Section 4(f) Resources

Florida Department of Transportation

SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)

District: FDOT District 1

County: Lee County

ETDM Number: 14359

Financial Management Number: 441942-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Melody Matter

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.

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Summary and Approval

| Resource Name | Facility Type | Property Classification | Owner/Official with Jurisdiction | Recommended Outcome | OEM SME Action |
|---|-----------------------------|----------------------------|-------------------------------------|------------------------|--------------------------|
| Caloosahatchee Trail | Multi-Use Trail | Park/Rec Area | FDOT / Lee County | Exception/Exemption | Determination Pending |
| Great Calusa Blueway | Blueway / Paddling Trail | Park/Rec Area | Lee County | No Use | Determination Pending |
| Caloosahatchee River Canal Resource Group (8LL02586) | Canal | Historic Site | SHPO | Exception/Exemption | Determination Pending |

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Caloosahatchee Trail

Facility Type: Multi-Use Trail

Property Classification: Park/Rec Area

Address and Coordinates:

Address:

Latitude: 264206.37N Longitude: 814534.10W

Description of Property:

The Caloosahatchee Trail, designated as part of the Florida Shared-Use Nonmotorized Trail Network (Florida SUN Trail Network), extends 22 miles in Lee County from US 41 to the Hendry County Line. The same corridor is listed as part of the Pine Island - Hendry Trail and is included in the Lee County Greenways Master Plan. The trail consists of a combination of existing and planned trail segments along portions of SR 78, SR 31, and SR 80.

The Florida SUN Trail Network consists of multiuse trails or shared-use paths physically separated from motor vehicle traffic which, by virtue of design, location, and extent of connectivity, provide nonmotorized transportation opportunities for bicyclists and pedestrians statewide. The Florida SUN Trail Network is intended to support a range of use by the general public ranging from transportation-based use to recreational activities such as walking, biking, or jogging.

Owner/Official with Jurisdiction: FDOT / Lee County

Recommended Outcome: Exception/Exemption

Exception/Exemption Type: Certain trails, paths, bikeways, and sidewalks that meet one of the circumstances in 23

CFR 774.13(f)(1-4).

Exception/Exemption Justification:

The Caloosahatchee Trail is designated as one segment of the Florida SUN Trail Network. The Florida SUN Trail Network is one part the statewide multi-modal transportation system. The primary purpose of these networks and systems is to support transportation. Within the project limits, the Caloosahatchee Trail is listed as an unfunded need on SR 31. The FDOT is currently constructing a 10-foot multi-use path on the north side of SR 80 (as part of project 429823-1). The proposed improvement of SR 31 (as part of project 441942-1) includes a 12-foot multi-use trail to support the planned/existing trail system.

Enabling State Statues (Fla. Stat. 339.81) note the SUN Trail System is intended to meet growing transportation system demands by advancing alternative travel modes to meet the needs of residents and visitors. The same State Statues direct the Florida Department of Transportation to develop the SUN Trail Network as a system of trails which allows nonmotorized vehicles and pedestrians to use the system to access a variety of destinations for a variety of trip purposes, including accessing work, school, shopping, and other personal business, as well as social, recreational, and personal fitness purposes.

As such, the Caloosahatchee Trail meets the qualifications for 23 CFR 774.13(f)(4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.

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OEM SME Determination Date: Pending



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Great Calusa Blueway

Facility Type: Blueway / Paddling Trail

Property Classification: Park/Rec Area

Address and Coordinates:

Address: Caloosahatchee River, FL, USA

Latitude: 2642'58.35 N Longitude: 8145'38.45 W

Description of Property:

The Great Calusa Blueway is a paddling trail that passes through the coastal waters of Lee County from the Pine Island Sound to Estero Bay, up the Caloosahatchee River and through its tributaries. The trail supports outdoor recreation guiding canoeists and kayakers via easy-to-identify brown-and-white signs located along the course of the trail. The 190-mile trail is accessible to the general public at no cost. The Caloosahatchee segment of the blueway can be accessed in Lee County through a series of 20 launch sites located on both public and private properties.

Owner/Official with Jurisdiction: Lee County

Relationship Between the Property and the Project

The Great Calusa Blueway follows the Caloosahatchee River within the project area. The proposed improvement of SR 31 would include replacement of the existing bridge (Bridge#120064) over the Caloosahatchee River. No physical improvement made as part of the blueway is present within the bounds of the project. The project will maintain vessel traffic on the Caloosahatchee in the future condition and during construction. No effects to the attributes, features, or activities that qualify the Great Calusa Blueway for protection under Section 4(f) are anticipated. No use of the blueway will occur.

| Yes | No | | | | | |
|-----------------------------|-------------|---|--|--|--|--|
| | \boxtimes | Will the property be "used" within the meaning of Section 4(f)? | | | | |
| Recommended Outcome: No Use | | | | | | |
| OEM | SME | Determination Date: Pending | | | | |

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Caloosahatchee River Canal Resource Group (8LL02586)

Facility Type: Canal

Property Classification: Historic Site

Address and Coordinates:

Address:

Latitude: 26.716559 Longitude: -81.760757

Description of Property:

The Caloosahatchee River Canal Resource Group (8LL02586) runs approximately 65 miles from Lake Okeechobee in southeastern Glades County to the Gulf of Mexico, crossing through Glades, Hendry, and Lee Counties. It is a straight, upland flow-through canal that maintains flow between two open boundaries, with Lake Okeechobee as the eastern boundary and the Gulf of Mexico as the western boundary. It is utilized to facilitate drainage and flood control, navigation, salinity control, irrigation, municipal water supplies, and maintenance of the Lake Okeechobee regulation schedule.

The Caloosahatchee River Canal was originally constructed in the 1880s and 1890s as part of the Disston Drainage Contract-Hamilton Disston's initial attempt to drain the Everglades. The canal has been altered since it was originally constructed, primarily through the deepening and straightening of the canal in the 1930s in response to hurricanes in the 1920s. In the mid-1950s, the canal was enlarged to a width of 250 feet and a depth of 8 feet. The historic route of the canal through the project area has not been disrupted or changed since its original construction.

In 2012, the Caloosahatchee River Canal Resource Group (8LL02586) was evaluated as eligible for listing in the National Register of Historic Places (NRHP) under Criterion A for its direct association with late nineteenth-century efforts to drain the Everglades and develop agricultural pursuits in south Florida. The portion of 8LL02586 within the current APE still conveys its significance and is considered NRHP-eligible. The SHPO concurred with this determination on July 24, 2023.

The Preferred Alternative includes a combination of widening existing SR 31 from SR 80 for about 0.7 miles, then shifting 300 feet east prior to the Wilson Pigott Bridge to minimize impacts to the existing Florida Gas Transmission (FGT) line. The project would tie into the proposed SR 31 project at the northern terminus. A new high-level fixed bridge would be constructed to replace the existing Wilson Pigott Bridge over the Caloosahatchee River Canal Resource Group (8LL02586), and the proposed bridge will meet United States Coast Guard (USCG) vertical clearance requirements for a high-level fixed bridge.

As part of these improvements, the new bridge construction will include new supports/concrete piers within the Caloosahatchee River Canal and rip rap will be installed immediately adjacent to the bridge ends at the shoreline. These improvements will not involve changes that would compromise the integrity of the canal, such as rerouting, cutting off or filling in, widening, severing from other waterways, change of function, or removal of ancillary structures or features that contribute to its significance. FDOT has determined that the project will have no adverse effects on the Caloosahatchee River Canal Resource Group (8LL02586) and the SHPO concurred with this determination on July 24, 2023.

Owner/Official with Jurisdiction: SHPO

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Recommended Outcome: Exception/Exemption

Exception/Exemption Type: Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f) and that meet all of the conditions in (23 CFR 774.13(d)(1-5).

Exception/Exemption Justification:

The work proposed within the boundary of 8LL02586 work meets the conditions of a temporary occupancy (23 CFR 774.13 (d)). As the overall project proposes to widen and reconstruct SR 31, the duration of the work within 8LL02586 is temporary and will be less than the time needed for construction of the project. There will be no change in ownership of the land, and the scope of work is limited to bridge replacement. No alterations to the canal are proposed, there will be no changes to the Section 4(f) property, no anticipated permanent adverse physical impacts, and no interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis. Similarly, as no work to the canal itself is proposed, the resource will remain in a condition which is at least as good as that which existed prior to the project. Per coordination with OEM, SHPO concurrence with FDOTs determination of no adverse effect serves as the OWJs agreement with the temporary occupancy conditions.

OEM SME Determination Date: Pending

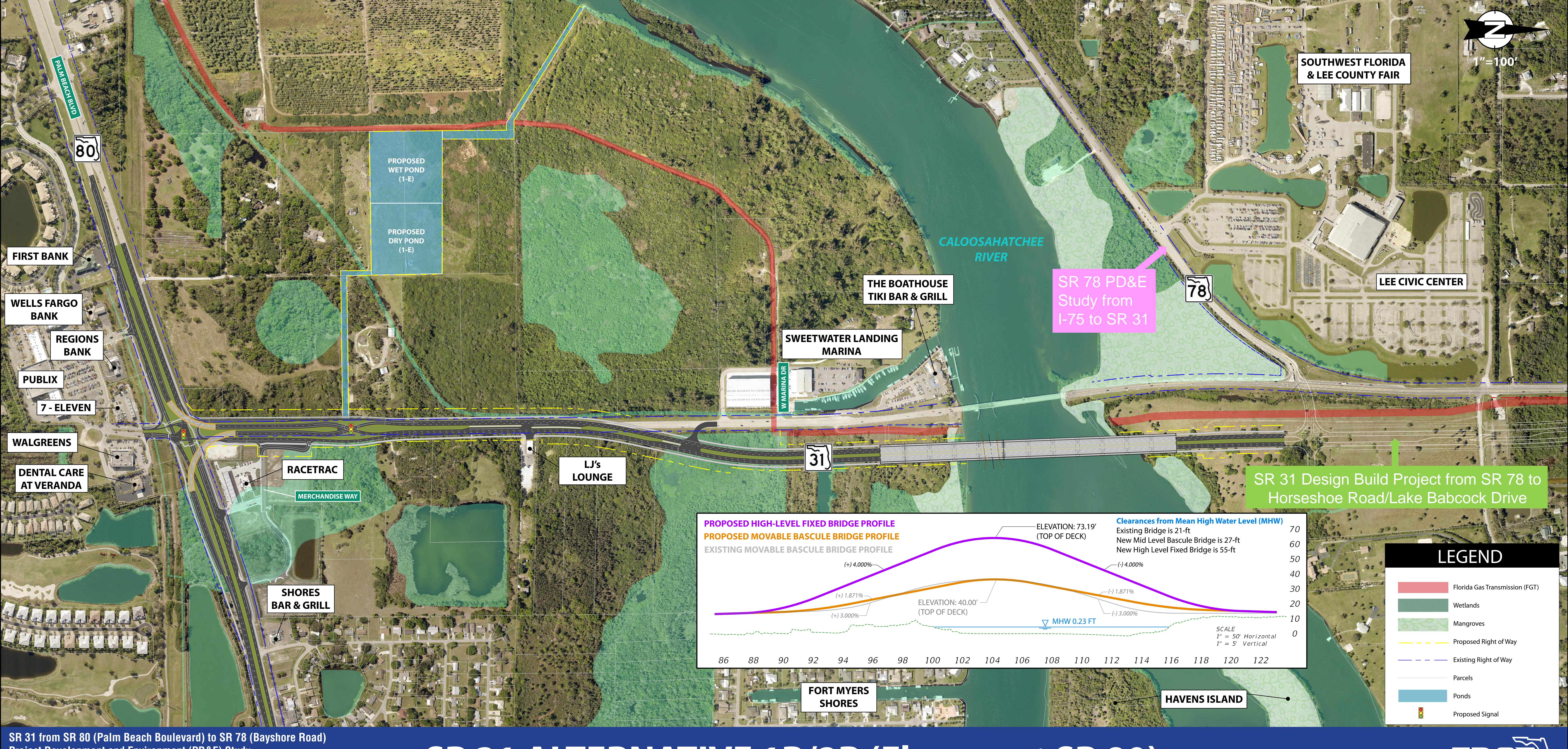
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Project-Level Attachments

44194212201-CE2-D1-SR_31_Design_Concept-2023-0417 (r)



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SR 31 from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road Project Development and Environment (PD&E) Study
Lee County, FL
Financial Project Number: 441942-1-22-01

SR 31 ALTERNATIVE 1B/2B (Flyover at SR 80)



Resource Attachments

Caloosahatchee Trail SUN Trail Statewide Map

SR 31 Project and Section 4f Resource Location SR 31 4f Reference GIS Attribute Table

Great Calusa Blueway SR31 Project and Section 4f Resource Location - Calusa Blueway 2023-0927 Great_Calusa_Blueway_System_Map

Concurrence Letter_441942-1 SHPO Transmittal_MKW_AM_KLC

Section 4(f) Resource Map - Canal

Caloosahatchee River Canal Resource Group (8LL02586)

Caloosahatchee Trail

Contents:

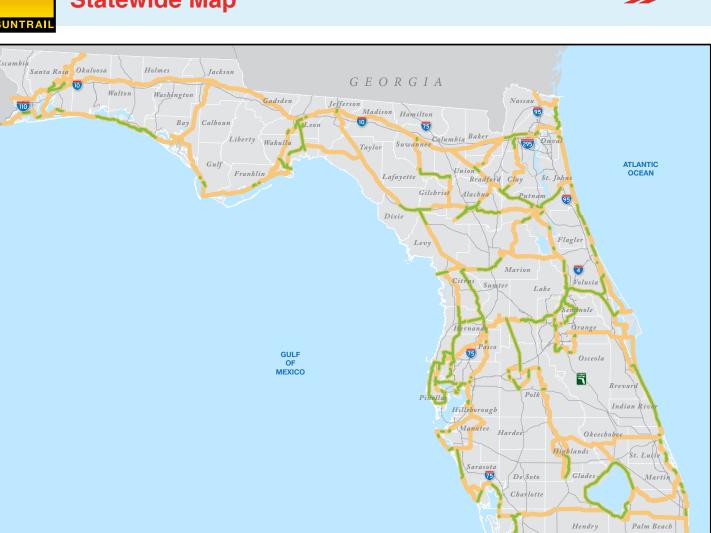
SUN Trail Statewide Map SR 31 Project and Section 4f Resource Location SR 31 4f Reference GIS Attribute Table

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Shared-Use Nonmotorized (SUN) Trail Network Statewide Map









LEGEND

SUN Trail Network

Existing Trail

Strategic Intermodal System (SIS) Facilities

Water

NOTES

No Warranties: This map and its content is made available by the Florida Department of Transportation (FDOT) on an "as is", "as available" basis without warranties of any kind, expressed or implied. This product is for reference purposes only and is not to be construed as a legal document or survey instrument. Information is subject to change.

Disclaimer of Liability: The user of this map and data assumes all responsibility and risk for the use of both. Under no circumstances, including negligence, shall the FDOT or its employees be liable for any direct, incidental, special, exemplary or consequential damages, or lost profits that result from the use, misuse or inability to use the map and data. Additional trail information may be obtained by contacting your local government.

Document Path: S:\ProjRecurring\SunTrails\GIS\Mapping\Statewide\2022\SUNTrail_StatewideMap_2022-02-01.pdf



SR 31 - Section 4(f) Reference FPID: 441942-1

SUN Trail / Caloosahatchee Trail

Project Limits

Existing SUN Trail / Caloosahatchee Trail

Planned SUN Trail / Caloosahatchee Trail

Data Source: FDOT Pagh TrailMewStatus March 17, 2023

Attribute Table

SUN Trail Statewide Network Mapping Tools

Updated: March 17, 2023

Caloosahatchee Trail

| Caloosanatenee I rail | | | | | | |
|-----------------------|----------------------|--|--|--|--|--|
| FID | 658 | | | | | |
| ROADWAY | 12931005 | | | | | |
| SEG_NAME | Caloosahatchee Trail | | | | | |
| STATUS | PROGRAMMED/FUNDED | | | | | |
| COUNTY | LEE | | | | | |
| CST_TO_CST | NO | | | | | |
| CAP_TO_SEA | NO | | | | | |
| H_OF_FL | NO | | | | | |
| SJ_RV_SEA | NO | | | | | |
| SW_CST_CON | NO | | | | | |
| ECG | NO | | | | | |
| FKOHT | NO | | | | | |
| MODIFIEDON | 7/26/2018 | | | | | |
| BEGIN_POST | 9.988094 | | | | | |
| END_POST | 12.480363 | | | | | |
| Length | 2.49227 | | | | | |
| MapID | CALT | | | | | |
| DOTDIST | 1 | | | | | |
| CORRIDOR | Caloosahatchee Trail | | | | | |
| SUNTRTYP | 2 | | | | | |
| CLASS | | | | | | |
| ECO_REGION | Southwest | | | | | |

http://floridasuntrail.com/ (Accessed April 17, 2023)

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Great Calusa Blueway

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SR31 Project and Section 4f Resource Location - Calusa Blueway 2023-0927 Great_Calusa_Blueway_System_Map

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SR 31 - Section 4(f) Reference FPID: 441942-1

Great Calusa Blueway Resource Location

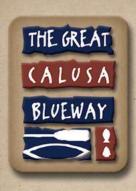
Great Calusa Blueway **Project Limits**

> Data Source: FBQT roadway Page pd_opps_feb18





Lee Connty Paddling Trail Caloogahatchee Rivet & tributaries



Lee County invites paddlers from around the world to explore the fabled bays, rivers, backwaters and shorelines of Southwest Florida. The Great Calusa Blueway paddling trail has been developed by Lee County Parks & Recreation and funded with tourist development tax dollars specifically dedicated to beach and shoreline enhancement projects.

Inspired by the indigenous Calusas, the Great Calusa Blueway encompasses three distinct regions of the Gulf of Mexico coast. The first portion of the trail meanders through Estero Bay, while the second segment centers on Pine Island Sound and Matlacha (pronounced Mat-lashay) Pass. A third leg of the trail takes paddlers inland to the Caloosahatchee and its tributaries.

This map shows all three regions, but covers only the Caloosahatchee River and its tributaries in detail. We hope it will serve as your guide to the natural and historic highlights of these protected waterways while also helping you locate amenities along the trail.



3410 Palm Beach Blvd., Fort Myers, FL 33916 **239-533-7275**

For More Information:
Paddling Trail - www.CalusaBlueway.com
Area Information - www.FortMyers-Sanibel.com
Lee County Parks & Recreation - www.leeparks.org
Statewide Trails -

007 Lee County Parks & Recreation http://www.dep.state.fl.us/gwt/paddling/saltwater.htm

Observing Wildlife

E RD) // 441942-1-22-01

Along the Great Calusa Blueway, you'll have the opportunity to observe many remarkable species in their natural habitats. You'll have the chance to witness dolphins racing across the horizon and manatees gliding through the backwaters. Bird watching is big here, and best of all, birds can be spotted just about anytime and anywhere. Bald eagles, herons, egrets, ospreys, pelicans, roseate spoonbills and wood storks are just a few of the more than 300 species you can find here.

Unspoiled, Undisturbed, Uninterrupted

During your visit, we hope you will find time to enjoy many of the wonderful experiences there are to be found in our diverse ecosystem. It is an environment that is as beautiful as it is fragile. It is up to all of us – residents and guests alike – to protect it, and leave the same wonders we enjoy today preserved for generations to come.

Help Our Wildlife

- Please dispose of trash and food items properly.
- Observe all wildlife from a safe distance. When on board a vessel, stay at a distance of at least 50 yards (150 feet or 45 meters) and use binoculars or a telephoto lens to get a good view.
- Feeding wildlife is illegal and causes animals to lose their natural fear of humans, and increases their vulnerability to injuries and death.
- Seagrasses are a valuable part of Florida's marine environment.
 Please use caution at low tide, so as not to impact the fragile sea grass beds and marine life nurseries.
- Pick up fishing line and debris leave the scene cleaner than you found it.

Recommended Safety Gear

- Flotation gear Florida law requires a Coast Guard approved, readily accessible and wearable personal flotation device (PFD) for each occupant. PFDs must be worn by all occupants under age 6.
- Potable water Be careful of dehydration
- Extra paddle
- Bow and stern line
- First aid kit
- Flashlight and whistle
 Insect repellent
- Insect repellent
- Sunglasses, sunscreen, covering and hats
- Binoculars, GPS system
- श्र compass
- Cell phone
- Water shoes, dry bag

Map or chart

Play It Safe

- Use caution at passes; strong currents exist. Watch for motorboats; stay to the right and turn your
- Secure your car and take keys with you.
- Paddle in a group or with a buddy.
 Let someone know your plans where you are going
- and when you plan to be back.Be careful with campfires; use cook stoves whenever possible.
- Access to private land should be by invitation only.
- Make mental notes as you pass trail markers knowing the number of the closest marker will help emergency personnel should you need assistance.

Navigation



The enlarged map of the Caloosahatchee River shows tributaries that are suggested routes and destinations for canoeists and kayakers. There is no marked trail on the river itself, so explore as you please. But it's advisable for paddlers to avoid the powerboat channel. Also provided here are Global Positioning System (GPS) coordinates for the mouth of each tributary as well as put-in spots and other

land-accessible locations of interest to paddlers. For a complete list of GPS coordinates, you can also go online to www.calusablueway.com

Unlike the Estero Bay (Phase 1) and Pine Island Sound (Phase 2) legs of the blueway, on-water markers are not used on the Caloosahatchee (Phase 3). However, you will see Great Calusa Blueway Paddling Trail Access signs at various shore-access points. These signs serve to let paddlers know they are at a location that is also listed on the map and Web site.

Please note that creeks along the trail may be inaccessible during periods of low rainfall and/or extreme low tide. Note that as you traverse the river, you may have to cross the powerboat channel, which is busy and used by recreational and commercial vessels. Please paddle safely.

For a Boater's Guide with additional navigation information follow the online link at http://LeeWaterways.com.

As you explore the Great Calusa Blueway, we remind you to preserve this paddling paradise by leaving nothing behind and taking only photos.



Caloosahatchee River Canal Resource Group (8LL02586)

Contents:

Section 4(f) Resource Map - Canal Concurrence Letter_441942-1 SHPO Transmittal_MKW_AM_KLC

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RON DESANTIS GOVERNOR 801 N Broadway Ave Bartow, FL 33830 JARED W. PERDUE, P.E. SECRETARY

June 26, 2023

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

Attn: Transportation Compliance Review Program

RE: Cultural Resources Assessment Survey for the State Road (SR) 31 Project Development and

Environment (PD&E) Study from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road)

Lee County, Florida

Financial Project ID No. 441942-1-22-01

Federal Aid Project No. TBD

Dear Ms. Lotane:

The Florida Department of Transportation, District One conducted a Cultural Resources Assessment Survey (CRAS) for the State Road (SR) 31 Project Development and Environment (PD&E) Study from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) in Lee County, Florida. The objective of the survey was to identify cultural resources within the project area of potential effects (APE) and assess the resources in terms of their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- Protection of Historic Properties (incorporating amendments effective August 5, 2004); Stipulation VII of the Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500-1508); Section 4(f) of the Department of Transportation Act of 1966, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, Florida Statutes (F.S.); and the standards embodied in the FDHR's Cultural Resource Management Standards and Operational Manual (February 2003), and Chapter 1A-46 (Archaeological and Historical Report Standards and Guidelines), Florida Administrative Code. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT Project Development and Environment Manual (effective July 1, 2020).

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Ms. Alissa S. Lotane, Director SR 31 PD&E from SR 78 to SR 80 Lee County, Florida Financial Project ID: 441942-1-22-01 June 26, 2023 Page 2 of 4

The Preferred Alternative includes a combination of widening existing SR 31 from SR 80 for about 0.7 miles, then shifting 300 feet east prior to the Wilson Pigott Bridge to minimize impacts to the existing Florida Gas Transmission (FGT) line. The project would tie into the proposed SR 31 project at the northern terminus. The Preferred Alternative raises the profile above the current 100-year floodplain. The profile will be raised approximately three feet above existing SR 31 due to the updated 100-year floodplain elevation (from seven feet to ten feet) in the project corridor. A new high-level fixed bridge would be constructed to replace the existing Wilson Pigott Bridge. The proposed bridge will meet United States Coast Guard (USCG) vertical clearance requirements for a high-level fixed bridge. The Preferred Alternative also includes reconfiguring the existing intersection of SR 31/SR 80 to a grade-separated intersection. The grade-separation would introduce two new flyover bridges for SR 31 and SR 80 movements and would also include a new signal on SR 31.

Stormwater runoff from the project would be collected and conveyed in closed drainage systems to one proposed offsite pond for water quality treatment and attenuation per state and federal requirements. The pond would discharge at or near the same outfall ditch that conveys the roadway runoff in the existing condition. An additional 13.5 acres of right-of-way (ROW) would be required for the proposed pond and associated access easements.

The project APE was established in accordance with 36 CFR 800.16(d). The archaeological APE included the footprint of the existing and proposed ROW containing the proposed improvements. It also included a stormwater management facility (Pond 1E) and its two associated outfalls, as well as several small areas where the proposed roadway improvements extend outside of the existing/proposed ROW.

The historic resources APE varied depending on the nature of the improvements. Where the improvements were minor or limited (i.e., improvements like milling and resurfacing, pavement marking, etc. within existing ROW), the historic resources APE consisted of the existing ROW containing the proposed improvements and the small areas where the improvements extended outside of the existing/proposed ROW. The historic resources APE expanded in areas of proposed ROW and roadway widening to the footprint of the existing and proposed ROW containing the proposed improvements, as well as adjacent parcels/resources for a distance of up to 150 feet from the edge of the existing/proposed ROW. The historic resources APE also expanded in the area of the newly proposed roadway alignment to the footprint of the existing and proposed ROW containing the proposed improvements, as well as a buffer of 250 feet from the edge of the associated existing/proposed ROW. In addition, the historic resources APE expanded out 250 feet from the footprint of the proposed flyovers and 500 feet from the footprint of the proposed high-level bridge. The historic resources APE for Pond 1E included the footprint of the pond and a buffer of 150 feet. The APE for the outfalls was limited to their footprints.

Much of the archaeological APE is within areas of existing and proposed ROW that have been previously surveyed for archaeological resources (Florida Master Site File [FMSF] Manuscript Nos. 20161, 27269, 12279, and 2165). No archaeological sites were recorded within or adjacent to the current APE during the prior survey efforts and the SHPO concurred with these findings. The current survey also identified no archaeological sites or archaeological occurrences within the APE.

The CRAS identified six historic resources within the APE. Four of these were previously recorded (8LL1898, 8LL2586, 8LL2615, and 8LL2845) and two were newly recorded (8LL2948 and 8LL2949). The Caloosahatchee River Canal (8LL1898) was determined eligible for the National Register by the SHPO in 2012 under Criterion A for its association with late-19th-Century efforts to drain the Everglades and the

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Ms. Alissa S. Lotane, Director SR 31 PD&E from SR 78 to SR 80 Lee County, Florida Financial Project ID: 441942-1-22-01 June 26, 2023 Page 3 of 4

agricultural development of South Florida. The Seaboard Air Line Railroad Grade (8LL2586) and Wilson Pigott Bridge (8LL2615) have been determined ineligible by the SHPO. SR 31 (8LL2845) was previously determined ineligible outside of the APE. The section within the current APE exhibits modern improvements and lacks historic associations. It is considered ineligible for the National Register. The two newly recorded structures include 16400 SR 31 (8LL2948) and the Sweetwater Landing Marina (8LL2949). The structures exhibit common architectural styles in South Florida and lack historical associations. Therefore, they are considered ineligible for the National Register.

As noted, a new bridge will be constructed east of the current bridge, which will be removed. The new bridge will cross over the National Register-eligible Caloosahatchee River Canal (8LL1898). As part of these improvements, the new bridge construction will include new supports/concrete piers within the Caloosahatchee River Canal and rip rap will be installed immediately adjacent to the bridge ends at the shoreline. Based on these improvements, there will be no adverse effects on the Caloosahatchee River Canal and the linear resource will remain eligible for inclusion in the National Register due to its importance to drainage of the Everglades. The improvements will not involve changes that would compromise the integrity of the canal, such as rerouting, cutting off or filling in, widening, severing from other waterways, change of function, or removal of ancillary structures or features that contribute to its significance.

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, F.S.

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.

The CRAS report is provided for your review and comment. If you have any questions or if I may be of assistance, please contact me at (954) 336-3625 or matthew.marino@dot.state.fl.us.

Sincerely,

Matt Marino, M.A., RPA Cultural Resource Coordinator

CC: Jeffrey James, FDOT District 1
Patrick Bateman, FDOT District 1
Lindsay Rothrock, FDOT OEM

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Ms. Alissa S. Lotane, Director SR 31 PD&E from SR 78 to SR 80 Lee County, Florida Financial Project ID: 441942-1-22-01 June 26, 2023 Page 4 of 4

| | concurs/ does not concur |
|---|---|
| In accordance with the Programmatic Agreement among the FHW Implementation of the Federal-Aid Highway Program in Florida, | |
| Historic Properties Affected for a project as a whole, or to No Adv. shall presume that FHWA will proceed with a de minimis Section from the historic property. | erse Effect on a specific historic property, SHPO |
| SHPO Comments: | |
| | |
| W. O. J. S. Chr. 00 | |
| Alissa S. Lotane, Director | 7. 24. 2023 Date |
| State Historic Preservation Officer Florida Division of Historical Resources | |