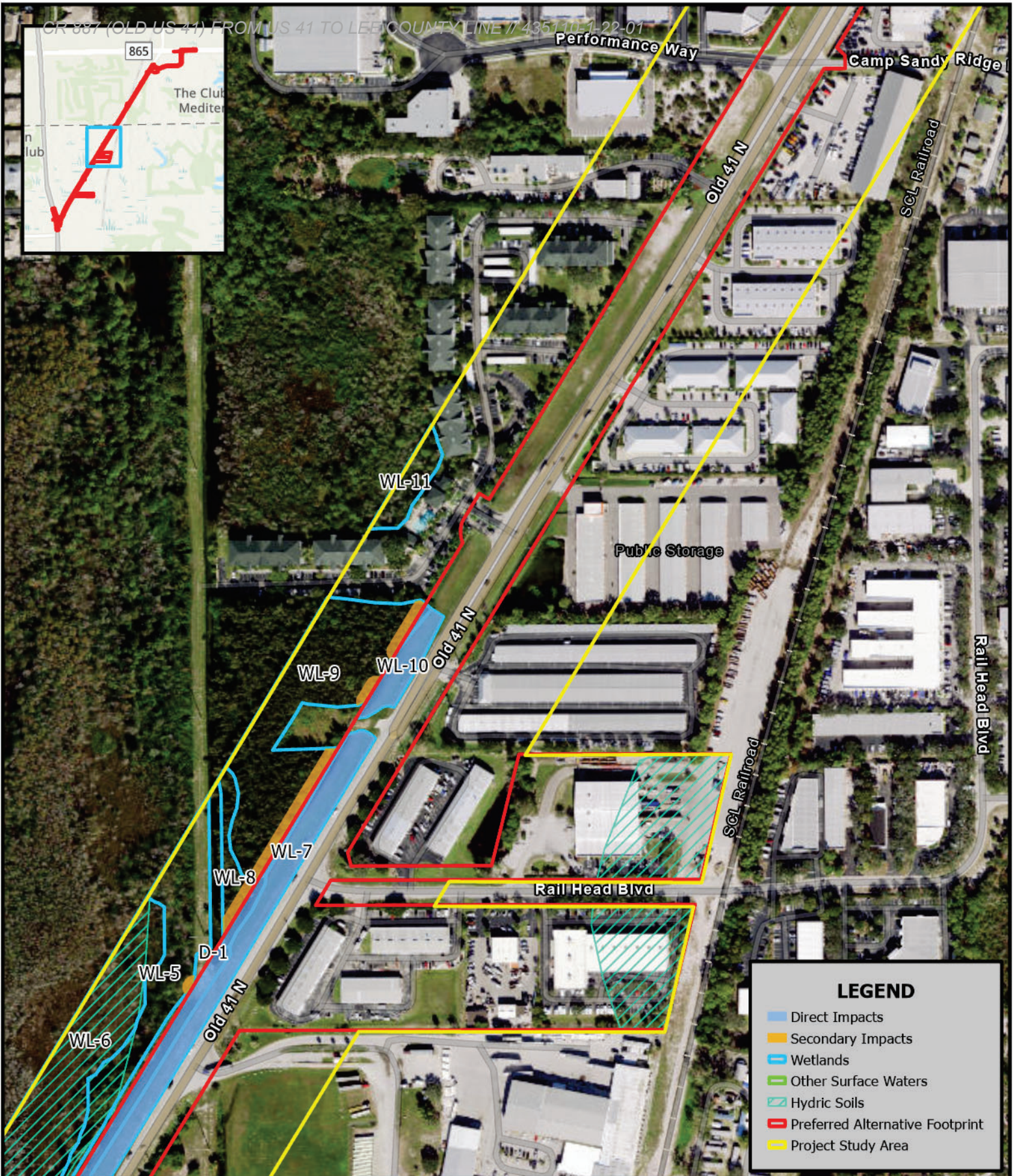
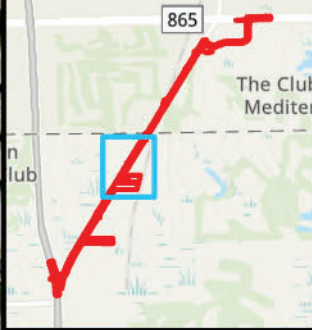




LEGEND

- Direct Impacts
- Secondary Impacts
- Wetlands
- Other Surface Waters
- Hydric Soils
- Preferred Alternative Footprint
- Project Study Area

CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE // 435110-1-22-01



LEGEND

- Direct Impacts
- Secondary Impacts
- Wetlands
- Other Surface Waters
- Hydric Soils
- Preferred Alternative Footprint
- Project Study Area



Type 2 Categorical Exclusion

0 300
Feet

1 inch = 300 feet

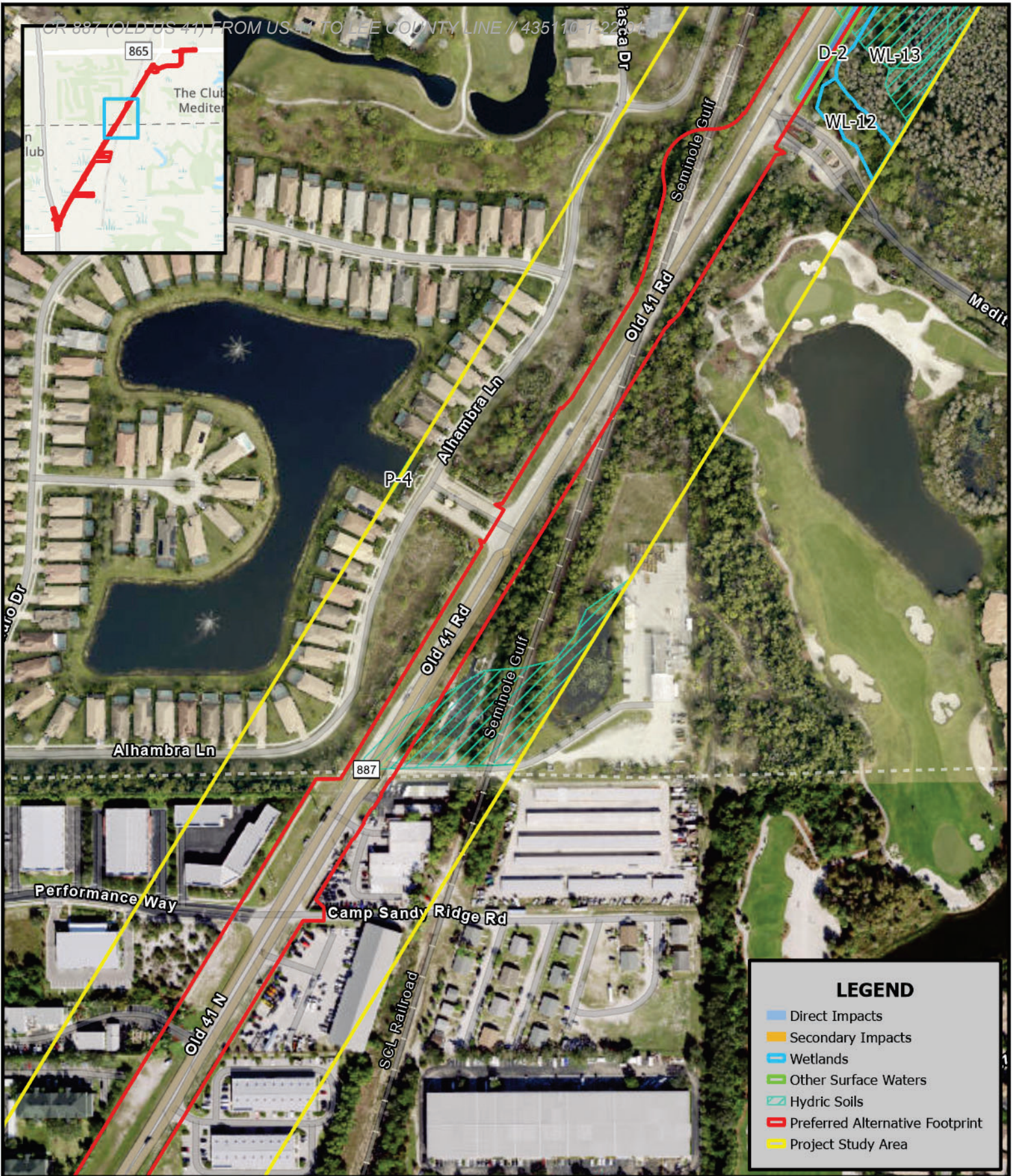
Wetlands & Other Surface Waters Map

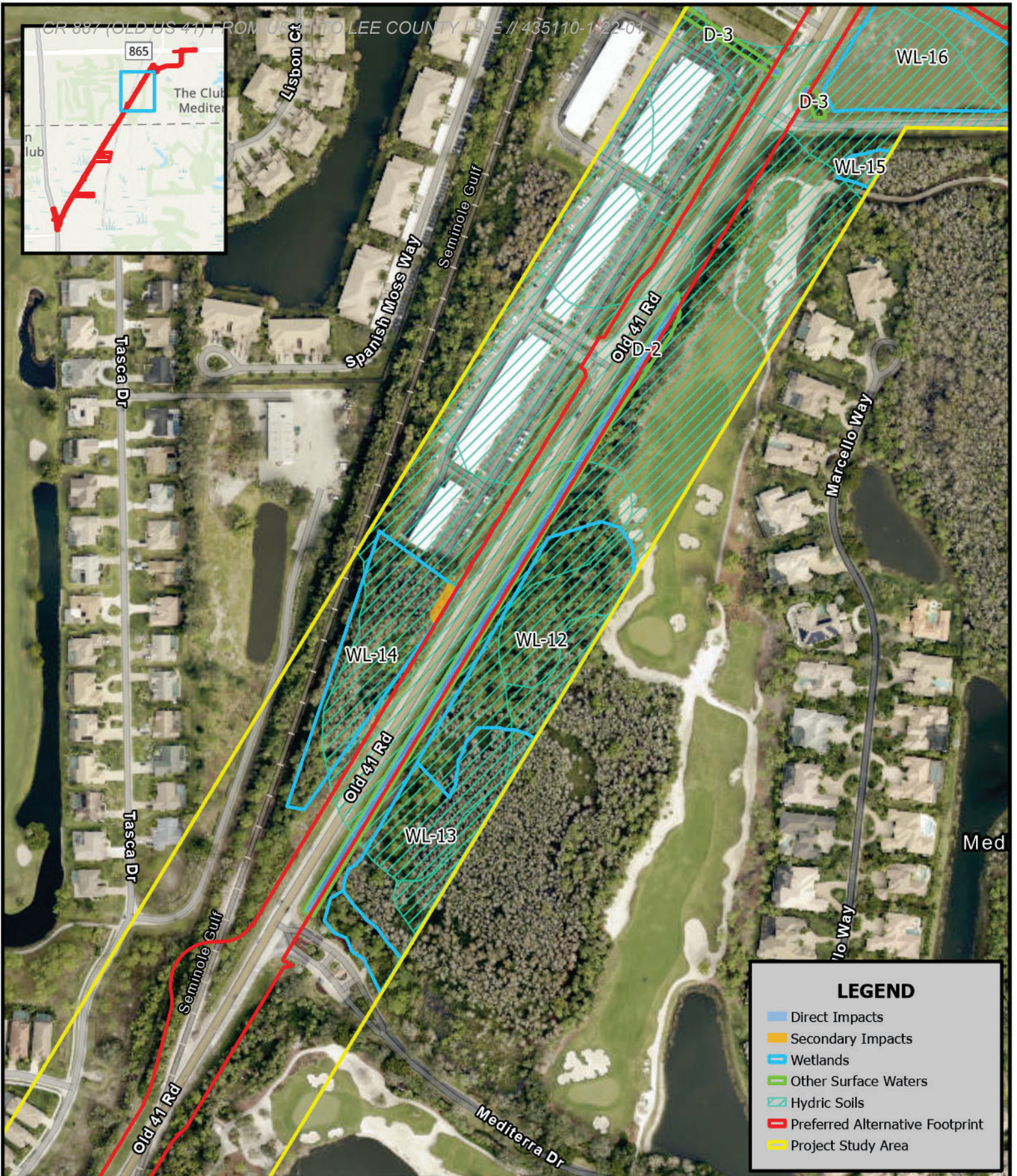
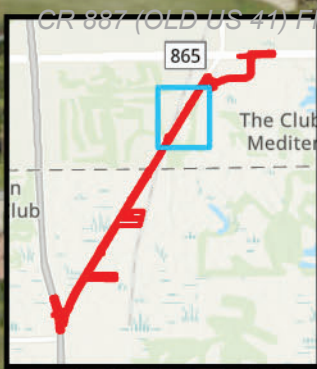
Sources: RKK 2021, SFWMD 2016

CR 887 (Old US 41)
FPIDs: 435110-1-22-01
& 435347-1-22-01
Lee & Collier Counties

Page 4 of 8 Page 138 of 193



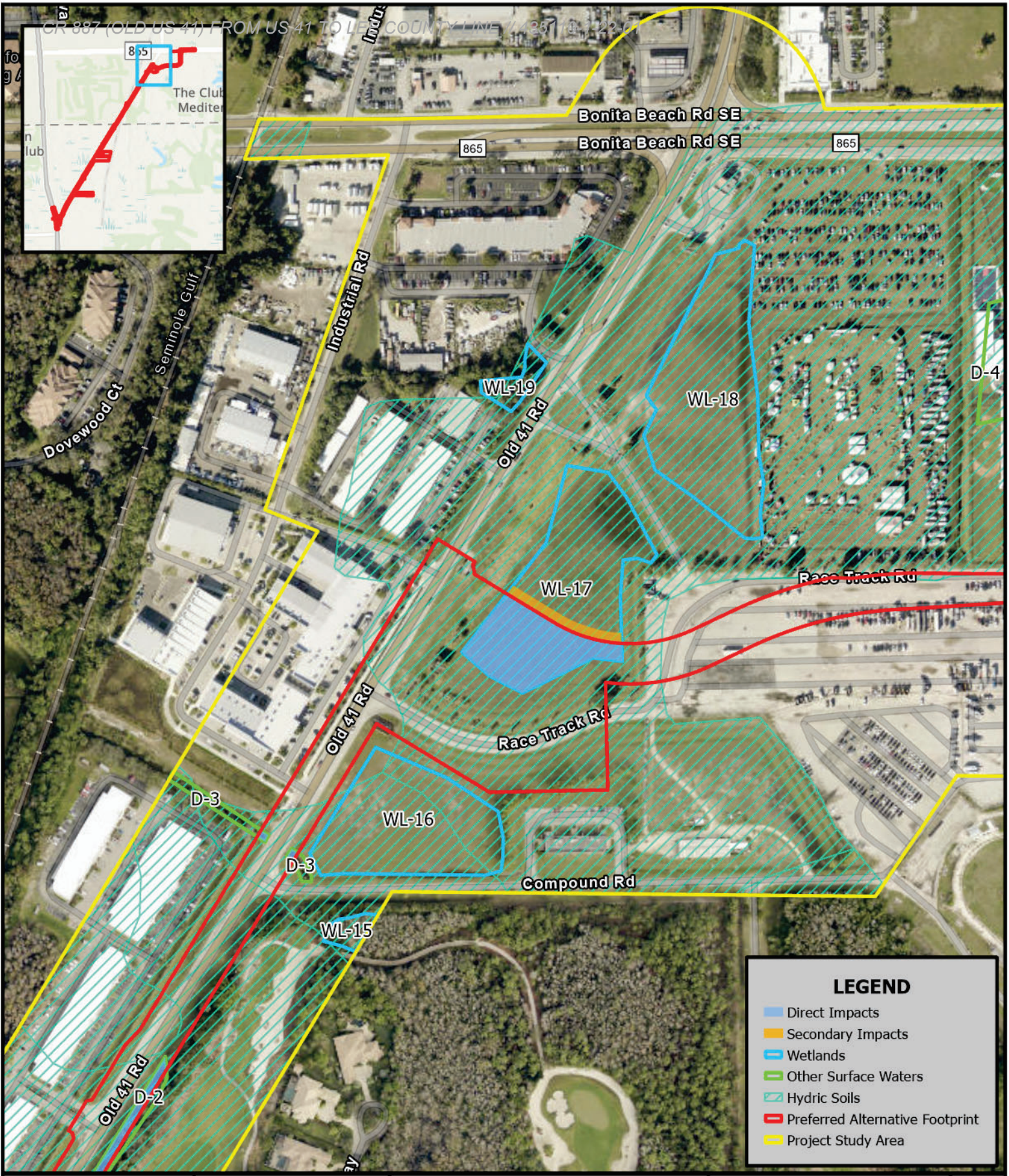
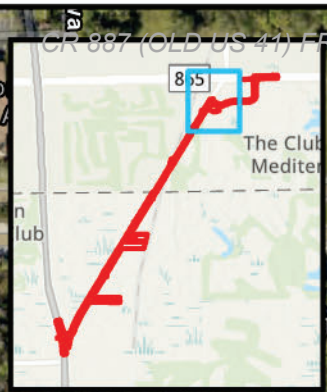




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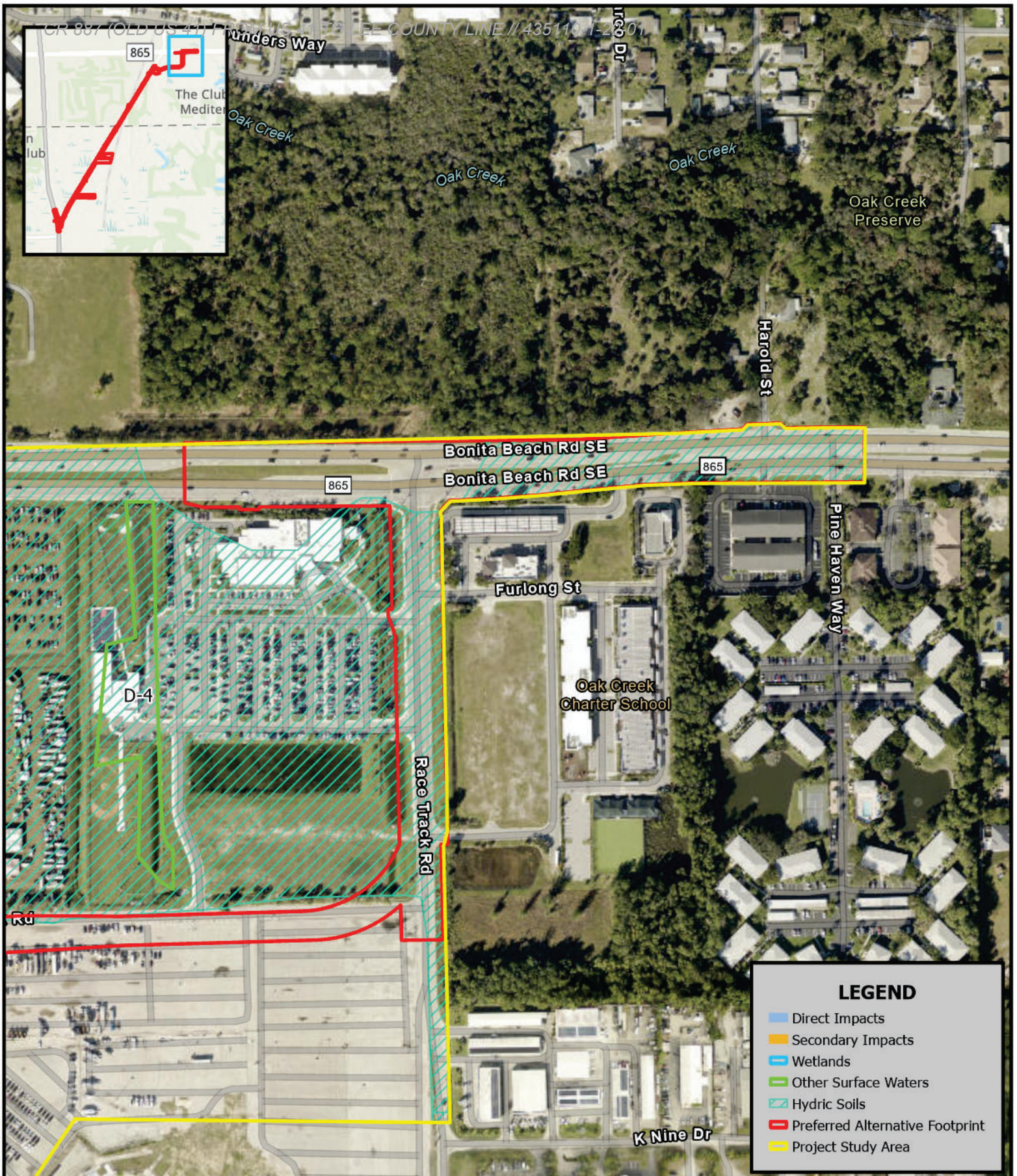
- Direct Impacts
- Secondary Impacts
- Wetlands
- Other Surface Waters
- Hydric Soils
- Preferred Alternative Footprint
- Project Study Area

CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE 435110-1-22-01 & 435347-1-22-01



LEGEND

- Direct Impacts
- Secondary Impacts
- Wetlands
- Other Surface Waters
- Hydric Soils
- Preferred Alternative Footprint
- Project Study Area



LEGEND

- Direct Impacts
- Secondary Impacts
- ▨ Wetlands
- Other Surface Waters
- ▨ Hydric Soils
- Preferred Alternative Footprint
- Project Study Area



Type 2 Categorical Exclusion

0 300
Feet

1 inch = 300 feet

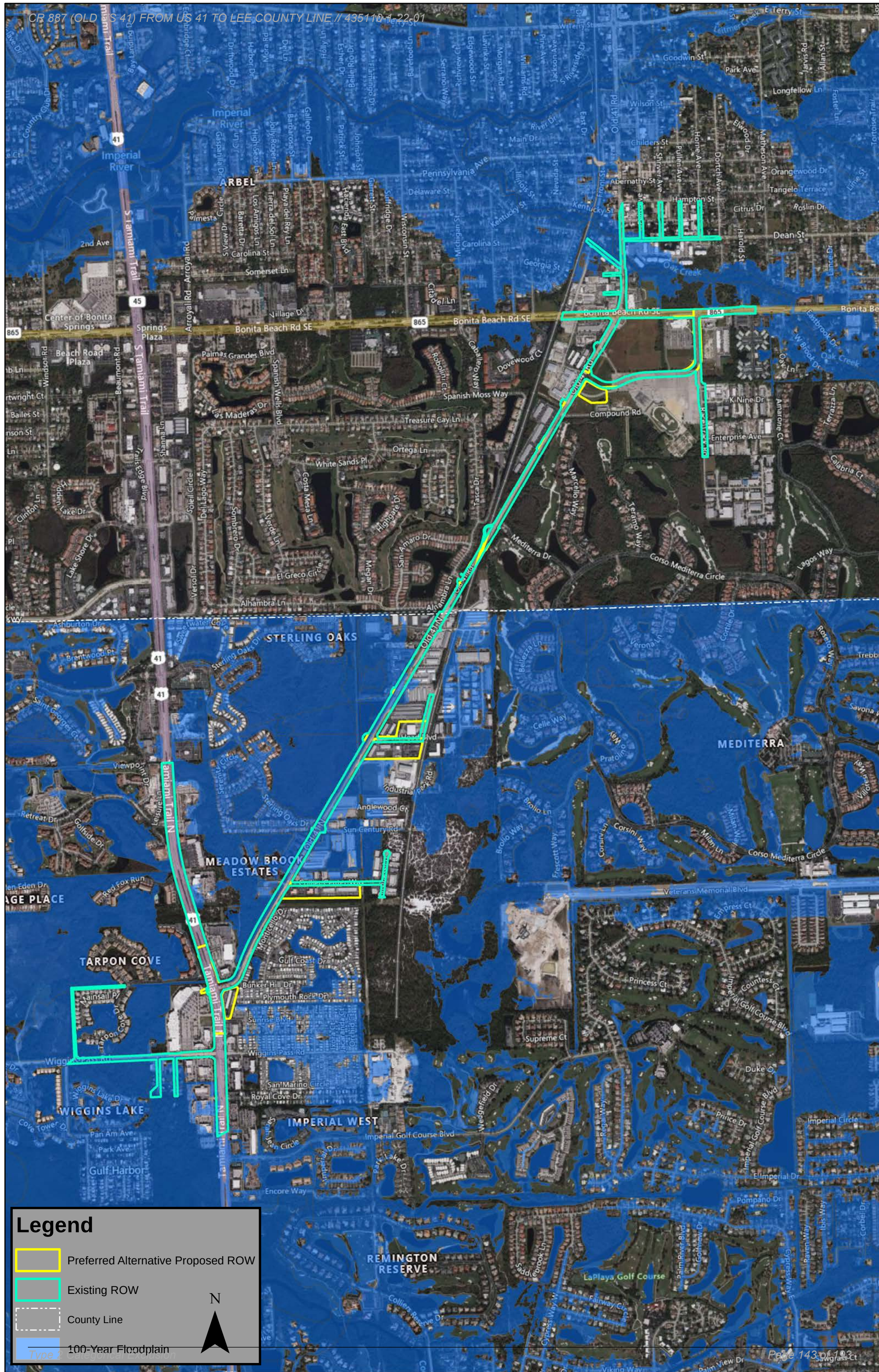
Wetlands & Other Surface Waters Map

Sources: RKK 2021, SFWMD 2016

CR 887 (Old US 41)
FPIDs: 435110-1-22-01
& 435347-1-22-01
Lee & Collier Counties

Page 8 of 8 Page 142 of 193





Legend

-  Preferred Alternative Proposed ROW
-  Existing ROW
-  County Line
-  100-Year Floodplain



South Florida Water Management District

Reviewer	Review Date	Global	Line	Section(s)	Page(s)	Paragraph(s)
Lexus Nicole Pelfrey	10/02/2025	Yes	NA	NA	NA	NA

Comments:

- Please ensure that a cross-section of the wetlands/OSW- proposed project interface is included on the construction plans.
- A site verification inspection will be required. Wetlands and OSWs (other surface waters) boundaries should be field staked or flagged prior to inspection. Data forms will be completed.
- Once wetland/OSW boundaries and wetland/OSW impacts are finalized written correspondence from the mitigation bank confirming the appropriate credits needed for the project have been reserved for purchase will be required.
- Please demonstrate that the proposed project will not result in adverse impacts to wetland dependent and listed species. Coordination with the Florida Fish and Wildlife Conservation Commission (FWC) and/or the U.S. Fish and Wildlife Service (USFWS) will be required to ensure that all wildlife issues are adequately addressed.

Reviewer	Review Date	Global	Line	Section(s)	Page(s)	Paragraph(s)
Sergio Guzman	09/30/2025	Yes	NA	NA	NA	NA

Comments:

The proposed project will require an Environmental Resource Permit (ERP) from the SFWMD. As part of the ERP application, the applicant must demonstrate that the project meets the ERP Conditions for Issuance in Rule 62-330.301, F.A.C., the Additional Conditions for Issuance in Rule 62-330.302, F.A.C. and the applicable criteria in the ERP Applicant's Handbook Vol. I and II. Pre-application coordination with District staff is recommended. In addition, the following issues will need to be addressed as part of or during the ERP process:

- The Collier County segment was previously permitted under Application No. 090320-7 and Permit No. 11-01984-P. Reasonable assurance must be provided as part of the ERP to demonstrate the proposed improvements will not adversely impact the water quantity, adverse flooding, and existing surface water, and storage capacities to the receiving waters.
- The proposed development is located within watersheds identified as impaired. Reasonable assurance must be provided as part of the ERP the stormwater quality treatment criteria and supporting documentation indicating the proposed development does not contribute into the existing impairment.
- The proposed development must meet the allowable discharge rate based on each county requirements.

☐ US Army Corps of Engineers

Reviewer	Review Date	Global	Line	Section(s)	Page(s)	Paragraph(s)
Heather M Mason	10/03/2025	Yes	NA	NA	NA	NA

Comments:
This version of the NRE indicates that the project is still in the conceptual phase.

- Prior to application for a permit, the environmental documentation should contain:
- An aquatic resource delineation completed in accordance with the Corps' 1987 wetland delineation manual and Atlantic and Gulf Coastal Plain Regional Supplement, including a pair of wetland data sheets for each delineated resource. Additional wetland data sheets may be needed for changes in vegetation community type within a single resource area.
 - Details regarding specific avoidance and minimization measures that were used for the final project design, for example, use of retaining walls instead of fill slopes, or alternative siting measures.
 - At this time, it looks like the project would require an individual permit. Therefore, a detailed alternatives analysis done in accordance with the 404(b)(1) Guidelines would be required. A guidance document entitled "Information for Preparing an Alternatives Analysis Under Section 404" (June 2014) is available online in the Jacksonville District Regulatory Division Source Book.

- General comments:
- The document states that impact area functional loss was determined using UMAM, but the proposed mitigation banks use WRAP or M-WRAP. Impact functional loss will need to be evaluated using the same functional assessment method as the proposed mitigation bank (WRAP or M-WRAP). Please include an assessment using the appropriate method when the document is submitted for permit review. Scores will be evaluated during permit review.
 - If the project design changes and one of the adjacent conservation easements would be impacted, the conservation easement would need to be vacated or modified prior to issuance of a permit. If the conservation easement area either 1) includes the Corps as a third party beneficiary, or 2) provides mitigation for a Corps permit (some older Corps permits did not require the Corps to be a third-party beneficiary, but reference the conservation easement as mitigation in the permit special conditions), then the Corps would also need to approve of any replacement mitigation.
 - FYI, the Corps does not use the term OSW in our review. We recommend either creating a separate set of drawings with Corps-accepted nomenclature (i.e., ditch, swale, pond, tributary, canal, name of waterbody), or using both terms (i.e. OSW/Ditch).
 - In several places in the document, statements indicate that it has been determined that there will be no adverse impacts to wetlands, or that avoidance and minimization has been done to the greatest extent practicable, but also states that the project is still in design. We recommend removing those statements, and instead describe in detail what avoidance and minimization measures have been taken, and why FDOT believes impacts have been avoided to the greatest extent practicable. The Corps will make the final determinations as to whether there will be adverse impacts or if avoidance and minimization has been completed to the greatest extent practicable during the permit review process.

Thank you for the opportunity to comment.

☐ National Marine Fisheries Service

Reviewer	Review Date	Global	Line	Section(s)	Page(s)	Paragraph(s)
David A. Rydene	09/08/2025	Yes	NA	NA	NA	NA

Comments:
NOAA's National Marine Fisheries Service (NMFS) staff has reviewed the Natural Resources Evaluation (NRE) for the proposed widening and improvements to CR 887 (Old US 41) in Lee County and Collier County, Florida (Financial Management Numbers 435110-1-22-01 and 435347-1-22-01; Federal Aid Project Number D119-028-B; ETDM 14339). NMFS offers the following comments. In general, NMFS finds the NRE to be accurate and complete at this stage in project development. Because NMFS concludes that there will be no impacts to Essential Fish Habitat, as well as no involvement with Endangered Species Act species or designated Critical Habitat under NMFS' purview, NMFS has no further comments to provide.

Thank you for the opportunity to provide comments on this project's NRE.

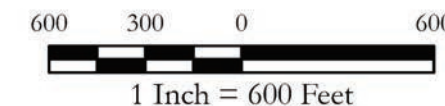
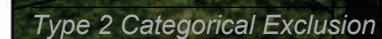
Physical Resources Appendix

Contents:

Potential Contamination Site Map

Noise Study Analysis Map

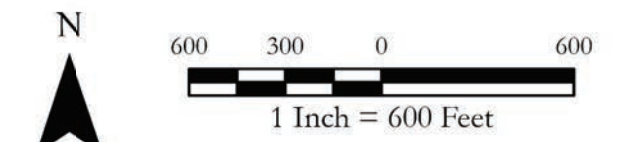
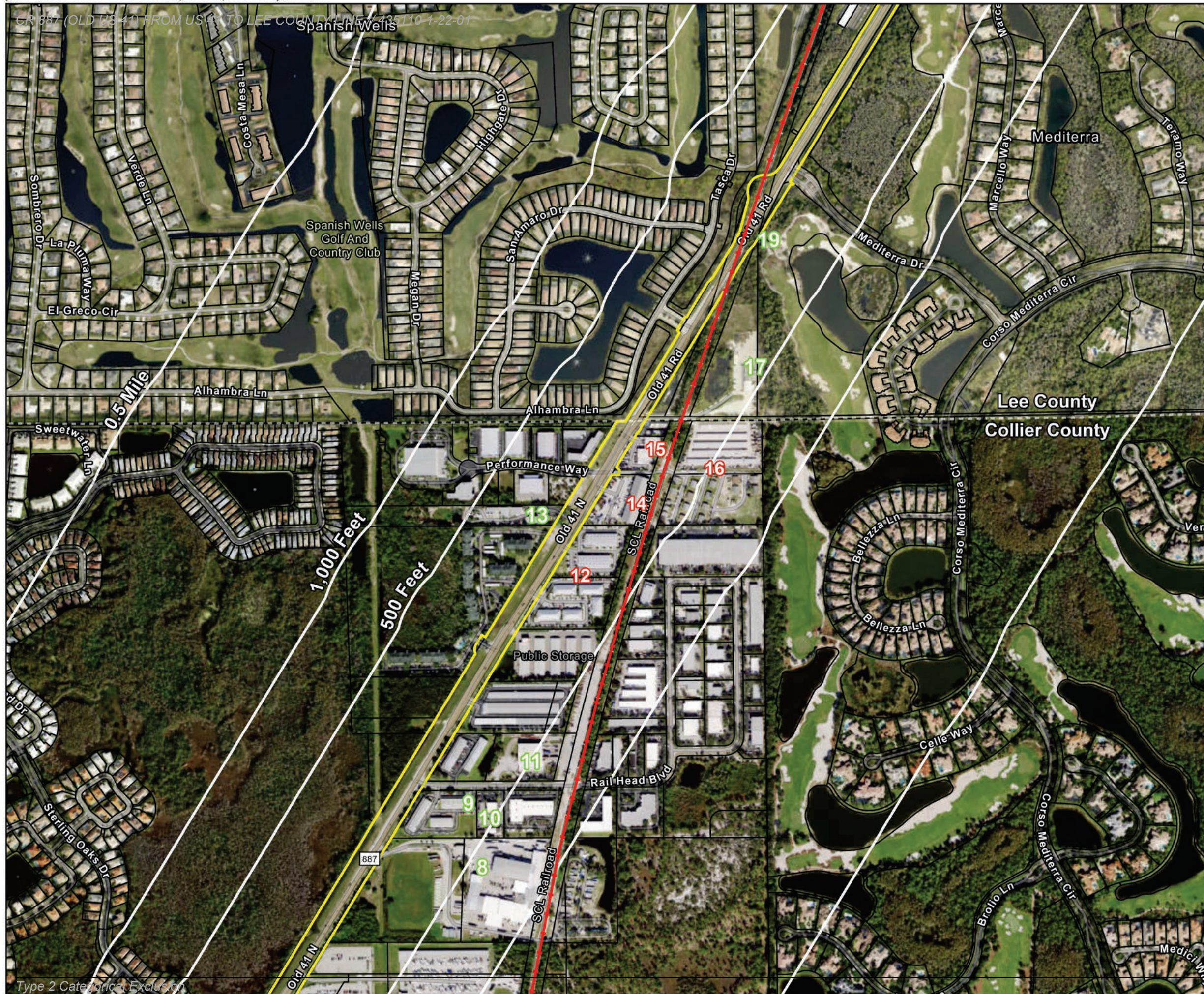
Railroad Coordination



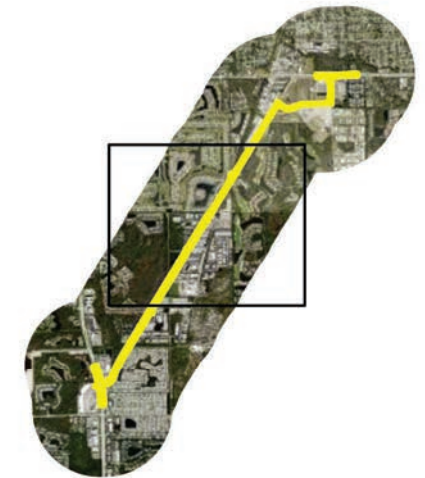
	Project Limits
	Parcel Lines (Lee and Collier Counties)
	No/Low Rated Contamination Sites
	Medium/High Rated Contamination Sites
	Railroad Corridor (Map ID 18 - Rated Medium)

From US 41 to Lee County Line &
from Collier County Line to Bonita Beach Road
Lee and Collier Counties, Florida
Tierra Project No.: 6511-18-218E

Sheet No. 1



- Legend**
- Project Limits
 - Parcel Lines (Lee and Collier Counties)
 - Map ID No/Low Rated Contamination Sites
 - Map ID Medium/High Rated Contamination Sites
 - + + + Railroad Corridor (Map ID 18 - Rated Medium)

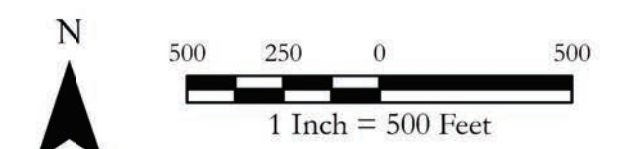


CR 887 (Old US 41) PD&E Study CSER

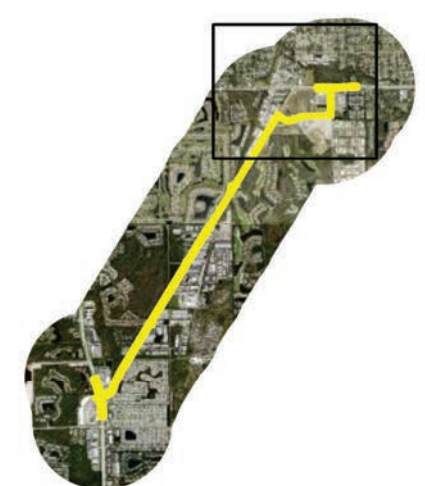
From US 41 to Lee County Line &
from Collier County Line to Bonita Beach Road
Lee and Collier Counties, Florida
Tierra Project No.: 6511-18-218E

Mainline Contamination Site Map

Sheet No. 2



- Legend**
- Project Limits
 - Parcel Lines (Lee and Collier Counties)
 - Map ID No/Low Rated Contamination Sites
 - Map ID Medium/High Rated Contamination Sites
 - Railroad Corridor (Map ID 18 - Rated Medium)

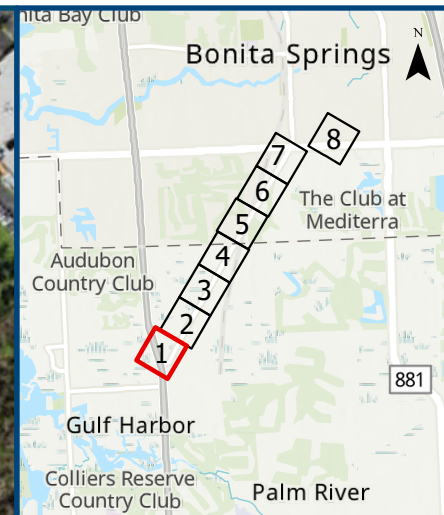
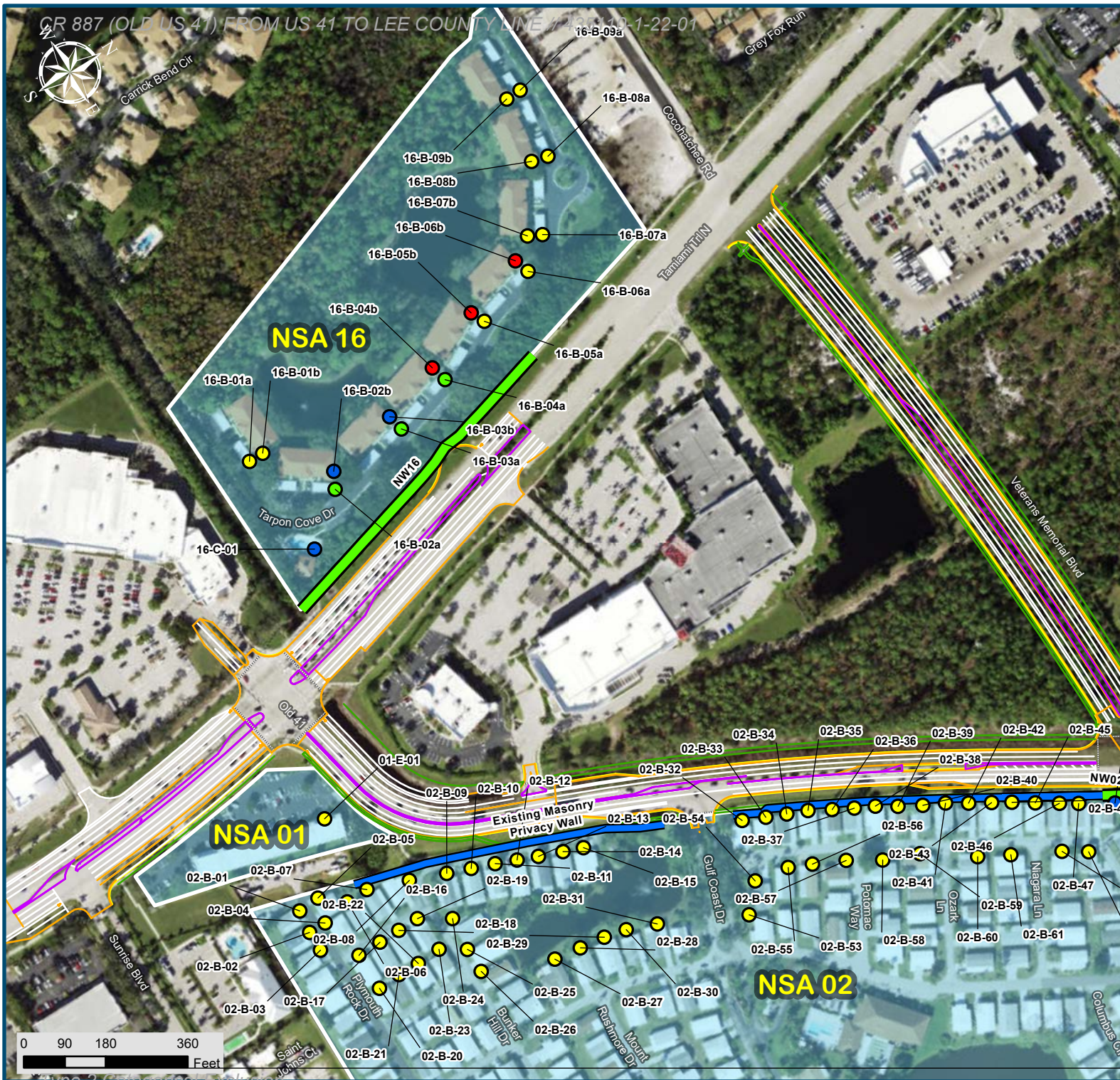


CR 887 (Old US 41) PD&E Study CSER
*From US 41 to Lee County Line &
from Collier County Line to Bonita Beach Road*
Lee and Collier Counties, Florida
Tierra Project No.: 6511-18-218E

Mainline Contamination Site Map

Sheet No. 3

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LEGEND

Noise Study Area

Receptor Types

- Impacted and Benefited
- Not Impacted or Benefited
- Impacted but Not Benefited
- Not Impacted but Benefited
- Validation Measurement Location

Proposed Design

- Roadway
- Lane Striping
- Sidewalk
- Curb
- Traffic Separator
- Crosswalk

Analyzed Abatement

- Barrier Recommended
- Existing Masonry Privacy Wall

NOISE STUDY ANALYSIS MAP

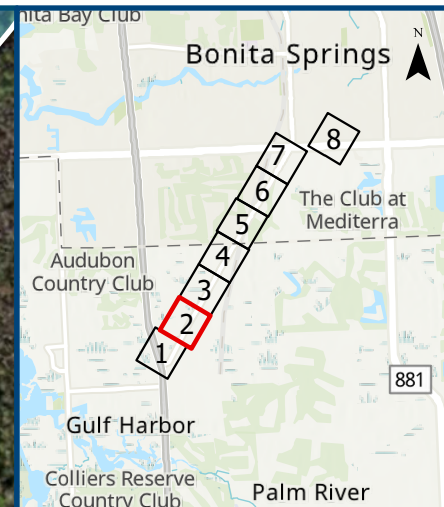
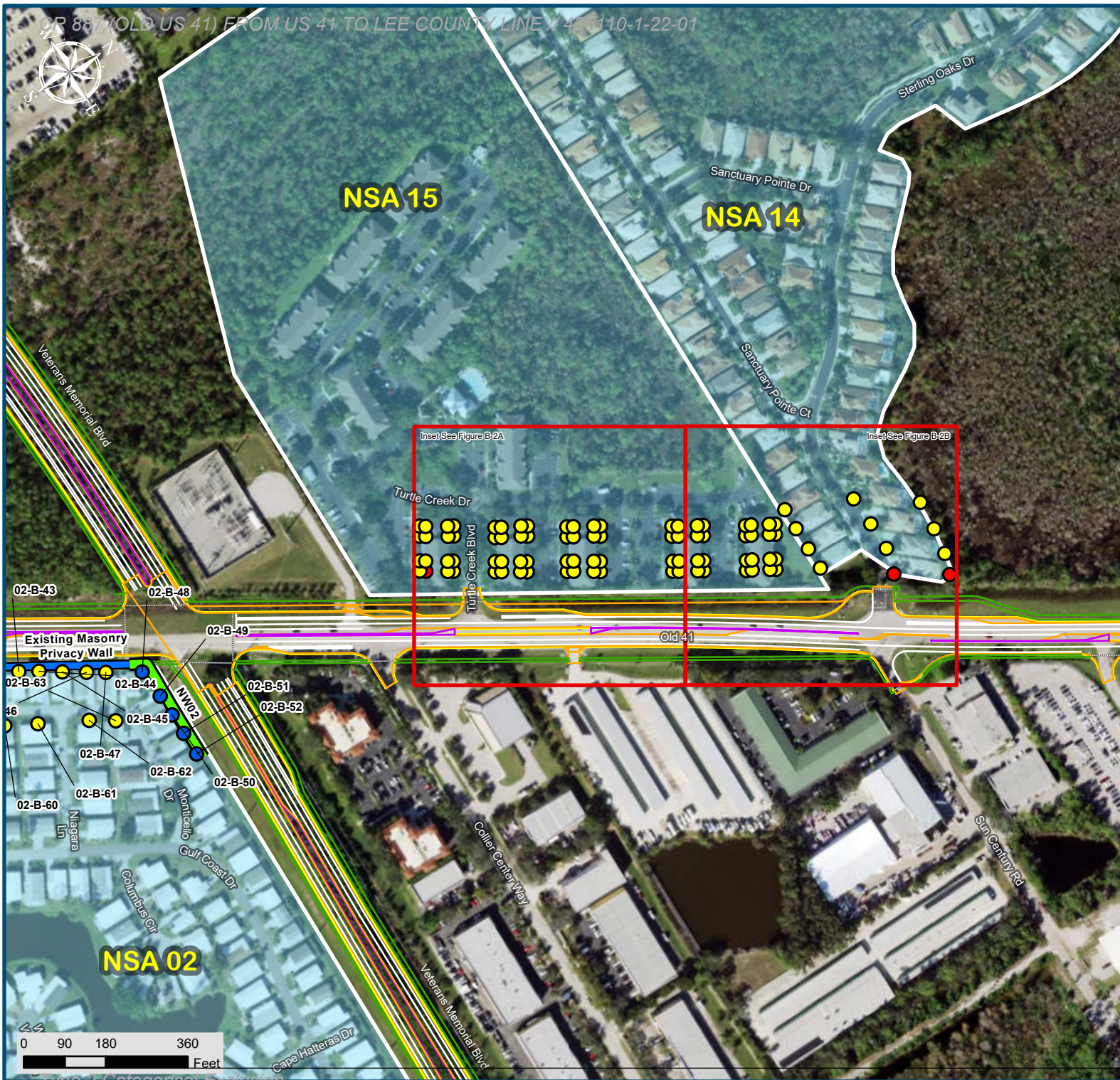
CR 887 (Old US 41)
From US 41 To Lee County Line
Collier County Line to Bonita Beach Road
Noise Analysis
FPIDs 435110-1-22-01, 435347-1-22-01

Lee and Collier Counties, Florida



October 2025

Figure B - 1



LEGEND

Noise Study Area

Receptor Types

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NOISE STUDY ANALYSIS MAP

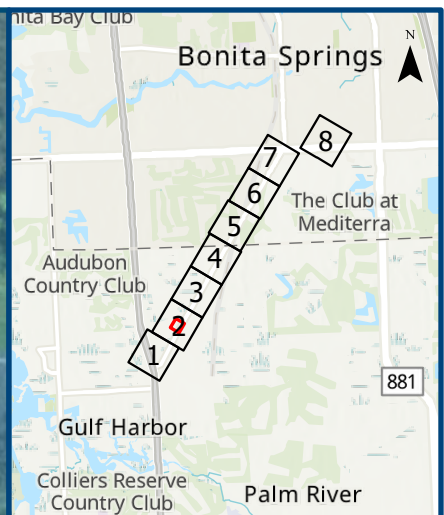
CR 887 (Old US 41)
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Collier County Line to Bonita Beach Road
Noise Analysis
FPIDs 435110-1-22-01, 435347-1-22-01

Lee and Collier Counties, Florida

FDOT Florida Department of Transportation
Project Development and Environment
District 1



NSA 15



LEGEND

Noise Study Area

Receptor Types

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NOISE STUDY ANALYSIS MAP

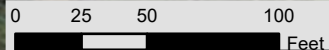
CR 887 (Old US 41)
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Noise Analysis
FPIDs 435110-1-22-01, 435347-1-22-01

Lee and Collier Counties, Florida

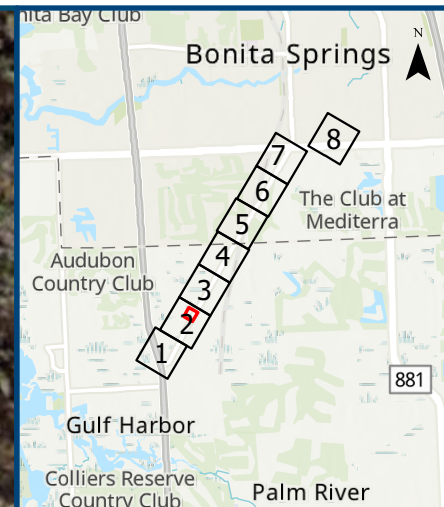
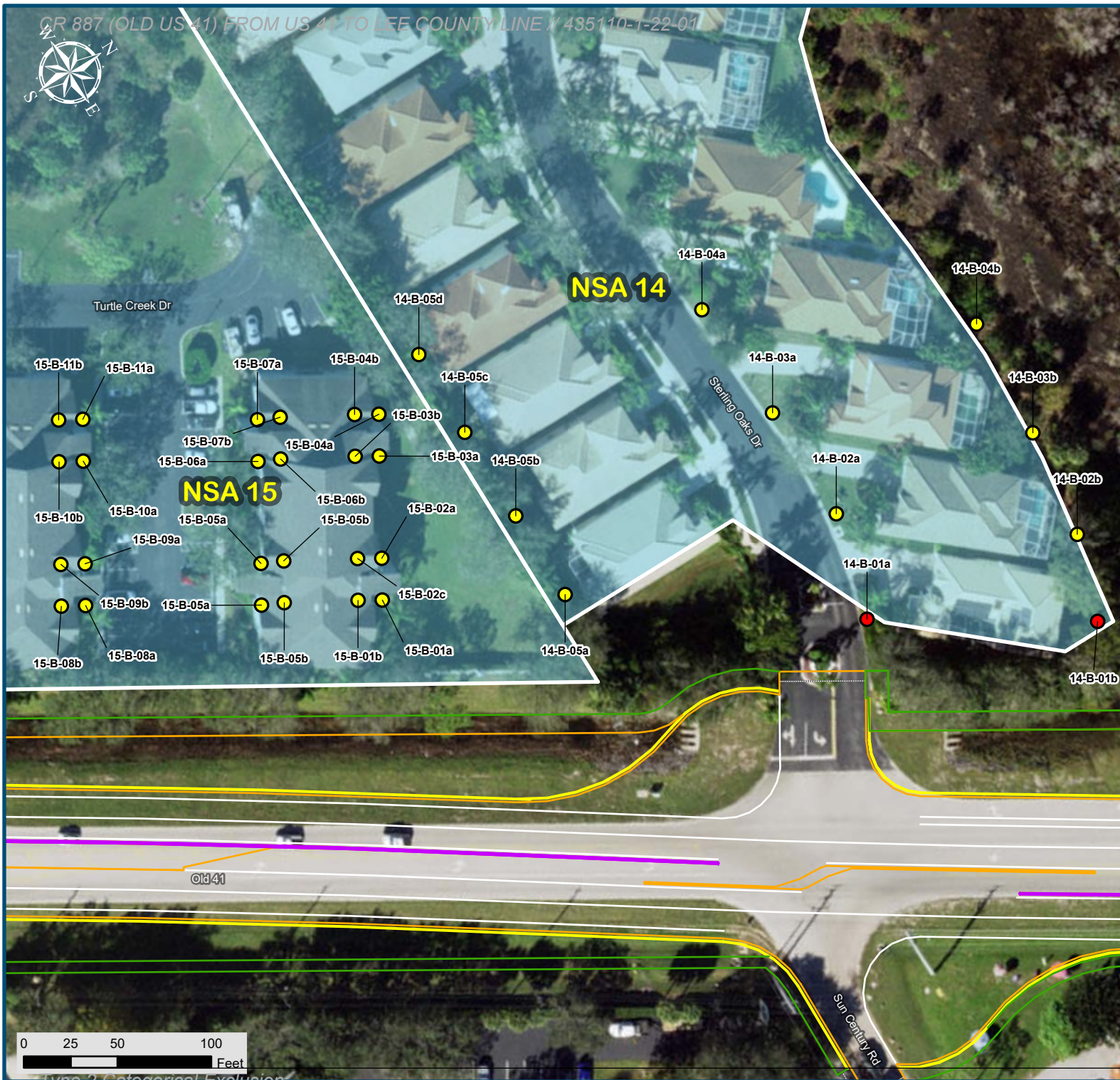


Florida Department of Transportation
Project Development and Environment
District 1

October 2025



Type 2 Categorical Exclusion



LEGEND

Noise Study Area

Receptor Types

- Impacted and Benefited
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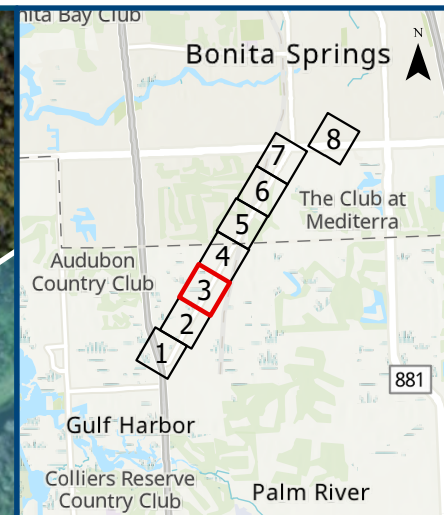
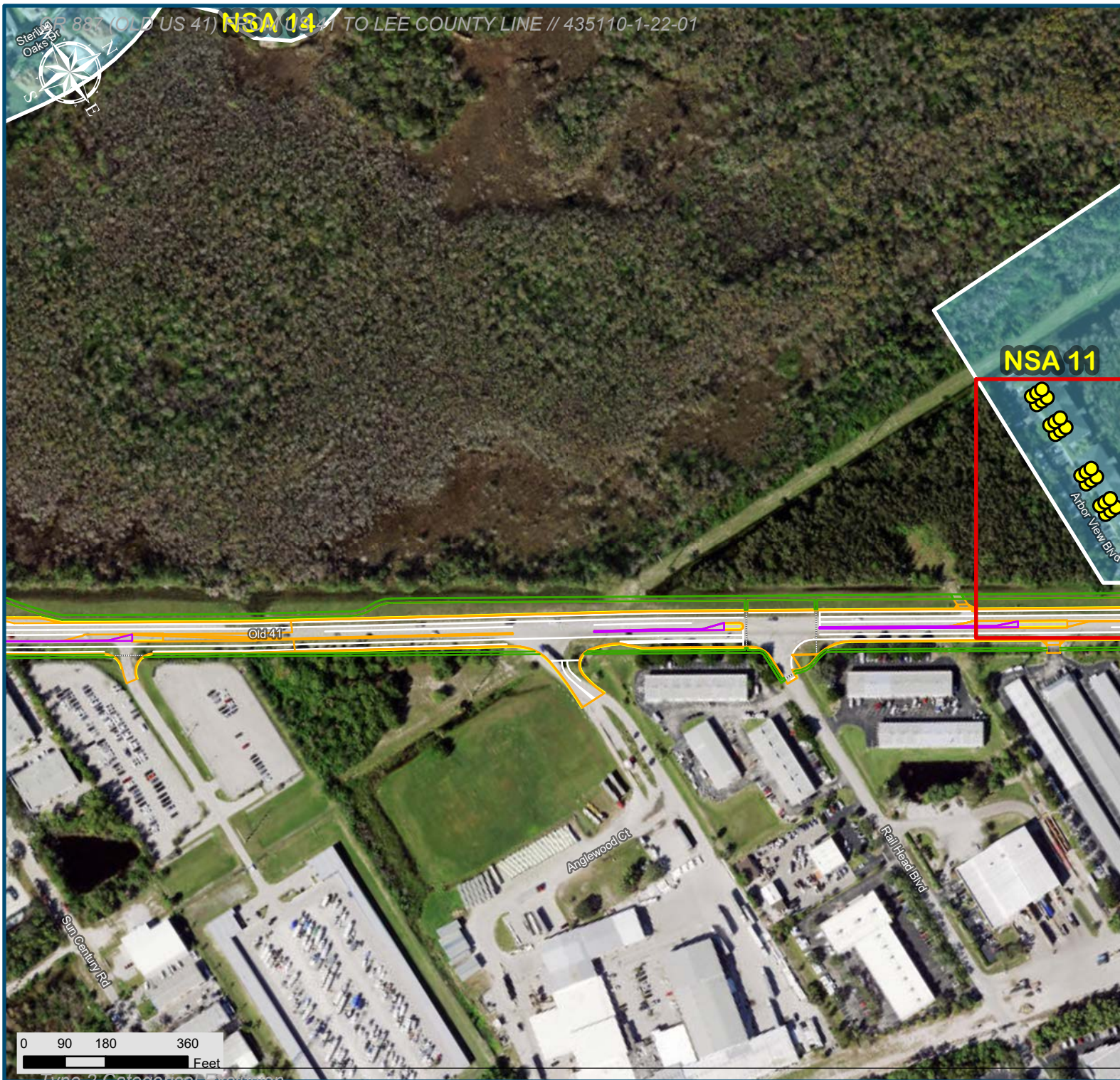
NOISE STUDY ANALYSIS MAP

CR 887 (Old US 41)
From US 41 To Lee County Line
Collier County Line to Bonita Beach Road
Noise Analysis
FPIDs 435110-1-22-01, 435347-1-22-01
Lee and Collier Counties, Florida

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Type 2 Categorical Exclusion



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Noise Study Area

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**NOISE STUDY
ANALYSIS MAP**

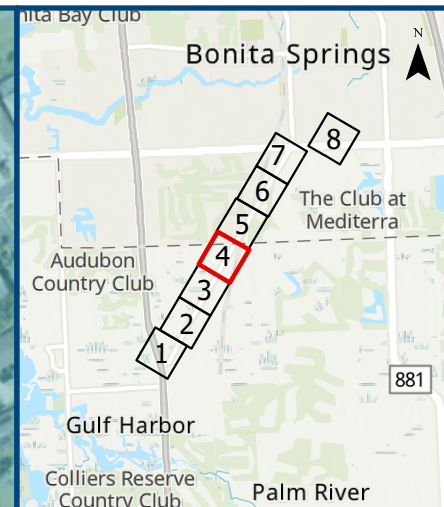
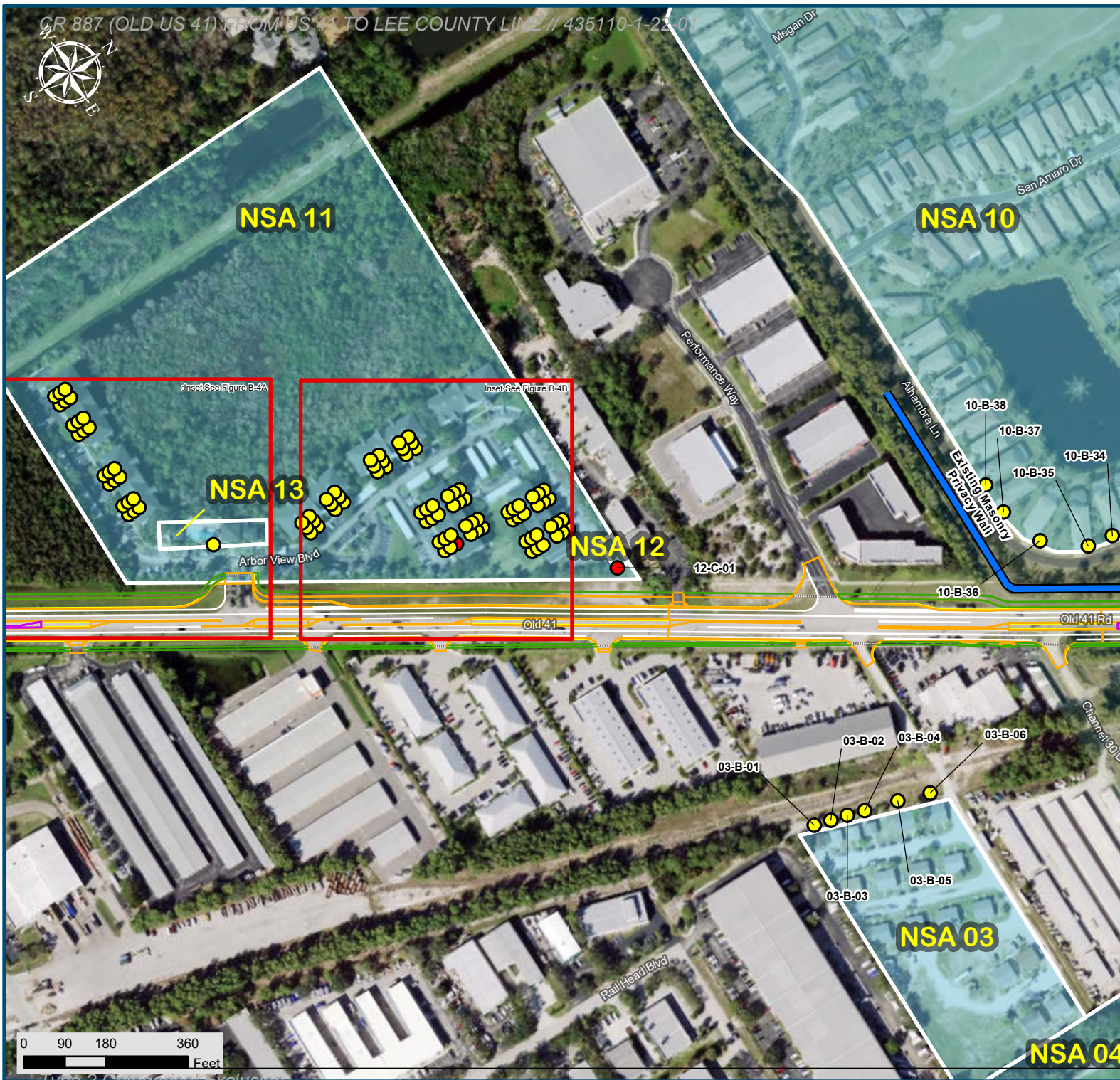
CR 887 (Old US 41)
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Noise Analysis
FPIDs 435110-1-22-01, 435347-1-22-01

Lee and Collier Counties, Florida



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Type 2 Categorical Exclusion



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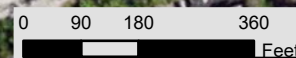
- Barrier Recommended
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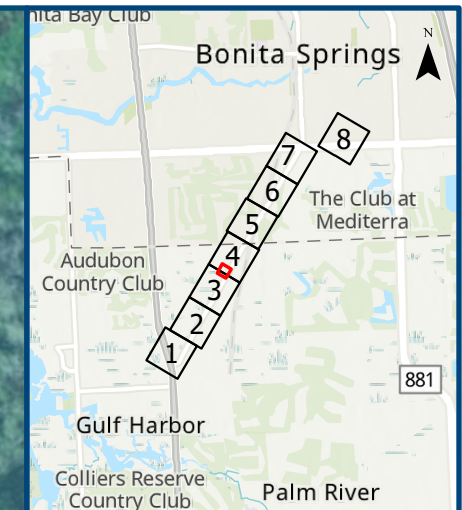
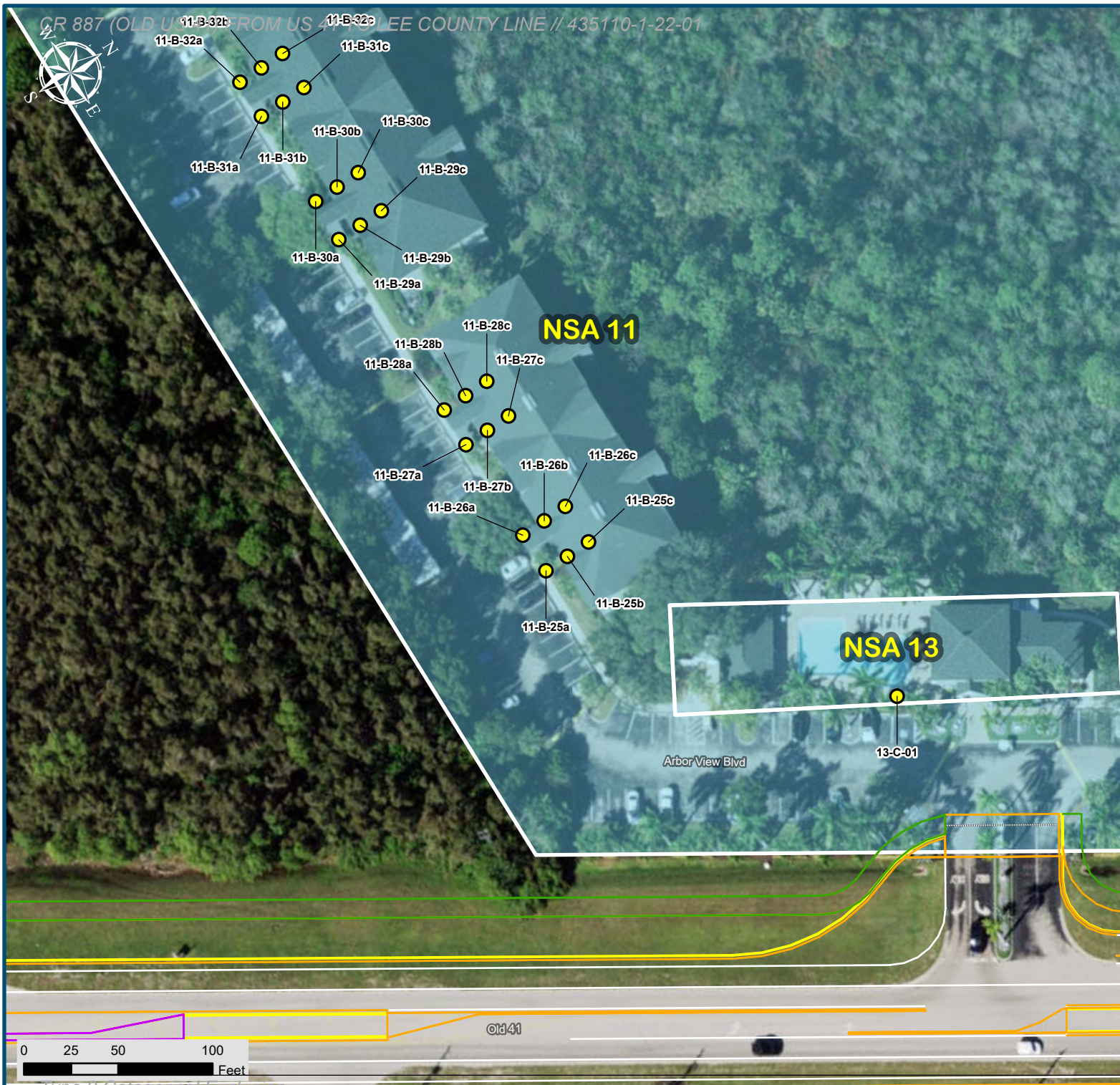
NOISE STUDY ANALYSIS MAP

CR 887 (Old US 41)
From US 41 To Lee County Line
Collier County Line to Bonita Beach Road
Noise Analysis
FPIDs 435110-1-22-01, 435347-1-22-01

Lee and Collier Counties, Florida

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Noise Analysis
FPIDs 435110-1-22-01, 435347-1-22-01

Lee and Collier Counties, Florida

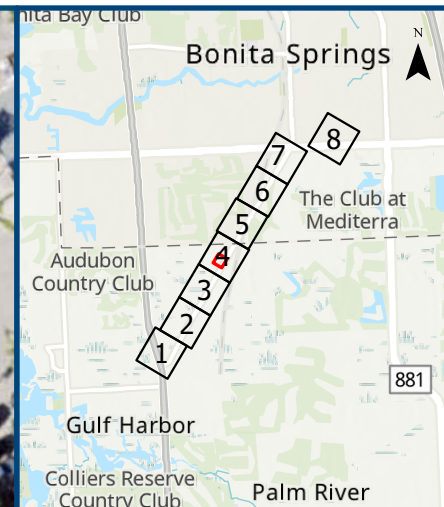
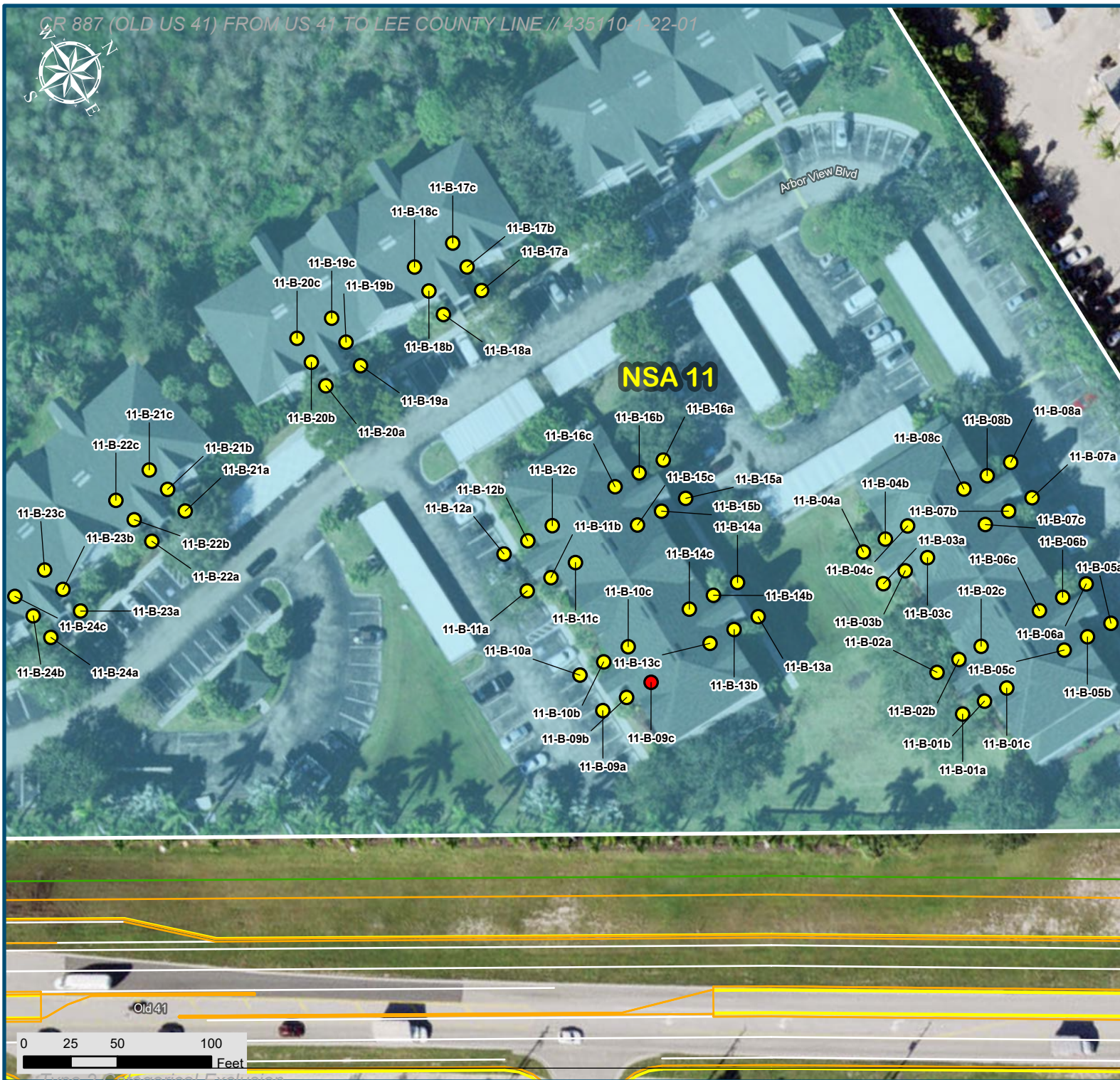


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of Transportation
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Figure B - 4A



LEGEND

Noise Study Area

Receptor Types

- Impacted and Benefited
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**NOISE STUDY
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CR 887 (Old US 41)
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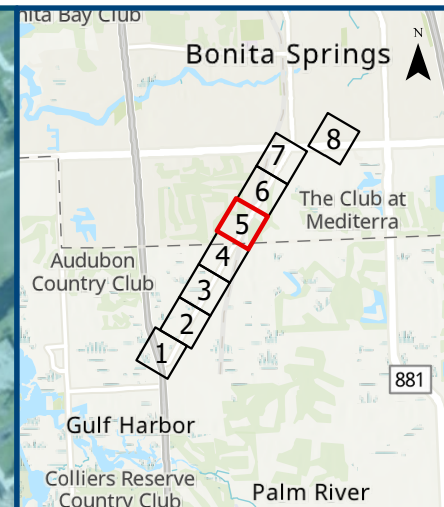
Lee and Collier Counties, Florida



October 2025

Type 2 Categorical Exclusion

Figure B - 4B



LEGEND

Noise Study Area

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Analyzed Abatement

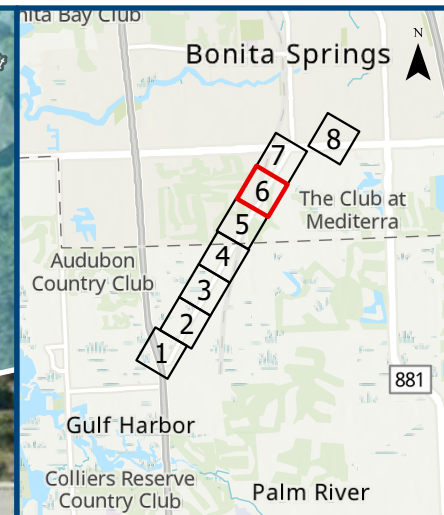
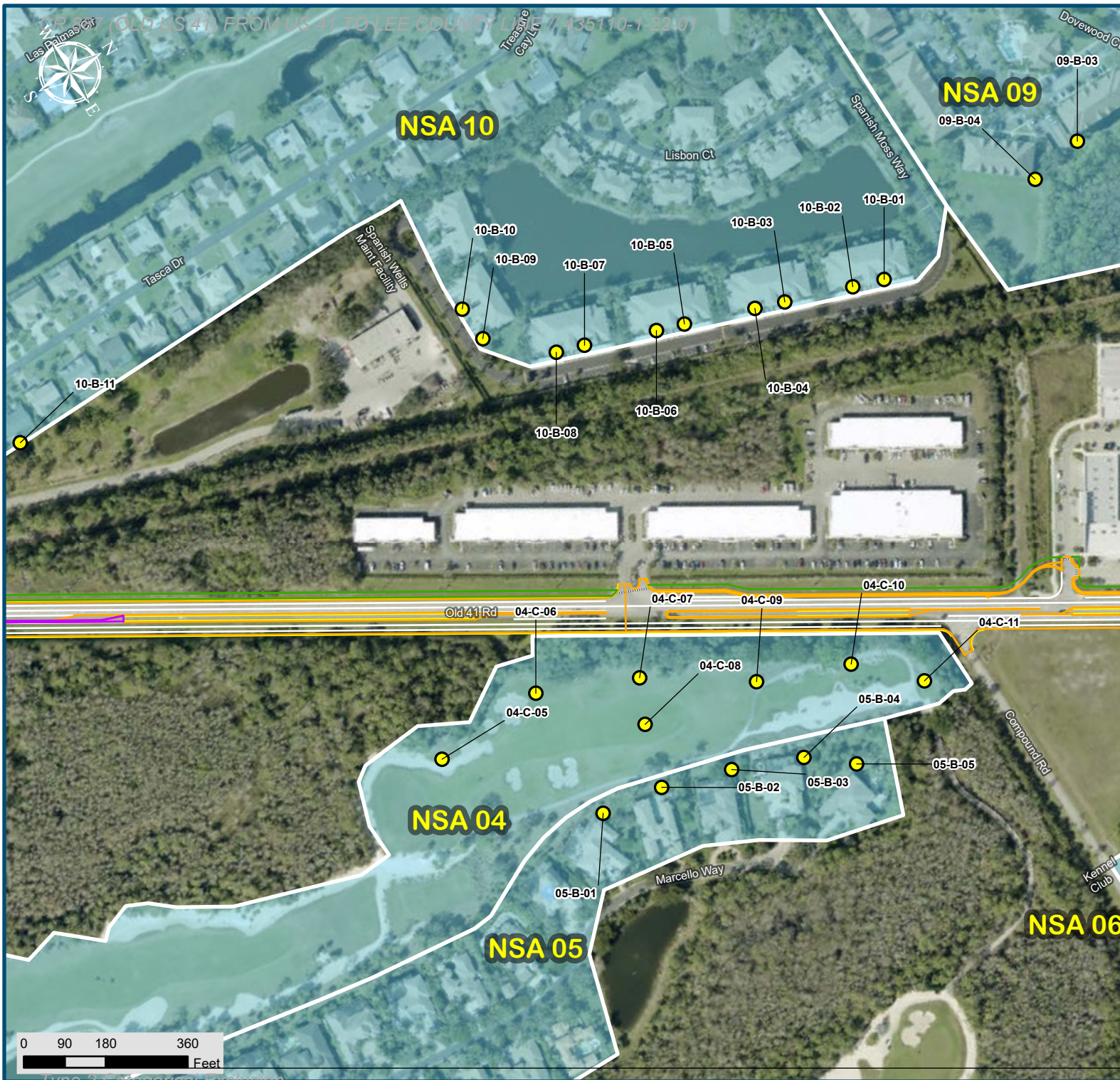
- Barrier Recommended
- Existing Masonry Privacy Wall

**NOISE STUDY
ANALYSIS MAP**

CR 887 (Old US 41)
From US 41 To Lee County Line
Collier County Line to Bonita Beach Road
Noise Analysis
FPIDs 435110-1-22-01, 435347-1-22-01

Lee and Collier Counties, Florida

FDOT Florida Department of Transportation
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LEGEND

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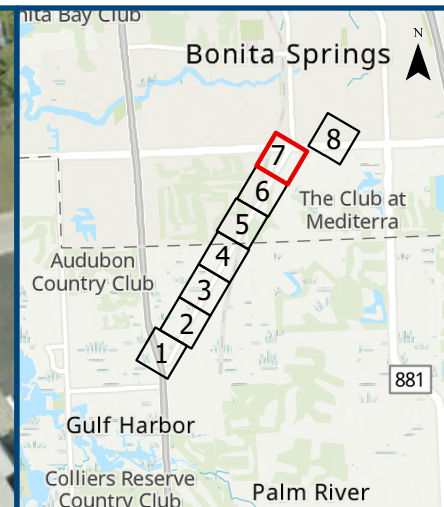
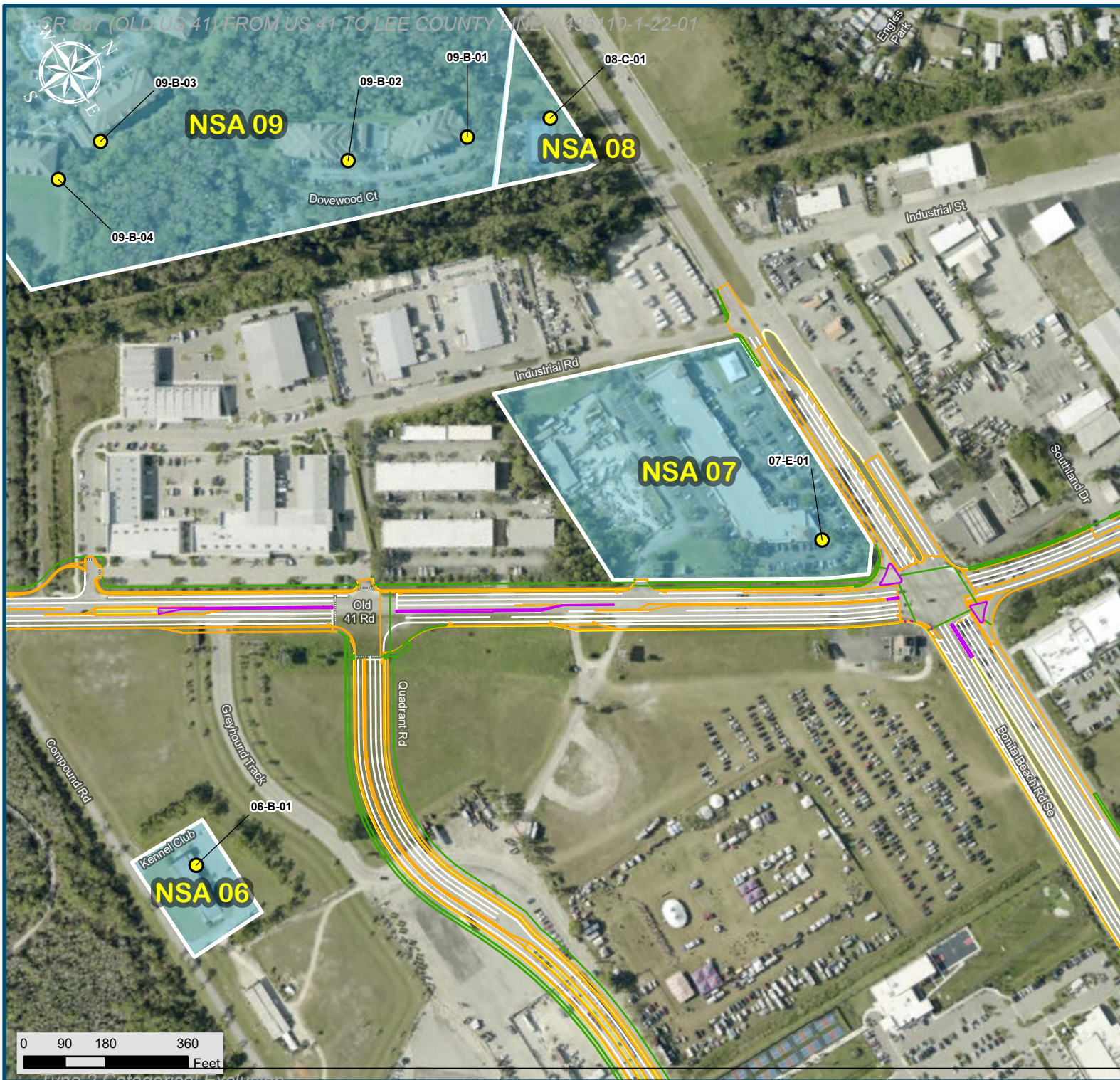
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ANALYSIS MAP**

CR 887 (Old US 41)
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Lee and Collier Counties, Florida

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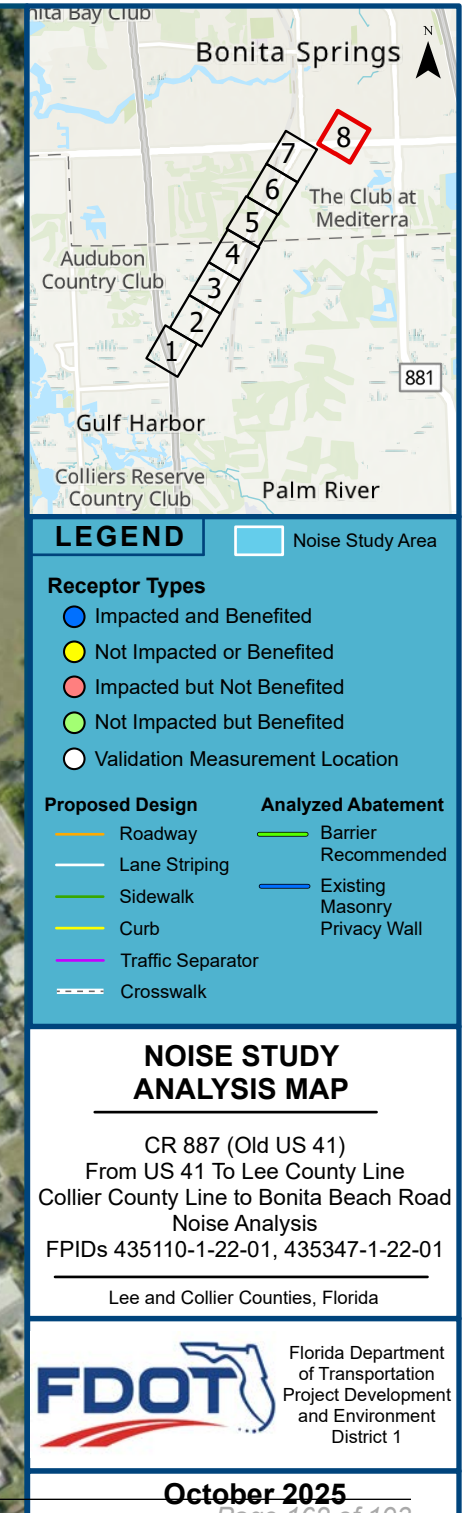
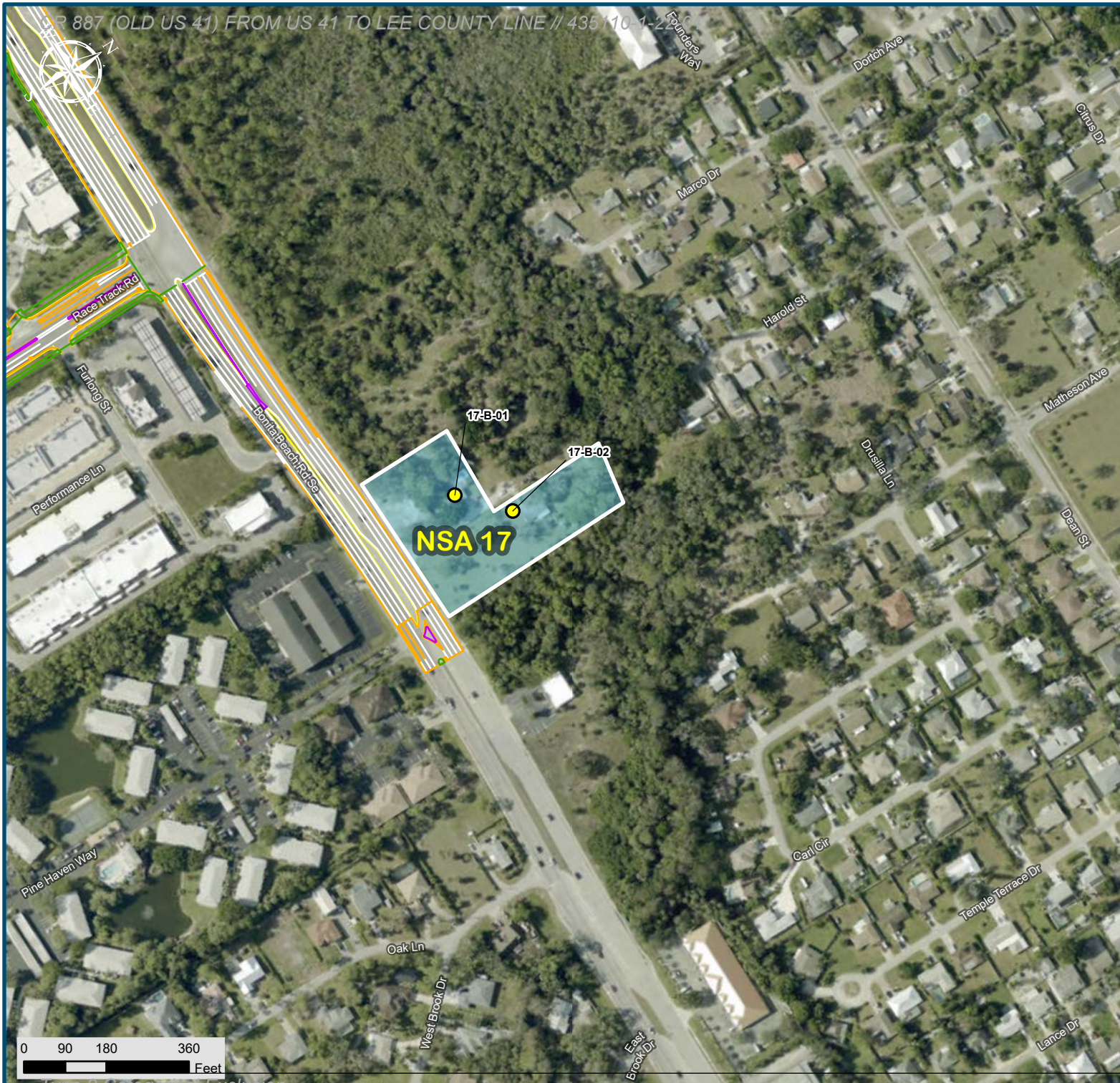
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NOISE STUDY ANALYSIS MAP

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Noise Analysis
FPIDs 435110-1-22-01, 435347-1-22-01

Lee and Collier Counties, Florida

FDOT Florida Department of Transportation
Project Development and Environment
District 1



Brett Berube

From: Joseph Macri <JMacri@semgulf.com>
Sent: Wednesday, March 1, 2023 3:06 PM
To: Matt Feeney
Cc: Matt Dockins
Subject: RE: CR 887 (Old 41) PD&E; Railroad Coordination; FPID 435110-1 & 435347-1

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the 'Sender' and know the content is safe.

Matt,

We've had the opportunity to review the Drawing your provided. While the concept does prove to be interesting, there is just not enough detail for us to offer any substantial input or conclusions. One thing is certain however, the median cannot be established through the crossing. Also, we do appreciate the thought given to the sidewalk to try and maintain a 90 degree angle at the crossing point.

Have a great week!

Joe

Joseph C. Macri
Controller
239-275-6060 ext *110

From: Matt Feeney <matt.feeney@cityofbonitasprings.org>
Sent: Thursday, February 23, 2023 4:39 PM
To: Joseph Macri <JMacri@semgulf.com>
Cc: Matt Dockins <mdockins@rkk.com>
Subject: FW: CR 887 (Old 41) PD&E; Railroad Coordination; FPID 435110-1 & 435347-1

Joe,

It was great talking to you again, I hope the recovery continues to go well. As we discussed., I have attached an email from FDOT's consultant, RK&K, on the OLD 41 PD&E study for OLD 41 south of Bonita Beach Road down into Collier County. The have attached to this email a schematic of the Rail Road Crossing at Old 41, and would like Seminole Gulf to provide comments on the drawing. Could you please circulate with your folks and let me, or Matt Dockins (who is FDOT's consultant and is cc'd on this email) your thoughts.

Thank You again.

Matt Feeney
Assistant City Manager
City of Bonita Springs
9101 Bonita Beach Road
Bonita Springs, FL 34134
Office: 239-949-6246
Fax: 239-949-6245

From: Matt Dockins <mdockins@rkk.com>

Sent: Friday, February 3, 2023 1:11 PM

To: Matt Feeney <matt.feeney@cityofbonitasprings.org>

Cc: Joel Langaney <joel.langaney@cityofbonitasprings.org>; Steven Andrews <steven.andrews@dot.state.fl.us>; Phillip Chapman <phillip.chapman@dot.state.fl.us>

Subject: Re: CR 887 (Old 41) PD&E; Railroad Coordination; FPID 435110-1 & 435347-1

Matt,

Have you heard anything from the railroad on Old 41? If not, would you be able to follow up with them?

FYI, we are working through our detailed traffic analysis now and hope to have results to discuss in the next few months.

Thanks,
Matt

MATT DOCKINS, PE

Project Manager



14055 Riveredge Drive, Suite 130
Tampa, FL 33637

813.386.1460 P

www.rkk.com

From: Matt Feeney <matt.feeney@cityofbonitasprings.org>
Sent: Thursday, September 15, 2022 4:07 PM
To: Matt Dockins <mdockins@rkk.com>
Cc: Joel Langaney <joel.langaney@cityofbonitasprings.org>; Steven Andrews <steven.andrews@dot.state.fl.us>; Phillip Chapman <phillip.chapman@dot.state.fl.us>
Subject: RE: CR 887 (Old 41) PD&E; Railroad Coordination; FPID 435110-1 & 435347-1

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the 'Sender' and know the content is safe.

Matt,
Not yet, other than they acknowledged receipt and that they will be reviewing.

Sincerely,

Matt

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Matt Dockins <mdockins@rkk.com>
Date: 9/15/22 3:04 PM (GMT-05:00)
To: Matt Feeney <matt.feeney@cityofbonitasprings.org>
Cc: Joel Langaney <joel.langaney@cityofbonitasprings.org>, Steven Andrews <steven.andrews@dot.state.fl.us>, Phillip Chapman <phillip.chapman@dot.state.fl.us>
Subject: Re: CR 887 (Old 41) PD&E; Railroad Coordination; FPID 435110-1 & 435347-1

Matt,
I just wanted to follow up to see if you've heard anything from the railroad.

Thanks,
Matt

MATT DOCKINS, PE
Project Manager



14055 Riveredge Drive, Suite 130
Tampa, FL 33637
813.386.1460 P
www.rkk.com

Responsive People | Creative Solutions

From: Matt Feeney <matt.feeney@cityofbonitasprings.org>
Sent: Thursday, August 18, 2022 5:23 PM
To: Joseph Macri <JMacri@semgulf.com>
Cc: Joel Langaney <joel.langaney@cityofbonitasprings.org>; Matt Dockins <mdockins@rkk.com>
Subject: FW: CR 887 (Old 41) PD&E; Railroad Coordination; FPID 435110-1 & 435347-1

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the 'Sender' and know the content is safe.

Joe,

It was great talking to you today. Please find attached FDOT's concept for Old 41 at the Rail Crossing, can you circulate amongst your folks and let me know what thoughts/concerns they have. I am happy to meet, or assist in facilitating a meeting with the FDOT folks, and their consultant RK&K, should that become necessary.

Thank you again.

Sincerely,

Matt Feeney
Assistant City Manager
City of Bonita Springs
9101 Bonita Beach Road
Bonita Springs, FL 34134
Office: 239-949-6246
Fax: 239-949-6245

From: Matt Dockins <mdockins@rkk.com>
Sent: Thursday, August 18, 2022 2:18 PM
To: Matt Feeney <matt.feeney@cityofbonitasprings.org>
Cc: Steven Andrews <steven.andrews@dot.state.fl.us>; Joel Langaney <joel.langaney@cityofbonitasprings.org>; Phillip Chapman <phillip.chapman@dot.state.fl.us>
Subject: Re: CR 887 (Old 41) PD&E; Railroad Coordination; FPID 435110-1 & 435347-1

Matt,

Thanks for the assistance. We would like the City's assistance to engage the Seminole Gulf Railroad at this time to have them review the attached concept for the RR crossing and provide feedback. In addition to comments on the concept, it would be useful to discuss any agreements that would be needed with them during Design as well as their future plans for the railline.

Thanks,
Matt

MATT DOCKINS, PE
Project Manager



14055 Riveredge Drive, Suite 130
Tampa, FL 33637
813.386.1460 P
www.rkk.com
Responsive People | Creative Solutions

From: Matt Feeney <matt.feeney@cityofbonitasprings.org>
Sent: Thursday, August 18, 2022 11:01 AM
To: Matt Dockins <mdockins@rkk.com>
Cc: Steven Andrews <steven.andrews@dot.state.fl.us>; Joel Langaney <joel.langaney@cityofbonitasprings.org>
Subject: RE: CR 887 (Old 41) PD&E; Railroad Coordination; FPID 435110-1 & 435347-1

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Matt,

I am happy to help where I can, just let me know what you need and when.

Sincerely,

Matt Feeney
Assistant City Manager
City of Bonita Springs
9101 Bonita Beach Road
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Fax: 239-949-6245

From: Matt Dockins <mdockins@rkk.com>
Sent: Wednesday, August 17, 2022 4:00 PM
To: Matt Feeney <matt.feeney@cityofbonitasprings.org>
Cc: Steven Andrews <steven.andrews@dot.state.fl.us>
Subject: CR 887 (Old 41) PD&E; Railroad Coordination; FPID 435110-1 & 435347-1

Matt,

We have been discussing coordination with the Seminole Gulf RR and would like to go through the City for that coordination if possible due to your working relationship with the RR. None of the pending concept revisions would impact the RR crossing, so we would like to work with you to start that coordination with the RR now. **Please let us know if that works on your end or if there is someone else at the City we should work with on this.**

We are currently evaluating revisions to the concepts based on the stakeholder comments and additional traffic analysis and hope to have that completed in the next several months. As part of that, we will be circling back with stakeholders including the City.

Thanks,
Matt

MATT DOCKINS, PE
Project Manager



14055 Riveredge Drive, Suite 130
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Public Involvement Appendix

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Public Hearing Certification

Public Hearing Transcript

PUBLIC HEARING CERTIFICATION

CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE

Project Development and Environment (PD&E) Study

from CR 887 (Old US 41) from US 41 to Bonita Beach Road

Collier County, Florida

Financial Management No.: 435110-1-22-01

I certify that a public hearing was conducted on 11/20/2025, 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.

Steven Anthony Andrews

(Name)

February 4, 2026

Date

SWEPT Project Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on February 4, 2026 2:26:24 PM EST
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43511012201-CE2-D1-Public_Hearing_Transcript-2025-1120.pdf](#)

FLORIDA DEPARTMENT OF TRANSPORTATION

IN RE: Financial Project ID 435110-1 and 435347-1
Old 41 (CR 887) Project Development and
Environment Study

TRANSCRIPT OF PUBLIC HEARING

DATE TAKEN: November 20, 2025
TIME: 5:00 PM to 7:01 PM
LOCATION: Bonita Springs Recreation Center
26740 Pine Avenue
Bonita Springs, Florida 34135
REPORTED BY: Marianne E. Sayers, Court
Reporter and Notary Public,
State of Florida at Large

VERITEXT

2271 McGregor Boulevard, Suite 220
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1 APPEARANCES:

2
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12
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14
15

16 PUBLIC SPEAKERS:

17 Eric Myburgh
Doug Fee
18 Danielle Grant
Salvatore Coco (Via Videoconference)

1 P R O C E E D I N G S

2 MR. ANDREWS: All right. Good evening,
3 everyone.

4 The Florida Department of Transportation
5 welcomes you to the public hearing for the Project
6 Development and Environmental, or PD&E, Study for
7 Old 41, County Road 887.

8 I'm Steven Andrews, and I am the FDOT
9 project manager. And thank you for attending this
10 event in person or online.

11 Here with me tonight are FDOT
12 representatives and the members of the consultant
13 project team to answer any questions.

14 We would like to thank any elected officials
15 for your attendance and participation in this
16 hearing. We encourage you to sign in with your
17 name and the office you represent for the project
18 record.

19 Tonight we will show a project video, which
20 will explain the project in detail. Following the
21 video will be a ten-minute intermission.

22 Finally, we will open the formal comment
23 period, where you will have the opportunity to
24 provide statements at the microphone, or you may
25 provide your comments directly to the court

1 reporter or in writing.

2 Thank you for attending, either in person or
3 online.

4 With spoken statements, we will start with
5 in-person comments, then hear any comments from
6 online attendees.

7 The purpose of tonight's hearing is to
8 present the proposed improvements and share all
9 analysis conducted to date. It serves as -- it
10 also serves as an official forum for the public
11 expression -- public to express their opinions
12 regarding the proposed improvements, as well as
13 the potential impacts on the human and natural
14 environment.

15 We hold public hearings so that you can hear
16 your views -- so we can hear your views and
17 comments. It is important that you express your
18 views at this stage, when the flexibility still
19 exists to incorporate those views into the study
20 documents. Final decisions are made using these
21 documents.

22 Now I will read the following information
23 for the record:

24 This is the public hearing for the Old 41,
25 County Road 887 PD&E study from U.S. 41 in Collier

1 County to Bonita Beach Road in Lee County,
2 Florida; Financial Project ID Number 435110-1 and
3 435347-1.

4 This public hearing is being conducted by
5 the Florida Department of Transportation, with the
6 Office of Environmental Management as the
7 approving authority.

8 It is being held at the Bonita Springs
9 Recreation Center. The address is 26740 Pine
10 Avenue, Bonita Springs, Florida 34135, at
11 5:00 P.M.

12 This project is described as a PD&E study to
13 evaluate and document potential -- any potential
14 engineering and environmental effects of widening
15 Old 41 and adding a new quadrant roadway at Race
16 Track Road, the limits of the proposed
17 improvements from the U.S. 41 in Collier County to
18 Bonita Beach Road in Lee County.

19 The hearing is being conducted in accordance
20 with all state and federal laws, as well as the
21 Americans with Disabilities Act of 1990 and
22 Title VI of the Civil Rights Act of 1964 and
23 related statutes.

24 It is being conducted to all applicable
25 executed orders. For a listing of these

1 regulations, please see the hearing display boards
2 here tonight or on the project webpage.

3 If anyone feels they have been discriminated
4 against, they may complete one of the forms
5 located at the sign-in table and mail the complete
6 form to the address listed on the display board.
7 This information is also available online at
8 www.FDOT.gov/equalopportunity/titleVI.SHTM.

9 At this time, we will play the project
10 video.

11 (Video was played to the public and via
12 videoconference, not taken down by the court
13 reporter.)

14 MR. ANDREWS: Okay. In a moment, we will
15 have a ten-minute intermission so you can review
16 the displays, talk with team -- talk with members
17 of the project team and ask any questions that you
18 may have before we begin the testimony portion of
19 the hearing.

20 If you would like to make a verbal comment
21 here tonight, please fill out a speaker card, give
22 it to anyone with a name tag during the
23 intermission.

24 If you do not wish to speak at the
25 microphone, you may provide your comments in

1 writing or directly to the court reporter at the
2 comment table.

3 All comments are weighted equally.

4 The time is 6:36. We will resume at 6:46.

5 (A brief recess was taken.)

6 MR. ANDREWS: All right. Ladies and
7 gentlemen, we will now begin the public testimony
8 portion of the hearing.

9 We welcome your spoken and written comments
10 that would help us make this important decision.
11 The comment period of -- for this hearing will
12 remain ten days after this hearing.

13 Anyone wishing to submit written statements
14 or other exhibits in place of, or in addition to,
15 verbal statements may do so. You have until
16 December 1st, 2025, to postmark or submit comments
17 to become a part of the official hearing
18 transcript.

19 Again, every comment carries equal weight.

20 Please see your handout, the display boards,
21 or the project webpage for contact and mailing
22 information.

23 Now I'm going to say this real slow. We
24 will not be responding to questions or comments at
25 this time. Our focus tonight is recording your

1 verbal comments. However, we will post
2 comments -- a summary of the comments received on
3 the project webpage approximately 30 days
4 following the close of the comment period. If you
5 would like to have additional discussion regarding
6 the project, you may contact the FDOT project
7 manager, Steven Andrews, myself, at the -- at the
8 information listed on your handout or on the
9 webpage.

10 In-person speakers, please direct all
11 comments clearly into the microphone and toward
12 the hearing moderator at all times. This will
13 ensure your comments are captured accurately for
14 the project record. Please limit your comment to
15 three minutes. A project staff member will signal
16 when you have one minute left, and they will raise
17 their hand a second time to signal when your time
18 is up.

19 Once again, we are not responding to
20 questions or comments during testimony.

21 We will now call on those who have
22 registered to speak in person. When called upon,
23 please come forward, state your name, your
24 address, and if you represent any organization or
25 municipality or other public body.

1 We will start with Eric Myburgh.

2 MR. MYBURGH: Seeing that we don't have
3 questions, can't do questions, I will phrase them
4 differently instead of questions, but saying that
5 there are two items that are not included in this.
6 And the one is the incorporation of the rail track
7 into the bird rail thing that should be clearly
8 addressed to say at the time when the design is
9 done, consideration should be given for the impact
10 of that at the interaction and the rail crossing
11 there.

12 The second one is, is that the current
13 multiuse path that is going to go on the west side
14 of Old 41 terminates at the new quadrant road, and
15 that should be continued and should not stop
16 there. It should continue to Bonita Beach Road to
17 give uniformity and flow of pedestrians and
18 bicycles and whatever else goes onto a multiuse
19 path. So please include those in the design from
20 the quadrant road up to Bonita Beach Road.

21 Thank you.

22 MR. ANDREWS: Thank you for your comment.

23 Next is Doug Tee.

24 MR. FEE: Doug Fee.

25 MR. ANDREWS: Doug Fee?

1 MR. FEE: Yeah.

2 MR. ANDREWS: Sorry.

3 MR. FEE: I live in Collier County, and --
4 on Wiggins Pass Road, which is in the general
5 vicinity.

6 I would echo what that gentleman said, which
7 is complete the sidewalks, the shoulders, all the
8 way up to Bonita Beach Road, because, as we all
9 know, there are a lot of pedestrians who travel
10 that way, whether it's from Bonita down to
11 Collier, or Collier to Bonita. It needs to be
12 holistically looked at. Okay?

13 The second thing is, in the design -- or in
14 the construction cost of two hundred and
15 thirty-eight -- 30 million, how much of the
16 right-of-way acquisition, which says 100 million,
17 goes to acquiring these one hundred -- or
18 affecting these 138 businesses, which I assume is
19 for ponding, for -- for water management, tear
20 down the buildings and -- and put water there, why
21 is the FDOT not considering that Collier County
22 itself owns 55 acres in the general vicinity of
23 the railroad tracks by Conservation Collier, the
24 taxpayers? We pay for it. Why would you spend
25 money to affect business owners in this area and

1 not use county land that's already there, that can
2 be used for the public benefit? I mean, I'm not
3 against the environment, of course, but this isn't
4 saving lives. This is saving businesses, saving
5 economics. There's already land.

6 And why wasn't it considered in this
7 proposal so that it would lower the cost of
8 230 million?

9 I would like to know how much FDOT has to
10 pay for these 138 businesses that should not be
11 affected by a roadway expanding. Okay? There's
12 got to be land in the area so that that wouldn't
13 be necessary.

14 Anyway, that's my comment.

15 Thank you.

16 MR. ANDREWS: Thank you for your comment.

17 Is there anyone else attending in person who
18 has not spoken but would like to speak?

19 MS. GRANT: All right. I just want to speak
20 as a small business owner on Old 41 road in
21 Naples.

22 My name is Danielle -- Danielle Grant, and I
23 am Bogannam European Automotive.

24 I have been in business six years, in a
25 building that is only seven years old. And it is

1 extremely frightening to me to hear that I might
2 be one of the 138 businesses displaced.

3 I don't even own. I -- I have to lease
4 there. I don't even know -- wait, can you hear
5 the tremor in my voice? It's very scary to me.
6 Not at all.

7 Thank you.

8 MR. ANDREWS: Thank you for your comment.

9 Is there anybody else?

10 Now we will call upon those attending online
11 who are signed -- who signed up to speak.

12 ONLINE MODERATOR: First we'll call upon
13 Salvatore Coco.

14 Please unmute yourself and state your name
15 and address, and if you represent an organization,
16 municipality, or other public body.

17 Mr. Coco, if you would like to speak, you
18 need to unmute yourself so we can hear you.

19 MR. COCO: Oh.

20 Can you hear me now?

21 ONLINE MODERATOR: Yes.

22 MR. COCO: Hello?

23 ONLINE MODERATOR: Yes.

24 MR. COCO: Oh wonderful, wonderful.

25 So, yeah, Salvatore Coco.

1 I live in Gateway, in Fort Myers, but we
2 have an ownership in -- in the north part of
3 Old 41, in the Causeway complex.

4 And the only -- the only thing I see is
5 basically that this area is considered a medium to
6 high contamination site, so just would like to
7 know what this means, what -- yeah, I mean
8 eventually which consequences are there for the
9 sites highlighted with this -- this
10 characteristics, this triangle.

11 Thank you.

12 ONLINE MODERATOR: Thank you for your
13 comments.

14 Is there anyone else attending online who
15 has not spoken but who would like to speak?

16 Seeing no one, we will return to our
17 in-person moderator to close out the hearing.

18 MR. ANDREWS: Thank you.

19 Is there anyone, again, who has not -- who
20 is attending in person, has not spoken, would like
21 to speak?

22 Going once, twice.

23 All right. Once again, written statements
24 and exhibits in place of, or in addition to,
25 verbal statements will be accepted and recorded as

1 part of this hearing if postmarked or sent by
2 10 days after this hearing on December the 1st,
3 2025.

4 After the comment period closes, the project
5 team will compile all comments and, together with
6 engineering and environmental work that has been
7 done, make a final recommendation that will be
8 submitted to the FDOT Office of Environmental
9 Management office for approval.

10 We will publish the approval of the
11 preferred alternative in the Naples Daily News and
12 Fort Myers News-Press and post the approval on the
13 project webpage.

14 The verbatim transcript of this hearing
15 proceedings, together with all written statements
16 or exhibits received, and all studies, displays,
17 and informational material presented here this
18 hearing -- with this hearing, will be made part of
19 the project decision-making process and will be
20 available for public review, upon request, at FDOT
21 District Headquarters 1, 801 North Broadway
22 Avenue, Bartow, Florida 33830.

23 Thank you for attending this public hearing
24 and for providing your input into this project.

25 It is now 7:00 o'clock on the dot.

1 I hereby officially close the public hearing
2 for Old 41 PD&E study from U.S. 41 in Collier
3 County to Bonita Beach Road in Lee County,
4 Florida.

5 Thank you again. Stay safe, and have a good
6 evening.

7 (Hearing concluded.)
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1 CERTIFICATE OF REPORTER

2 STATE OF FLORIDA)

3 COUNTY OF LEE)

4 I, Marianne E. Sayers, do hereby certify that I was
5 authorized to and did report the foregoing proceedings,
6 and that the transcript, pages numbered 1 through 16,
7 inclusively, is a true and correct record of the
8 proceedings.

9 Done and dated this 10th day of December, 2025.

10 (This certificate has been digitally signed.)

11

12

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18 Marianne E. Sayers

Notary Public, State of

Florida at Large

19

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24

25

[1 - boulevard]

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