

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD

District: FDOT District 1

County: Manatee County

ETDM Number: 14263

Financial Management Number: 414506-2-22-01

Federal-Aid Project Number: N/A

Project Manager: David C. Turley

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

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

Acceptance:

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

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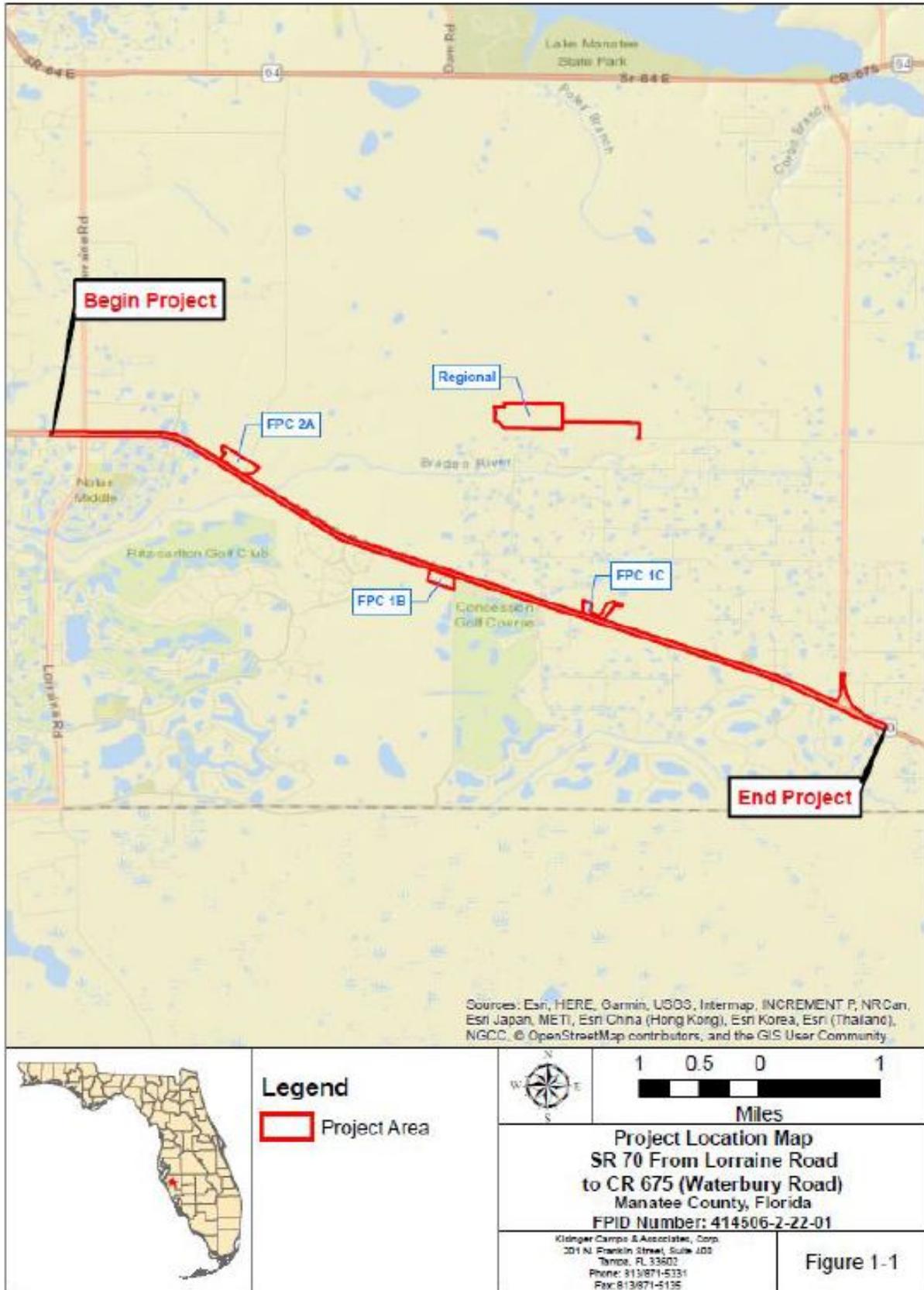
## 1. Project Information

### 1.1 Project Description

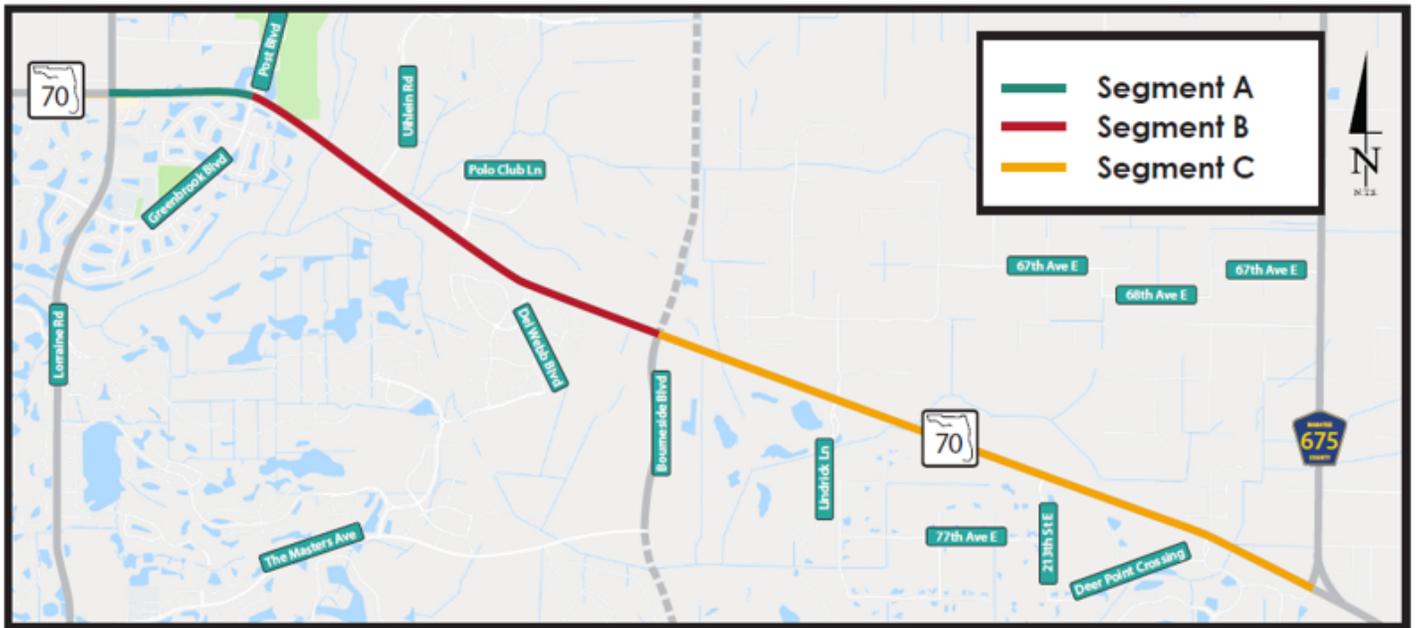
The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the proposed widening of 6.1 miles of State Road (SR) 70 from Lorraine Road (MP 9.478) to County Road (CR) 675/Waterbury Road (MP 15.567) in Manatee County, as depicted in **Figure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

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

The proposed action is to increase the capacity of the existing two-lane undivided roadway by widening it to a four or six-lane divided roadway to accomplish the purpose and need.



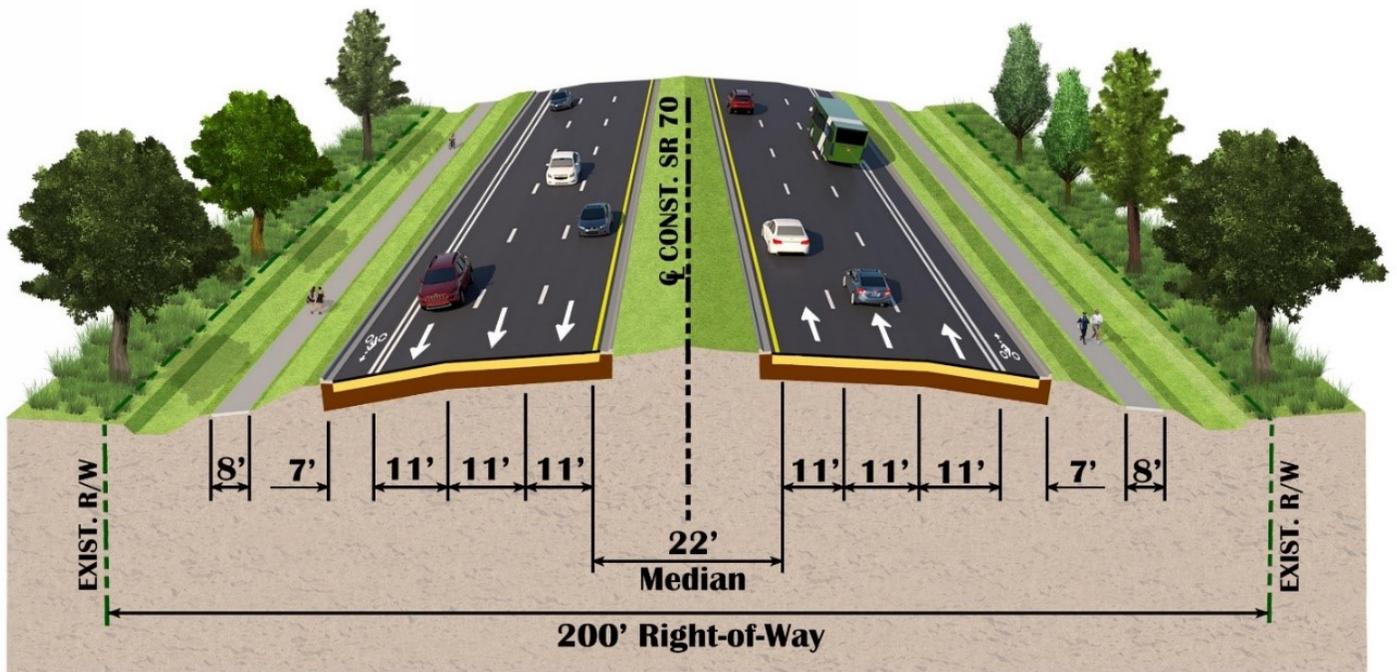
The proposed action is to increase the capacity of the existing two-lane undivided roadway by widening it to a four or six-lane divided roadway to accomplish the purpose and need. Within the limits of this study, FDOT is evaluating one project build alternative and three project segments. The three segments are separated for analysis so this study can best address the local transportation needs. Segment A extends from Lorraine Road to east of Greenbrook Boulevard, Segment B extends from east of Greenbrook Boulevard to Bourneside Boulevard, and Segment C extends from Bourneside Boulevard to the eastern project limit at CR 675.



**Project Sections**

The designation of SR 70 as a SIS facility throughout the project limits presents a key variable for the design speeds for the project. The FDOT Design Manual (FDM), Part 2 Table 201.4.1 provides design speed controls for SIS facilities. For SIS facilities with a C3R context classification a minimum design speed of 50 mph is required. However, within the C3R context classification, if curbed roadways are proposed the design speed may be reduced to 45 mph. As designed, the proposed high-speed curbed typical section proposed for Segment A meets the FDM criteria with a 45 mph design speed. The 50 mph design speed for Segments B and C meets the minimum design speed for a Strategic Intermodal System (SIS) facility.

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

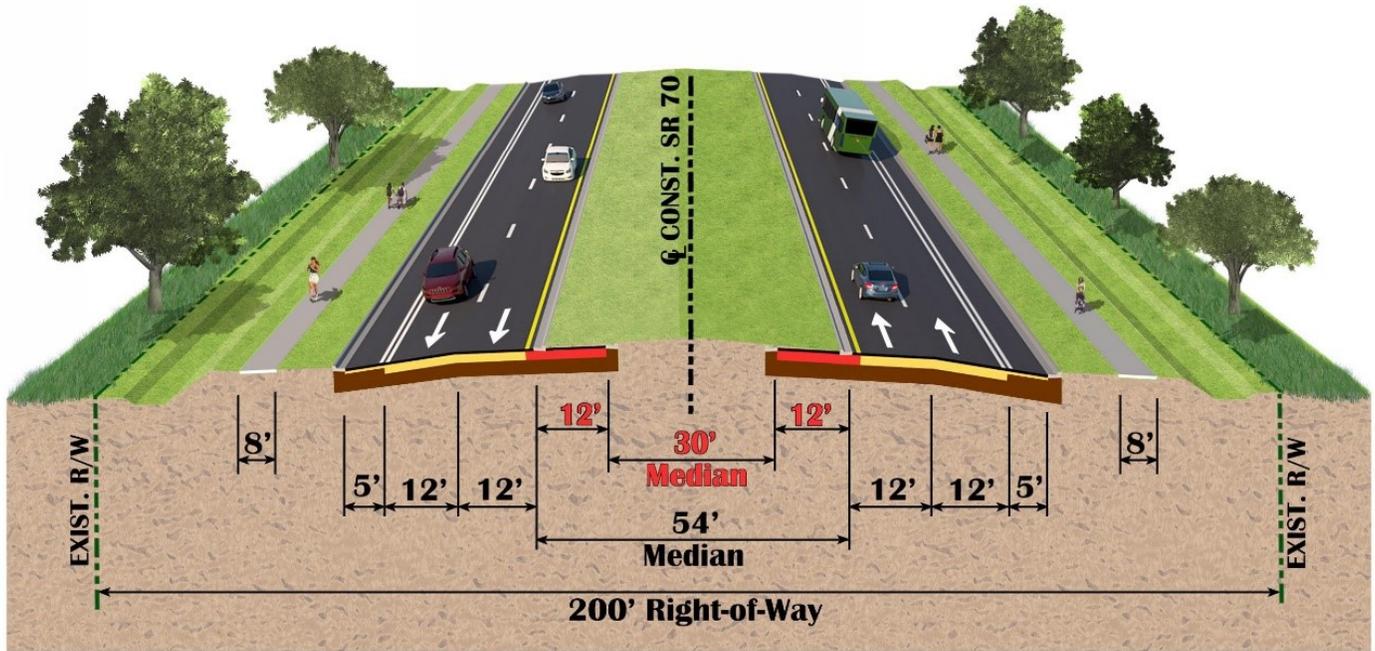


Segment A Typical Section

Segment A

The proposed typical section for Segment A will provide a high-speed curbed roadway design with three 11 foot travel lanes in each direction, 7.0-foot paved outside shoulders (buffered bike lanes), a closed drainage system with curbs and gutters, and 8-foot sidewalks in both directions. The proposed improvements in this segment are anticipated to be accomplished within the existing 200 foot right-of-way.

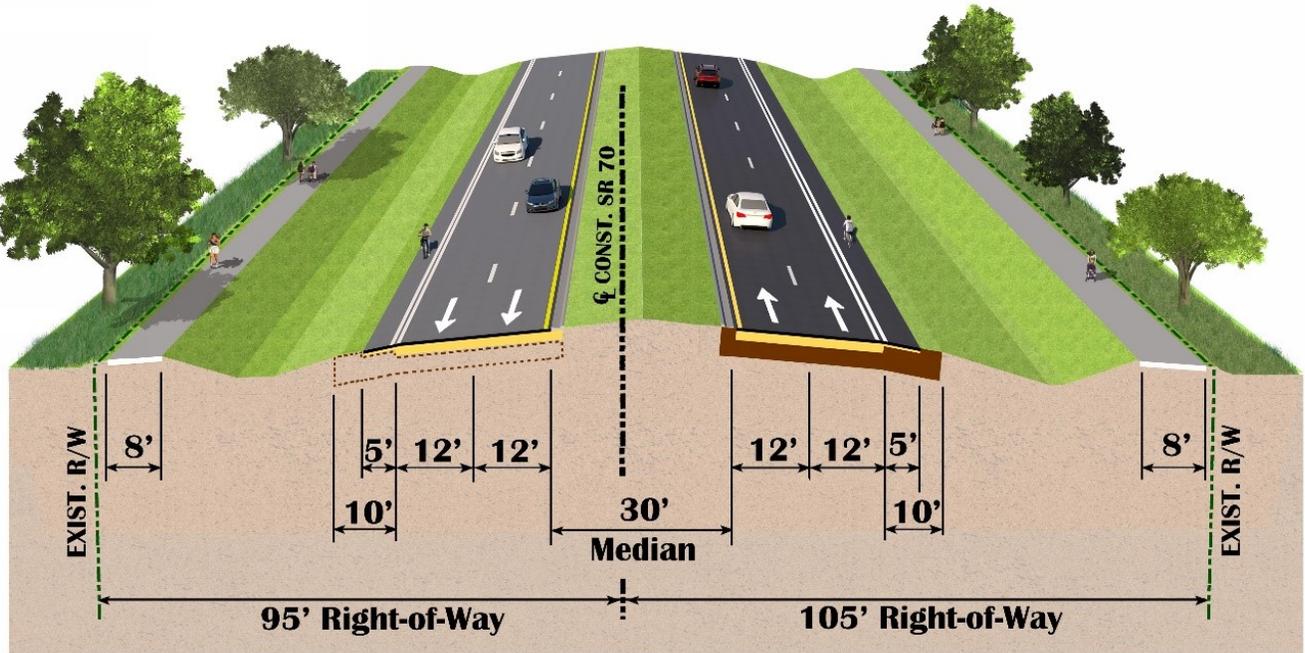
**\*Future Widening**



**Segment B Typical Section**

Segment B

The proposed typical section for Segment B will provide a high-speed curbed roadway design with two 12 foot lanes in each direction, 5.0-foot paved outside shoulders, a closed drainage system with curbs and gutters, and 8-foot sidewalks in both directions. The proposed roadway has been designed with a 54-foot wide median such that it is expandable to a six-lane section in the future, when traffic needs merit an expansion, by adding a 12-foot lane in each direction on the inside. The proposed improvements in this segment are anticipated to be accomplished primarily within the existing 200-foot right-of-way; minimal right-of-way will be needed to construct proposed roundabouts at Uihlein Road, Del Webb Boulevard, and Bournside Boulevard.



Segment C Typical Section

Segment C

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

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

**1.2 Purpose and Need**

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

Two Developments of Regional Impact (Cypress Banks and Northwest Sector) surround the western project terminus. Of the five Planned Unit Developments that are present, two are located at the western project terminus and three surround the eastern portion of the project corridor (two of these three are Panther Trace and Concession). Del Webb Lakewood Ranch is also present south of SR 70 near Uihlein Road. The corridor further abuts a master planned community, Lakewood Ranch, to the west. Lakewood Ranch is also identified by Manatee County as one of four major growth and focus areas of the county. Growth along the project corridor is anticipated to occur most heavily within the area surrounding the western half of the corridor as the area will continue to support residential and mixed use community activities with commercial uses concentrated at the intersection of SR 70 and Lorraine Road.

Due to the fact that it provides regional access to agriculture and ranching operations, industrial/commercial areas, and freight distribution facilities throughout central Florida, particularly with its connections to several major transportation facilities, SR 70 has been designated as part of the SIS network. Accordingly, the project segment of SR 70 currently carries significant truck traffic.

This project is anticipated to improve traffic operations and preserve operational capacity along SR 70 to address increased travel demand as a result of projected growth along the corridor and higher volumes of heavy trucks on the corridor due to agricultural and ranching activities in the area. The proposed project is also anticipated to improve safety characteristics of the facility, which are particularly exacerbated by the high truck percentages, by enhancing overall traffic operations.

Lakewood Ranch is also identified by Manatee County as one of four major growth and focus areas of the county. Growth along the project corridor is anticipated to occur most heavily within the area surrounding the western half of the corridor as the area will continue to support residential and mixed use community activities with commercial uses concentrated at the intersection of SR 70 and Lorraine Road.

Due to the fact that it provides regional access to agriculture and ranching operations, industrial/commercial areas, and freight distribution facilities throughout central Florida, particularly with its connections to several major transportation facilities, SR 70 has been designated as part of the SIS network. Accordingly, the project segment of SR 70 currently carries significant truck traffic.

This project is anticipated to improve traffic operations and preserve operational capacity along SR 70. The project will address increased travel demand as a result of projected growth along the corridor and higher volumes of heavy trucks. The proposed project is also anticipated to improve safety characteristics of the facility, which are particularly exacerbated by the high truck percentages, by enhancing overall traffic operations.

### **1.3 Planning Consistency**

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

Currently Adopted LRPT-CFP	COMMENTS			
Yes				
	Currently Approved	\$	FY	COMMENTS
<b>PE (Final Design)</b>				
TIP	Y	\$4,586,209	<2019	
STIP	Y	\$4,583,642 \$8,285	<2019 2019	
<b>R/W</b>				
TIP	Y	\$2,165,722 \$3,550,619 \$591,771	2019 2020 2021	
STIP	Y	\$2,165,722 \$3,550,619 \$591,771	2019 2020 2021	
<b>Construction</b>				
TIP	Y	\$51,376,537	2023	
STIP	Y	\$51,462,112	2022	

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## 2. Environmental Analysis Summary

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

**USCG Permit**

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

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

### 3. Social and Economic

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

#### 3.1 Social

A Sociocultural Effects Evaluation (April 2019) was prepared, under separate cover, for this project.

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

#### Non-Discrimination Considerations

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by President Bill Clinton on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low income populations to the greatest extent practicable and permitted by law.

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status. No minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above. Therefore, in accordance with the provisions of Executive Order 12898 and Federal Highway Administration (FHWA) Order 6640.23a - FHWA Actions to Address Environmental justice in Minority Populations and Low-Income Populations, no further Environmental Justice analysis is required.

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

#### Community Cohesion

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

The preferred alternative is expected to have no significant impact on social resources.

#### 3.2 Economic

SR 70 is part of the emerging Strategic Intermodal System (SIS) highway network and serves as one of three primary east-west facilities of Manatee County providing access to county-designated growth areas, agricultural and ranching

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

The preferred alternative is expected to have no significant impact on economic resources.

### **3.3 Land Use Changes**

The project falls within unincorporated Manatee County; the western terminus of the project corridor borders the Sarasota-Bradenton Urbanized Area and a master planned community, Lakewood Ranch. The project area primarily consists of vacant residential/open, agricultural, and low-density residential land uses. Commercial activities (including one shopping plaza); institutional uses (including several schools and a US Post Office); as well as recreational features (such as Greenbrook Park, Lakewood Ranch Premier Sports Campus, and two golf courses) also exist along the corridor near Lorraine Road. Another recreational amenity (TreeUmph! Adventure Course) and a religious center (The Meeting Place) are located north of SR 70 near CR 675/Waterbury Road. Further, a number of Developments of Regional Impact and Planned Unit Developments are present as a majority of land along the corridor is zoned for Planned Developments. The two Developments of Regional Impact (Cypress Banks and Northwest Sector) surround the western project terminus. Of the five Planned Unit Developments, two are located at the western project terminus and three surround the eastern portion of the project corridor (two of these three are Panther Trace and Concession). Del Webb Lakewood Ranch is additionally present south of SR 70 near Uihlein Road. According to the Manatee County Future Land Use Map, the area surrounding the western half of the project corridor will continue to support residential and mixed use community activities with commercial uses concentrated at the intersection of SR 70 and Lorraine Road. While the area surrounding the eastern portion of the project corridor is intended to continue to support agricultural uses, the Manatee County Zoning Map shows land designated for Planned Development Residential and Planned Development Agricultural south of SR 70; land north of SR 70 remains designated for agricultural activities.

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

Overall, the preferred alternative is expected to have no significant impact on land use.

### 3.4 Mobility

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

The preferred alternative is expected to enhance mobility.

### 3.5 Aesthetic Effects

The project area primarily consists of vacant residential/open, agricultural, low-density residential land uses, and commercial and institutional activities concentrated at the SR 70 and Lorraine Road intersection. Specific community features associated with aesthetics that occur within the project vicinity (1,320-foot project buffer) include: several planned developments [such as Lakewood Ranch (a master planned community), Del Webb Lakewood Ranch, two Developments of Regional Impact, and six Planned Unit Developments]; one homeowner and condominium association; as well as a number of recreational features [such as Greenbrook Park, Lakewood Ranch Premier Sports Campus, TreeUmph! Adventure Course, The Concession Golf Club, The Ritz-Carlton Members Golf Club, and one Office of Greenways and Trails multi-use trail opportunity (Gateway Greenway Trail Corridor)]. The area surrounding the western half of the project corridor will continue to support residential and mixed use community activities with commercial uses concentrated at the intersection of SR 70 and Lorraine Road. While the area surrounding the eastern portion of the project corridor is intended to continue to support agricultural uses, the Manatee County Zoning Map shows land designated for Planned Development Residential and Planned Development Agricultural south of SR 70; land north of SR 70 remains designated for agricultural activities. Overall, the proposed operational improvements along SR 70 appear to be consistent with the future land use vision and aesthetic character of the corridor as the enhancements will accommodate projected population growth as well as agricultural operations in the area.

The preferred alternative is expected to have no significant impact on aesthetics.

### 3.6 Relocation Potential

The majority of properties that appear along the corridor are set back from the roadway. The proposed operational improvements along SR 70 anticipate minor right-of-way acquisitions. As such, no residences or businesses are expected to be relocated. Encroachment into surrounding parcels will be coordinated with the appropriate property owners. However, the access to proximate residences, businesses, and recreational features could temporarily be affected and/or modified as a result of the project.

The preferred alternative is expected to have no involvement with relocations.

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

### **3.7 Farmland Resources**

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

A Farmlands Memorandum (April 2019) was compiled under separate cover. During the ETDM comment period in September 2016, National Resources Conservation Service (NRCS) reported that soils designated as Farmland of Unique Importance were present in the project study area, and there were also areas currently used for agricultural production. NRCS noted that the project area had undergone land use changes (urbanization) since the Manatee County Soil Survey was completed in the early 1980s; therefore, the farmland classifications assigned to the map units are out-of-date. A Farmland Conversion Impact Rating Form [NRCS-CPA-106] was completed in April 2019 in coordination with NRCS. The points total was 84, which is considered a low level of significance (less than 160 points) for impacted farmlands within and adjacent to the proposed project study area.

The preferred alternative is expected to have no significant impact on farmland resources.

## 4. Cultural Resources

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

### 4.1 Section 106 of the National Historic Preservation Act

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

A Cultural Resource Assessment Survey (CRAS) was prepared under separate cover (March 2019) was conducted for the project, in compliance with

Section 106 of the National Historic Preservation Act of 1966, as amended, and concurrence was granted by the State Historic Preservation Officer (SHPO) on May 29, 2019. The purpose of the CRAS was to locate and identify any cultural resources within the Area of Potential Effects (APE), and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). Based on the scale and nature of the proposed undertaking, which includes widening SR 70, the archaeological APE was defined as the footprint on improvements within the existing and proposed ROW, including pond sites. The historic/architectural APE includes the archaeological APE and immediately adjacent parcels.

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

A review of the FMSF and the NRHP revealed that portions of three previously recorded historic linear resources (50 years of age or older) are within the project APE: 8MA01814, a segment of an abandoned rail bed once associated with the East & West Coast Railway, 8MA01815 (the Lakewood Ranch Canal #2), and 8MA01816 (the Lakewood Ranch Canal #3). Portions of 8MA01814 have been determined eligible for listing in the NRHP by the SHPO; however, the portions of railbed adjacent and within the APE was determined not eligible for listing in the NRHP by the SHPO. In addition, 8MA01815 and 8MA01816 were also determined not eligible for listing in the NRHP by the SHPO. Background research did reveal that portions of SR 70 have been recorded in Manatee County and determined not eligible for listing in the NRHP; but the segment of SR 70 within the APE has not been recorded. Thus, 8MA01906 was updated to reflect the segment of SR 70 within the APE. This portion of SR 70 also does not appear to be eligible for listing in the NRHP. The Manatee County property appraiser's data indicated that no historic buildings or structures were located within the APE (Hackney 2019). This was confirmed by field reconnaissance.

Based on background research and field survey, there are no archaeological sites or historic resources, as present within the APE, which are listed, determined eligible, or that appear for listing in the NRHP. No further work is recommended. Therefore, the preferred alternative will have no significant impact on cultural resources.

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

The following evaluation was conducted pursuant to PART 774-PARKS, RECREATION AREAS, WILDLIFE AND WATERFOWL REFUGES, AND HISTORIC SITES (SECTION 4(f)).

The Premier Sports Campus at Lakewood Ranch, recently acquired by Manatee County, is an existing recreation/park complex located along SR 70 at the Greenbrook Blvd/Post Blvd intersection. This existing park resource is considered under Section 4(f) the U.S. Department of Transportation Act of 1966. No right-of way will be acquired from this location. A Section 4(f) No Use Determination was made for the Premier Sports Campus at Lakewood Ranch. The preferred alternative is anticipated to have no impact on the Premier Sports Campus or any other public resources protected under Section 4(f).

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

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

#### **4.4 Other Protected Public Lands**

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

## 5. Natural Resources

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

### 5.1 Protected Species and Habitat

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

A Natural Resources Evaluation (NRE) (May 2019) report was prepared under separate cover as part of consultation required under Section 7 of the Endangered Species Act of 1973, as amended, and per the requirements of Part 2, Chapter 16 of the FDOT PD&E Manual. The evaluation included literature review, database searches, and field assessments of the project area to identify the potential occurrence of protected species and/or presence of federal designated critical habitat.

Project environmental scientists conducted field reviews of the project study area in April and June 2017, October 2018, and January 2019. Based on evaluation of collected data and field reviews, the federal- and state-listed species discussed below were assessed as having the potential to occur within or adjacent to the project area. An effect determination was then made for each of these federal and state-listed species based on an analysis of the potential impacts of the proposed project on each species. A summary of the determinations is shown below.

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

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

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

The NRE was submitted to the USFWS and FWC on June 21, 2019. The concurrence letters from USFWS, dated **[insert date when approved]**, and FWC, dated **[insert date when approved]**, are included as an attachment. Therefore, based on adherence to these commitments, the preferred alternative is expected to have no significant impacts on protected species and 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.

For the purposes of this document, wetlands are defined as per 62.340 Florida Administrative Code and Section 373.019 (27), Florida Statutes and *Corp of Engineers Wetland Delineation Manual* (Technical Report Y-87-1) (1987) with *Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Atlantic and Gulf Coastal Plain Region* (ERDC/EL TR-10-20) (2010). Surface waters are defined as open water bodies or man-made, upland-cut water courses with a defined channel and bank structure.

Impacts resulting from the Preferred Alternative totaled 9.57 acres and include 5.64 acres of wetlands and 3.94 acres of surface waters. The No-Build Alternative would result in no impacts to wetlands or surface waters.

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

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

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

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

The results of this PD&E Study indicate there are no practicable alternatives to the proposed impacts due to the need to increase roadway capacity and safety considerations. Furthermore, all wetland impacts have been avoided and minimized to the greatest extent possible and have been limited to those areas of previous disturbance and which are required to meet minimum safety requirements.

The NRE was submitted to the USACE on June 21, 2019. The transmittal letter and **[insert date when approved]**, email correspondence with USACE is included as an attachment. Wetland impacts that result from the construction of this project will be mitigated pursuant to 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373 and 33 U.S.C. 1344. Therefore, the preferred alternative will have no significant impact on wetlands and surface waters.

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

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

Three floodplain compensation sites are proposed to compensate for the floodplain encroachment in these areas. The report analyzed twelve (12) cross drains and two bridge culverts in existing and proposed conditions to ensure no rise in headwater elevation. It was determined that the floodplain encroachment is classified as "minimal."

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

Therefore, the preferred alternative will have no significant impact on floodplains.

### **5.5 Sole Source Aquifer**

There is no Sole Source Aquifer associated with this project.

### **5.6 Water Quality and Stormwater**

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

Stormwater runoff in Segments A and B will be collected and conveyed to stormwater management facilities via curb and gutter and a closed drainage system. The stormwater management facilities will provide water quality (treatment) and water quantity (attenuation). The method of stormwater treatment for this project includes wet detention and upflow filtration, as necessary, to achieve the required nutrient removal. The regional pond size was estimated using SWFWMD and FDOT water quality treatment and attenuation requirements. Stormwater runoff in Segment C will be collected and conveyed to stormwater management facilities via roadside ditches and an open drainage system.

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

The preferred alternative is expected to have no significant impact on water quality and quantity.

### **5.7 Aquatic Preserves**

There are no aquatic preserves in the project area.

### **5.8 Outstanding Florida Waters**

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

### **5.9 Wild and Scenic Rivers**

There are no designated Wild and Scenic Rivers in the project area.

### **5.10 Coastal Barrier Resources**

There are no Coastal Barrier Resources in the project area.

## 6. Physical Resources

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

### 6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 and Section 335.17, F.S., Procedures for Abatement of Highway Traffic Noise and Construction Noise.

A Noise Study Report (NSR) (April 2019) was prepared under separate cover for this project following FDOT procedures that comply with Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772), *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. The evaluation uses methodologies established by the FDOT and documented in the FDOT PD&E Manual, Part 2, Chapter 18 - *Highway Traffic Noise* (January 2019).

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

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

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

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

1. Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;

2. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
3. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
4. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

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

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

Therefore, the preferred alternative will have no significant impact on highway traffic noise.

## 6.2 Air Quality

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

The subject project is located in Manatee County, Florida, an area currently designated by the US Environmental Protection Agency (EPA) as being an attainment area for carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), and sulfur dioxide (SO<sub>2</sub>). Because the project is in an attainment area and would reduce traffic congestion, it is not likely that the proposed improvements will have an impact on local or regional totals of air pollutants or pollutant precursor emissions, or on concentrations of the pollutants in the ambient air.

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

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

Based on the results from the screening model, the highest predicted CO one- and eight-hour concentrations would not exceed the NAAQS for this pollutant regardless of alternative or year of analysis. Therefore, the project "passes" the screening test.

Therefore, the preferred alternative will have no significant impact on air quality.

### 6.3 Contamination

A Level I contamination evaluation was conducted for the study and a Contamination Screening Evaluation Report (CSER) (April 2019) was prepared under separate cover pursuant to FHWA's Technical Advisory T 6640.8A and the FDOT PD&E Manual, Part 2 Chapter 20.

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

Based on the conclusions of the study and the risk ratings, the following recommendations are made for this project: Additional information may become available or site-specific conditions may change from the time this report was prepared and should be considered prior to acquiring right-of-way and/or proceeding with roadway construction.

For the 15 locations rated "No" for potential contamination, no further action is planned. The site has been evaluated and determined not to have any potential contamination risk to the study area at this time.

For the 1 location rated "Low" for potential contamination, no further action is required at this time. These sites/facilities have the potential to impact the study area, but based on select variables have been determined to have low risk to the project at this time. Variables that may change the risk rating include a facility's non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change, additional assessment of the facilities should be considered.

For the 2 locations with a risk rating of "Medium" (Wawa #5185 and Lakewood Ranch Shell), Level II field screenings should be conducted. These sites have been determined to have potential contaminants, which may impact the project. A soil and groundwater sampling plan should be developed for each site. The sampling plan should provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical test to be performed. A site location sketch for each facility showing all proposed boring locations and groundwater monitoring wells should be prepared.

For the 2 locations with a risk rating of "High" (Bridge #130113 and Bridge #130114), a comprehensive survey for asbestos containing materials (ACMs) and metal based coatings (MBCs) should be performed to determine the presence and location of any regulated levels of ACMs or MBCs. To comply with federal asbestos regulations, the asbestos surveys must be conducted in accordance with Florida Department of Transportation (FDOT) Topic No. 625-020-020-c. The surveys for ACMs and MBCs will require the involvement of the District's Contamination Assessment and Remediation (CAR) contractor.

Therefore, the preferred alternative will result in no significant contamination impacts.

## 6.4 Utilities and Railroads

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

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

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

The preferred alternative will result in no significant utility impacts.

The preferred alternative will have no involvement with railroads.

## 6.5 Construction

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

Construction activities for the proposed project may cause minor short-term air quality, noise, water quality, traffic congestion, and visual impacts for residents and travelers within the immediate vicinity of the project. The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's Standard Specifications for Road and Bridge Construction.

Noise and vibration effects will be from heavy equipment movement and construction activities. This will be minimized by adherence to noise control measures found in the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction. Specific noise level problems that may arise during construction of the project will be addressed by the Construction Engineer in cooperation with the appropriate Environmental Specialist.

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

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

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

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 and logging complaints about project activity.

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

For residents living along the project, some of the construction materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial problem.

Therefore, the preferred alternative will result in no significant construction impacts.

## 7. Engineering Analysis Support

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

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## 8. Permits

The following environmental permits are anticipated for this project:

### Federal Permit(s)

USACE Section 10 or Section 404 Permit

### Status

To be acquired

### State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

### Status

To be acquired

To be acquired

### Permits Comments

FWC Gopher Tortoise Relocation Permit (as necessary)

FWC Listed Species Incidental Take Permit (as necessary)

## 9. Public Involvement

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

### Summary of Activities Other than the Public Hearing

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

A pond coordination follow-up meeting was conducted October 1st, 2018 in Lakewood Ranch. The purpose of this meeting was to discuss the updates in land available for pond sites. Schroader Manatee Ranch (SMR) is willing to work with FDOT on pond sites that can be identified on land that SMR controls. There are multiple vacant parcels that could be acquired for a pond location. FDOT will make a decision by March which parcel, if any, to acquire for the pond site as funds for acquisition become available in the summer of 2019 and the transaction would be complete in 2020.

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

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

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

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

**Date of Public Hearing:** 08/06/2019

**Summary of Public Hearing**

TBD

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## 10. Project Commitments

1. Impacts to suitable foraging habitat for the federally-protected wood stork will be mitigated through the purchase of credits from a U.S. Fish and Wildlife Service-approved mitigation bank pursuant to Section 373.4137, F.S. or as otherwise agreed to by the FDOT and the appropriate regulatory agencies.
2. The USFWS *Standard Protection Measures for the Eastern Indigo Snake* will be implemented to assure that the Eastern indigo snake will not be adversely impacted by the project.
3. The FDOT is committed to the construction of feasible and reasonable noise abatement measures at noise-impacted locations contingent on the following:
  1. Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;
  2. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
  3. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
  4. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

## 11. Technical Materials

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

Farmlands Memorandum  
Sociocultural Data Report  
Cultural Resources Assessment Survey (CRAS)  
Section 4(f) No Use Determination  
Pond Siting Report  
Location Hydraulic Report  
Water Quality Impact Evaluation (WQIE)  
Natural Resources Evaluation (NRE)  
Noise Study Report (NSR)  
Air Quality Technical Memorandum  
Utilities Assessment Package  
Contamination Screening Evaluation Report (CSER)  
Preliminary Engineering Report  
Public Involvement Plan

## **Attachments**

### **Planning Consistency**

2040 LRTP

TIP

STIP

### **Social and Economic**

Farmlands Memorandum

### **Cultural Resources**

SHPO Concurrence Letter

### **Natural Resources**

Water Quality Impact Evaluation (WQIE)

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## Planning Consistency Appendix

Contents:

2040 LRTP

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### Sarasota / Manatee MPO - Financially Feasible Projects

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

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

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

\*\* From FDOT\*\*

Manatee County Needs & Costs

FF Status	Facility	From	To	Lanes / Length / Units	Type	Project	ROW Cost (Millions)	LRE Estimate (Millions)	Subtotal [LRE + MOT + Mob + CEI] (Millions)	Project Unknowns - 25% (Millions)	Total Construction	Total Cost (Millions)	
M-0A3	Central Manatee Alternatives Analysis			0		Projects from Central Manatee Network Alternatives Analysis (CMNAA) project (FDOT)						\$ 3.00	
M-0A1	Manatee County ATMS											\$ 2.25	
	Fort Hamer Bridge	Fort Hamer Rd	Britt Rd	0	0.86 Miles	Bridge - Low Level	2-Lane Undivided Bridge with 4' Bike Lanes and 6' Sidewalks	\$ 4.45	\$ 29.81	\$ 30.25	\$ 8.06	\$ 38.31	\$ 42.76
	Tara Bridge	Tara Blvd	Honore Ave	0	0.59 Miles	Bridge - Low Level	2-Lane Undivided Bridge with 4' Bike Lanes and 6' Sidewalks	\$ 3.05	\$ 34.66	\$ 46.79	\$ 11.70	\$ 58.49	\$ 61.54
	EZ Flyover	US 41	Port / Port Connector		0.5 Miles	Bridge - Low Level	2-Lane Undivided Bridge	\$ 2.00	\$ 30.00	\$ 37.50	\$ 9.38	\$ 46.88	\$ 48.88
	new bridge	US 301	Manatee Ave	0	1.82 Miles	Bridge - Mid Level	4-Lane Twin Span Bridge (28' Median) with 4' Bike Lanes and 6' Sidewalks	\$ 19.41	\$ 120.65	\$ 162.88	\$ 40.72	\$ 203.60	\$ 223.01
	27th St. East	38th Street East	SR 64	0	2.14 Miles	Roadway - New Construction	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 12.65	\$ 13.44	\$ 18.14	\$ 4.54	\$ 22.68	\$ 35.33
	44th Ave E	White Eagle Blvd	Lorraine Rd	0	1.4 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 8.28	\$ 8.79	\$ 11.87	\$ 2.97	\$ 14.83	\$ 23.11
	50th Ave West	86th Street West	75th Street West	0	0.71 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 4.20	\$ 4.46	\$ 6.02	\$ 1.51	\$ 7.52	\$ 11.72
	51st Street West	El Conquistador Parkway	53rd Ave East	0	1.2 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 7.09	\$ 7.54	\$ 10.17	\$ 2.54	\$ 12.72	\$ 19.81
	66th Street West	El Conquistador Parkway	53rd Ave East	0	0.52 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 3.07	\$ 3.27	\$ 4.41	\$ 1.10	\$ 5.51	\$ 8.58
	117th Street East	Gatewood Drive	SR 64	0	0.52 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 3.07	\$ 3.27	\$ 4.41	\$ 1.10	\$ 5.51	\$ 8.58
	Artisan Lakes Parkway	Port Connector N	Moccasin Wallow Rd	0	2.5 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 14.78	\$ 15.70	\$ 21.19	\$ 5.30	\$ 26.49	\$ 41.27
	Carter Road	Erie Road	Moccasin Wallow Road	0	2.09 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 12.36	\$ 13.13	\$ 17.71	\$ 4.43	\$ 22.15	\$ 34.50
	Fl Hamer Road	One mile north of Moccasin Wallow Road	Port Connector	0	1 Miles	Roadway - New Construction	4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved	\$ 15.63	\$ 10.15	\$ 13.71	\$ 3.43	\$ 17.14	\$ 32.77
	Fort Hamer Road	Moccasin Wallow Road	one Mile North of Moccasin Wallow Road	0	1 Miles	Roadway - New Construction	4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved	\$ 15.63	\$ 10.15	\$ 13.71	\$ 3.43	\$ 17.14	\$ 32.77
	Fort Hamer Road	US 301	Moccasin Wallow Road	0	2 Miles	Roadway - New Construction	4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved	\$ 31.26	\$ 20.31	\$ 27.42	\$ 6.85	\$ 34.27	\$ 65.53
	Gatewood Drive	Lakewood Ranch Blvd	White Eagle Blvd	0	1.08 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 6.38	\$ 6.78	\$ 9.15	\$ 2.29	\$ 11.44	\$ 17.83
	New road	Port Connector	Upper Manatee River Rd	0	5.76 Miles	Roadway - New Construction	4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved	\$ 90.02	\$ 58.49	\$ 78.97	\$ 19.74	\$ 98.71	\$ 188.73
	Port Connector	US 41	US 301	0	6.64 Miles	Roadway - New Construction	4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved	\$ 103.78	\$ 67.43	\$ 91.03	\$ 22.76	\$ 113.79	\$ 217.57
	Port Harbour Parkway	Golden Harbour Trail	Upper Manatee River Road	0	1.02 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 6.03	\$ 6.41	\$ 8.65	\$ 2.16	\$ 10.81	\$ 16.84
	Rangeland Parkway	White Eagle Blvd	Lorraine Rd	0	1.2 Miles	Roadway - New Construction	2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter	\$ 7.09	\$ 7.54	\$ 10.17	\$ 2.54	\$ 12.72	\$ 19.81
M-0A2	15th St E/301 Blvd E	Tallevast Rd	US 41	2	4.85 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 25.00	\$ 8.25	\$ 40.00	\$ 10.00	\$ 50.00	\$ 75.00
	60th Ave East	Mendoza	69th Ave	2	2.8 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 5.00	\$ 23.00	\$ 31.05	\$ 5.75	\$ 36.80	\$ 41.80
	69th St/Erie Rd	US 41	Upper Manatee River Rd	2	7.49 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 37.97	\$ 47.88	\$ 64.64	\$ 16.16	\$ 80.80	\$ 118.77
	Ellenton-Gillette Road	US 301	69th Street East	2	3.7 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 18.76	\$ 23.65	\$ 31.93	\$ 7.98	\$ 39.91	\$ 58.67
	Fort Hamer Road	Fl Hamer Bridge	US 301	0		Roadway - Widening	4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved	\$ 48.92	\$ 81.44	\$ 109.95	\$ 20.36	\$ 130.31	\$ 179.24
	Harrison Ranch Blvd	Erie Road	US 301	2	1 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ -	\$ 29.91	\$ 33.88	\$ 6.47	\$ 40.35	\$ 40.35
	Moccasin Wallow Rd	US 41	Artisan Lakes Parkway	2	1.28 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 6.65	\$ 14.38	\$ 19.42	\$ 4.85	\$ 24.27	\$ 30.92
	Moccasin Wallow Rd	Artisan Lakes Parkway	I-75	2	1 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 5.07	\$ 6.39	\$ 8.63	\$ 2.16	\$ 10.79	\$ 15.86
	Moccasin Wallow Rd	I-75	US 301	2	4.67 Miles	Roadway - Widening	4-Lane Roadway to 6 Lanes (45 mph Design speed) with 5' Sidewalk, 4' Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$ 5.92	\$ 30.54	\$ 41.23	\$ 10.31	\$ 51.54	\$ 57.46
	Rye Rd	SR 64	Upper Manatee River Road	2	3.18 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 16.12	\$ 20.33	\$ 27.44	\$ 6.86	\$ 34.30	\$ 50.43
	SR 70	Lorraine Rd	Singletary Rd	2	15.87 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 45.44	\$ 98.25	\$ 132.64	\$ 33.16	\$ 165.80	\$ 211.24
	Upper Manatee River Rd	US 301	Fort Hamer Bridge	2	4.75 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 24.08	\$ 30.37	\$ 40.99	\$ 10.25	\$ 51.24	\$ 75.32
M-0A4	Upper Manatee River Rd	Fort Hamer Rd	SR 64	2	2.19 Miles	Roadway - Widening	2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement)	\$ 29.25	\$ 14.00	\$ 18.90	\$ 4.73	\$ 23.63	\$ 52.88
TA1	Southern Parkway Bicycle Path	Bradenton				Add bicycle path on Southern Parkway.		\$ 0.28	\$ 0.56	\$ 0.76	\$ 0.14	\$ 0.90	\$ 1.18
TA4	Ellenton-Gillette Road Sidewalk	Manatee County				Construct sidewalk on the east side of the roadway from 17th Street East to Mendoza Road		\$ 0.23	\$ 0.46	\$ 0.62	\$ 0.12	\$ 0.74	\$ 0.97
TA6	Bayshore Road Sidewalk	Palmetto				Construct sidewalk from 17th St W to US 41 on west side.		\$ 0.06	\$ 0.13	\$ 0.17	\$ 0.03	\$ 0.21	\$ 0.27
TA8	9th Street West Sidewalk	Manatee County				Construct sidewalk from Cortez Rd to 301 Blvd on west side.		\$ 0.07	\$ 0.14	\$ 0.18	\$ 0.03	\$ 0.22	\$ 0.28
TA10	18th Street West Sidewalk	Manatee County				Construct sidewalk from Cortez Rd to 38th Ave W on east side.		\$ 0.06	\$ 0.12	\$ 0.16	\$ 0.03	\$ 0.18	\$ 0.24
TA11	Florida Blvd Sidewalk	Manatee County				Construct sidewalk from 26th St W to 34th St W to fill gap along north side.		\$ 0.05	\$ 0.11	\$ 0.14	\$ 0.03	\$ 0.17	\$ 0.22
	US 301 Sidewalk (West Phase)	Manatee County				Construct sidewalk on north side of US 301 from 41st Ave E. to 51st Ave E.		\$ 0.23	\$ 0.46	\$ 0.62	\$ 0.12	\$ 0.74	\$ 0.97
	US 301 Sidewalk (East Phase)	Manatee County				Construct sidewalk on the north side of US 301 from 51st Ave E. to 60th Ave. E.		\$ 0.23	\$ 0.46	\$ 0.62	\$ 0.12	\$ 0.74	\$ 0.97
	Willow Ellenton Greenway Multiuse Trail	Manatee County				Construct a multi-use trail from US 301 (Ellenton) to US 301 (Parrish), predominantly within existing FPL railroad right of way.		\$ 1.35	\$ 2.70	\$ 3.65	\$ 0.68	\$ 4.32	\$ 5.67
	New operations & maintenance facility			1	Bus	Station/Facility	Bus Facility (Administration, Operation, and Maintenance)	\$ -	\$ 30.00	\$ 30.00	\$ 7.50	\$ 37.50	\$ 37.50
	capital for additional services			10	Bus	Station/Facility	Local Bus Stops - Shelters & Amenities	\$ -	\$ 0.30	\$ 0.30	\$ 0.08	\$ 0.38	\$ 0.38
	Infrastructure, technology, and planning			10	Bus	Station/Facility	Local Bus Stops - Shelters & Amenities	\$ -	\$ 0.30	\$ 0.30	\$ 0.08	\$ 0.38	\$ 0.38
	beachway Plaza park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	Ellenton Premium Outlets/Kmart park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	Gulf Coast Corporate Park Park N Ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	I-75 and 301 N park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	Lakewood Ranch park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	Palmetto Public park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	Paradise Bay Plaza park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	ST 64 and Upper Manatee River Rd park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	US 301 & CR 575 Park n ride			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	US 301 and SR 70			1	Park & Ride	Station/Facility	Park & Ride - At Grade	\$ -	\$ 2.50	\$ 2.50	\$ 0.63	\$ 3.13	\$ 3.13
	Manatee Ave on Route 3					Existing Bus Route						\$ 0.59	\$ 11.84
	Route 6/Cortez Rd & SR 70					Existing Bus Route						\$ 1.18	\$ 23.68
	Route 99					Existing Bus Route						\$ 0.59	\$ 11.84
	Sunday Service					Existing Bus Route						\$ 0.35	\$ 6.96
	Lakewood Ranch					New Bus Route						\$ 0.53	\$ 10.69
	SR 70 Extension by way of Route 6					New Bus Route						\$ 0.53	\$ 10.69

Roadway Projects

Bike / Pedestrian / Trails Project

Transit Projects

Fund	<2018	2018	2019	2020	2021	2022	>2022	All Years
<b>Traffic Signal Reimbursement</b>								
Item Number: 413642 1 Project Description: PALMETTO TRAFFIC SIGNALS REIMBURSEMENT *NON-SIS*: LRTP Goal 2, page 3-5								
District: 01 County: MANATEE Type of Work: TRAFFIC SIGNALS Project Length: .751								
OPERATIONS / RESPONSIBLE AGENCY CITY OF PALMETTO								
DDR -DISTRICT DEDICATED REVENUE	280,450	61,544	63,390	65,292	67,251	69,268	0	607,195
<b>Item 413642 1 Totals:</b>	<b>280,450</b>	<b>61,544</b>	<b>63,390</b>	<b>65,292</b>	<b>67,251</b>	<b>69,268</b>	<b>0</b>	<b>607,195</b>
<b>Project Total:</b>	<b>280,450</b>	<b>61,544</b>	<b>63,390</b>	<b>65,292</b>	<b>67,251</b>	<b>69,268</b>	<b>0</b>	<b>607,195</b>
Fund	<2018	2018	2019	2020	2021	2022	>2022	All Years
<b>SIS Project</b>								
Item Number: 414506 2 Project Description: SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD *SIS*: LRTP Table 8, page 5-6								
District: 01 County: MANATEE Type of Work: PD&E/EMO STUDY Project Length: 6.091								
P D & E / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	720,381	0	0	0	0	0	0	720,381
DIH -STATE IN-HOUSE PRODUCT SUPPORT	448,403	0	0	0	0	0	0	448,403
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	4,566,209	0	0	0	0	0	0	4,566,209
DIH -STATE IN-HOUSE PRODUCT SUPPORT	20,000	0	0	0	0	0	0	20,000
RIGHT OF WAY / MANAGED BY FDOT								
DSB1 -SKYWAY	0	0	1,771,092	2,053,453	0	0	0	3,824,545
<b>Item 414506 2 Totals:</b>	<b>5,754,993</b>	<b>0</b>	<b>1,771,092</b>	<b>2,053,453</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,579,538</b>
<b>Project Total:</b>	<b>5,754,993</b>	<b>0</b>	<b>1,771,092</b>	<b>2,053,453</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,579,538</b>
Fund	<2018	2018	2019	2020	2021	2022	>2022	All Years
<b>Bridge Project</b>								
Item Number: 430204 2 Project Description: SR 684 FROM SR 789 (GULF DRIVE) TO 123RD STREET WEST *NON-SIS*: LRTP Goal 2, page 3-5								
District: 01 County: MANATEE Type of Work: REPLACE MOVABLE SPAN BRIDGE Project Length: .900								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	7,250,000	0	0	0	0	0	0	7,250,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	50,177	0	0	0	0	0	0	50,177
RIGHT OF WAY / MANAGED BY FDOT								
DSB1 -SKYWAY	0	0	0	2,035,596	4,816,502	1,846,960	0	8,699,058
<b>Item 430204 2 Totals:</b>	<b>7,300,177</b>	<b>0</b>	<b>0</b>	<b>2,035,596</b>	<b>4,816,502</b>	<b>1,846,960</b>	<b>0</b>	<b>15,999,235</b>
Fund	<2018	2018	2019	2020	2021	2022	>2022	All Years
<b>Major Improvement Project: NEW PHASE ADDED (additional funding from project 435090 1 SR 70 at 9th Ave E expected when work program opens in July)</b>								
Item Number: 431350 2 Project Description: 15TH ST E/301 BLVD E FROM TALLEVAST ROAD TO US 41 *NON-SIS*: LRTP Table 1, page 5-2								
District: 01 County: MANATEE Type of Work: ADD LANES & RECONSTRUCT Project Length: 4.744								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSU -ADVANCE CONSTRUCTION (SU)	821,403	0	0	0	0	0	0	821,403
SU -STP, URBAN AREAS > 200K	4,465,882	0	1,000,000	0	0	0	0	5,465,882
RIGHT OF WAY / MANAGED BY FDOT								
SU -STP, URBAN AREAS > 200K	0	0	0	0	0	3,706,557	0	3,706,557
<b>Item 431350 2 Totals:</b>	<b>5,287,285</b>	<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>3,706,557</b>	<b>0</b>	<b>9,993,842</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
STIP REPORT  
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HIGHWAYS  
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ITEM NUMBER:413642 1 PROJECT DESCRIPTION:PALMETTO TRAFFIC SIGNALS REIMBURSEMENT \*NON-SIS\*  
DISTRICT:01 COUNTY:MANATEE TYPE OF WORK:TRAFFIC SIGNALS  
PROJECT LENGTH: .751MI

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: OPERATIONS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE							
DDR	331,326	63,420	79,551	92,548	101,803	111,983	780,631
TOTAL <N/A>	331,326	63,420	79,551	92,548	101,803	111,983	780,631
TOTAL 413642 1	331,326	63,420	79,551	92,548	101,803	111,983	780,631
TOTAL Project:	331,326	63,420	79,551	92,548	101,803	111,983	780,631

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

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	720,381	0	0	0	0	0	720,381
DIH	52,390	2,442	0	0	0	0	54,832
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	4,566,209	0	0	0	0	0	4,566,209
DIH	11,715	8,285	0	0	0	0	20,000
DS	5,718	0	0	0	0	0	5,718
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
BNIR	0	0	1,497,166	0	0	0	1,497,166
DDR	0	0	0	591,771	0	0	591,771
DSB1	0	2,165,722	2,053,453	0	0	0	4,219,175
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	0	0	0	26,376,537	26,376,537
DIH	0	0	0	0	0	85,575	85,575
DSB1	0	0	0	0	0	25,000,000	25,000,000

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AS-OF DATE: 07/01/2018

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
STIP REPORT

DATE RUN: 07/03/2018  
TIME RUN: 09.41.01  
MBRSTIP-1

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HIGHWAYS  
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PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	0	1,420,000	0	50,000	1,470,000
TOTAL <N/A>	5,356,413	2,176,449	3,550,619	2,011,771	0	51,512,112	64,607,364
TOTAL 414506 2	5,356,413	2,176,449	3,550,619	2,011,771	0	51,512,112	64,607,364
TOTAL Project:	5,356,413	2,176,449	3,550,619	2,011,771	0	51,512,112	64,607,364

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ITEM NUMBER:419688 1 PROJECT DESCRIPTION:SR 55/US 301 AT HERNANDO DESOTO BRIDGE #130053 OVER MANATEE RIVER \*NON-SIS\*  
DISTRICT:01 COUNTY:MANATEE TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION  
PROJECT LENGTH: .421MI

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
BRRP	110,402	0	0	0	0	0	110,402
DIH	8,799	0	0	0	0	0	8,799
DS	1,903	0	0	0	0	0	1,903
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
BRRP	1,126,757	0	0	0	0	0	1,126,757
DIH	39,241	27,731	0	0	0	0	66,972
DS	44,120	0	0	0	0	0	44,120
TOTAL <N/A>	1,331,222	27,731	0	0	0	0	1,358,953
TOTAL 419688 1	1,331,222	27,731	0	0	0	0	1,358,953
TOTAL Project:	1,331,222	27,731	0	0	0	0	1,358,953

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ITEM NUMBER:421921 2 PROJECT DESCRIPTION:HURRICANE IRMA OFF STATE/OFF FEDERAL (13) DISASTER RECOVERY \*NON-SIS\*  
DISTRICT:01 COUNTY:MANATEE TYPE OF WORK:EMERGENCY OPERATIONS  
PROJECT LENGTH: .000

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DER	10,000	90,000	0	0	0	0	100,000
TOTAL <N/A>	10,000	90,000	0	0	0	0	100,000
TOTAL 421921 2	10,000	90,000	0	0	0	0	100,000

## **Social and Economic Appendix**

Contents:

Farmlands Memorandum

DRAFT

# **FARMLANDS MEMORANDUM**

## **FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE**

### **SR 70 from Lorraine Road to CR 675/Waterbury Road Manatee County, Florida**

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

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

**April 2019**

**FLORIDA DEPARTMENT OF TRANSPORTATION  
DISTRICT ONE**

**FARMLANDS MEMORANDUM**

**SR 70  
from Lorraine Road to CR 675/Waterbury Road  
Manatee County, Florida**

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

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

**Prepared by:**  
Kisinger, Campo & Associates  
Tampa, Florida

**APRIL 2019**

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

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request	4. Sheet 1 of _____
---	------------------------------------	---------------------

1. Name of Project	5. Federal Agency Involved
2. Type of Project	6. County and State

<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated	Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ % _____	7. Amount of Farmland As Defined in FPPA Acres: _____ % _____	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

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

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

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

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

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

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

Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

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

## Nicole Selly

---

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

Ms. Neal,

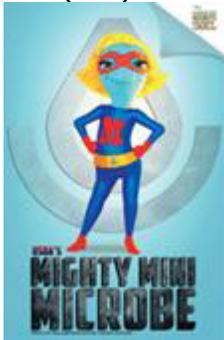
See attached with parts II, IV and V filled out.

If you have any questions please contact me .

Sincerely,

***LeRoy Crockett***  
**Resource Soil Scientist**

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



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

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

Mr. Crockett,

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

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

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

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

Please let me know if you need more information.

Thank you,

Catie Neal



**Catie Neal**  
**Senior Environmental Scientist**

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

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DRAFT

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

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

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

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

<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>	<b>48</b>			
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<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	<b>15</b>				
2. Perimeter in Nonurban Use	<b>10</b>				
3. Percent Of Corridor Being Farmed	<b>20</b>				
4. Protection Provided By State And Local Government	<b>20</b>				
5. Size of Present Farm Unit Compared To Average	<b>10</b>				
6. Creation Of Nonfarmable Farmland	<b>25</b>				
7. Availability Of Farm Support Services	<b>5</b>				
8. On-Farm Investments	<b>20</b>				
9. Effects Of Conversion On Farm Support Services	<b>25</b>				
10. Compatibility With Existing Agricultural Use	<b>10</b>				
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

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

Signature of Person Completing this Part: \_\_\_\_\_ DATE: \_\_\_\_\_

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

## **Cultural Resources Appendix**

Contents:

SHPO Concurrence Letter

DRAFT



**Florida Department of Transportation**

**RON DESANTIS**  
GOVERNOR

801 North Broadway Avenue  
Bartow, FL 33830

**KEVIN J. THIBAUT, P.E.**  
SECRETARY

April 30, 2019

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

Attn: Transportation Compliance Review Program

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

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

Dear Dr. Parsons:

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

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

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

[www.dot.state.fl.us](http://www.dot.state.fl.us)

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

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

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

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

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



Vivianne Cross  
Environmental Project Manager

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

CC: Mark Easley, KCA  
Marion Almy, ACI

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

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

SHPO Comments:

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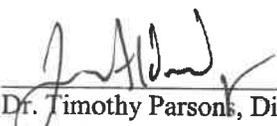
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Dr. Timothy Parsons, Director  
State Historic Preservation Officer  
Florida Division of Historical Resources

Date 5/29/2019

For

## **Natural Resources Appendix**

Contents:

Water Quality Impact Evaluation (WQIE)

DRAFT

**WATER QUALITY IMPACT EVALUATION CHECKLIST**

**PART 1: PROJECT INFORMATION**

Project Name:	SR 70 SWAT project from Lorraine Road to CR 675
County:	Manatee
FM Number:	414506-2-22-01
Federal Aid Project No:	N/A
Brief Project Description:	The FDOT is conducting this PD&E Study to evaluate options for widening SR 70 in Manatee County from Lorraine Road to CR 675.

**PART 2: DETERMINATION OF WQIE SCOPE**

Does project discharge to surface or ground water?  Yes  No

Does project alter the drainage system?  Yes  No

Is the project located within a permitted MS4?  Yes  No

Name: Manatee County and Co Permittees

If the answers to the questions above are no, complete the applicable sections of Part 3 and 4, and then check Box A in Part 5.

**PART 3: PROJECT BASIN AND RECEIVING WATER CHARACTERISTICS**

**Surface Water**

Receiving water(s) names: Wolf Slough, Braden River, Braden River Tributary, Cow Pen Slough, Cypress Banks East Creek

Water Management District: Southwest Florida (SWFWMD)

Environmental Look Around meeting date: N/A

*Attach meeting minutes/notes to the checklist.*

Water Control District Name (list all that apply): None

**Groundwater**

Sole Source Aquifer (SSA)?  Yes  No

Name \_\_\_\_\_

If yes, complete Part 5, D and complete SSA Checklist shown in Part 2, Chapter 11 of the PD&E Manual

Other Aquifer?  Yes  No

Name \_\_\_\_\_

Springs vents?  Yes  No

Name \_\_\_\_\_

Well head protection area?  Yes  No  
Name \_\_\_\_\_  
Groundwater recharge?  Yes  No  
Name \_\_\_\_\_

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as Impaired in accordance with Chapter 62-303, F.A.C.

Date of notification: 2/19/2018

**PART 4: WATER QUALITY CRITERIA**

List all WBIDs and all parameters for which a WBID has been verified impaired, or has a TMDL in Table 1. This information should be updated during each re-evaluation as required.

Note: If BMAP or RAP has been identified in Table 1, Table 2 must also be completed. Attach notes or minutes from all coordination meetings identified in Table 2.

EST recommendations confirmed with agencies?  Yes  No

BMAP Stakeholders contacted:  Yes  No

TMDL program contacted: \_\_\_\_\_  Yes  No

RAP Stakeholders contacted:  Yes  No

Regional water quality projects identified in the ELA  Yes  No

If yes, describe:

Potential direct effects associated with project construction and/or operation identified?  Yes  No

If yes, describe:

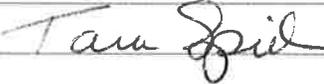
Discuss any other relevant information related to water quality including Regulatory Agency Water Quality Requirements.

This project will utilize a regional pond located north of SR 70 that discharges to the Braden River. The pond site will convert the existing landuse (agricultural) to a pond site. Pollutant loading calculation will show a net improvement. No stormwater ponds are proposed adjacent to SR 70 and runoff will flow directly to cross drains where it will be attenuated to the pre-developed condition.

**PART 5: WQIE DOCUMENTATION**

- A. No involvement with water quality
- B. No water quality regulatory requirements apply.
- C. Water quality regulatory requirements apply to this project (provide Evaluator's information below). Water quality and stormwater issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.
- D. EPA Ground/Drinking Water Branch review required.  Yes  No  
 Concurrence received?  Yes  No  
 If Yes, Date of EPA Concurrence: [Click here to enter a date..](#)  
*Attach the concurrence letter*

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

Evaluator Name (print): Tara Spieler, P.E.	
Title: Chief Drainage Engineer, Kisinger Campo & Associates	
Signature: 	Date: 4/11/2019



