

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR 72 FROM CR 661 TO SR 70 & SR 70 FROM CR 661 TO PEACE RIVER BRIDGE

District: FDOT District 1

County: Desoto County

ETDM Number: N/A

Financial Management Number: 443123-1-21-01

Federal-Aid Project Number: N/A

Project Manager: Patrick Bateman

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

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

August 24, 2026

Director Office of Environmental Management
Florida Department of Transportation

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

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

Table of Contents

1. Project Information	1
1.1 Project Description	1
1.2 Purpose and Need	6
1.3 Planning Consistency	7
2. Environmental Analysis Summary	9
3. Community Effects	10
3.1 Social	10
3.2 Economic	12
3.3 Land Use Changes	13
3.4 Mobility	15
3.5 Aesthetic Effects	16
3.6 Relocation Potential	17
3.7 Farmland Resources	17
4. Cultural Resources	18
4.1 Section 106 of the National Historic Preservation Act	18
4.2 Section 4(f) of the USDOT Act of 1966, as amended	19
4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965	20
4.4 Recreational Areas and Protected Lands	20
5. Natural Resources	21
5.1 Protected Species and Habitat	21
5.2 Wetlands and Other Surface Waters	27
5.3 Essential Fish Habitat (EFH)	37
5.4 Floodplains	37
5.5 Sole Source Aquifer	38
5.6 Water Resources	38
5.7 Aquatic Preserves	39
5.8 Outstanding Florida Waters	39
5.9 Wild and Scenic Rivers	39

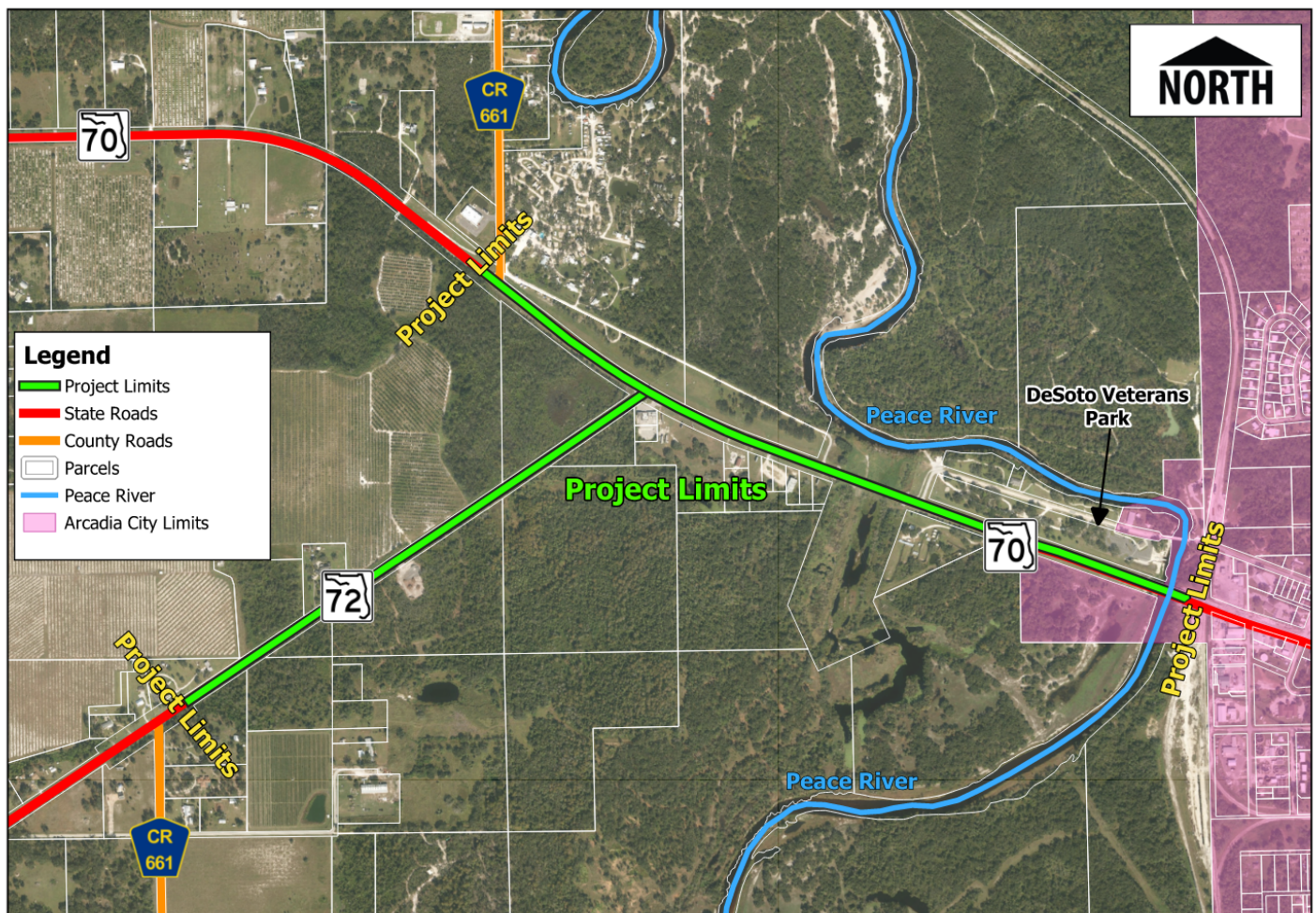
5.10 Coastal Barrier Resources	40
6. Physical Resources	41
6.1 Highway Traffic Noise	41
6.2 Air Quality	41
6.3 Contamination	41
6.4 Utilities and Railroads	43
6.5 Construction	45
7. Engineering Analysis Support	46
8. Permits	47
9. Public Involvement	48
10. Commitments Summary	52
11. Technical Materials	53
Attachments	54

1. Project Information

1.1 Project Description

The Florida Department of Transportation (FDOT), District One, conducted a Project Development and Environment (PD&E) study for proposed improvements, including consideration of a single lane roundabout at the intersection of State Road (SR) 70 and SR 72 west of Arcadia in DeSoto County, Florida. **Figure 1** depicts the project location map. **Figure 2** depicts the proposed roundabout and roadway alignment.

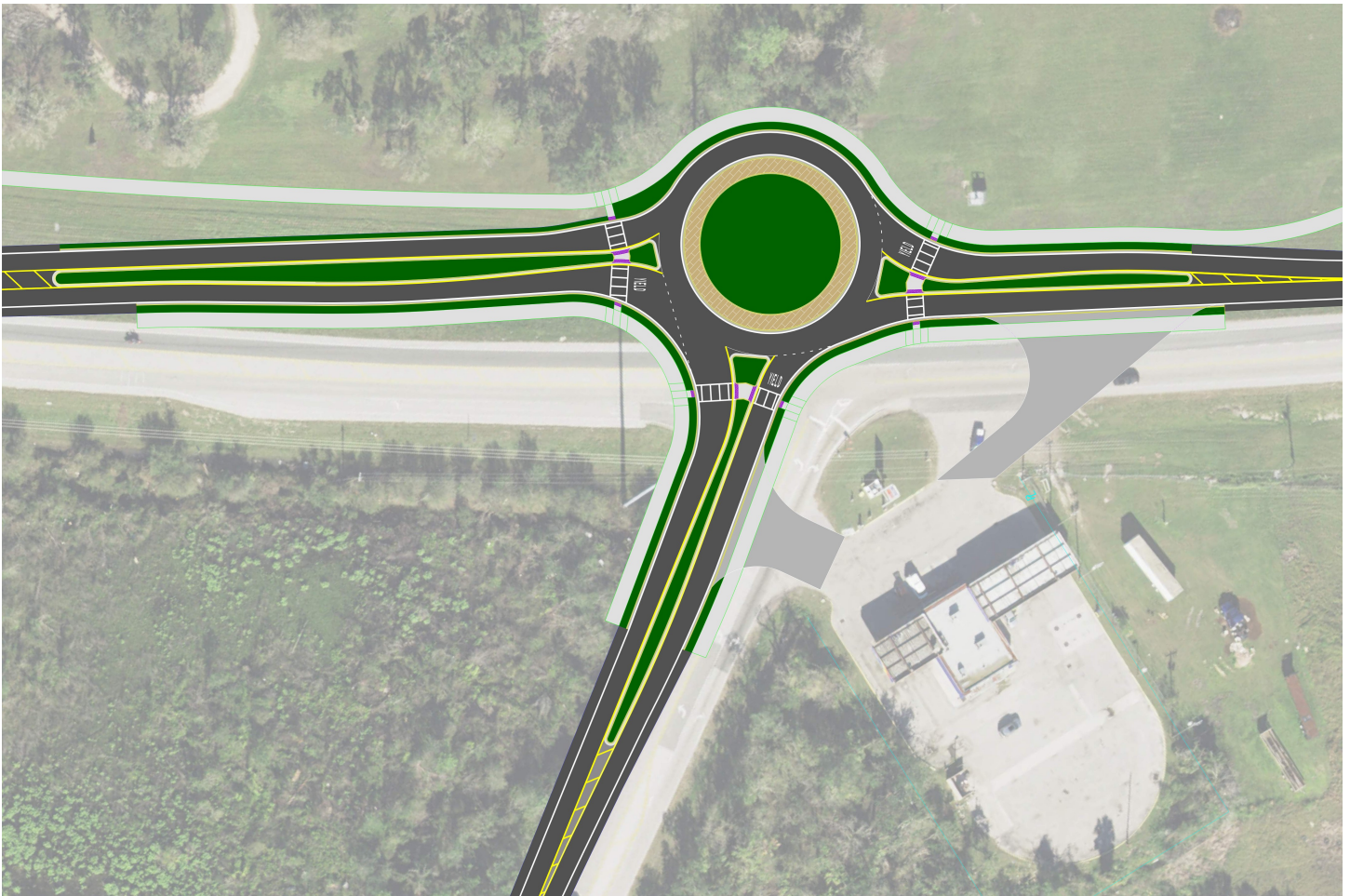
Figure 1 - Project Location Map



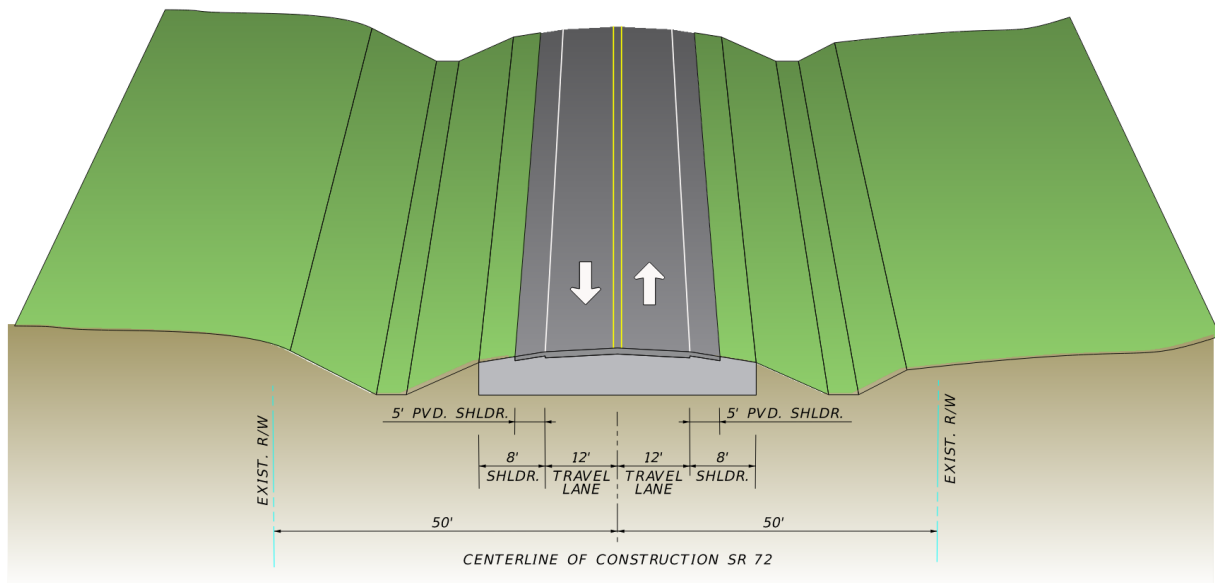
This project involves raising and realigning SR 72 for approximately 0.85 miles between County Road (CR) 661 and SR 70. The SR 70 alignment will also be raised above historic flood levels and will require roughly 1.05 miles of raising and reconstruction of SR 70 from CR 661 to the Peace River Bridge. A roundabout is proposed in lieu of the stop-controlled intersection. The proposed project would improve the safety and operations of both roadway facilities by mitigating the risk of flood damage to the road, reducing unplanned road closures due to severe flooding, and improving the overall safety of the intersection. Multi-modal improvements, including a shared-use path are proposed as additional safety improvements. The sidewalks on the south side of the roundabout will provide connectivity to the bike path on the north side. These sidewalks allow bikers the option to navigate the roundabout without utilizing the circulatory roadway. A dry retention pond (wide swale) is proposed north of SR 70 between the roundabout and the Peace River Relief Bridge (No. 040002) to

provide stormwater management for SR 72 and portions of SR 70. Drainage for the SR 70 portion east of the bridge will remain existing open roadside ditches and existing inlets at the bridges. Drainage from SR 70, west of the relief bridge, flowing to the north will be conveyed to the pond via open swale, inlets, and pipes. The remainder of SR 70 will follow existing drainage patterns. Offsite water will utilize existing cross-drains and will bypass the proposed treatment swale. At the Peace River Relief Bridge along SR 70, the relief area is to be excavated to provide additional storage during severe storm events.

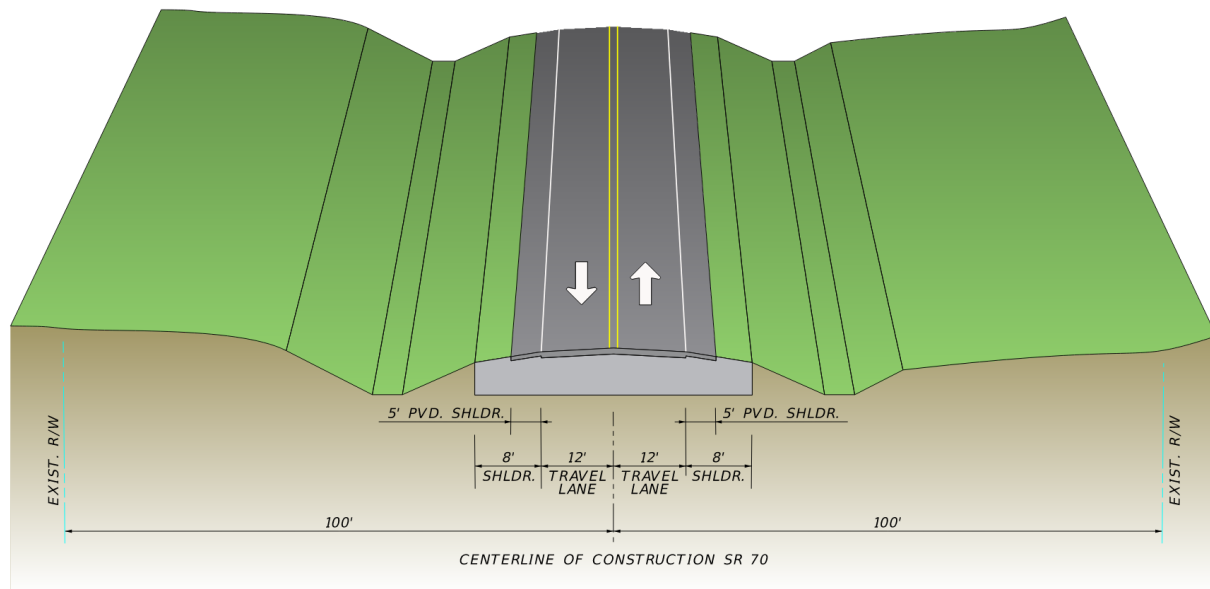
Figure 2 - SR 72 and SR 70 Roundabout Intersection



Within the project limits, SR 72 is a rural two-lane undivided roadway with a posted speed limit of 60 Miles Per Hour (mph) that is reduced to 45 mph approaching the SR 70 intersection. The typical section consists of 12-foot travel lanes, and 10-foot shoulders (five feet paved). There are no designated bicycle or pedestrian facilities. The existing typical section of SR 72 is shown in **Figure 3**.

Figure 3 - SR 72 Existing Typical Section

Within the project limits, SR 70 is a rural two-lane undivided roadway with a posted speed limit of 45 mph throughout the project limits. The typical section consists of 12-foot travel lanes and 10-foot shoulders (five feet paved). There are no existing designated bicycle or pedestrian facilities. This section of SR 70 is listed as an emerging Strategic Intermodal System (SIS). The existing typical section of SR 70 is shown in **Figure 4**.

Figure 4 - SR 70 Existing Typical Section**Description of Preferred Alternative**

Based on the evaluation of the alternatives, the Preferred Alternative involves raising the profile of SR 72 and SR 70 above the 100-year storm event elevation. SR 72 will be slightly re-aligned north of the current location to provide a single-lane roundabout instead of the stop-controlled intersection at SR 70. Both SR 70 and SR 72 will have two 12-foot lanes with 10-foot shoulders (5-foot paved). The typical sections for the preferred alternative are shown below in **Figures 5 & 6**. The proposed typical section requires additional R/W and proposes to replace the existing T-intersection (SR 72 stop-controlled) with a continuous flow roundabout. This typical proposes 12-foot lanes with 10-foot shoulders (5-foot paved) for both SR 70 and SR 72. Additionally, a 10-foot shared-path will be provided on the north side of SR 70, connecting DeSoto Veterans Park to CR 661.

Figure 5 - SR 72 Proposed Typical Section

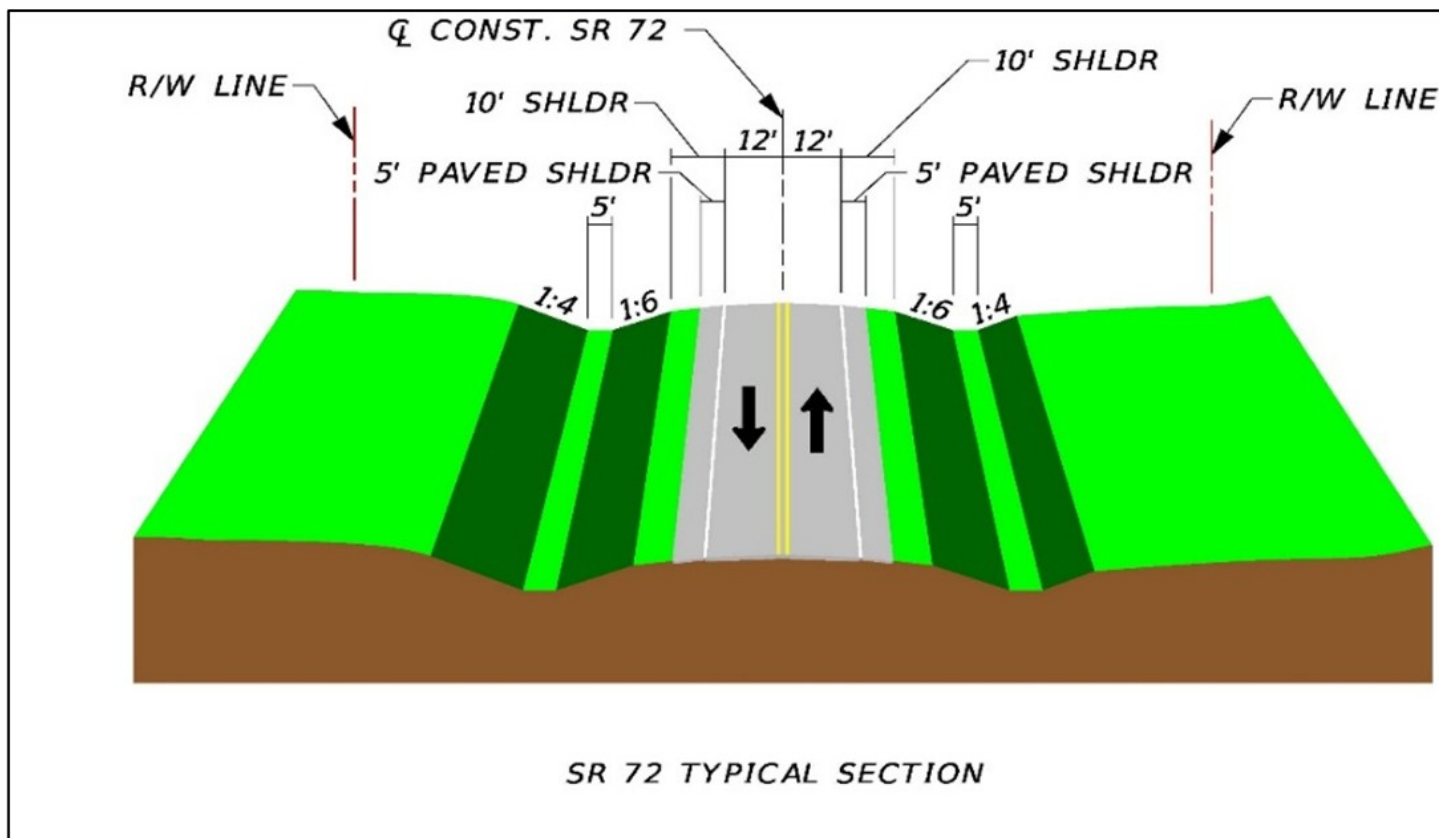
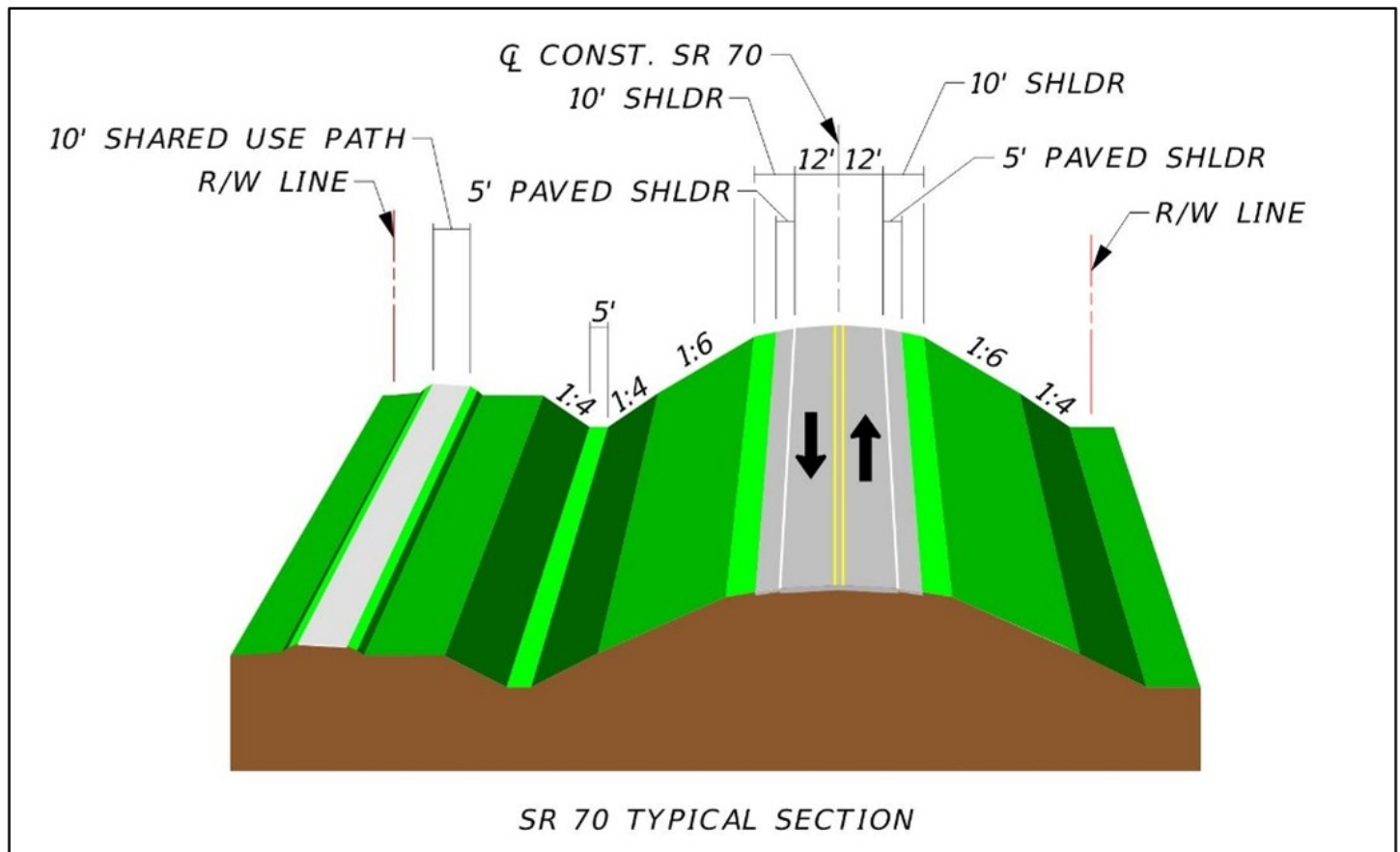


Figure 6 - SR 70 Proposed Typical Section

Due to the proposed shift to the northwest in the alignment of SR 72, Right-of-Way (R/W) takes are required, impacting 13 properties for an approximate total of 13.12 acres.

1.2 Purpose and Need

The purpose of this project is to address flooding and safety issues identified within the project area. The need for this project is to ensure SR 72 and SR 70 are traversable after severe storm events and to reduce crashes associated with the intersection of SR 72 and SR 70. Another goal of the project is to enhance multi-modal access.

FLOOD MITIGATION: Add Resiliency Measures and Prevent Roadway Closures

The segment of SR 72 between CR 661 and SR 70 has been prone to severe flooding over the years. The Federal Emergency Management Agency's (FEMA) effective Flood Insurance Rate Maps (FIRMs), dated November 6, 2013, depict Zone AE, A, and X floodplain limits within the project proximity. The Zone AE floodplains, which are areas that have a 1% chance of annual flooding, are consistent with the Peace River and its overbank area. This riverine floodplain encroaches into the SR 72 and SR 70 R/W and has a Base Flood Elevation (BFE) of 25.0 feet and 26.0 feet. The Zone A floodplains, which are areas that have a 1% annual chance of flooding, but do not have an established BFE are located along the western portion of SR 72 within the project limits. Several publications and other historical records have shown this portion of the roadway frequently inundated during hurricane season. A shallow base clearance coupled with repeated

high-water levels from the Peace River, decreases the overall service life of the roadway and leads to more unscheduled repairs and maintenance. The project area is within an open basin where runoff flows via sheet flow to roadside ditches and through existing cross drains in a general southeast direction towards the Peace River. There is currently no existing permit for the area and the runoff is untreated prior to discharge. Frequent flooding restricts regional travel as well as adversely affects access and mobility for the local community. Public safety is at notable risk during these flooding events as it can delay emergency response, restrict access to important shelters, hospitals, medical facilities, and necessary goods and services.

SAFETY: Reduce Crash Potential

The intersection of SR 72 and SR 70 is currently a T-intersection, stop-controlled at the terminus of SR 72 where it intersects with SR 70. SR 72 has a high level of truck traffic due to citrus fruit being brought from regional groves to the Peace River Citrus Products facility, located approximately 0.70 miles southwest of the project limits on SR 72. The truck traffic from this facility and other regional agricultural or rural-residential uses creates a high number of large-vehicle turning movements at the intersection of SR 72 and SR 70. Further complicating the safety of this intersection is the presence of the gas station at the south corner, with large, full access driveways on SR 72 and SR 70. The driveway apron on SR 72 is located approximately 65 feet from the SR 70 intersection and the apron on SR 70 is located within approximately 10 feet of the return radius of the intersection of SR 72. The proximity of these driveways to the intersection increases the potential for crashes. The spacing between these two driveways are too close together and do not meet the separation requirements per FDOT Design Manual (FDM) Table 201.4.2. A review of the crash data (2021-2025) [115 crashes reported at the SR 72/SR 70 intersection, including one fatality, seven incapacitating injuries, and 16 possible injury crashes] indicates a high number of crashes that occur result in injury.

MODAL INTERRELATIONSHIPS: Enhance Mobility Options and Multi-Modal Access

There is a lack of bicycle and pedestrian connectivity in the area. The DeSoto Veterans Memorial Park is located adjacent to the project area on the north side of SR 70 and the Peace River Campground and Canoe Rental business is located northwest of the project area. Each of these recreation facilities creates non-vehicular demand, primarily for visiting the gas station. No pedestrian pathways connect to the store and no crossing facilities exist at the SR 72 and SR 70 intersection or within the project area. Crash data shows a pedestrian fatality occurred within the project area along SR 70 in 2016 in an area with no pedestrian facilities. A pedestrian was struck while walking along the westbound SR 70 shoulder.

1.3 Planning Consistency

The project scope, limits, and cost in environmental documents are consistent with Heartland Transportation Planning Organization (HRTPO) 2050 Long Range Transportation Plan (LRTP) priorities and the Current FDOT State Transportation Improvement Program (STIP) (June 2026) and the HRTPO Transportation Improvement Program (TIP) (June 2025).

The design of the preferred alternative is on-going.

Currently Adopted LRTP-CFP	COMMENTS			
No	Intersection improvements are not considered regional capacity improvements, so this project will not be included in the LRTP. However, this project does align with the Safe, Connected, and Resilient goals addressed in the HRTPO LRTP adopted March 2021 and amended March 2025. The latest HRTPO Transportation Improvement Plan (TIP) for FY 2025/26 - 2029/30 was adopted on June 18, 2025 and amended on March 11, 2026. This project is included in the TIP.			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$2,364,975	<2026	Cost estimates between the TIP and STIP are consistent
STIP	Y	\$2,364,041	<2026	
R/W				
TIP	Y	\$2,000 \$3,063,879 \$3,065,879	<2026 2026 All Years	Total costs are consistent, but not in the same years. The TIP will be amended early in fiscal year 2027.
STIP	Y	\$319 \$1,681 \$3,063,879 \$3,065,879	<2026 2026 2027 All Years	
Construction				
TIP	Y	\$19,690,187	2030	Cost estimates between the TIP and STIP are consistent
STIP	Y	\$22,887,653	>2029	

2. Environmental Analysis Summary

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

USCG Permit

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

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Community Effects

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

3.1 Social

More information can be found in the Sociocultural Data Report (March 2026), available in the project file.

The project site is located within unincorporated DeSoto County. Information was gathered using American Community Survey (ACS) data from 2020-2024 based on a 500-foot buffer of the project limits and data for DeSoto County. Census Block Groups within the 500-foot buffer of the project limits were evaluated. The Census Block Groups are 120270104031, 120270104041, 120270104042, 120270102001, and 120270103022.

Table 2 - General Population and Age Trends

	Census Block Groups	DeSoto County
Total Population	7,563	35,386
Total Households	2,614	12,824
Females	3,367	15,895
Average Persons per Household	2.84	2.53
Under Age five	5.37%	5.05%
Ages 65 and Over	19.78%	23.79%

Table 3 - Race and Ethnicity Trends

	Census Block Groups	DeSoto County
White Alone	61.88%	60.79%
Black or African American Alone	10.60%	12.46%
Asian Alone	0.00%	0.09%
American Indian or Alaska Native Alone	0.94%	0.44%
Native Hawaiian and Other Pacific Islander Alone	0.36%	0.08%
Claimed two or More Races	20.28%	15.77%
Hispanic or Latino of Any Race (Ethnicity)	26.07%	30.05%

Table 4 - Educational Attainment Trends (Ages 25 and Over)

	Census Block Groups	DeSoto County
Less than 9th Grade	9.77%	11.38%
9th to 12th Grade, No Diploma	13.56%	15.14%
High School Graduate or Higher	76.67%	73.48%
Bachelor's Degree or Higher	8.39%	10.80%

Table 5 - Income and Housing Trends

	Census Block Groups	DeSoto County
Median Household Income	\$51,397	\$54,417
Population Below Poverty Level	22.54%	24.06%
Owner-Occupied Units	1,953	9,300
Median Housing Value	\$166,400	\$174,100

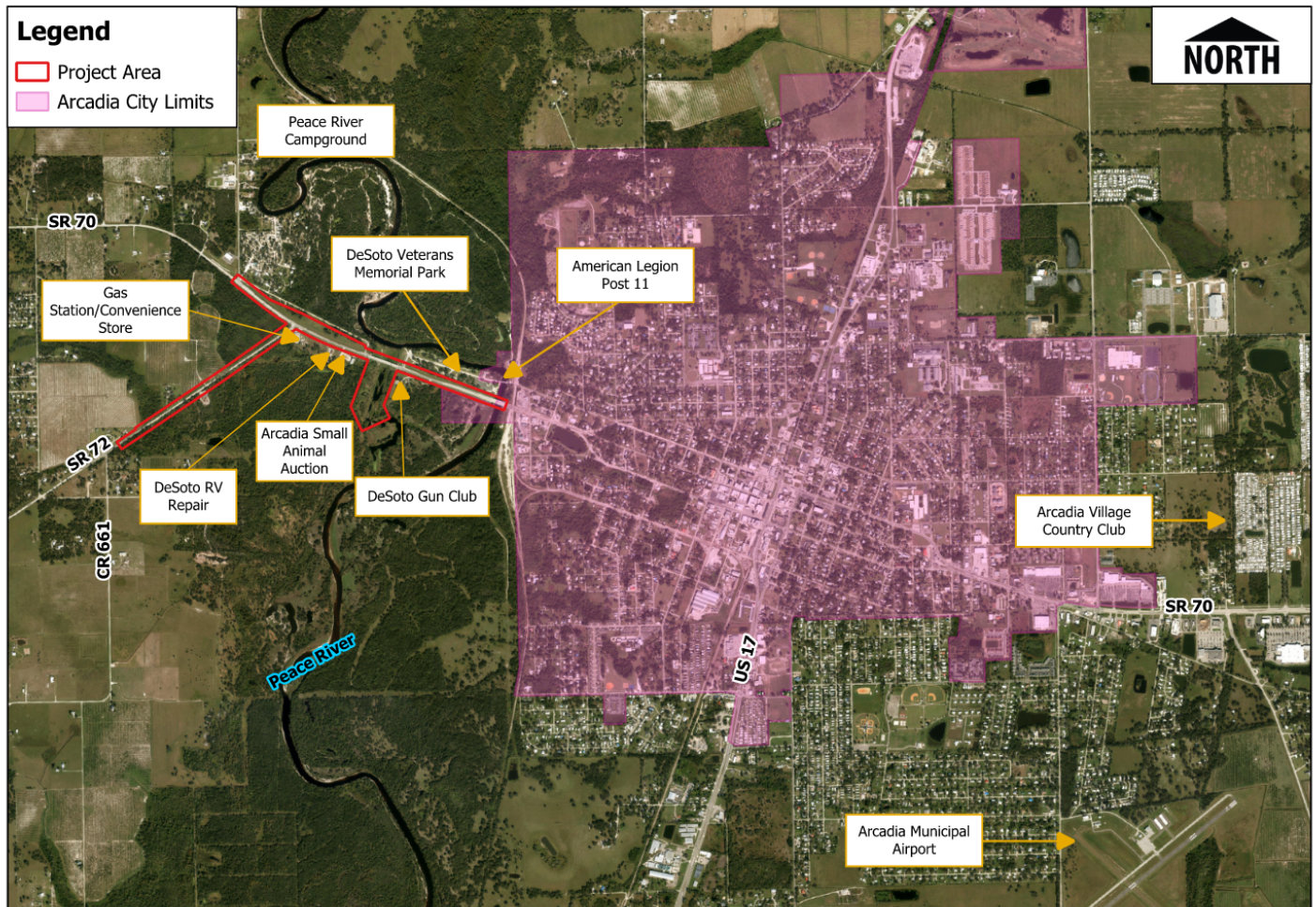
Table 6 - Language Trends

	Census Block Groups	DeSoto County
Speaks English Well	4.44%	4.82%
Speaks English Less than Very Well	6.47%	10.08%
Speaks English Not at All	1.24%	1.65%

Tables 2 - 6 were used to analyze the likelihood of direct and indirect impacts to the population within the project limits. It was determined that the project will not negatively affect any population; therefore, no particular demographic category will be affected. No population will be displaced as a result of this project and this project is not anticipated to cause any increase or decrease to the population. No distinct populations would be affected by this project.

Community Features

A desktop review of the project area indicates that there are limited community facilities within or near the project area. There are community features adjacent to the project area, including the American Legion Post 11 community center, DeSoto Veterans Memorial Park, Peace River Campground, DeSoto Gun Club, Arcadia Small Animal Auction, DeSoto RV Repair, and the gas station. **Figure 7** depicts the community resources within or near the project area. The preferred alternative is not anticipated to cause adverse impacts to this resource.

Figure 7 - Community Features within or near the Project Area

Community Cohesion

Community cohesion is an important factor when evaluating roadway projects, as certain projects can result in the physical division of a community with a roadway or other improvement. The subject project would not result in any barriers dividing any established neighborhood but would provide safer non-vehicular connectivity to the surrounding area. The project would not result in any changes to traffic patterns, except to create a safer intersection at SR 72 and SR 70. No changes to social relationships are expected as a result of the project. The project would result in enhancement to connectivity for the community as a whole and to the DeSoto Veterans Memorial Park, via pedestrian and bicycle facilities. The project would not have any negative effect on community cohesion.

3.2 Economic

Economic characteristics of the community and the project impacts to business and employment activity as well as property values are evaluated and discussed.

This project would modify access to the gas station located at the southeast corner of the intersection of SR 72 and SR 70. The current intersection and the location of the driveways result in numerous conflict points, often at high speeds. The new roundabout alternative will modify the access to the business and will further separate the entrances to ensure that traffic entering and exiting the business is clearly visible and traveling at lower speeds. Full access to the property will be maintained. Safety enhancements are important factors in the location of the ingress and egress locations to the property. The project is not anticipated to change any traffic numbers. The design of the project will not cause change in travel patterns that would result in any business being bypassed. No impact to business visibility is anticipated as a result of the project. No loss of business is anticipated as a result of the project. The project would not create any impact to regional employment opportunities. No military installations would be affected by the project.

R/W will be required by FDOT to create the safe design and meet the project intent. The areas needed to safely design the project are minor and would not have any impact on the tax rolls. With the safety improvements and the removal of the flooding threat that keeps residents from reaching their homes, it is anticipated that any change in taxable value would increase the value of the properties adjacent to the project. No change in business activities would cause any change to the tax base.

3.3 Land Use Changes

On SR 72, the existing land uses are primarily Agricultural and Rural Residential. On SR 70, the existing land uses are Agricultural, Recreation, and Commercial. **Figure 8** shows the existing land uses within the project area. The south side of the intersection of SR 72 & SR 70 has the gas station.

There is no anticipated impact to recreation or open space as a result of the project, and the project is not anticipated to induce secondary development because the existing land uses are supported by the proposed changes. Minor R/W impacts are anticipated to agricultural land; however, the impacts are not anticipated to cause adverse effects to existing land use. The project is compatible with local growth management policies as it does not change the capacity of the roadway. The project is shown to be in line with local Comprehensive Plan goals. **Figure 9** shows the 2040 Future Land Use Map (FLUM), the proposed project supports the FLUM by increasing mobility options for motorists and non-motorists to encourage mixed use development surrounding SR 72 and the SR 70 intersection.

The parcels that will require partial R/W acquisition are all located in unincorporated DeSoto County, and they are zoned as Agricultural 5 District (A-5), Industrial Light District (IL), and Commercial Neighborhood District (CN). The parcels include the Peace River Campground and private residential property. The DeSoto County Zoning codes defines A-5 as "The intent of the Agricultural 5 District (A-5) is primarily agricultural, pastoral, the extraction and processing of non-phosphate minerals and low-density residential development. This district is designed to accommodate traditional agricultural uses and conservatory measures, where appropriate, while protecting the rural areas of the County. The regulations in this district are intended to permit a reasonable use of the property, at a gross density of one unit per five acres. At the same time, the intent is to prevent the creation of conditions which would endanger, damage, or destroy the agricultural base of the County, the environmental resources of the County, the potable water supply and the wildlife resources. The first priority of this district is agricultural uses." A-5 Zoning has a minimum of "five acres unless otherwise specified," but of the ten parcels where R/W would be required, the six smaller parcels are currently legally non-conforming at less than five acres and the four larger parcels of greater than five acres will not become non-conforming due to R/W needs. The use of the properties will not be impacted by necessary R/W acquisition.

Figure 8 - DeSoto County Existing Land Use Map

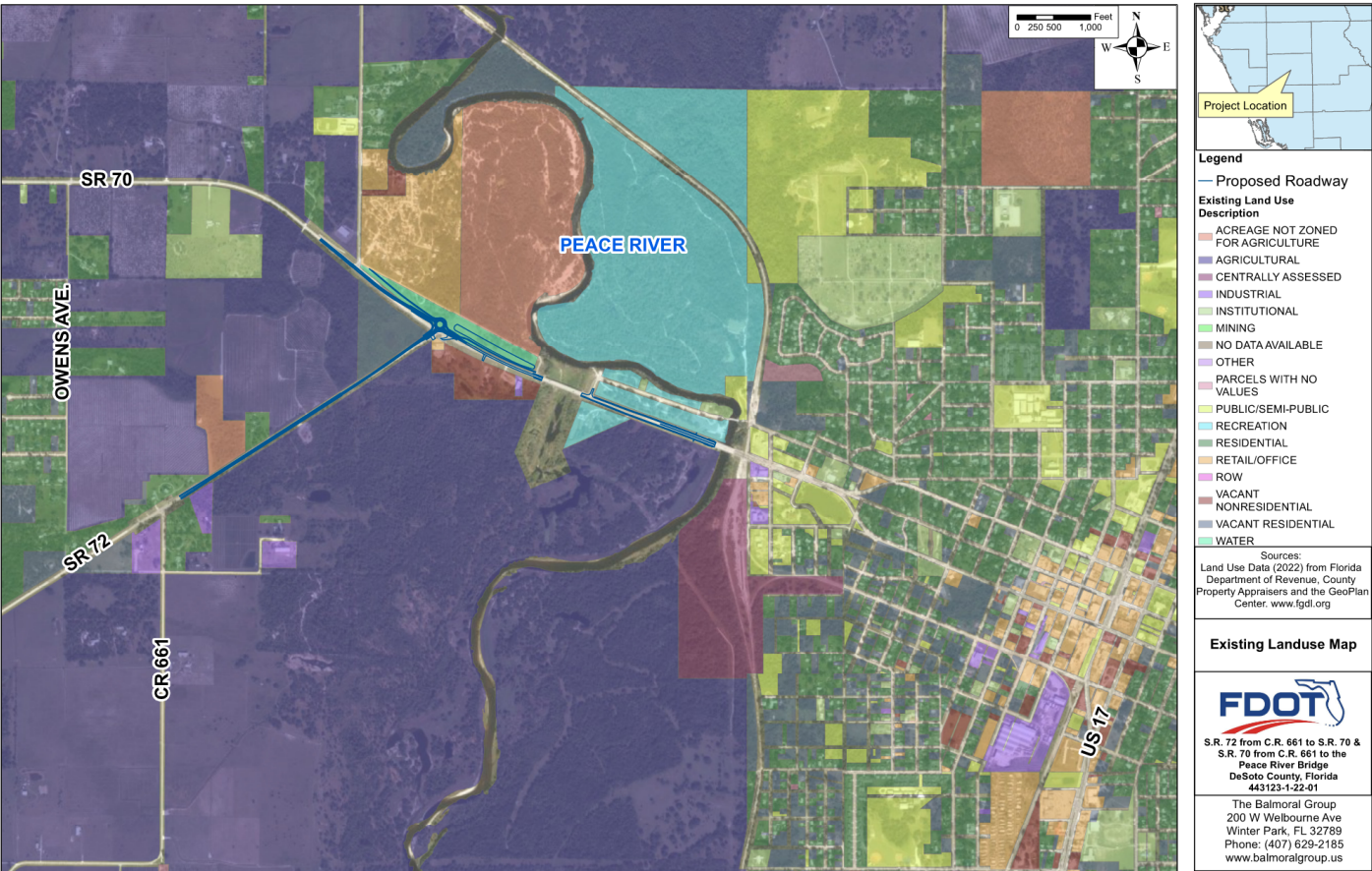
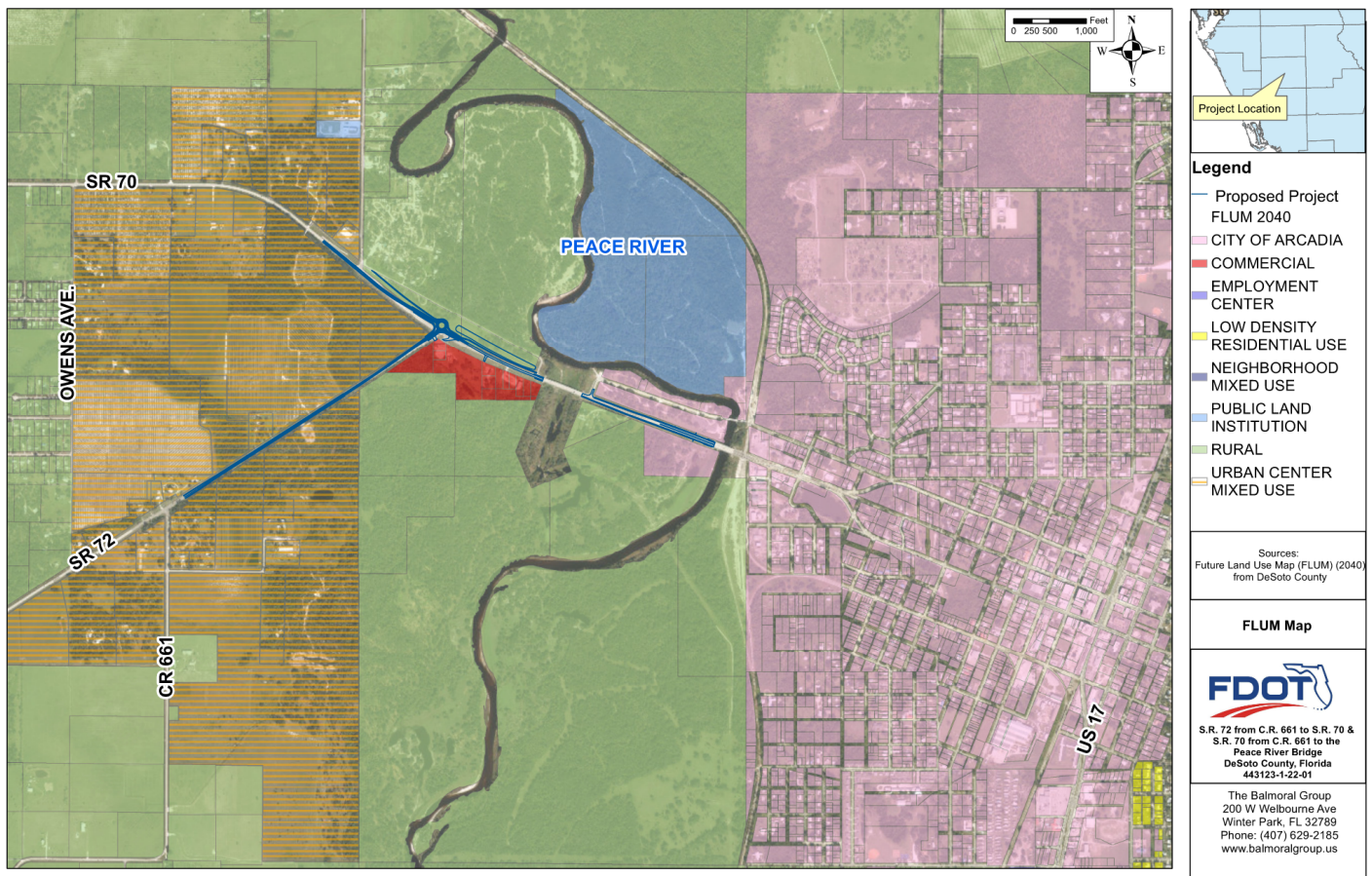


Figure 9 - DeSoto County Future Land Use Map



3.4 Mobility

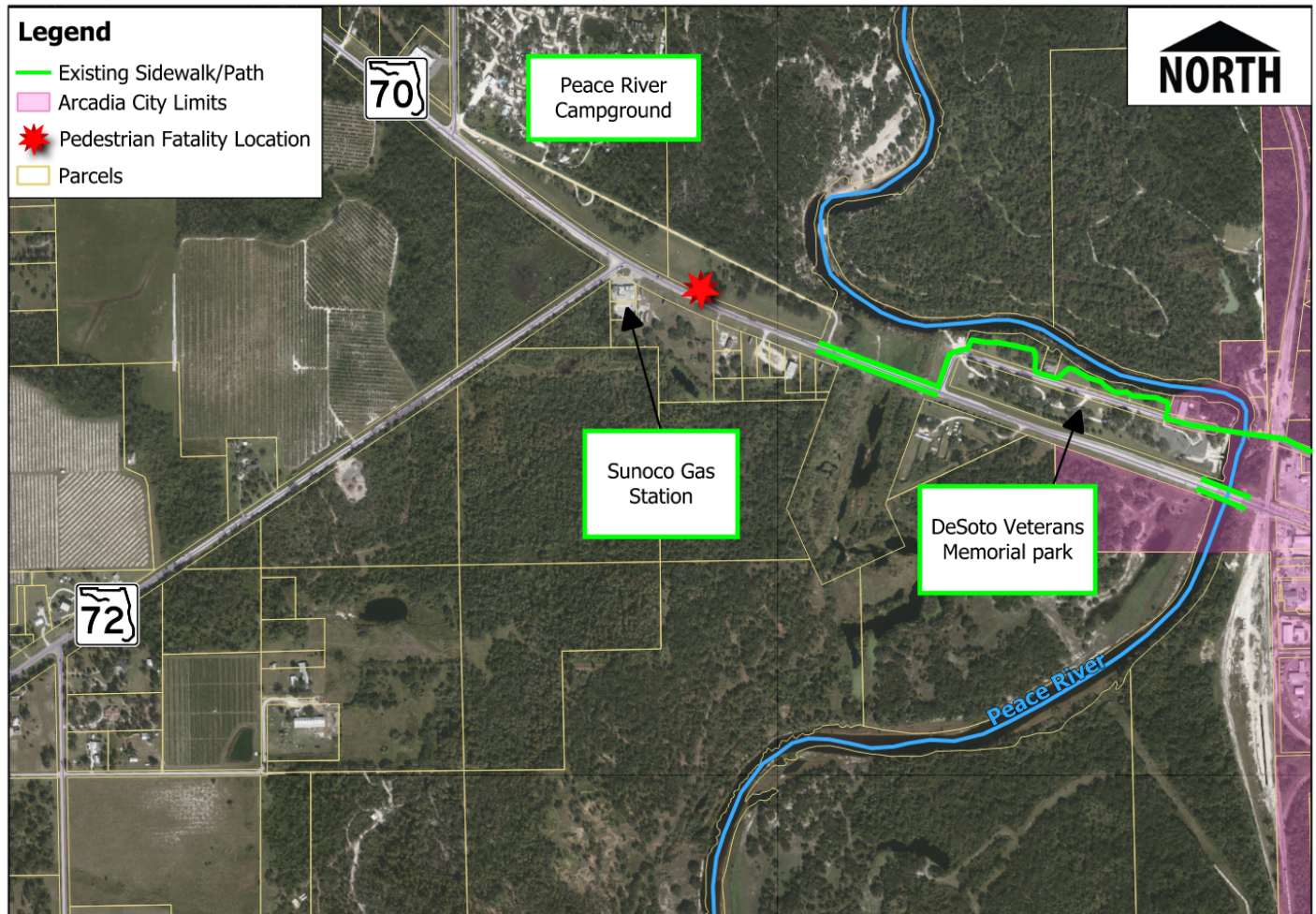
Impacts to mobility and accessibility have been thoroughly evaluated as a part of this project assessment.

The proposed project improvements, roundabout and shared-use path, will enhance pedestrian and bicyclist safety. No pedestrian facilities currently exist in the project area, yet there is a campground and a community park within close proximity. Both of these facilities create pedestrian traffic to the gas station and there are no existing pedestrian facilities or pedestrian crossings to the gas station. The proposed roundabout will provide marked crosswalks for both SR 70 and SR 72, providing non-motorist access to the gas station, as well as along SR 70 with the proposed shared-use path.

Figure 10 shows the existing public path within DeSoto Veterans Memorial Park providing access through the site. The project proposes connecting the shared-use path from the roundabout along SR 70 to the existing public path within the park. The path within the park connects to a recently renovated pedestrian-only bridge that spans the Peace River and connects into the City of Arcadia, where pedestrian facilities currently exist. There is consistent pedestrian activity from the

Peace River campground via a private pathway, but there is a gap in the pathway where the pedestrians cross a grassy area that will be connected by the proposed shared-use path along SR 70. The creation of area-wide connectivity is very important because none currently exists and there is demand for connectivity. Traffic patterns are not anticipated to change as a result of the project. There are no public parking areas incorporated within this project. Access for special needs patrons would be improved with the shared-use path and the safe crossings at the roundabout intersection. Motorists and non-motorists will have safe access to the gas station location, not only with facilities parallel to SR 70, but also with safe crossing facilities at the new roundabout intersection.

Figure 10 - Existing Sidewalk Map



3.5 Aesthetic Effects

The project area is located to the west of the City of Arcadia and is centered around a rural intersection with the gas station as the central feature. The project is not located where it affects a vista or viewshed. A portion of the project is located adjacent to a community focal point, the DeSoto Veterans Memorial Park. The only aspect of the project taking place adjacent to this park is the addition of a shared-use path that will connect into the park and the profile of SR 70 will

be raised in this area to provide resilient solutions for safety facilities. The project is compatible in character with the community values. The project will blend in visually with the area, as the roadways currently exist.

3.6 Relocation Potential

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

3.7 Farmland Resources

This project is subject to the provisions of the Farmland Protection Policy Act of 1981 because it overlaps Rural and Family Lands Protection Act lands or prime farmland. Approximately 1.52 acres of prime and unique farmland overlap the revised project area. A total of 0.76 acre of farmlands are expected to be converted by the project. The Natural Resources Conservation Service Farmland Conversion Impact Rating for this project is 87.4, which is less than the 160 threshold. Therefore, no further action is needed. The preferred alternative will have no significant impact on farmlands within the study area. A Natural Resource Conservation Service (NRCS) NRCS-CPA-106 Farmland Conversion Impact Rating Form was approved by the NRCS on November 9, 2023 and is attached.

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 some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO FDOT has determined that the proposed project will have No Adverse Effect on these resources.

In 2023 a Cultural Resource Assessment Survey (CRAS) report was created and in 2025 an addendum was prepared in accordance with 36 CFR Part 800. The CRAS and CRAS Addendum are both provided in the project file. Historical and archaeological resources were documented within the historical Area of Potential Effect (APE). The historical APE consists of the existing and proposed R/W for the length of the undertaking, and the visual effects buffer consists of the existing and proposed R/W and adjacent parcels up to 200 ft from the centerline. Archaeological survey methods included pedestrian survey throughout the APE and subsurface testing in the form of shovel test pits (STP) at 50-m (164 ft) and 100-m (328 ft) intervals based on probability within areas of proposed new ground disturbance.

During the 2023 CRAS, eight historical resources, including three newly recorded structures (8DE01152, 8DE01153, and 8DE01159), three newly recorded resource groups (8DE01154-8DE01156), and two newly recorded bridges (8DE01157 and 8DE01158) were documented within the APE and the visual effects buffer. The District recommends that all of the structures (8DE01152, 8DE01153, and 8DE01159) and bridges (8DE01157 and 8DE01158) were determined individually ineligible for listing in the National Register of Historic Places (NRHP) and no further work is needed. 8DE01154 is a newly recorded segment of SR 70 that passes through the APE for a length of 1.12 mi (1.80 km). As the resource cannot be fully documented outside the APE, the District determined that the site is individually ineligible for listing in the NRHP and no further work is needed. 8DE01155 is a newly recorded segment of SR 72 that passes through the APE for a length of 0.78 mi (1.25 km). As the resource cannot be fully documented outside the APE, the District determined that the site individually ineligible for listing in the NRHP and no further work is needed. 8DE01156 is the newly recorded Peace River Campground Building Complex. Built in 1971, 8DE01156 consists of 15 noncontributing buildings. As the resource cannot be fully documented outside the APE, the District determined that the site is individually ineligible for listing in the NRHP and no further work is needed.

The CRAS Addendum identifies one archaeological occurrence (AO 1) that was not previously identified in the 2023 CRAS. AO 1 was an isolated find, and was found within STP 20. STP 20 consists of 35 cm of grayish brown sand (Stratum I), over dark grayish brown sand (Stratum II) from 35-55 centimeters below surface (cmbs), over light yellowish-brown sand (Stratum III) that exceeds 100 cmbs. A single piece of milk glass was recovered from Stratum II at a depth of 20-40 cmbs. The delineation tests did not yield any additional cultural material. The presence of a single fragment of milk glass in a portion of the APE that is remote from any historical structure visible on aerial photographs or maps indicates this is not associated with a historical residence and does not represent a significant refuse or bottle dump. Rather, its location between Old SR 18 and SR 70, two transportation corridors that date to the early and mid-twentieth century, respectively, dictates that it likely represents an incidental deposit.

Additionally, the 2025 CRAS Addendum documented four historical resources, including one newly recorded segment of a previously recorded linear resource (8DE00828), one newly recorded structure (8DE01283), and two newly recorded linear resources (8DE01284 and 8DE01285). The district determined that 8DE00828 and 8DE01284 are eligible for listing in the NRHP, and resources 8DE01283 and 8DE01285 were determined by the district to be individually ineligible for listing in the NRHP and no further work is needed.

Old SR 18/American Legion Drive/Desoto Park Avenue (8DE00828) is a newly recorded segment of a previously recorded linear resource built circa 1915. The district determined 8DE00828 eligible for listing in the NRHP. This segment of Old SR 18 meets Criterion A in the areas of Transportation and Community Planning and Development. The State Historic Preservation Officer (SHPO) determined another segment of 8DE00828 in Arcadia eligible for listing in the NRHP on May 12, 2009. Proposed project activities adjacent to 8DE00828 consist of roundabout construction, road construction, R/W acquisition, milling and resurfacing, clearing and grubbing, and construction of a shoulder gutter and a curb and gutter. The activities will not alter the character-defining qualities that may qualify this linear resource for inclusion in the NRHP, and as such, will have **no adverse effect** on 8DE00828.

A segment of the Seaboard Coast Line Railroad (8DE01284) is a newly recorded linear resource built circa 1886. The District determined that 8DE01284 is potentially eligible for listing in the NRHP under Criterion A in the areas of Transportation and Community Development. The SHPO determined other segments of this railroad in nearby counties eligible under the same criterion (8PO07140 in 2018, 8SM00463 in 2020, 8SM00774 in 2020, and 8LA02957 in 2022), and 8DE01284 shares the same qualities as these segments. While the APE contains only a segment of the resource in DeSoto County, the segment retains its original route, materials, and design and possesses the appropriate associations and integrity to reflect NRHP eligibility. However, 8DE01284 does not meet Criterion B, since there are no associations with significant persons, and it is not eligible under Criterion C, as it has no distinctive design or construction. It is not eligible under Criterion D, as it does not possess the potential to provide further information of historical importance. Proposed project activities adjacent to 8DE01284 consist of roundabout construction, road construction, R/W acquisition, milling and resurfacing, clearing and grubbing, and construction of a shoulder gutter and a curb and gutter. The activities will not alter the character defining qualities that may qualify this linear resource for inclusion in the NRHP, and as such, will have **no adverse effect** on 8DE01284. FDOT found that some of these resources meet the eligibility criteria for inclusion in the NRHP, and SHPO has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have **No Adverse Effect** on these resources. The district determined **no additional cultural resource investigation** within the APE at this time. Concurrence on the CRAS was received from SHPO on September 18, 2023 and concurrence on the CRAS Addendum was received from SHPO on November 12, 2025. Both letters are attached.

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

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

DeSoto Veterans Memorial Park is located adjacent to the project. The park is owned by DeSoto County. The park is accessible by vehicles off of SR 70 and can be accessed by pedestrians by utilizing the bridge over the Peace River, via W. Hickory Street. Access to the park will be maintained during and after construction. There will be no acquisition of land from this resource, no occupation of the resource on a temporary or permanent basis, and no proximity impacts to the resource. Therefore, this project will have "no use" of this resource. A Section 4(f) Resources Form is attached.

Additionally, nearby resources such as the Seaboard Coast Line Railroad (8DE01284) and Old SR 18/American Legion Drive/DeSoto Park Avenue (8DE00828) are eligible/potentially eligible for listing in the NRHP. However, these resources are not adjacent to the project and there is no potential for adverse effects on these resources.

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

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

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area

5. Natural Resources

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

5.1 Protected Species and Habitat

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

The project area was assessed for the presence of suitable habitat for federal and/or state-listed protected species in accordance with 50 Code of Federal Regulations (CFR) Part 402 of the Endangered Species Act (ESA) of 1973, as amended, Chapters 5B-40: Preservation of Native Flora of Florida and 68A-27 Florida Administrative Code (F.A.C.) Rules Relating to Endangered or Threatened Species.

A Natural Resources Evaluation (NRE) was prepared for this PD&E study in 2023 and an Addendum was created in 2026. The NRE was sent to the following agencies: U.S. Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), and National Marine Fisheries Service (NMFS). The NRE was sent to all agencies on November 15, 2023; concurrence was received from the USFWS on November 28, 2023 and is attached. Additionally, the NRE Addendum was sent to USFWS on February 19, 2026 and concurrence was received on April 30, 2026 and is attached. The NRE Addendum was sent to FWC on February 19, 2026 and on March 16, 2026 a letter was received from FWC that states they "Agree with the effect determinations" and is attached. Based on this evaluation, the revised project area contains federally designated critical habitat for the Florida bonneted bat (*Eumops floridanus*), while the 2023 NRE project area did not. A total of seven federally listed wildlife species, six state listed wildlife species, four non-listed protected wildlife species, and two candidate species for federal listing were identified as potentially occurring within the project area based on documented geographic distribution and suitable habitat.

Additionally, The USFWS has removed the Southeast U.S. distinct population segment of the wood stork (*Mycteria americana*) from the Federal List of Endangered and Threatened Wildlife, effective March 12, 2026 (the NRE Addendum was created and approved before this date and the wood stork is listed as a federally endangered species in the NRE Addendum). Federal agencies (including FDOT under NEPA assignment) will no longer be required to consult with the Service under section 7 of the ESA for the wood stork. The wood stork is now a state-listed threatened species, occurring on Florida's Endangered and Threatened Species List with state protections through the FWC who regulate and manage these species (68A-27, F.A.C.).

Appendix C of the NRE (2023) and NRE Addendum (2026) contain species keys that were used for effect determination. More information regarding the wildlife species can be found in the NRE and NRE Addendum provided in the project file to this document.

Table 7 - Potentially Occurring Protected and Proposed Wildlife Species

Wildlife Species		Effect Determination*
Federally Listed Endangered		
Florida bonneted bat	<i>Eumops floridanus</i>	NE
Florida panther	<i>Puma concolor coryi</i>	NE
Federally Listed Threatened		
Audubon's crested caracara	<i>Polyborus plancus audubonii</i>	NE
eastern indigo snake	<i>Drymarchon corais couperi</i>	MANLAA
West Indian manatee	<i>Trichechus manatus</i>	MANLAA
Florida scrub-jay	<i>Amphelocoma coerulescens</i>	NE
Eastern black rail	<i>Laterallus jamaicensis jamaicensis</i>	NE
State Listed Threatened		
Florida sandhill crane	<i>Grus canadensis</i>	NEA
gopher tortoise	<i>Gopherus polyphemus</i>	NAEA
little blue heron	<i>Egretta caerulea</i>	NAEA
Roseate spoonbill	<i>Platalea ajaja</i>	NAEA
tricolored heron 1	<i>Egretta tricolor</i>	NAEA
wood stork 5	<i>Mycteria americana</i>	NAEA
Not Listed		
bald eagle 2, 3	<i>Haliaeetus leucocephalus</i>	no impacts anticipated
monarch butterfly	<i>Danaus Plexippus</i>	N/A
osprey 1, 2	<i>Pandion haliaetus</i>	no impacts anticipated
white ibis 1	<i>Eudocimus albus</i>	no impacts anticipated
snowy egret 1	<i>Egretta thula</i>	no impacts anticipated
tricolored bat 4	<i>Perimyotis subflavus</i>	Anticipated MANLAA

* NE = No Effect; MANLAA = May Affect, Not Likely to Adversely Affect; NEA = No Effect Anticipated; NAEA = No Adverse Effect Anticipated

1 - These species are included in the FWC's Imperiled Species Management Plan (ISMP).

2 - These species are federally protected under the Migratory Bird Treaty Act (MBTA).

3 - Bald Eagles are additionally protected under the Bald and Golden Eagle Protection Act (BGEPA) and the State Eagle Rule.

4 - Tricolored bats are not currently protected but are proposed for federal listing as endangered.

5 - Wood Stork has been delisted effective March 12, 2026 from the Federal List of Endangered and Threatened Wildlife, and is now considered a state-listed threatened species.

Additionally, five (5) state listed plant species were identified as potentially occurring in the project area based on known distribution and habitat. These plant species are provided in **Table 8**. Additional listed plant species documented within

DeSoto County, including the federally listed endangered pygmy fringetree (*Chionanthus pygmaeus*), were not included due to a lack of suitable habitat within the project area. Should any protected plant be identified within the project limits during later project phases, the FDOT will report them to the Florida Department of Agriculture and Consumer Services (FDACS).

Table 8 - Potentially Occurring Protected Plant Species

Plant Species		Effect Determination*
State Listed Endangered		
Florida loosestrife	<i>Lythrum flagellare</i>	NEA
Jameson's waterlily	<i>Nymphaea jamesoniana</i>	NEA
cardinal airplant	<i>Tillandsia fasciculata</i>	NEA
giant airplant	<i>Tillandsia utriculata</i>	NEA
State Listed Threatened		
northern needleleaf	<i>Tillandsia balbisiana</i>	NEA
* NEA = No Effect Anticipated		

Field surveys were conducted in February 2023 and April 2025 to assess potential habitat and document protected species within and adjacent to the project area. Acoustic surveys were conducted on February 8-16, 2023 and a supplemental acoustic survey was conducted June 9-23, 2025 to detect Florida bonneted bats (*Eumops floridanus*). No protected wildlife were observed in or adjacent to the project area during field surveys or recorded during acoustic surveys. No protected plant species were observed in or adjacent to the project area during field surveys conducted on February 2023 and April 2025. Calls identified as tricolored bat (*Perimyotis subflavus*), a candidate for federal listing, were recorded during the acoustic surveys.

Federally Listed Wildlife Species

Florida Bonneted Bat

The project area is within the USFWS Consultation Area and overlaps federally designated Critical Habitat for the Florida bonneted bat. Channel maintenance to the Peace River Relief Channel is proposed within designated Critical Habitat, and suitable foraging and roosting habitat within these areas will be minimally impacted. No adverse modifications or destruction of habitat are anticipated as a result of project activities. The project may affect, but is not likely to adversely affect Critical Habitat for the Florida bonneted bat. In accordance with the USFWS *Florida Bonneted Bat Consultation Guidelines* (October 2019), an acoustic survey was conducted February 8 - 16, 2023. Florida bonneted bats were not detected within the project area evaluated in the 2023 NRE report. A supplemental acoustic survey was conducted June 9 - 23, 2025. This supplemental survey covered portions of the revised project area that were not included in the previous survey. Florida bonneted bats were not detected, therefore, pursuant to the *Florida Bonneted Bat Consultation Key* (2019), the project will have no effect on the Florida bonneted bat.

Florida Panther

The project area falls within the Florida panther range, but outside of the panther focus area defined by the USFWS. Panthers require large contiguous areas of suitable habitat, which consists of pinelands, upland hardwood forests,

hardwood swamps and cypress swamps with dense understory vegetation. Panther occurrences have not been documented within or adjacent to the project area and panthers were not observed during the field surveys. The proposed project will not change existing vehicle traffic patterns. Therefore, pursuant to the *USFWS Florida Panther Effect Determination Key* (2007), the project will have no effect on the Florida panther ($A < B$).

Audubon Crested Caracara

Suitable habitat for this species consists of open land containing scattered cabbage palm (*Sabal palmetto*). In central Florida, these areas may include wet prairie, dry prairie, and cattle ranches. The project area falls within the USFWS consultation area for the crested caracara. No suitable habitat for this species is present within the project area and no suitable nesting trees will be removed as part of the project scope. No caracaras were observed during field reviews in February 2023. The project will have a no effect on this species.

Eastern Indigo Snake

Within the revised project area, suitable habitat includes the edges of forested and herbaceous wetlands, floodplain edges, and agricultural lands (tree crops). No individuals were observed during the field surveys. Furthermore, no gopher tortoise burrows, either potentially occupied or abandoned, were identified within the project area. Therefore, the probability of occurrence for this species within the study area is low. Since standard protection guidelines will be incorporated in the final project design and implemented during construction, pursuant to the *USFWS Eastern Indigo Snake Programmatic Effect Determination Key* (2017), this project may affect, but is not likely to adversely affect the eastern indigo snake.

West Indian Manatee

The 2023 NRE determination that the project would have no effect on the West Indian manatee has changed; the revised project may affect, but is not likely to adversely affect this species. The project area falls within the USFWS consultation area for the West Indian manatee, but not within the designated critical habitat. The Peace River, which is accessible to manatees, is included in the revised project area. The proposed scope of work has the potential to include in-water work for channel maintenance to the Peace River, which may affect but is not likely to adversely affect the manatee.

Florida Scrub-Jay

This species is only found in xeric or scrub habitat with trees less than two meters tall, sparse groundcover, and open sandy areas. The birds utilize these open sandy areas for foraging and caching food. The project area is within the USFWS Consultation Area, but the required habitat types are not present in the project area or adjacent areas. Scrub-jays were not observed in or adjacent to the project area during field reviews. As no suitable habitat is located within the project area, the project will have no effect on this species.

Eastern Black Rail

The Eastern Black Rail was not included in the 2023 NRE but it is now evaluated in the 2026 addendum. Suitable habitat contains dense grasses, rushes, and sedges with little to no woody vegetation. Hydrology includes moist to saturated soils with areas of very shallow water. According to the USFWS, wetland types include tidal marshes, marl prairie, inland wet prairies, and managed wetlands. The wet prairie and freshwater marsh habitats present within the project area do not meet these vegetation density and hydrology criteria. The project will have no effect on this species.

Wildlife Species Proposed for Federal listing

Monarch Butterfly

The monarch butterfly was not included in the 2023 NRE but it is now evaluated in the 2026 addendum. The potential for this species to occur within the project area is low. Suitable habitat varies but must contain flowering plants for nectar and milkweed on which to lay eggs. Neither monarch butterflies nor milkweed was observed during field review, but flowering plant species are present in the revised project area.

Tricolored Bat

The USFWS Information for Planning and Consultation (IPaC) report did not list the tricolored bat as potentially occurring within the project area. However, potential for this species to occur within the project area is high based on the results of acoustic surveys in 2023 and 2025. Therefore, the species was included in the NRE and in the NRE Addendum.

Tricolored bats hibernate in caves, tunnels, and abandoned mines in the winter, and roost in mature hardwood trees during spring, summer, and fall. They hunt insects at night over waterbodies and at forested edges. The project limits contain suitable roosting habitat (mature hardwood forests) and hunting habitat (open water and forested edges) for this species. Pursuant to FDOT Tricolored Bat Consultation Guidance (January 2025) the anticipated effect determination for this species is a may affect, not likely to adversely affect.

State Listed Species

Florida Sandhill Crane

Suitable habitat for this species includes freshwater marshes, prairies, and pastures. Little to no suitable habitat is present for this species within the project area, and the species was not observed during field reviews. This species has a No Effect Anticipated determination.

Gopher Tortoise

Suitable habitat for this species includes well-drained sandy soils for burrowing, herbaceous plants for forage, and areas with sparse canopy. This species can be found in disturbed environments including utility easements, residential yard, and pastures. No gopher tortoises were observed within the study area during field reviews, and as a result, this species has a No Adverse Effect Anticipated determination. Additional gopher tortoise burrow surveys may be required prior to permitting and construction, as survey results are not valid for more than 90 days pursuant to FWC *Gopher Tortoise Permitting Guidelines*.

Little Blue Heron

The little blue heron nests in colonies, using trees and shrubs near water or wetland vegetation. Suitable habitat for this species includes fresh, salt, and brackish water environments. Although suitable habitat is present within the project area, the species was not observed during field reviews. This species has a No Adverse Effect Anticipated determination.

Roseate Spoonbill

Nesting habitat for this species includes coastal areas, mangrove islands, and dredge-spoil islands. Shallow water that is potentially suitable foraging habitat exists within the project area, but suitable nesting habitat is not present. No roseate spoonbills were observed during field surveys. This species has a No Adverse Effect Anticipated determination.

Tricolored Heron

Suitable habitat for this species includes fresh and saltwater marshes, estuaries, mangrove swamps, lagoons, and river deltas. Although suitable habitat is present within the project area, the species was not observed during field reviews. This species has a No Adverse Effect Anticipated determination.

Wood Stork

Wood storks utilize freshwater and estuarine habitats for nesting, foraging, and roosting. Surface water ditches and non-forested wetlands within the project area may provide suitable foraging habitat for wood storks. No rookeries or wood storks were observed during field surveys. While the wood stork has been delisted from being federally threatened, it is still considered state threatened and potential impacts to suitable foraging habitat will be avoided and minimized. Impacts associated with channel maintenance are temporary and will be mitigated. This species has a No Adverse Effect Anticipated determination.

Non-Listed, Protected SpeciesBald Eagle

The bald eagle receives federal protection under the Migratory Birds Program per the *Migratory Bird Treaty Act (MBTA)* and the *Bald and Golden Eagle Protection Act (BGEPA)*. Additionally, the species is protected by the State Bald Eagle Rule (68A-16.002 F.A.C). The USFWS regulates activity within 660-foot of an active bald eagle nest. No bald eagle nests area documented within 660-foot of the project area, and none were observed during field reviews. The project is not anticipated to impact this species.

Osprey

The osprey is federally protected by the Migratory Birds Program per the MBTA. Additionally, it is included in the FWC Imperiled Species Management Plan. Suitable habitat for this species includes coastal areas, rivers, lakes, and swamps, where they feed on fish. Ospreys build nests of large sticks on top of trees in these areas, and also use manmade structures including utility poles, cell towers, and nest platforms. Although suitable habitat exists within the project area, no osprey or osprey nests were observed during field reviews. The project is not anticipated to impact this species.

White Ibis

The white ibis is included in the FWC Imperiled Species Management Plan. Suitable habitat for this species includes coastal marshes and wetlands including saltwater, brackish, and freshwater. While the project area contains some suitable habitat, white ibis were not observed during field surveys. The project is not anticipated to impact this species.

Snowy Egret

The snowy egret is federally protected by the Migratory Birds Program per the MBTA. Additionally, it is included in the FWC Imperiled Species Management Plan. Suitable habitat for this species includes shallow estuarine areas, mangroves, saltmarsh pools, and tidal channels found throughout Florida. Estuarine habitat is not present within the project area and snowy egrets were not observed during field surveys. The project is not anticipated to impact this species.

State Listed PlantsFlorida Loosestrife

Suitable habitat for this species includes swamps, marshes, and depressions. Although suitable habitat is present within the project area, the species was not observed during field reviews. This species has a No Effect Anticipated determination.

Jameson's Waterlily

Suitable habitat for this species includes freshwater marshes, lakes, and roadside ditches. Although suitable habitat is present within the project area, the species was not observed during field reviews. This species has a No Effects

Anticipated determination.

Cardinal Airplant

Suitable habitat for this species includes swamps, hammocks, flatwoods, and the edges of slough and marshes. Although suitable habitat is present within the project area, the species was not observed during field reviews. This species has a No Effects Anticipated determination.

Giant Airplant

Suitable habitat for this species includes bright areas in swamps, hammocks, mesic flatwoods, improved pasture, and the edges of basin marshes, where it is found on live oaks and other trees with thick ridged bark. Although suitable habitat is present within the project area, the species was not observed during field reviews. This species has a No Effects Anticipated determination.

Northern Needleleaf

Suitable habitat for this species includes hammocks and swamps, as well as the edges of marshes or sloughs. It is known to anchor a variety of host trees or shrubs. Although suitable habitat is present within the project area, the species was not observed during field reviews. This species has a No Effects Anticipated determination.

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.

In accordance with this policy the project area was assessed to determine potential wetland impacts associated with the proposed construction.

The NRE (2023) and the NRE Addendum (2026), included in the project file to this document, detail the wetland and other surface waters evaluation. Field surveys were conducted to identify and delineate wetlands within the project area. Each wetland was classified according to the FDOT's Florida Land Use, Cover and Forms Classification System (FLUCCS) Manual, (1999) and according to the Classification of Wetlands and Deepwater Habitats of the United States (1979) utilized by the USFWS. Wetland impacts were measured based on the entire revised project area being a primary impact area and the 25-foot buffer around the revised project area being a secondary impact area. There is a total of 23.07 acres of primary wetland impacts, 3.08 acres secondary wetlands impacts, and 1.27 acres of surface water impacts. **Table 9** provides a summary of the wetlands present within the project area. **Figures 11-17** show the wetlands present within the project area.

Table 9 - Impacts to Wetlands and Surface Waters

ID	CLASSIFICATION		WETLAND IMPACTS (ACRES)	
	FLUCCS	USFWS*	PRIMARY	SECONDARY
Wetland 1	Stream (Bottomland) (6150)	R3UB2	0.27	0.03
Wetland 2	Mixed Wetland Hardwoods (6170)	PFO1	1.14	0.27
Wetland 3	Mixed Wetland Hardwoods (6170)	PFO1	0.87	0.17

Wetland 4	Mixed Wetland Hardwoods (6170)	PFO1	4.45	1.20
Wetland 5	Mixed Wetland Hardwoods (6170)	PFO1	3.01	0.80
Wetland 6	Wet Prairie (6430)	PEM1	2.85	0.44
	Willow and Elderberry (6180)	PSS1	4.79	0.00
	Streams and Waterways (5100)	R2UB2	5.69	0.17
Wetland 7	Streams and Waterways (5100)	R2UB2	0.00	0.00
Surface Water 1	Ditch (5100)	-	0.05	-
Surface Water 2	Ditch (5100)	-	0.09	-
Surface Water 3	Ditch (5100)	-	0.25	-
Surface Water 4	Ditch (5100)	-	0.50	-
Surface Water 5	Ditch (5100)	-	0.03	-
Surface Water 6	Ditch (5100)	-	0.35	-
TOTAL WETLAND IMPACTS			23.07	3.08
TOTAL SURFACE WATER IMPACTS			1.27	-

***R3UB2** = Riverine, Upper Perennial, Unconsolidated Bottom, Sand; **PFO1** = Palustrine, Forested, Broad-Leaved Deciduous; **PEM1** = Palustrine, Emergent, Persistent; **PSS1** = Palustrine, Scrub-Shrub, Broad-Leaved Deciduous; **R2UB2** = Riverine, Lower Perennial, Unconsolidated Bottom, Sand.

Figure 11 - Wetlands Map 1

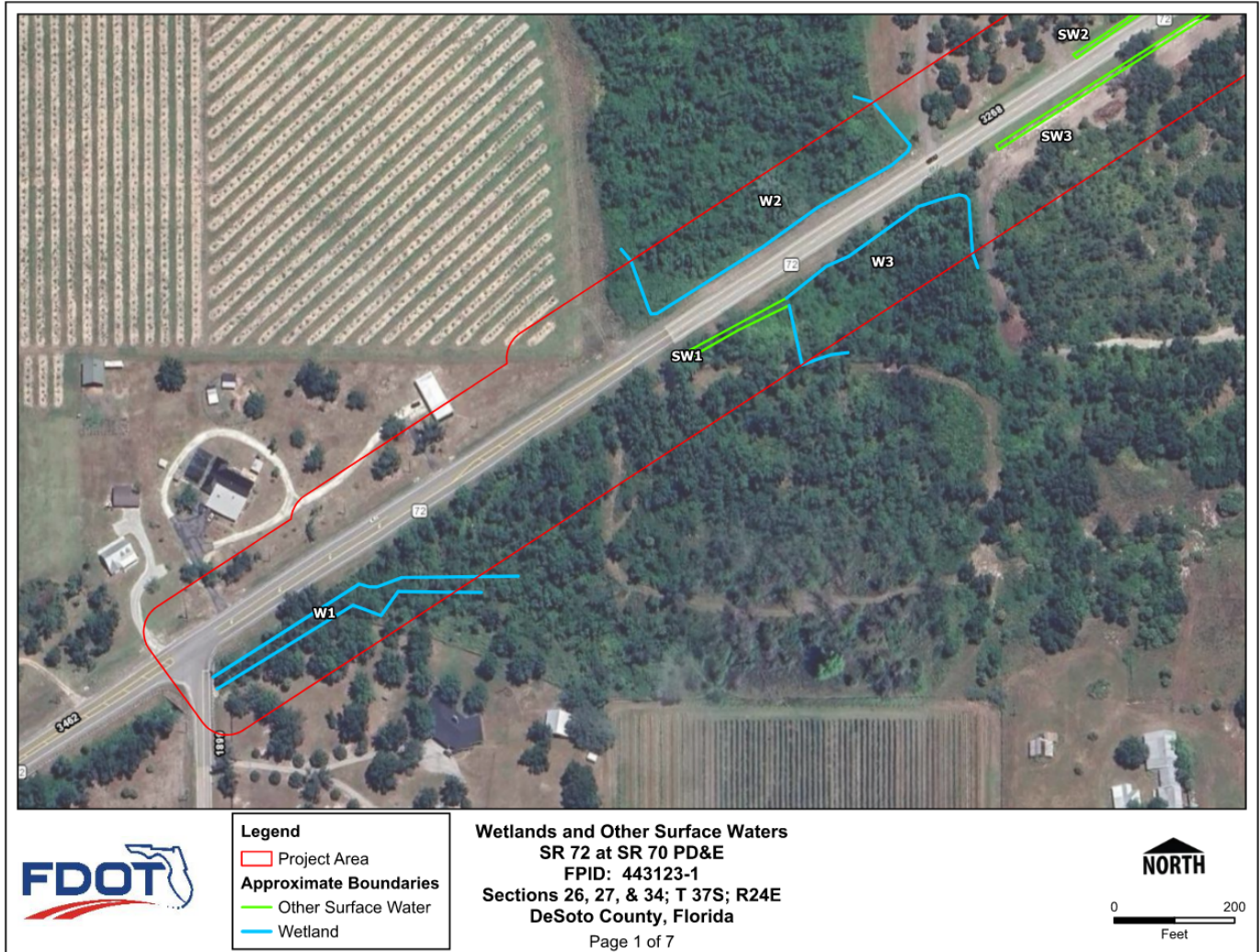


Figure 12 - Wetlands Map 2



Figure 13 - Wetlands Map 3



Figure 14 - Wetlands Map 4



Figure 15 - Wetlands Map 5



Figure 16 - Wetlands Map 6

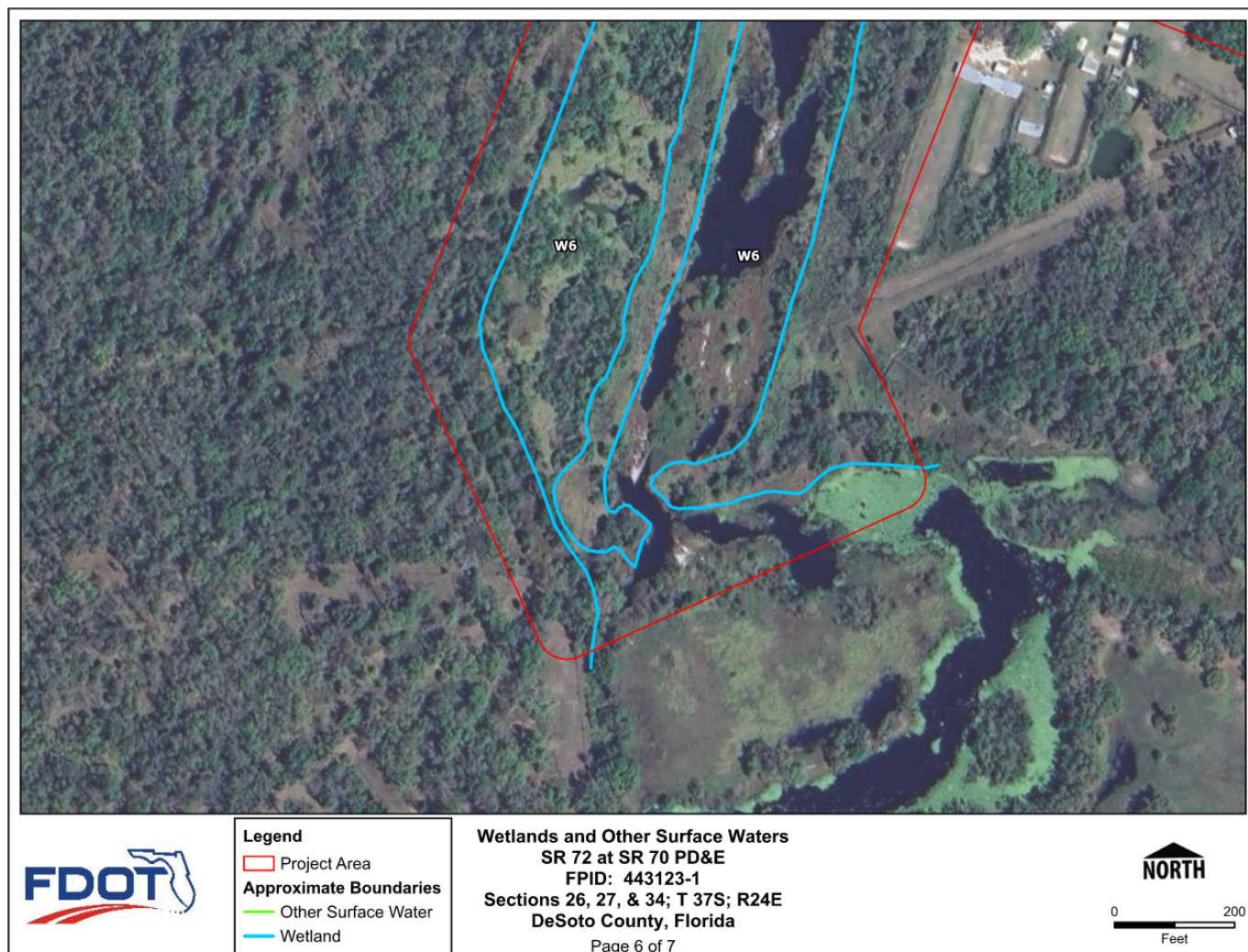


Figure 17 - Wetlands Map 7



Wetlands in the project area were assessed with the Uniform Mitigation Assessment Method (UMAM) pursuant to Chapter 62-345 F.A.C. Each wetland was assigned a score between 0 and 10 for each of three (3) categories of wetland function: landscape and location support, water environment, and community structure. Functional loss was calculated for each wetland by comparing the scores for current conditions to the scores for conditions expected as a result of primary impacts and secondary impacts, as detailed in Chapter 62-345.600(3) F.A.C.

Table 10 - Functional Analysis Summary for Wetlands in the Project Area

	WETLAND ID	Wetland 1	Wetland 2	Wetland 3	Wetland 4	Wetland 5	Wetland 6			Wetland 7
WETLAND CLASSIFICATION	FLUCCS	6150	6170	6170	6170	6170	6430	6180	5100	5100
	USFWS	R3UB2	PFO1	PF01	PFO1	PFO1	PEM1	PSS1	R2UB2	R2UB2
UMAM SCORE	CURRENT CONDITIONS	0.8	0.7	0.8	0.7	0.8	0.7	0.7	0.7	0.8
	WITH PRIMARY IMPACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	WITH SECONDARY IMPACT	0.8	0.7	0.8	0.7	0.7	0.6	-	0.6	-
IMPACTS (ACRES)	PRIMARY	0.27	1.14	0.87	4.45	3.01	2.85	4.79	5.69	0.00
	SECONDARY	0.03	0.27	0.17	1.20	0.80	0.44	0.00	0.17	0.00
FUNCTIONAL LOSS	WITH PRIMARY IMPACT	-0.2	-0.8	-0.7	-3.3	-2.3	-1.9	-3.2	-3.8	-
	WITH SECONDARY IMPACT	0.0	0.0	0.0	-0.1	0.0	0.0	-	0.0	-
MITIGATION CREDITS REQUIRED										
	PER WETLAND	0.2	0.8	0.7	3.3	2.3	8.9			-
	PER WETLAND CLASSIFICATION	0.2	7.2				1.9	3.2	3.8	

Whenever possible, permanent wetland impacts will be avoided or minimized to the greatest extent practical, in accordance with EO 11990, through design modification. Any temporary impacts to wetlands will be conducted utilizing Best Management Practices (BMPs) and FDOT's "Standard Specifications for Road and Bridge Construction."

Unavoidable wetland impacts will likely require wetland mitigation. Based on the current wetland impact calculations (which consider the entire project area a primary impact area and the 25-foot buffer around the revised project area a secondary impact area) 9.2 freshwater forested wetland mitigation credits and 6.0 freshwater herbaceous wetland mitigation credits will be required to offset primary and secondary impacts. Actual impacts, and therefore required mitigation credits, may be lower based on the final project design. Wetland mitigation options include purchase of wetland mitigation credits through an approved mitigation bank, or creation, restoration, or enhancement of wetlands within the project watersheds. Anticipated permits are included in Section 8.

The project area is located within the Peace River comprehensive watershed and the Peace River drainage basin as designated by the Southwest Florida Water Management District (SWFWMD). Additionally, the project area is within the service area of the Peace River Mitigation Bank, Tippen Bay Wetland Mitigation Bank, Boran Ranch Mitigation Bank, and Horse Creek Mitigation Bank. SWFWMD mitigation credits are currently available for both freshwater forested wetland and freshwater herbaceous wetlands at all four banks. Availability of mitigation bank credits change over time and will be confirmed during later phases of the project. Efforts will be made to fully mitigate impacts within the same drainage basin as the impacts occur, thereby avoiding unacceptable cumulative impacts.

The proposed project will have no significant short-term or long-term adverse impacts to wetlands. There is no practicable alternative to construction in wetlands and measures have been taken to minimize harm to wetlands.

5.3 Essential Fish Habitat (EFH)

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

5.4 Floodplains

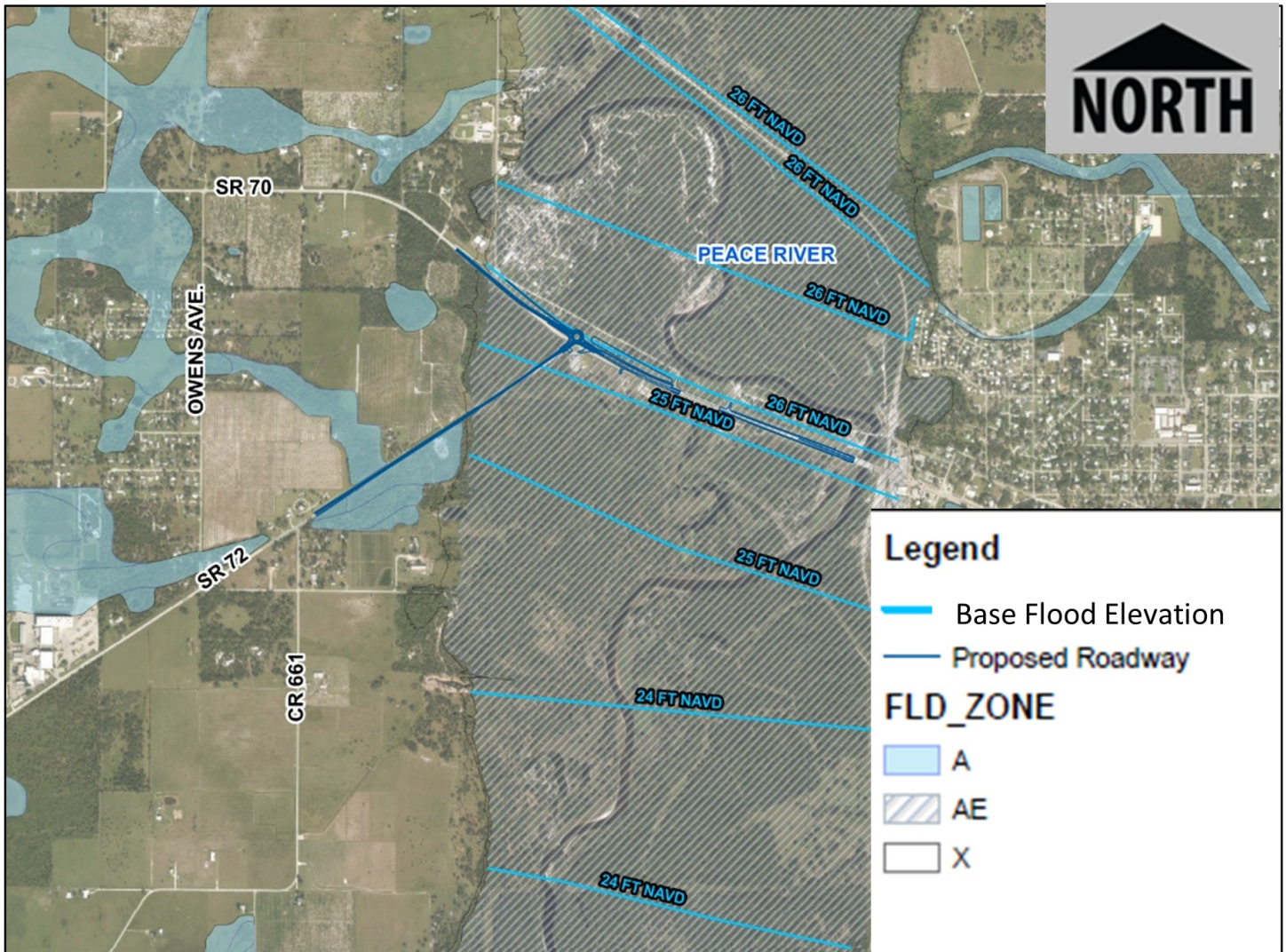
Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The FEMA effective FIRM's, dated November 6, 2013, depict Zone AE, A, and X floodplain limits within the project proximity. The Zone AE floodplains, which are areas that have a 1% chance of annual flooding, are consistent with the Peace River and its overbank area. This riverine floodplain encroaches into the SR 72 and SR 70 R/W and has a BFE of 25.0 feet and 26.0 feet. The Zone A floodplains, which are areas that have a 1% annual chance of flooding, but do not have an established BFE are located along the western portion of SR 72 within the project limits. Improvements at the Peace River bridge and relief bridge along SR 70 are discussed in the Bridge Hydraulics Report (BHR) 2026, provided in the project file to this document.

The project area is within an open basin where runoff flows via sheet flow to roadside ditches and through existing cross drains in a general southeast direction towards the Peace River. There are four cross drains which convey flow from the north side of SR 72 to the south side, towards the Peace River. Contributing areas were delineated by utilizing CatchmentSIM (CSIM) software and available LiDAR, reviewing existing permits and plans, and field reconnaissance. Interconnected Channel and Pond Routing (ICPR) Model software was used to determine peak flows and peak stages at the existing cross drains. Actual rainfall data from Hurricane Irma (2017) and Hurricane Ian (2022) was used to calibrate and model results.

During the design phase, the cross-drain facilities will be prepared in accordance with the FDOT Drainage Manual (Topic No. 625-040-002). Proposed conceptual modeling was performed to estimate proposed cross drain sizes. One cross drain size is proposed to be increased to provide sufficient capacity for a wildlife feature. A Location Hydraulic Report (LHR, 2026) is provided in the project file to this document and provides greater detail of the proposed stormwater improvements. It is expected that the proposed improvements will include extension, modification, or replacement of existing drainage structures, which will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. As a result, there will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

Figure 18 - FEMA Floodplain Map



5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

The anticipated proposed improvements of SR 72 and SR 70 will include raising the roadway profile of both alignments. Some increase in impervious area is anticipated with the realignment of SR 72 and the proposed roundabout. Proposed basins are anticipated to mimic existing basins with the established outfall locations remaining unchanged. Outfall sizes along SR 72 may change to accommodate an increase in flow through the cross drain, rather than roadway overtopping, and to allow for wildlife crossing. Maps, tables, and detailed analysis are within in the Location Hydraulics Report (LHR, 2026), provided in the project file to this document.

Within the project limits, roadway runoff along SR 72 will be conveyed primarily via roadside ditches to a dry retention pond, located in the northeast quadrant of the proposed roundabout area at the SR 72 and SR 70 intersection, to provide treatment and attenuation prior to discharge. Off-site runoff is proposed to bypass the roadside ditches and will flow through the R/W utilizing the proposed cross drains at the existing locations. By maintaining separate systems for on-site runoff, the required treatment volume will only be sized for the on-site R/W area. The project discharges to surface water (Peace River) and does not discharge to a sole source aquifer. Water quality regulatory requirements apply to this project. Water quality and stormwater issues will be mitigated through compliance with the design requirements of SWFWMD. A Water Quality Impact Evaluation (WQIE, 2023) is provided in the project file to this document.

Within the project limits, roadway runoff along SR 70 will maintain existing drainage patterns and utilize roadside ditches, shoulder gutter, inlets and pipes west of the relief bridge to direct the runoff on the north side of SR 70 to the proposed retention Pond 1 on the north side. The remaining project area will directly discharge into the Peace River as it does in the current condition. No proposed treatment is anticipated for this area. **Table 11** shows a summary of the proposed basin for the project.

Table 11 - Proposed Basin Summary

Name	Basin Limits	Drainage Area (ac)	Impervious Area (ac)	BMP
Basin 1	Station 551+00 to 588+50 (SR 72) Station 603+00 to 632+00 (SR 70)	36.90	8.50	Retention Pond 1

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

The Peace River is listed in the Nationwide Rivers Inventory (NRI). There will be no direct or adverse effects on the natural, cultural, or recreational values of the NRI River segment.

Consultation with Jeff Duncan, Southeast Regional Contact (Region 2) for the National Park Service (NPS) has been initiated on July 3, 2023, and the email correspondence can be found in the Correspondence section of SWEPT. No

response has been received, but any correspondence received will be uploaded to SWEPT herein.

5.10 Coastal Barrier Resources

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

6. Physical Resources

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

6.1 Highway Traffic Noise

This project is a Type III project according to the provisions of 23 CFR 772 and Section 335.17, F.S., therefore noise analysis or consideration of abatement measures is not required.

This project is a safety improvement and does not meet the definition of a Type I project as defined in Title 23 CFR Part 772. There is no capacity improvement and no substantial horizontal or vertical alteration of the roadway. The proposed improvement is classified as a Type III project. Therefore, this project does not require a traffic noise analysis or consideration of traffic noise abatement measures. A Noise Technical Memorandum (2023) and a Noise Technical Memorandum Addendum (2025) are provided in the project file.

6.2 Air Quality

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

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

6.3 Contamination

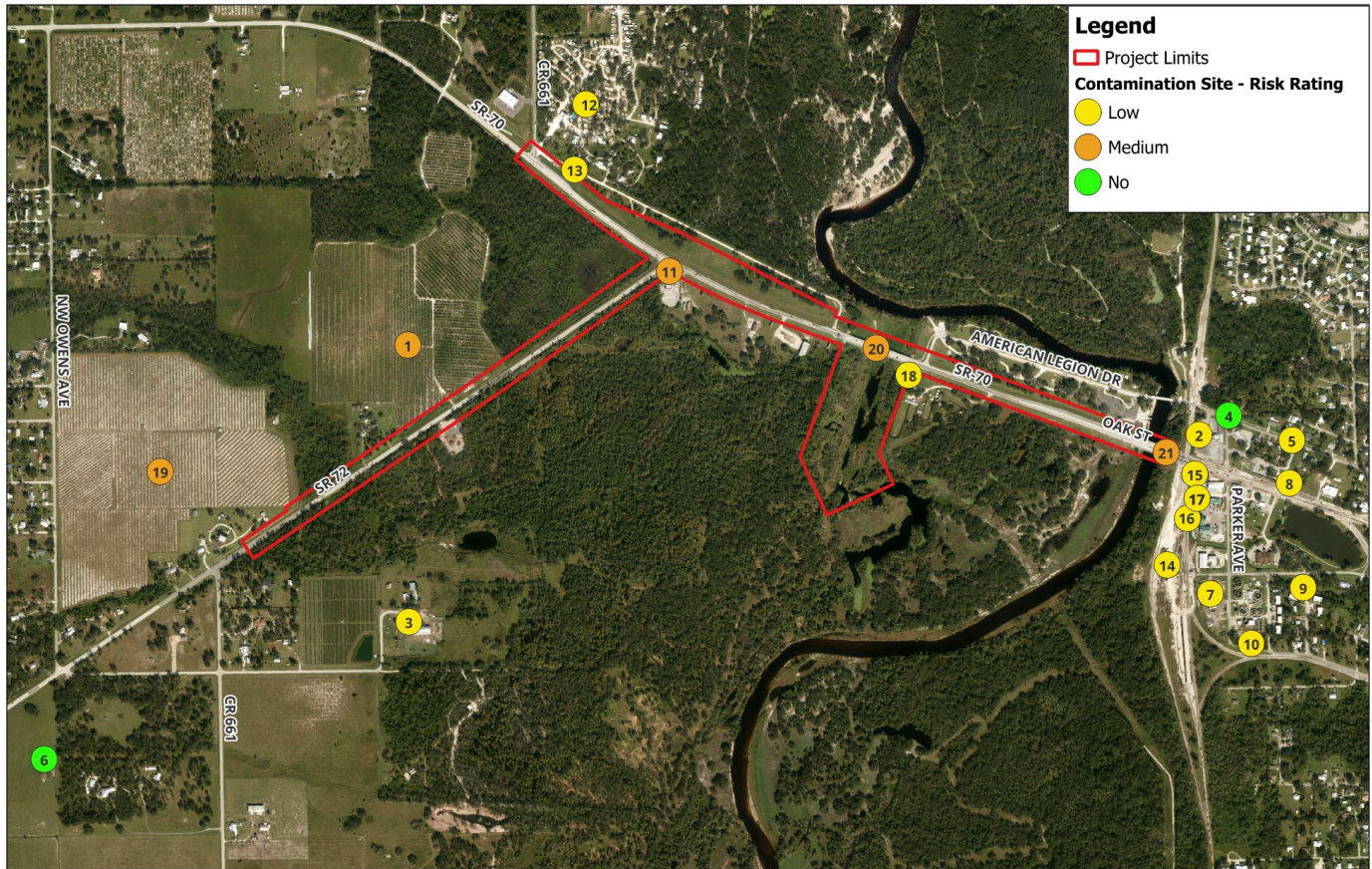
A Contamination Screening Evaluation Report (CSER) was completed on August 31, 2023 and an Addendum was completed on April 2025. Based upon this contamination screening evaluation, a total of 21 potential contamination sites were identified with the search parameters of the study area. Zero High Risk sites were identified, five Medium Risk sites were identified, 14 Low Risk sites were identified, and two No Risk Sites were identified. For those locations with a risk rating of "Medium", the Project Manager and the District Contamination Impact Coordinator will coordinate on further actions that must be taken to best address the contamination issue. This may include determining if the Florida Department of Environmental Protection (FDEP)/FDOT Memorandum of Understanding applies to any sites, conducting Level II assessment activities or recommending Level III remedial activities, notes on the plans, design modifications and/or special provisions prior to or during construction. The CSER and CSER Addendum are provided in the project file. **Table 12** and **Figure 19** shows the risk ratings for the contamination sites identified within the project area.

Table 12 - Contamination Risk Ratings

Site Number	Site Name and Address	Facility IDs	Distance	Risk Rating
1	Sunny South Packing Company NW Highway 70	(AST) 9500101 (ED) A100180061	West side of SR 72	Medium

2	FDOT Maintenance Facility 1190 W. Oak St	(LUST) 8842389 (EDR) U001348889	1/8 mile east	Low
3	DeSoto Sod Co. 3250 Pearce St	(UST) 8735872 (EDR) U001348805	1/6 mile southwest	Low
4	Smith and Midwinter Steane Property 1036 W. Hickory St	(LUST) 9201624 (EDR) U001348912	1/4 mile east/southeast	No
5	NW Baldwin and Hickory 101 and 105 North Baldwin	(LUST) 9813212 (EDR) U004190748	1/4 mile east/southeast	Low
6	Pearce Avenue & CR 661 Debris staging	(SWF/LF) 98138 (EDR) S109688877	1/4 mile southwest	No
7	Arcadia City Garage 210 S Parker Ave	(LAST) 8837652 (EDR) U001037887	1/4 mile east/southeast	Low
8	Jed's Food Mart #2 1072 W. Oak St	(LUST) 8521217 (EDR) U001348770	1/4 mile east/southeast	Low
9	Arcadia Housing Authority 114-131 South Baldwin and 111-133 Jordan Av	(BROWN) 175209 (EDR) 1016679604	1/2 mile east/southeast	Low
10	Arcadia Waste-water Treatment Plant 222 S Parker Av	(AST) 9103119	1/4 mile east	Low
11	Sunoco Gas Station 2829 NW Highway 70	(LUST) 8520800	2829 Hwy 70	Medium
12	Arcadia Peace River Campground 2998 NW Highway 70	N/A	North side of Highway 70	Low
13	Debris Pile SR 70	N/A	Between SR 70 and campground	Low
14	Railroad storage and Debris W. Oak St	N/A	1/8 mile east	Low
15	4 Parker Ave	N/A	1/8 mile east	Low
16	108 Parker Ave	N/A	1/8 mile east	Low
17	6 Parker	N/A	1/8 mile east	Low
18	DeSoto Gun Club 2347 SR 70	N/A	S SR 70	Low
19	Turner Groves	N/A	SW on SR 72	Medium
20	SR 70 Relief Bridge	N/A	On SR 70	Medium
21	SR 70 Bridge over Peace River	N/A	On SR 70	Medium

Figure 19 - Contamination Risk Ratings



6.4 Utilities and Railroads

Seven Utility/Agency Owners (UAO) located within the FDOT R/W were contacted as a part of the Utilities Assessment. The following four UAO's will relocate: CenturyLink Local, FP&L Distribution, FP&L Transmission, and Florida Public Utilities. A Utilities Assessment Package Technical Report (2023) with more detailed utility information is provided in the project file to this document. **Table 13** shows the UAO's present within the project area.

Table 13 - Sunshine 811 Design Ticket UAO's

Utility Owner	Facilities
CenturyLink (Local)	Fiber, Telephone
CenturyLink (National)	Fiber
City of Arcadia	Water, Sewer
Comcast	CATV
FP&L Distribution	Electric (<50kV)
FP&L Transmission	Electric (230kV)
Florida Public Utilities	Gas

No railroad facilities are located within the project area.

CenturyLink (Local)

CenturyLink Local facilities on both SR 72 and SR 70 consist of buried copper (50 Pair and 24 Gauge) and buried fiber optic (144 Fiber Strand). The fiber optic cable is located on the north side of SR 72 and begins 900 feet east of CR 661 and runs west. The buried copper line is located on the north side of SR 72. Approximately 900 feet, north of CR 661, a second buried copper line is introduced. Both lines run towards the SR 70 intersection. At the intersection, one buried copper line crosses SR 70, then runs east. The other line remains on the south side of SR 70 and runs to the west. Along the south side of SR 70, a buried copper line runs from the beginning project limits to the east, terminating at the gas station in the southwest corner of the SR 72 intersection. Two additional buried copper lines run along the north side of SR 70, starting at CR 661 and proceeding east throughout the project limits. There are four locations where the buried copper crosses SR 70; at CR 661, at SR 72, west of the Peace River Relief Bridge, and east of the Peace River Relief Bridge. A buried fiber run is located on the north side of SR 70, running east and west throughout the project limits.

CenturyLink (National)

CenturyLink National has facilities on both SR 72 & SR 70. There are 12-1.25" High-Density Polyethylene (HDPE) conduits located on the south side of SR 72 starting at County Road 661 and continuing east to SR 70. At the intersection of SR 70, these lines cross SR 70, and run east and west along the north side of the road.

City of Arcadia

The City of Arcadia has facilities on SR 70. There is a 4" force main attached to the north side of the Relief Canal Bridge. Immediately after the bridge, the force main diverges toward the R/W. The City of Arcadia has provided written documentation stating they anticipate no impacts to their facilities.

Comcast

Comcast has responded with no facilities within our project limits.

FP&L Distribution

FP&L Distribution has facilities on both SR 72 and SR 70. There is an overhead distribution line (<50kV) located on the north side of SR 72 that runs east and west. This line crosses SR 70, and continues east. There is also an overhead distribution line (<50kV) along SR 70 located on the south side that begins approximately 200 feet west of SR 72, and continues east passed the Relief Canal Bridge. Several communication lines share the pole and need to be separately coordinated.

FP&L Transmission

FP&L Transmission has facilities on SR 70. There is an overhead transmission line (230kV) located on the south side that runs east and west. The transmission line runs adjacent to the distribution line and does not share its pole with distribution or any communication lines. It should be noted that a transmission pole exists on the SW corner of SR 72 and SR 70. A preliminary estimate for modification to this line is \$522,240

Florida Public Utilities

Florida Public Utilities has facilities on both SR 70 and SR 72. There is a 4" steel high-pressure gas main located on the north side of SR 72 that runs east and west. At the intersection of SR 70, the gas main splits off with one line running west along the south side of SR 70, and the other line crossing under SR 70 and continuing east on the north side of SR 70.

6.5 Construction

It is anticipated that the application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most of the potential construction noise and vibration impacts. However, should noise or vibration issues arise during the construction process, FDOT and the Contractor will investigate additional methods of controlling these impacts.

Temporary Traffic Control

A multi-phase Traffic Control Plan is anticipated to maintain traffic through the work zone. Traffic will be maintained by utilizing traffic diversions on the temporary pavement. A lane closure analysis was performed for both SR 70 and SR 72. Lane closures are restricted on SR 70 between 6:30 am and 7:30 pm. There are no lane closure restrictions along SR 72. Paved shoulders will be provided as part of the traffic diversions to allow bicyclists to traverse through the work zone. Work zone signs, channelizing devices, barrier wall, portable changeable message signs, and arrow boards will be used for motorist awareness in the work zone and provide safe work areas for the Contractor.

Water Quality

Whenever possible, permanent wetland and stormwater impacts will be avoided or minimized to the greatest extent practical through design modification. Any temporary impacts to wetlands will be conducted utilizing BMPs and FDOT's "Standard Specifications for Road and Bridge Construction." An NPDES Permit through FDEP is anticipated due to the following criteria: Construction activities that disturb 1.0 acre or more of land, or discharge stormwater to surface waters of the state, require an NPDES permit, issued by FDEP under the authority of section 403.0885, Florida Statutes F.S.

7. Engineering Analysis Support

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

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

FWC Gopher Tortoise Relocation Permit

Status

To be acquired

To be acquired

To be acquired

9. Public Involvement

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

Summary of Activities Other than the Public Hearing Project Involvement Plan

A Public Involvement Plan (PIP) was created to assist in providing information to an obtaining input from concerned citizens, agencies, private groups (residential/business), and governmental entities. The overall goal of this plan is to help ensure that the study reflects the values and needs of the communities it is designed to benefit. The project webpage is:

<https://www.swflroads.com/project/443123-2>

The PIP was approved on August 2023 and is included in the project file to this document. A public hearing was held and this project was taken before the DeSoto County Board of County Commission for comment. The project was also taken before the Heartland Regional Transportation Planning Organization (HRTPO).

Heartland Regional Transportation Planning Organization (HRTPO) Meetings

Three meetings were held with the HRTPO throughout the course of the project. The meetings are summarized below.

On November 15, 2023, the following items were discussed with the HRTPO Technical Advisory Committee (TAC):

- Concerns about the functionality of the proposed roundabout with trucks
- The SR 17 roundabout at Hunt Brothers has a 115-foot radius and functions properly for trucks

On November 16, 2023, the following items were discussed with the HRTPO Citizen Advisory Committee (CAC):

- Concerns about the functionality of the proposed roundabout with trucks
- CAC mentioned that the vehicles coming into town from the West of SR 70 rarely slow down when coming to the SR 72 intersection

On December 6, 2023, the following items were discussed with the HRTPO Board of Directors:

- Impact of raising the road on river water levels
- A 2-D model will be developed to determine if additional area through the relief bridge would be needed to maintain current water elevations

Board of County Commissioners (BOCC) Meetings

Six meetings were held with the BOCC throughout the course of the project. The meetings are summarized below.

On November 14, 2023, the following items were discussed:

- Concern about roundabouts being allowed on evacuation routes and their functionality during evacuations
- Prevention of water overtopping SR 70 and mitigation methods
- Current design is two lanes but it is set up to have space for more lanes in the future

On January 23, 2024, the following items were discussed:

- Possibility of adding four lanes since the SR 70 widening project was starting to be developed
- The proposed roundabout would reduce wait time at the intersection compared to a light or a stop sign
- The possibility of putting signs up regarding the illegal use of golf carts which would drive from the campground to the store

On August 19, 2024, a meeting was held with Commissioner Deriso to review the updated PD&E evaluation, the following items were discussed:

- Updated roundabout concept
- Maintenance of traffic when comparing the alternatives
- The preferred alternative was discussed as well as its associated R/W and environmental impacts

On August 19, 2024, a meeting was held with Commissioner Hickox to review the updated PD&E evaluation, the following items were discussed:

- Updated roundabout concept
- The possibility of widening
- The pond location update
- Concerns about the roundabout and how they will function for larger trucks
- Sidewalk access was discussed and concerns about 4 wheelers and golf carts were presented

On August 26, 2024, a meeting was held with Commissioner Gross and to review the updated PD&E evaluation, the following items were discussed:

- Updated roundabout concept
- Concerns for roundabout when SR 70 widens to 4 lanes in the future
- Traffic impacts and turning movement counts affected by the roundabout

On August 26, 2024, a meeting was held with Commissioner Schaefer and to review the updated PD&E evaluation, the following items were discussed:

- Updated roundabout concept
- Inquiries about the landscape/grass area of the roundabout and how that can be utilized

DeSoto County Meeting

A meeting was held with DeSoto County staff on March 11, 2025 the following items were discussed:

- Maintenance of Traffic Plan was presented and discussed, two county roads were identified as possible detour options - Owens Road and CR 769. Both roads need some improvements
- Owens Road may not be suitable for truck traffic and a temporary signal may be needed
- CR 769 was proposed as a longer detour route but may also have challenges for truck traffic

Notice Packages

Two additional Notice Packages were sent on February 19, 2026 to the Peace River Campground and Eddy and Kris Howard properties to notify of R/W takings with the updated proposed alternative.

A request for a meeting was sent by the Peace River Campground and a meeting was held on March 24, 2026. The following items were discussed:

- Flooding concerns are event-driven (storm + river) rather than routine
- Stakeholders are concerned about property impacts and transparency
- Improving access and communication with FDOT

Date of Public Hearing: 12/07/2023

Summary of Public Hearing

FDOT conducted a hybrid public hearing to provide interested persons with information on the preferred alternative selected by FDOT, and to allow the public the opportunity to comment. The hearing was held on December 7, 2023 at the Turner Agri Civic Center and the formal hearing portion was live streamed online through GoToWebinar. The in-person venue was chosen because of proximity to the project, ADA accommodations, and responsiveness of venue staff. Meeting materials were posted to the project webpage (<https://www.swflroads.com/project/443123-2>) on November 30, 2023.

The Public Hearing was advertised in the following manner:

- Email to Elected Officials - Distributed on November 9, 2023
- Email to Appointed Officials - Distributed on November 9, 2023
- Email to Interested Parties - Distributed on November 9, 2023
- Newsletter to Property Owners - Mailed on November 10, 2023
- Florida Administrative Register - Published on November 27, 2023
- FDOT Public Notice Website - Published on November 16, 2023
- Legal Advertisements - Published in Sun Newspaper (Port Charlotte) on November 19, 2023 and November 30, 2024.

A total of 31 citizens and 2 elected/appointed officials attended in-person and the virtual portion of the hearing had 10 attendees for a total of 43 attendees for the public hearing. As attendees entered the hearing, they were provided with a handout and the project team explained the comment process. At the in-person event, an open house was held from 5 - 6 p.m. Members of the study team were available to answer questions and discuss the project during this time. A separate table for roundabout information, project technical reports, and R/W information was available to the public.

The following project-related information was on display:

Roll plots of SR 72 at SR 70	Schedule and funding
Project location map	Evaluation matrix
Proposed alternatives	Comment
Typical Section SR 72 and SR 70	Title VI
Floodplain maps	Hearing statutes
Roundabout animation station	
Welcome and thank you	

At 6 p.m. the formal portion of the hearing began for both the in-person and online attendees. A project presentation was played, and the public had the opportunity to provide verbal comments. Four (4) attendees provided verbal testimony at the in-person event and one (1) attendee provided verbal comment through the online event.

In addition to the verbal comments, other comments were submitted either by email, website, or by mail. In-person hearing attendees were also able to leave written comments. Five (5) comment forms were received at the in-person hearing and ten (10) were received during the 10-day comment period following the meeting, ending December 17, 2023. Any comments received prior to the public hearing were included in the meeting record. The comments covered the following:

- Roundabouts being confusing for drivers
- Bicycle and pedestrian safety
- Reasons for re-aligning SR 72
- Roundabout vs stoplight
- Support for raising roadways to alleviate flooding impacts

- Current speeding & safety concerns on SR 70
- Right-of-Way needs
- Greater safety provided by roundabouts vs traditional intersections
- Support for the roundabout
- How large trucks/trailers will be able to use the roundabout
- Opposition to any project whatsoever
- Preference for SR 70 to be widened to 4-lanes
- Adding bypass lanes before roundabout for right-turns
- Access to the gas station

A Public Hearing Transcript (February 2024) and the Public Hearing Certification (June 2026) are attached, and the Comments and Coordination report (June 2026) is included in the project file.

10. Commitments Summary

1. The most recent version of the USFWS "Standard Protection Measures for the Eastern Indigo Snake" will be utilized during construction.
2. Should the tricolored bat become listed by the USFWS, the FDOT will adhere to the applicable commitment below, pursuant to FDOT Tricolored Bat Consultation Guidance (January 2025).
 - Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).
 - Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, appendix K, Assessing Bridges and Culverts for Bats, will be used.
 - If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to USFWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures, which includes avoidance of tree trimming/clearing during tricolored bat pup season or when bats may be in torpor, may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS.
 - If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.
3. The West Indian Manatee has the potential to be affected during channel maintenance to the Peace River Relief Channel. Should water in the Peace River Relief Channel rise to an elevation requiring in-water work, the FDOT commits to using the Standard Manatee Conditions for In-Water Work.
4. The monarch butterfly is not currently protected but is a candidate for federal listing. Should this species become listed during later project phases, the FDOT will initiate consultation with the USFWS.

11. Technical Materials

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

Cultural Resources Assessment Survey Addendum
Section 4(f) Resources Form
Cultural Resources Assessment Survey
Water Quality Impact Evaluation
Natural Resources Evaluation
Location Hydraulics Report
Natural Resources Evaluation Addendum
Utilities Assessment Package
Contamination Screening Evaluation Report
Noise Technical Memorandum
Contamination Screening Evaluation Report Addendum
Noise Technical Memorandum Addendum
Intersection Control Evaluation (ICE) Stage 1 Memo
Intersection Control Evaluation (ICE) Stage 1 Form
Bridge Hydraulics Report
Draft PER Displayed for Public Hearing
Phase 1 Roundabout Feasibility Screening
Context Classification Review Comments
Traffic Signal Warrant Analysis
Context Classification Request
Subsurface Soil Exploration
FDOT All System Pavement Condition Forecast
Conceptual Drainage Report
Preliminary Engineering Report
Public Involvement Plan
Comments and Coordination Report

Attachments

Planning Consistency

State Transportation Improvement Program (STIP) Project Detail and Summary Report (June 2026)

Heartland Regional Transportation Planning Organization Transportation Improvement Program (June 2025)

Heartland Regional Transportation Planning Organization (HRTPO) Long Range Transportation Plan (LRTP) Goals

Community Effects

Farmland Conversion Impact Rating Form

Cultural Resources

SHPO Concurs Section 106

SHPO Concurrence Letter

Section 4(f) Resources Form

Natural Resources

NRE USFWS Concurrence Letter

Florida Fish and Wildlife Conservation Commission Concurrence Letter

NRE Addendum USFWS Concurrence Letter

Public Involvement

Public Hearing Certification

Public Hearing Transcript

Planning Consistency Appendix

Contents:

State Transportation Improvement Program (STIP) Project Detail and Summary Report (June 2026)

Heartland Regional Transportation Planning Organization Transportation Improvement Program (June 2025)

Heartland Regional Transportation Planning Organization (HRTPO) Long Range Transportation Plan (LRTP) Goals

Fund Code:	TALL-TRANSPORTATION ALTS- <200K	59,779						59,779
	TALT-TRANSPORTATION ALTS- ANY AREA	85,000						85,000
Phase: ENVIRONMENTAL Totals		144,779						144,779
Item: 441562 1 Totals		52,372,028	6,479,240					58,851,268
Project Totals		52,372,028	6,479,240					58,851,268
Item Number: 442022 1		Project Description: CR 760A FROM SR 35 (US 17) TO SW SHORES AVE						
District: 01		County: DESOTO		Type of Work: SIDEWALK			Project Length: 0.326MI	
		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	>2029	All Years
CONSTRUCTION / MANAGED BY DESOTO COUNTY BOCC								
Fund Code:	ARPI-ARPA INTEREST	486,226						486,226
	TALM-TAP AREA POP. 5K TO 50,000		1,000					1,000
Phase: CONSTRUCTION Totals		486,226	1,000					487,226
Item: 442022 1 Totals		486,226	1,000					487,226
Item Number: 442022 2		Project Description: CR 760A FROM SR 35 (US 17) TO SW SHORES AVE						
District: 01		County: DESOTO		Type of Work: SIDEWALK			Project Length: 0.000	
		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ARPI-ARPA INTEREST	122						122
	CARM-CARB FOR SM. URB. 5K - 49,999	5,314						5,314
	SL-STP, AREAS <= 200K	30,283						30,283
	TALL-TRANSPORTATION ALTS- <200K	25,709	624					26,333
	TALT-TRANSPORTATION ALTS- ANY AREA	32,716						32,716
Phase: PRELIMINARY ENGINEERING Totals		94,144	624					94,768
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	SA-STP, ANY AREA	39,581						39,581
	TALM-TAP AREA POP. 5K TO 50,000	83,001						83,001
Phase: CONSTRUCTION Totals		122,582						122,582
Item: 442022 2 Totals		216,726	624					217,350
Project Totals		702,952	1,624					704,576
Item Number: 443123 1		Project Description: SR 72 FROM CR 661 TO SR 70 & SR 70 FROM CR 661 TO PEACE RIVER BRIDGE						
District: 01		County: DESOTO		Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT.			Project Length: 1.705MI	
		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	>2029	All Years
P D & E / MANAGED BY FDOT								
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	9,807	1,291					11,098

	DS-STATE PRIMARY HIGHWAYS & PTO	2,903						2,903
Phase: P D & E Totals		12,710	1,291					14,001
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	2,579						2,579
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	100,620	31,045					131,665
	DS-STATE PRIMARY HIGHWAYS & PTO	1,074,333	1,401					1,075,734
	SN-STP, MANDATORY NON-URBAN <= 5K	1,155,269						1,155,269
Phase: PRELIMINARY ENGINEERING Totals		2,332,801	32,446					2,365,247
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)			2,025,947				2,025,947
	ACSN-ADVANCE CONSTRUCTION (SN)			1,037,932				1,037,932
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	319	1,681					2,000
Phase: RIGHT OF WAY Totals		319	1,681	3,063,879				3,065,879
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					2,226,635		2,226,635
	DS-STATE PRIMARY HIGHWAYS & PTO					1,423,365		1,423,365
Phase: RAILROAD & UTILITIES Totals						3,650,000		3,650,000
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	ACPR-AC - PROTECT GRANT PGM						11,322,496	11,322,496
	ACSA-ADVANCE CONSTRUCTION (SA)						2,268,035	2,268,035
	ACSN-ADVANCE CONSTRUCTION (SN)						4,846,945	4,846,945
	DDR-DISTRICT DEDICATED REVENUE						4,450,177	4,450,177
	DS-STATE PRIMARY HIGHWAYS & PTO	14,903						14,903
Phase: CONSTRUCTION Totals		14,903					22,887,653	22,902,556
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K	96,350						96,350
	TALN-TRANSPORTATION ALTS- < 5K	903,551						903,551
Phase: ENVIRONMENTAL Totals		999,901						999,901
Item: 443123 1 Totals		3,360,634	35,418	3,063,879		3,650,000	22,887,653	32,997,584
Item Number: 443123 2 Project Description: SR72 FROM CR661 TO SR70 & SR70 FROM CR661 TO PEACE RIVER BRIDGE *SIS*								
District: 01 County: DESOTO Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT. Project Length: 1.875MI								
		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	>2029	All Years
P D & E / MANAGED BY FDOT								

Project Description: SR 72 FROM CR 661 TO SR 70 & SR 70 FROM CR 661 TO PEACE RIVER BRIDGE									
Item Number: 443123 1	*SIS* Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT.								
District: 01	County: DESOTO	Project Length: 1.705MI							
LRTP Page 10.3		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
P D & E / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	13,268							13,268
	DS-STATE PRIMARY HIGHWAYS & PTO	2,903							2,903
	Phase: P D & E Totals	16,171							16,171
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	2,579							2,579
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	100,731							100,731
	DS-STATE PRIMARY HIGHWAYS & PTO	1,106,396							1,106,396
	SN-STP, MANDATORY NON-URBAN <= 5K	1,155,269							1,155,269
	Phase: PRELIMINARY ENGINEERING Totals	2,364,975							2,364,975
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	ACSN-ADVANCE CONSTRUCTION (SN)		694,399						694,399
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	2,000							2,000
	SA-STP, ANY AREA		2,105,970						2,105,970
	SN-STP, MANDATORY NON-URBAN <= 5K		263,510						263,510
	Phase: RIGHT OF WAY Totals	2,000	3,063,879						3,065,879
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					2,226,635			2,226,635
	DS-STATE PRIMARY HIGHWAYS & PTO					1,423,365			1,423,365
	Phase: RAILROAD & UTILITIES Totals					3,650,000			3,650,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACPR-AC - PROTECT GRANT PGM						11,734,041		11,734,041

DDR-DISTRICT DEDICATED REVENUE						3,633,639		3,633,639
DS-STATE PRIMARY HIGHWAYS & PTO	14,903							14,903
SA-STP, ANY AREA						717,305		717,305
SN-STP, MANDATORY NON-URBAN <= 5K						3,605,202		3,605,202
Phase: CONSTRUCTION Totals	14,903					19,690,187		19,705,090

ENVIRONMENTAL / MANAGED BY FDOT

Fund Code:	ACSN-ADVANCE CONSTRUCTION (SN)	96,359						96,359
	TALN-TRANSPORTATION ALTS- < 5K	903,641						903,641
	Phase: ENVIRONMENTAL Totals	1,000,000						1,000,000
	Item: 443123 1 Totals	3,398,049	3,063,879			3,650,000	19,690,187	29,802,115

Item Number: 443123 2 **Project Description:** SR72 FROM CR661 TO SR70 & SR70 FROM CR661 TO PEACE RIVER BRIDGE ***SIS***

District: 01 **County:** DESOTO **Type of Work:** FLEXIBLE PAVEMENT RECONSTRUCT. **Project Length:** 1.875MI

LRTP Page 10.3

	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years

P D & E / MANAGED BY FDOT

Fund Code:	-TOTAL OUTSIDE YEARS	290,481						290,481
	Item: 443123 2 Totals	290,481						290,481
	Project Totals	3,688,530	3,063,879			3,650,000	19,690,187	30,092,596

2045 Long Range Transportation Plan Goals

Safe

- To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 - » Reduce all crashes, fatalities and serious injuries for all modes of travel.
 - » Number of Fatalities – All Public Roads
 - » Fatality Rate per 100 million Vehicle Miles Traveled (VMT) – All Public Roads
 - » Number of Serious Injuries – All Public Roads
 - » Serious Injury Rate per 100 million VMT – All Public Roads
 - » Number of Combined Non-Motorized Fatalities and Serious Injuries – All Public Roads
- Promote projects in high crash locations - (locations with the highest number of crashes)
- Provide safe and reliable options during an emergency
 - » Over capacity roadway miles on evacuation routes
- Increase the security of the transportation system for motorized and non-motorized users

Connected

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Plan for and design multimodal transportation systems providing mobility options which are accessible by all users
- Improve connectivity between major activity centers in the Heartland Region
- Provide a comprehensive transportation network for dependable and reliable transportation options
- Reduce congestion
- Promote system reliability
- Increase mobility choices throughout the county
 - » Percentage of non-revenue vehicles met or exceeded Useful Life Benchmark
 - » Percentage of revenue vehicles met or exceeded Useful Life Benchmark
 - » Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model Scale

Quality

- To maintain the highway infrastructure asset system in a state of good repair.
 - » Non-Interstate National Highway System (NHS) Pavement in Good Condition
 - » Non-Interstate NHS Pavement in Poor Condition
 - » NHS Bridge Deck Area in Good Condition
 - » NHS Bridge Deck Area in Poor Condition
- Coordinate land use and transportation planning decisions to support modal choice
- Support multimodal facilities that are user friendly, encourage mobility, and promote healthy and active lifestyles
- Enhance travel and tourism
- Promote efficient system management and operation

Equitable

- Promote proactive and early public involvement and provide diverse opportunities to maximize public participation
- Provide for the needs of the general populations including the Transportation Disadvantaged (TD) and improve the coordination of TD services with other modes of transportation

Accessible

- Reduce traffic congestion and delay.
 - » Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Preserve existing transportation facilities.
- Improve goods movement access and connections to port, rail, airport, and intermodal logistics facilities.
- Improve access and connections to major activity centers.
- Increase the accessibility and mobility of people and for freight.
- Optimize the utilization of existing transportation facilities.
- Coordinate transportation investments to maximize opportunities and benefits.

Resilient

- Reduce the vulnerability and increase the resilience of critical infrastructure to the impacts of climate and events.
- Preserve infrastructure (sustainability and resilience)
- To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Minimize and mitigate air and water quality impacts of transportation facilities, services and operations
- Protect and preserve the environment.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Maintain consistency with the Heartland 2060: Building a Resilient Region Plan, and other applicable regional plans.
- Develop coordinated transportation and land use policies that promote economic vitality by enhancing mobility options.

Community Effects Appendix

Contents:

Farmland Conversion Impact Rating Form

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106

(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 10/20/23	4. Sheet 1 of _____
1. Name of Project SR 72 at SR 70 PD&E, FM 443123-2-22-01		5. Federal Agency Involved Florida Department of Transportation	
2. Type of Project Raising and realignment, roundabout install		6. County and State DeSoto County, FL	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 10/26/23	2. Person Completing Form Darrell Leach
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 ☒ NO ☐		4. Acres Irrigated 47,695	Average Farm Size 362
5. Major Crop(s) Citrus	6. Farmable Land in Government Jurisdiction Acres: 110,077 % 26.99	7. Amount of Farmland As Defined in FPPA Acres: 84,212 % .202	
8. Name Of Land Evaluation System Used None	9. Name of Local Site Assessment System Soil Potential Rating	10. Date Land Evaluation Returned by NRCS 10/27/23	

PART III (To be completed by Federal Agency)

Alternative Corridor For Segment				
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	0.76			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.0			
C. Total Acres In Corridor	40.85			

PART IV (To be completed by NRCS) Land Evaluation Information

A. Total Acres Prime And Unique Farmland	3.2			
B. Total Acres Statewide And Local Important Farmland	0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.015898			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	34			

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)

	50.4			
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))

	Maximum Points				
1. Area in Nonurban Use	15	10			
2. Perimeter in Nonurban Use	10	4			
3. Percent Of Corridor Being Farmed	20	0			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	0			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	18			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	37	0	0	0

PART VII (To be completed by Federal Agency)

Relative Value Of Farmland (From Part V)	100	50.4	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	37	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	87.4	0	0	0

1. Corridor Selected: A	2. Total Acres of Farmlands to be Converted by Project: 1.17	3. Date Of Selection: 10/20/23	4. Was A Local Site Assessment Used? YES ☒ NO ☐
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5. Reason For Selection:

This project involves raising and realigning SR 72 & SR 70 to be raised above historic flood levels, which requires additional right-of-way & take of 0.76 acres of farmlands. A roundabout is proposed in lieu of the stop-controlled intersection. The proposed project would improve the overall safety & operations of both roadway facilities by mitigating the risk of flood damage to the road, reducing unplanned road closures due to severe flooding, & improve the overall safety of the intersection. Multimodal improvements are proposed as additional safety improvements.

Signature of Person Completing this Part:

DocuSigned by:

Nikki Gilmer

DATE

11/09/2023 | 4:22 PM EST

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

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
 90 to 20 percent - 14 to 1 point(s)
 Less than 20 percent - 0 points

- (2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
 90 to 20 percent - 9 to 1 point(s)
 Less than 20 percent - 0 points

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
 90 to 20 percent - 19 to 1 point(s)
 Less than 20 percent - 0 points

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
 Site is not protected - 0 points

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
 As large or larger - 10 points
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
 Some required services are available - 4 to 1 point(s)
 No required services are available - 0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
 Moderate amount of on-farm investment - 19 to 1 point(s)
 No on-farm investment - 0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 No significant reduction in demand for support services if the site is converted - 0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

Cultural Resources Appendix

Contents:

SHPO Concurs Section 106

SHPO Concurrence Letter

Section 4(f) Resources Form



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Avenue
Bartow, Florida 33830-3809

JARED W. PERDUE, P.E.
SECRETARY

November 5, 2025

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

RE: Section 106 Stipulation VII Submission
SR 72 FROM CR 661 TO SR 70 & SR 70 FROM CR 661 TO PEACE RIVER BRIDGE
Desoto County
FM # 443123-1-21-01
DHR CRAT Number: 2025-7845

Dear Ms. Lotane,

Enclosed is a Cultural Resource Assessment Survey (CRAS) Addendum report for the State Road 72 from County Road 661 to State Road 70 and State Road 70 from County Road 661 to Peace River Bridge Project proposed by the Florida Department of Transportation (FDOT) District 1.

443123-2-22-01 State Road 72 from County Road 661 to State Road 70 and State Road 70 from County Road 661 to Peace River Bridge

The Florida Department of Transportation (FDOT) District 1 (District) conducted a CRAS Addendum in support of the State Road (SR) 72 from County Road (CR) 661 to SR 70 and SR 70 from CR 661 to Peace River Bridge Project in DeSoto County, Florida. The project length is 1.875 miles (mi) (3.018 kilometers [km]). The proposed undertaking includes roundabout construction, road construction, right-of-way (ROW) acquisition, milling and resurfacing, clearing and grubbing, and construction of shoulders, curbs, and associated gutters. The project is in Sections 26, 27, 34, and 35 of Township 37 South, Range 24 East and it is Federally funded for construction in 2030 under FPID 443123-1-52-01.

The APE consists of the existing and proposed ROW for the length of the undertaking, and the visual effects buffer consists of the existing and proposed ROW and adjacent parcels up to 200 feet (ft) (61 meters [m]). The purpose of the survey is to identify and locate any historical resources within the APE and to assess their potential for listing in the NRHP. This CRAS Report was prepared in accordance with the guidelines of the Section 106 PA among FHWA, the ACHP, FDHR SHPO, and the FDOT (executed September 27, 2023).

During the archaeological survey, one archaeological occurrence (AO 1) was encountered. Additionally, this CRAS Addendum documented four historical resources, including one newly recorded segment of a previously recorded linear resource (8DE00828), one newly recorded structure (8DE01283), and two

newly recorded linear resources (8DE01284 and 8DE01285) within the APE and the visual effects buffer. The District recommends 8DE00828 and 8DE01284 eligible for listing in the NRHP, and resources 8DE01283 and 8DE01285 are recommended ineligible for listing in the NRHP.

Old SR 18/American Legion Drive/Desoto Park Avenue (8DE00828) is a newly recorded segment of a previously recorded linear resource built circa 1915. The District recommends 8DE00828 eligible for listing in the NRHP. This segment of Old SR 18 meets Criterion A in the areas of Transportation and Community Planning and Development. The State Historic Preservation Officer (SHPO) determined another segment of 8DE00828 in Arcadia eligible for listing in the NRHP on May 12, 2009. Proposed project activities adjacent to 8DE00828 consist of roundabout construction, road construction, ROW acquisition, milling and resurfacing, clearing and grubbing, and construction of a shoulder gutter and a curb and gutter. The activities will not alter the character-defining qualities that may qualify this linear resource for inclusion in the NRHP, and as such, will have no adverse effect on 8DE00828.

The Desoto Gun Club/2347 NW Highway 70 (8DE01283) is a newly recorded historical structure built circa 1968. The resource 8DE01283 is not eligible for listing in the NRHP. It does not meet Criteria A or B, as no significant historical associations were determined. It is not eligible under Criterion C, as the building is not an exemplary or unique sample of its style. It is not eligible under Criterion D, as it does not possess the potential to provide further information of historical importance.

A segment of the Seaboard Coast Line Railroad (8DE01284) is a newly recorded linear resource built circa 1886. The District recommends that 8DE01284 is potentially eligible for listing in the NRHP under Criterion A in the areas of Transportation and Community Development. The SHPO determined other segments of this railroad in nearby counties eligible under the same criterion (8PO07140 in 2018, 8SM00463 in 2020, 8SM00774 in 2020, and 8LA02957 in 2022), and 8DE01284 shares the same qualities as these segments. While the APE contains only a segment of the resource in DeSoto County, the segment retains its original route, materials, and design and possesses the appropriate associations and integrity to reflect NRHP eligibility. However, 8DE01284 does not meet Criterion B, since there are no associations with significant persons, and it is not eligible under Criterion C, as it has no distinctive design or construction. It is not eligible under Criterion D, as it does not possess the potential to provide further information of historical importance. Proposed project activities adjacent to 8DE01284 consist of roundabout construction, road construction, ROW acquisition, milling and resurfacing, clearing and grubbing, and construction of a shoulder gutter and a curb and gutter. The activities will not alter the character defining qualities that may qualify this linear resource for inclusion in the NRHP, and as such, will have no adverse effect on 8DE01284.

The Peace River Relief Channel (8DE01285) is a newly recorded segment of a linear resource that connects to the Peace River. The District recommends 8DE01285 ineligible for listing in the NRHP. It does not meet Criteria A or B, as no significant historical associations are known. It is not eligible under Criterion C, as the resource is not exemplary for its style or construction, and the canal has been modified with infill and non-historic alterations. The Peace River Relief Channel is not eligible under Criterion D, as it does not possess the potential to provide further information of historical importance.

Based on the results of the enclosed report, it is the opinion of the District that the proposed undertaking will have no adverse effect on NRHP-listed or -eligible historic properties. No further work is recommended.

I respectfully request your concurrence with the findings of this cover letter and the enclosed CRAS Report.

If you have any questions or need further assistance, please contact me at (863) 519-2805.

Sincerely,

Based on the review summarized above, FDOT has determined that this project 443123-1-21-01 will result in **No Adverse Effect** on historic properties. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Emily Barnett **FOR** Jeffrey James on November 5, 2025

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

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

SHPO/FDHR Comments

Electronically signed by Pope, Natalie

November 12, 2025

Signed

Date

Alissa S. Lotane, Director

Florida Division of Historical Resources

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

Submitted Documents

- [44312312101-CE2-D1-SR_72_at_SR_70_CRAS_Addendum-2025-1105.pdf](#) (Cultural Resource Assessment Survey (CRAS) Addendum)
- SR 72 at SR 70 CRAS Addendum

- [44312312101-CE2-D1-FMSF_Deliverables-2025-1105.zip](#) (Florida Master Site File Forms)
FMSF Deliverables



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Avenue
Bartow, FL 33830

JARED W. PERDUE, P.E.
SECRETARY

August 16, 2023

Alissa Slade Lotane
Director and State Historic Preservation Officer
Division of Historical Resources
Florida Department of State
500 South Bronough St.
Tallahassee, Florida 32399

Attn: Mr. Benjamin Stewart, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
State Road (SR) 72 from County Road (CR) 661 to SR 70 and SR 70 from CR
661 to the Peace River
DeSoto County, Florida
Florida Financial Management No.: 443123-1-22-01

Dear Ms. Lotane,

The FDOT District 1 conducted a CRAS in support of the SR 72 from CR 661 to SR 70 and SR 70 from CR 661 to the Peace River Project in DeSoto County, Florida. The project length is 1.697 mi (2.731 km). The proposed undertaking includes roundabout construction, road construction, ROW acquisition, milling and resurfacing, clearing and grubbing, and construction of a shoulder gutter and a curb and gutter. The project is in Sections 26, 27 and 34 of T 37 S, R 24 E. The proposed undertaking is federally funded for construction in 2027 under FPID 443123-1-22-01.

The APE is defined as the existing and proposed ROW for the length of the undertaking and was expanded to 100 m from the centerline in areas of new ground disturbance. The purpose of the survey is to identify and locate any historical resources within the APE and to assess their potential for listing in the NRHP.

A background search was conducted and identified no previously recorded cultural resources within the APE. Survey methods included pedestrian survey throughout the APE and subsurface testing in the form of STPs at intervals of 50 m (164 ft) within areas of proposed new ground disturbance. No archaeological materials were encountered during field survey of the APE.

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The survey of the historical built environment resulted in the documentation of eight historical resources including three newly recorded structures (8DE01152, 8DE01153, and 8DE01159), three newly recorded resource groups (8DE01154–8DE01156), and two newly recorded bridges (8DE01157 and 8DE01158). The majority of these structures are vernacular structures built circa 1971. The District recommends that all of the structures (8DE01152, 8DE01153, and 8DE01159) and bridges (8DE01157 and 8DE01158) are individually ineligible for listing in the NRHP. Additionally, per the ACHP's Program Comment for Actions Affecting Post-1945 Concrete and Steel Bridges (issued November 2012), FDOT is relieved from the requirement under Section 106 to consider the effects of the undertaking on common bridges of this type and period of construction.

Eligibility for a historic district was considered when assessing the structures as a group; however, it is the District's recommendation that these structures in the context of a group do not meet the eligibility criteria for nomination of a historic district as there is no indication of fulfilling Criteria A or B. There is too much improper or new infill, and many of these structures have been updated and altered to such an extent that they no longer retain the historic integrity necessary to fulfill Criterion C.

8DE01154 is a newly recorded segment of SR 70 that passes through the APE for a length of 1.12 mi (1.80 km). As the resource cannot be fully documented outside the APE, the District possesses insufficient information to evaluate the resource for listing in the NRHP.

Proposed work within the boundary of 8DE01154 includes roundabout construction, road construction, ROW acquisition, milling and resurfacing, clearing and grubbing, construction of a shoulder gutter and a curb and gutter. The activities will not alter the character-defining qualities that may qualify this linear resource for inclusion in the NRHP, and as such, will have no adverse effect on 8DE01154.

8DE01155 is a newly recorded segment of SR 72 that passes through the APE for a length of 0.78 mi (1.25 km). As the resource cannot be fully documented outside the APE, the District possesses insufficient information to evaluate the resource for listing in the NRHP.

Proposed work within the boundary of 8DE01155 includes roundabout construction, road construction, ROW acquisition, milling and resurfacing, clearing and grubbing, construction of a shoulder gutter and a curb and gutter. The activities will not alter the character-defining qualities that may qualify this linear resource for inclusion in the NRHP, and as such, will have no adverse effect on 8DE01155.

8DE01156 is the newly recorded Peace River Campground Building Complex. Built in 1971, 8DE01156 consists of 15 noncontributing buildings. As the resource cannot be fully documented outside the APE, the District possesses insufficient information to evaluate the resource for listing in the NRHP.

Proposed work adjacent to 8DE01156 includes roundabout construction, road construction, ROW acquisition, milling and resurfacing, clearing and grubbing, construction of a shoulder gutter and a curb and gutter. No work within 8DE01156 is proposed. These activities will not alter the character-defining qualities that may qualify this building complex for inclusion in the NRHP, and as such, will have no adverse effect on 8DE01156.

Based on the results of the enclosed report, it is the opinion of the District that the proposed undertaking will have no adverse effect on NRHP-listed or -eligible historic properties. No further work is recommended.

I respectfully request your concurrence with the findings of this cover letter and the enclosed CRAS Report.

If you have any questions or need further assistance, please contact me at (954)-336-3625.

Sincerely,

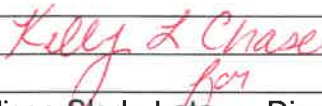


Matt Marino, M.A., RPA
District Cultural Resources Coordinator

The Florida State Historic Preservation Officer finds the attached 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 202304988. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:

	
Alissa Slade Lotane, Director Florida Division of Historical Resources	<u>9.18.2023</u> Date

Section 4(f) Resources

Florida Department of Transportation

SR 72 FROM CR 661 TO SR 70 & SR 70 FROM CR 661 TO PEACE RIVER BRIDGE

District: FDOT District 1

County: Desoto County

ETDM Number: N/A

Financial Management Number: 443123-1-21-01

Federal-Aid Project Number: N/A

Project Manager: Patrick Bateman

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

Table of Contents

Summary and Approval 1

DeSoto Veterans Memorial Park 2

Resource Attachments 3

DRAFT

Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
DeSoto Veterans Memorial Park	The facility is a park with a boat ramp and picnic areas.	Park/Rec Area	DeSoto County	No Use	Determination 02-13-2024

DeSoto Veterans Memorial Park

Facility Type: The facility is a park with a boat ramp and picnic areas.

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 2195 NW American Legion Dr, Arcadia, FL, 34266, USA

Latitude: 27.22311 Longitude: -81.88000

Description of Property:

DeSoto Veterans Memorial Park is a public-use facility consisting of a boat ramp and picnic areas. This park is utilized by groups and for large events, to include Pioneer Days and Relay for Life. This park also features restroom facilities. DeSoto Veterans Memorial Park is located at 2195 American Legion Dr. in Arcadia, Florida. The park is approximately 14.33 acres. Other public boat ramps along the Peace River in DeSoto include: Brownville Park, Lettuce Lake Park and Boat Ramp, and Nocatee Boat Ramp. The park is assumed significant.

Owner/Official with Jurisdiction: DeSoto County

Relationship Between the Property and the Project

DeSoto Veterans Memorial Park is located adjacent to the project. The park is owned by DeSoto County. The park is accessible by vehicles off of SR 70 and can be accessed by pedestrians by utilizing the bridge over the Peace River, via W. Hickory Street. Access to the park will be maintained during and after construction. There will be no acquisition of land from this resource, no occupation of the resource on a temporary or permanent basis, and no proximity impacts to the resource. Therefore, this project will have "no use" of this resource.

Yes No

☐☒

Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: 02-13-2024

Resource Attachments

DeSoto Veterans Memorial Park

DeSoto Veterans Memorial Park

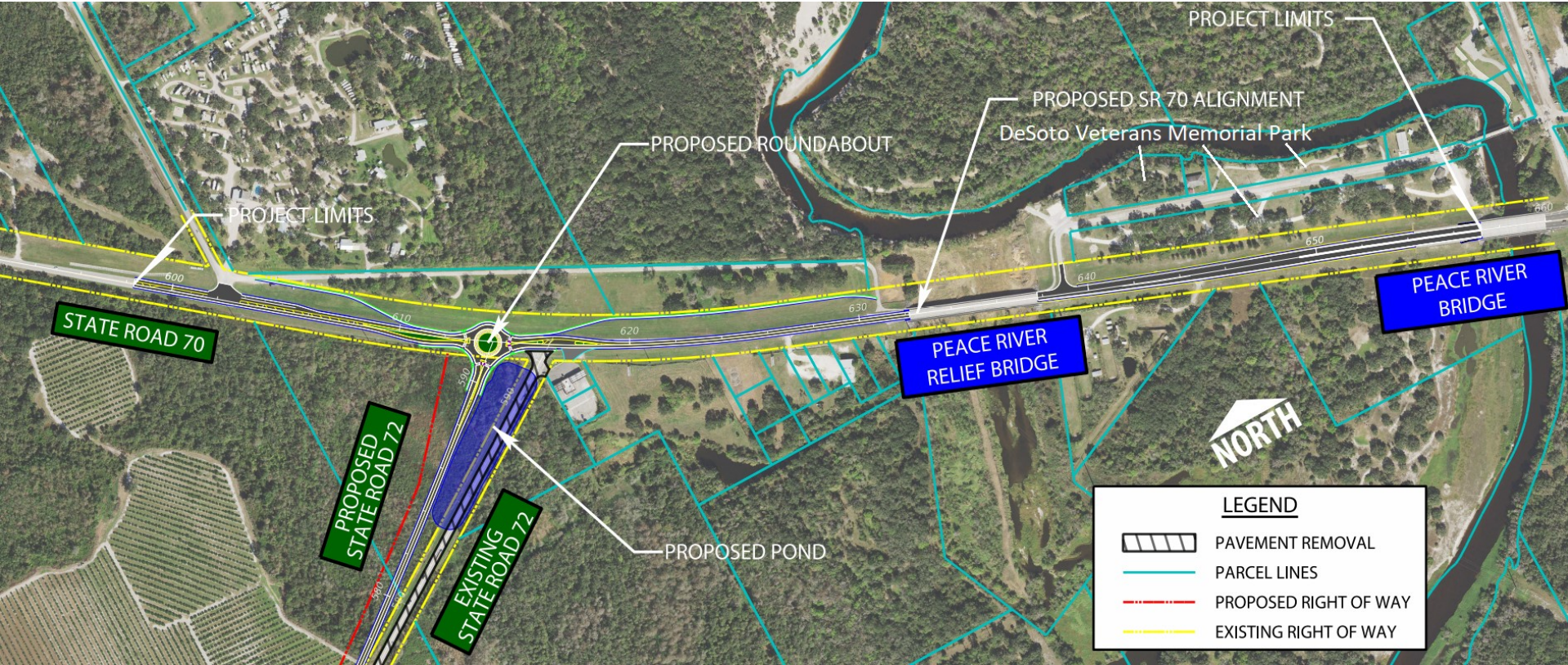
DRAFT

DeSoto Veterans Memorial Park

Contents:

DeSoto Veterans Memorial Park

DRAFT



Natural Resources Appendix

Contents:

NRE USFWS Concurrence Letter

Florida Fish and Wildlife Conservation Commission Concurrence Letter

NRE Addendum USFWS Concurrence Letter

[EXTERNAL] Notice: Document Review has begun for 443123-2 SR 72 at SR 70 NRE

est_update@fla-etat.org <est_update@fla-etat.org>

Wed 11/15/2023 5:14 PM

To: Wrublik, John <john_wrublik@fws.gov>; David
<Chris.Stahl@FloridaDEP.gov>; chaz.lariche@swf
<zakia_williams@fws.gov>; Lisa.S.Lovvorn@usace
<mark_a_cantrell@fws.gov>; Hight, Jason <Jason
<Veronica.C.Beech@usace.army.mil>; Rivera, Jose
<laura.digruttolo@myfwc.com>; Chris.Kuzlo@swf
<josh.cucinella@myfwc.com>; Heather.m.mason@
Lucille.R.Brandenburg@usace.army.mil <Lucille.R
Cc: emily.barnett@dot.state.fl.us <emily.barnett@
jeffrey.james@dot.state.fl.us <jeffrey.james@dot.
state.clearinghouse@dep.state.fl.us <state.cleari
<dave.rydene@verizon.net>; ConservationPlannin

**Florida Ecological Services Field Office****Service Project Code No. 2024-0016935**

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

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

Catrina MartinDigitally signed by Catrina Martin
Date: 2023.11.28 09:02:49 -06'00'

Environmental Review Supervisor

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Please find enclosed the Natural Resources Evaluation (NRE) Report prepared for State Road (SR) 72 at SR 70. The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) study to evaluate proposed roadway improvements west of Arcadia in DeSoto County, Florida.

The purpose of this report is to document wetlands, federally and state protected species, and protected habitats. The PD&E Study for proposed improvements, including consideration of a single lane roundabout at the intersection of SR 70 and SR 72.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

This review is being coordinated with agencies.

This NRE report was prepared as part of the PD&E Study. This report summarizes the possible impacts to wetlands, federally and state protected species, and protected habitats.

Based on this evaluation, the project area does not contain federally designated critical habitat for any species. A total of seven (7) federally listed wildlife species, four (4) state listed wildlife species, five (5) non-listed protected wildlife species, and one (1) candidate species for federal listing were identified as potentially occurring within the project area based on documented geographic distribution and suitable habitat. Additionally, five (5) state listed plant species were identified as potentially occurring in the project area based on known distribution and habitat.

As a result of the evaluation, the FDOT has concluded that the proposed project will result in 8.88 acres of total wetland impacts.

Essential Fish Habitat (EFH) has not been designated with the project area.

This NRE Addendum presents conceptual mitigation alternatives, as appropriate, for unavoidable impacts resulting from the project. Project effect determination on federal and state listed species are provided below.

Wildlife Species		Effect Determination*
Federally Listed Endangered		
Florida bonneted bat	<i>Eumops floridanus</i>	NE
Florida panther	<i>Puma concolor coryi</i>	NE
Federally Listed Threatened		
Audubon's crested caracara	<i>Polyborus plancus audubonii</i>	NE
eastern indigo snake	<i>Drymarchon corais couperi</i>	MANLAA
Florida manatee	<i>Trichechus manatus</i>	NE
Florida scrub-jay	<i>Amphelocoma coerulescens</i>	NE

wood stork	<i>Mycteria americana</i>	MANLAA
State Listed Threatened		
Florida sandhill crane	<i>Grus canadensis</i>	NEA
gopher tortoise	<i>Gopherus polyphemus</i>	NAEA
little blue heron	<i>Egretta caerulea</i>	NAEA
tricolored heron 1	<i>Egretta tricolor</i>	NAEA
Not Listed		
bald eagle 2, 3	<i>Haliaeetus leucocephalus</i>	N/A
osprey 1, 2	<i>Pandion haliaetus</i>	N/A
roseate spoonbill 1	<i>Platalea ajaja</i>	N/A
white ibis 1	<i>Eudocimus albus</i>	N/A
snowy egret 1	<i>Egretta thula</i>	N/A
tricolored bat 4	<i>Perimyotis subflavus</i>	N/A

* NE = No Effect; MANLAA = May Affect, Not Likely to Adversely Affect; NEA = No Effect Anticipated; NAEA = No Adverse Effect Anticipated

1 - These species are included in the FWC's Imperiled Species Management Plan (ISMP).

2 - These species are federally protected under the Migratory Bird Treaty Act (MBTA).

3 - Bald Eagles are additionally protected under the Bald and Golden Eagle Protection Act (BGEPA) and the State Eagle Rule.

4 - Tricolored bats are not currently protected but are proposed for federal listing as endangered.

Plant Species		Effect Determination*
State Listed Endangered		
Florida loosestrife	<i>Lythrum flagellare</i>	NEA
Jameson's waterlily	<i>Nymphaea jamesoniana</i>	NEA
cardinal airplant	<i>Tillandsia fasciculata</i>	NEA
giant airplant	<i>Tillandsia utriculata</i>	NEA
State Listed Threatened		
northern needleleaf	<i>Tillandsia balbisiana</i>	NEA

* **NEA** = No Effect Anticipated

The FDOT requests to initiate informal consultation pursuant to Section 7 of the Endangered Species Act.

The FDOT appreciates your involvement with this project and respectfully requests your review comments or written letter of concurrence with the findings and effect determinations presented in the NRE Addendum within **30** days. If you have any questions or require additional information, please contact me at 863.519.2805 or Emily.Barnett@dot.state.fl.us.

The review period **starts today, Wednesday, 11/15/2023 and will end in 30 calendar days on Friday, 12/15/2023.**

Click this link to access the document(s) and begin your review:

<https://www.fl-a-etat.org/est/secure/documentReview/DocReviewTool.do?eventId=2861>

EVENT_DETAILS:

Event Name 443123-2 SR 72 at SR 70 NRE

Event Description NRE Review 443123-2 SR 72 at SR 70

Document(s) to Review <https://www.fl-a-etat.org/est/secure/documentReview/DocReviewTool.do?eventId=2861>

Related Document

None

Review Event(s)**Related ETDM Project(s)** None

INSTRUCTIONS FOR REVIEWING AND PROVIDING COMMENTS ON DOCUMENTS:

The link above will take you to an online document review tool which will provide you access to the specific documents and a tool which will capture your comments for consideration. You can provide comments specific to a certain sentence, paragraph or section of the document. Some of the documents have numbered lines which you can use for specifying a location in the document for the comment. Here is a link that shows you how to use the comment form:

<https://etdmpub.flas-etat.org/est/servlet/blobViewer?blobID=33960>

Additionally, we have a fully staffed Help Desk capable of answering questions regarding the access and use of the document review tool. Email: help@fla-etat.org and phone: 850-414-5334.

Thank you,

Emily Barnett
Environmental Project Manager
FDOT District 1
8635192805
Emily.Barnett@dot.state.fl.us



**Florida Fish
and Wildlife
Conservation
Commission**

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Charles "Rett" Boyd
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800 955-8770 (V)

MyFWC.com

March 16, 2026

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

Re: SR 72 from CR 661 to SR 70 and SR 70 from CR 661 to the Peace River Bridge
Natural Resource Evaluation Addendum, DeSoto County

Dear Ms. Barnett:

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

The Florida Department of Transportation District 1 is conducting a Project Development and Environment study to evaluate proposed roadway improvements to the intersection of State Road (SR) 72 and SR 70 in DeSoto County. The original project study NRE, dated October 2023, evaluated raising and realigning SR 72 for approximately 0.85 miles between County Road (CR) 661 and SR 70, and raising and reconstructing SR 70 for approximately 1.05 miles from CR 661 to the Peace River Bridge. The proposed alternative design evaluated in the subject NRE Addendum has been shifted to the northeast to minimize impacts to the wetlands in the southwest quadrant of the SR 70 / SR 72 intersection. This will reduce right-of-way (ROW) impacts in this quadrant and increase ROW impacts in the southeast quadrant of the intersection as well as on the north side of SR 70. Additionally, channel maintenance to the Peace River Relief Channel includes excavation south of the relief bridge, clearing the area between north of the relief bridge and the excavation area, and proposed grading along the relief channel from upstream to downstream. The proposed maintenance has the potential to include in-water work depending on the water elevation at the time of the channel maintenance. Due to these design changes, the revised project area increased to more than twice the size of the previously evaluated project area (49.5 acres), resulting in an additional 49.9 acres proposed for impact that were not evaluated during the 2023 NRE. The report indicates that additional ROW will be needed to construct this project.

The NRE report was prepared to document and summarize the wetlands, surface waters, protected species, critical habitat, and essential fish habitat within the project's corridor; evaluate potential impacts associated with the proposed project; provide effect determinations for protected species; identify mitigation needs, and coordinate with federal and state regulatory and resource agencies. FWC staff agrees with the effect determinations and supports the project commitment for protected species. Further coordination could be required during future species-specific surveys and project permitting.

March 16, 2026

For specific technical questions regarding the content of this letter, please contact Kristee Booth at (850) 363-6298 or Kristee.Booth@MyFWC.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,



Laura DiGruttolo
Land Use Planning Supervisor
Office of Conservation Planning Services

ld/kb

SR 72 from CR 661 to SR 70 & SR 70 from CR 661 to the Peace River Bridge NRE Addendum_64858_03162026



Florida Department of Transportation

801 North B
Bartow

RON DESANTIS
GOVERNOR

February 19, 2026

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



Florida Ecological Services Field Office

Service Project

26-TA-0067794

Code No.

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

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

JOSE RIVERA

Digitally signed by JOSE RIVERA
Date: 2026.04.30 06:51:05 -04'00'

Supervisor

Dear Ms. Williams.

Please find enclosed the Natural Resources Evaluation (NRE) report prepared for the above-referenced project. The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) to evaluate roadway improvement alternatives for the State Road (SR) 72 and SR 70 intersection west of Arcadia, Florida in DeSoto County. The study will evaluate the effect of replacing a stop-controlled intersection with a single lane roundabout at the intersection of SR 70 and SR 72, as well as the raising and realigning of SR 72 for approximately 0.85 miles between County Road (CR) 661 and SR 70. The SR 70 alignment will also be raised above historic flood levels and will require roughly a 1.05 mile of raising and reconstruction of SR 70 from CR 661 to the Peace River Bridge.

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

An NRE has been created to outline and summarize the potential effects on natural resources, such as federally and state-listed species, wetlands, and protected lands. This report also outlines the necessary measures to avoid, minimize, and mitigate these impacts. For details on the study methodologies and findings, please refer to the NRE.

Based on the review of the study area, a total of eight (8) federally-listed species, five (5) state-listed species, four (4) non-listed protected wildlife species, and two (2) wildlife species proposed for federal listing were identified as potentially occurring within the project footprint. An effect determination was 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.

Based on the data collection, species-specific surveys, field reviews, and coordination with agencies, FDOT has concluded the following effect determinations for federal and state-listed species:

FEDERAL SPECIES

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No Effect:

- Audubon's crested caracara (*Caracara plancus audubonii*)
- Eastern black rail crested caracara (*Laterallus jamaicensis jamaicensis*)
- Florida bonneted bat (*Eumops floridanus*)
- Florida Panther (*Puma concolor coryi*)
- Florida scrub-jay (*Aphelocoma coerulescens*)

May Affect, Not Likely to Adversely Affect:

- Eastern indigo snake (*Drymarchon couperi*)
- West Indian manatee (*Trichechus manatus*)
- Wood Stork (*Mycteria americana*)
- Tricolored bat (*Perimyotis subflavus*)

STATE SPECIES*No Effect Anticipated:*

- Florida sandhill crane (*Grus canadensis*)
- Roseate spoonbill (*Platalea ajaja*)

No Adverse Effect Anticipated:

- Gopher tortoise (*Gopherus polyphemus*)
- Little blue heron (*Egretta caerulea*)
- Tricolored heron (*Egretta tricolor*)

In addition to the evaluation of federal and state-listed species, the study area was also evaluated for the presence of federally designated Critical Habitat as defined by the Endangered Species Act (ESA) of 1973. It was determined that the project area overlaps 27.1 acres (0.10%) of Critical Habitat Unit 2 of the Florida bonneted bat. Suitable foraging or roosting habitat is present in approximately 11.1 acres of the overlap, which equals 0.04% of Critical Habitat Unit 2. Channel maintenance to the Peace River Relief Channel is proposed within designated Critical Habitat, and suitable foraging and roosting habitat within these areas will be minimally impacted. No adverse modifications or destruction of habitat is anticipated as a result of project activities. The project may affect, but is not likely to adversely affect Critical Habitat for the Florida bonneted bat.

Based on an evaluation of the study area, wetlands and other surface waters were identified within the project footprint. It was further determined that unavoidable wetland impacts would occur as a result of the Preferred Alternative. The wetlands to be impacted by the proposed project include previously disturbed wetlands adjacent to existing roadways. Wetland, surface water, and other surface water habitat types that may be directly or secondarily impacted include:

PRIMARY IMPACTS

- Wetlands - 23.07 Acres
- Surface Waters - 1.27 Acres

SECONDARY IMPACTS

- Wetlands - 3.08 Acres

Wetland impacts that will result from the construction of this project will be mitigated according 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 direct and secondary wetland impacts will be completed using a private mitigation bank and/or any other mitigation options that satisfy state and federal requirements.

The final determination of jurisdictional boundaries and mitigation requirements will be coordinated between FDOT and permitting agencies during the project's final design phase. The results of the PD&E Study indicate that there are no viable alternatives to the proposed impacts, as a single lane roundabout and raising and realigning SR 72 and SR 70 is necessary to enhance safety and improve roadway resiliency. Following Presidential EO 11990, FDOT District One has taken all necessary steps to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance their natural and beneficial values while fulfilling the agency's responsibilities. FDOT District One has concluded that there are no practicable alternatives to the impacts on wetlands. The proposed project is expected to have no significant short-term or long-term adverse effects on wetlands, as any unavoidable impacts will be mitigated to ensure no net loss of wetland function. Additionally, all wetland impacts have been avoided and minimized as much as possible, limited only to areas essential for meeting minimum safety requirements.

As this project is using Federal funds and in accordance with the MOU previously discussed, the FDOT requests to initiate informal consultation pursuant to Section 7 of the Endangered Species Act, as amended. The FDOT appreciates your involvement with this project and respectfully requests your review comments or written letter of concurrence with the findings presented in the NRE within 30 days. If you have any questions or require additional information, please contact me.

Sincerely,



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

Public Involvement Appendix

Contents:

Public Hearing Certification

Public Hearing Transcript

PUBLIC HEARING CERTIFICATION

SR 72 FROM CR 661 TO SR 70 & SR 70 FROM CR 661 TO PEACE RIVER BRIDGE

Project Development and Environment (PD&E) Study

from SR 72 from CR 661 (MP 9.856) to SR 70 (MP 10.991) & SR 70 from CR 661 (MP 11.224) to

the Relief Channel Bridge (MP 11.786)

Desoto County, Florida

Financial Management No.: 443123-1-21-01

I certify that a public hearing was conducted on 12/07/2023, beginning at 06:00 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Patrick Bateman

(Name)

June 11, 2026

Date

Project Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on June 11, 2026 3:55:32 PM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [44312312101-CE2-D1-Public_Hearing_Transcript_and_Certification-2024-0226.pdf](#)

SR 72 AT SR 70 PUBLIC HEARING

DECEMBER 7, 2023

6:00 p.m. to 6:48 p.m.

TURNER AGRI CIVIC CENTER
2250 NORTHEAST ROAN STREET
ARCADIA, FLORIDA 34266

1 APPEARANCES:

2 Patrick Bateman, FDOT Project Manager

3 Kaylee Bledsoe, FDOT

4 Ed Johnson, Public Comment

5 Ruben Johnson, Public Comment

6 Jody Riley, Public Comment

7 Eloise Johnson, Public Comment

8 Wayne Golan, Public Comment

(Thereupon, the following proceedings were had:)

MR. BATEMAN: -- study for State Road 72 at State Road 70 in DeSoto County. My name is Patrick Bateman. I'm the FDOT project manager for this project. Thank you for attending this event in person or online.

Here with me tonight are FDOT representatives and the members of the consultant project team to answer your questions. We would like to thank any elected officials for your attendance and participation in this hearing. We encourage you to sign in with your name and the office you represent for the project record.

The purpose of tonight's hearing is to present the proposed improvements and share the engineering and environmental analysis conducted to date. The public hearing also serves as an official forum, providing opportunities for members of the public to express their opinions regarding the proposed improvements. We bring the proposed improvements to a public hearing so that we can hear your views and comments. We want to hear from people with local knowledge, and we want to hear what you like and don't like about the proposed improvement.

It is important that you express your views at

1 this stage of the project when the flexibility
2 still exists to incorporate those views into the
3 study documents. Final decisions are made using
4 these documents.

5 This public hearing is using both an in-person
6 and online format. All hearing materials detailing
7 and documenting project analysis and
8 recommendations such as project, video,
9 environmental and engineering documents, and
10 informational graphics have been available to the
11 public online since November 30th, 2023. These
12 materials are also available for viewing at the
13 hearing tonight. Additionally, the project
14 engineering and environmental documents are
15 available for review at the FDOT District 1
16 headquarters 801 North Broadway Avenue, Bartow,
17 Florida 33830, and the DeSoto County Library, 125
18 North Fieldsboro Avenue, Arcadia, Florida 34266 as
19 well as on the project web page.

20 Tonight, we will show you a project video
21 which will explain the project in detail.
22 Following the video will be a 10-minute
23 intermission. Finally, we'll open the formal
24 comment period where you have the opportunity to
25 provide statements at the microphone, or you may

1 provide a comments directly to the court reporter
2 or in writing.

3 Now, I'll read the following information for
4 the record. This is a public hearing for State
5 Road 72 at State Road 70 from State Road 7 -- State
6 Road 72 from County Road 661 to State Road 70 and
7 State Road 70 from County Road 661 to the Peace
8 River Bridge in DeSoto County, Florida. The
9 financial project ID number is 443123-2.

10 MS. BLEDSOE: 441 according to that. You said
11 443, I think.

12 MR. BATEMAN: Yes. That's a mistake on there.
13 It's 443123-2. This public hearing is being
14 conducted by the Florida Department of
15 Transportation with Tallahassee as approving
16 authority. It is being held at the Turner Agri
17 Civic Center, 2250 Northeast Roan Street, Arcadia,
18 Florida 34266 on Thursday, December 7th, 2023 at
19 6:00 p.m.

20 This project is described as a PDE study to
21 raise and realign the road. The hearing is being
22 conducted in accordance with all state and federal
23 laws as well as the Americans with Disabilities Act
24 of 1990 and Title VI of the Civil Rights Act of
25 1964, and related statutes. It's also being

1 conducted to meet all applicable executive orders.
2 For a listing of these regulations, please see the
3 hearing display boards here tonight or on the
4 public web page. If anyone here feels they have
5 been discriminated against, they may complete one
6 of the forms located at the signing table and mail
7 the completed form to the address listed on the
8 display board. This information is also available
9 online.

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

11 (Thereupon, a video was played.)

12 MR. BATEMAN: At this moment, we will have a
13 10-minute intermission so that you can review the
14 displays, talk with members of the project team,
15 and ask any questions that you may have before we
16 begin the testimony portion of the hearing. If you
17 would like to make a verbal comment here tonight,
18 fill out a speaker card and please give it to
19 anyone with a name tag during the intermission. If
20 you do not wish to speak at the microphone, you may
21 provide your comments in writing or directly to the
22 court reporter at the comment table. All comments
23 are weighed equally. The time is now 6:24. We
24 will resume at 6:34.

25 (A recess was taken.)

1 MR. BATEMAN: All right. Ladies and
2 gentlemen, we'll now begin the public testimony
3 portion of the hearing. We welcome your spoken and
4 written comments that will help us make this
5 important decision. The comment hearing for this
6 hearing will remain open ten days after this
7 hearing. Anyone wishing to submit written
8 statements or other exhibits in place of or in
9 addition to verbal statements may do so. You have
10 until December 17th, 2023 to postmark or submit
11 comments to become part of the official hearing
12 transcript. Again, every comment carries equal
13 weight. Please see your handout, the display
14 boards or the project webpage for contact and
15 mailing information. We will not be responding to
16 questions or comments at our time. Our focus
17 tonight is recording your verbal comments.
18 However, we will post a summary of the comments
19 received on the project website approximately 30
20 days following the close of the comment period.

21 If you would like to have additional
22 discussion regarding the project, you may contact
23 me at the information listed on your handout and on
24 the webpage.

25 In-person speakers, please direct all comments

1 clearly into the microphone and toward the hearing
2 moderator at all times. This will ensure that your
3 comments are captured accurately for the project
4 record. Please limit your comment to three
5 minutes.

6 Adam will signal when you have a minute left
7 and Adam will raise it a second time to signal when
8 you -- your time's up. Once again, we are not
9 responding to questions or comments during
10 testimony. We will now call on those who have
11 registered to speak in-person. We will start with
12 Ed Johnson.

13 MR. E. JOHNSON: I'm Ed Johnson. I live at
14 6077 Southwest County Road 760 here in Arcadia.
15 If -- there's no way you can address this problem
16 in three minutes, and so I'm going to make some
17 comments and then I'm going to submit what I have
18 in writing.

19 MS. BLEDSOE: Can he turn around and face us
20 so we can hear him better? Is that possible?

21 MR. BATEMAN: I'd probably just -- because
22 it's the audio. Can we turn up the audio?

23 UNIDENTIFIED SPEAKER: Yeah.

24 MS. BLEDSOE: Thank you. Try it again.

25 MR. E. JOHNSON: Can you hear me? Hey, there

1 we go.

2 MS. BLEDSOE: There we go.

3 MR. E. JOHNSON: There's no way I can address
4 the problems that I see with this in three minutes.
5 So I'm going to submit some written comments as
6 well.

7 But I've lived here a long time. My family's
8 been here since 1866, long before those two roads
9 existed. I can remember the flooding of that area
10 as early as the 1950s when I was just a boy.
11 That's when the old road used to go east where the
12 Sunoco station is today. And we would cross there
13 and river's just done this.

14 The problem you've got that you've got one DOT
15 project that goes to the railroad tracks and stops
16 another one that goes to the railroad tracks the
17 other way and stops, and y'all don't address the
18 railroad tracks. That is a major problem. If you
19 look at your own photographs up there, that's --
20 that railroad track was about two, two and a half
21 feet underwater. And so you can fix everything up
22 to there and still have Arcadia isolated.

23 You got to do something else than that. Well,
24 one of the things I would suggest is you get out
25 there in that channel, overflow channel and deepen

1 that thing and widen it and let that water come off
2 of there early on, rather than build up. If you
3 look at your area, you've got two 90 degree turns
4 in that river above the highway, and you've got
5 another one a little further up. It's about 180
6 degree thing. That water just stacks up and it
7 can't get out of there. You got to fix that
8 problem, or you've wasted all your money.

9 I think you ought to put a red light up there.
10 I don't like these roundabouts. I've been through
11 a number of them. I don't like them. I think
12 they've got their own inherent dangers to them. I
13 think an old-fashioned stop light, raise the road,
14 put in some turn lanes, leave it right where it is,
15 or a stop light there and call it a day. If you
16 don't fix the railroad tracks, you might as well
17 leave the whole stuff alone because you haven't
18 done anything.

19 Like I say, I lived here a long time, I've
20 watched it, and he's given me my one-minute signal.
21 So I'm going to read one little thing here. I
22 think these things are most suitable for blind
23 kamikaze pilots on crack. Many drivers perceive
24 that roundabout is a crazy free-for-all. You just
25 got to get it and go. And I'm telling you, I don't

1 think this is a solution for this small rural
2 community. I really don't. I can go back to the
3 old-fashioned stoplight. We know how these work
4 and they work pretty well.

5 I thank you and I'll give you some written
6 comments.

7 MR. BATEMAN: Thank you for your comment. So
8 I do not have any other speaker cards. Is there
9 anyone else attending in-person who has not spoken
10 but would like to speak?

11 We will now move on to our speaker -- oh,
12 sorry.

13 MR. R. JOHNSON: I can't attend the meeting
14 without saying something. I'll have to create it
15 as I get here.

16 I am Ruben Johnson. I live on about two miles
17 East 70, 4412 Northeast Highway 70. I've been here
18 living here all my life. I've been running the B
19 Ridge roundabouts for years. Traffic flows
20 smoothly. I've yet to see one wreck.

21 These new ones that are installed on Highway
22 72, I think they're less than six months old or
23 something like that. We have friends over there,
24 so my wife and I travel that. The traffic moves a
25 lot smoother. Our contention is for semis and so

1 forth that they should be larger than the one on
2 the B Ridge or those -- of course, those are for
3 smaller cars, but when tractor trailers start going
4 through there, then you've got a pretty good thing.
5 That's my wife and my -- that's our only concern is
6 the width.

7 But where we have used them, they work great
8 instead of the stop sign. And I believe that they
9 reduce the auto accidents with starting and
10 stopping at stop signs or at traffic lights. Thank
11 you.

12 MR. BATEMAN: Thank you for your comment.

13 Anyone else that wishes to speak in-person?

14 All right. We'll now move on to our speakers
15 joining us online.

16 MS. BLEDSOE: Now we'll call upon those
17 attending online to speak and currently we do not
18 have anyone signed up. Just a reminder, if you'd
19 like to submit a formal comment, please type in
20 your name in that chat or questions.

21 We actually have one Ms. Jody Riley. Would
22 you like to submit a formal comment?

23 MS. RILEY: Hello.

24 MS. BLEDSOE: All right. Go ahead, Ms. Jody.

25 MS. RILEY: Oh, hi. My name is Jody Riley. I

1 live off of 72 here on Cope Road. My family's been
2 here for probably over 40 years. My husband and I
3 have been here since 2001.

4 I actually agree with the gentleman that just
5 spoke. I do a lot of travel into Sarasota and my
6 route is 72 through, you know, up to Sarasota and
7 like he had said, they put too many roundabouts in
8 there, the one at Lorraine and then the one at
9 Proctor.

10 The one at Proctor is amazing because they put
11 specific turn lanes with medians. So when you're
12 going 72 towards Sarasota and you want to make that
13 right onto Proctor, there's a physical turn lane
14 that separates you from that roundabout. So the
15 people that want to go straight on keep going
16 towards Sarasota on that -- on 72 and that
17 roundabout, they just keep going and you just take
18 your little exit right off into, you know -- on
19 going -- don't even know what direction that would
20 be. North on -- onto Proctor and everyone else
21 just keeps going onto up towards 75.

22 Same thing goes coming from Proctor, they've
23 got a turn lane, that's your -- their most busiest
24 areas. They've got a turn lane that's completely
25 separate from the roundabout. So it -- you just

1 kind of go right into your turn lane and the
2 roundabout keeps going. It works really.

3 I have to agree with the gentleman that was
4 just the -- just spoke. The turn lanes, especially
5 for that area at 70, 72, it's so busy -- we to
6 possibly look into adding those turn lanes just
7 going from 72 onto 70 and then from 72 coming back
8 west on the 70 -- I'm sorry, from 70 coming back
9 west onto 72. That's all.

10 MS. BLEDSOE: Thank you so much for your
11 comment, Jody.

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

14 Okay. We'll return to our in-person,
15 moderator, the court record hearing.

16 MR. BATEMAN: All right. We have another
17 speaker who would like to speak.

18 MS. JOHNSON: Hi, I'm Eloise Johnson. I'll
19 make it short and sweet. Basically we too have
20 driven the roundabouts. At first I hated them.
21 After I got used to it going down 72, they work --
22 they work really well.

23 But I have to tell you, the traffic on Proctor
24 that we're talking about, that's nothing compared
25 to what you're going to get with 70 and 72. And

1 most of the stuff you're going to get at 70 and 72
2 is going to be semis. And I'm concerned about
3 those fruit trucks doing a topple and completely
4 blocking off the road.

5 If you're going to put a roundabout, it really
6 needs to be very large and it needs to be four-
7 lane. Give it two lanes. Don't give it one lane,
8 because you've got semis and you've got cars, and
9 some semi drivers are not going to want to go
10 around that thing. They're just going to try to go
11 ahead and cut back to go down 72.

12 So I'm just letting you know that I honestly
13 believe that's a concern that needs to be addressed
14 before you even put it in. Okay, so that's my --

15 MR. BATEMAN: Thank you for your comment.

16 MS. JOHNSON: Thank you.

17 MR. BATEMAN: Okay. And we have another
18 speaker.

19 MR. GOLAN: Good afternoon. My name is Wayne
20 Golan. My daughter lives in Ocala. To get to her
21 house, I have to go around about three roundabouts,
22 and this made getting to her house much easier than
23 it was 15 years ago. They -- once you get used to
24 them, they're great. And that's all I got to say.

25 I thank your people for the time explaining to

1 us what you're trying to do, providing material.
2 The State of Florida really does try to have people
3 know what's happening in their area, and I thank
4 you.

5 MR. BATEMAN: You're welcome.

6 Anyone else who wishes to speak tonight?

7 All right. Once again, written statements and
8 exhibits in place of or in addition to verbal
9 statements will be accepted and recorded as part of
10 this hearing if postmarked or sent by ten days
11 after this hearing on December 17th, 2023. After
12 the comment period closes, the project team will
13 compile all comments and together with the
14 engineering and environmental work that has been
15 done, make a final recommendation that will be
16 submitted to the FDOT Office of Environmental
17 Management for approval.

18 We will publish the approval of the preferred
19 alternative in the Sun newspaper and post the
20 approval on the project webpage. The verbatim
21 transcript of this hearing's proceedings together
22 with all written statements for exhibits received
23 and all studies, displays and informational
24 material presented with this hearing will be made
25 part of the project decision-making process, and

1 will be available for public review upon request at
2 the FDOT District 1 Headquarters 801 North Broadway
3 Avenue, Bartow, Florida 33830.

4 Thank you for attending this public hearing
5 and providing your input to this project. It is
6 now 6:48. I hereby officially close the public
7 hearing for State Route 72 at State Road 70 PD&E
8 Study in Desoto County, Florida. Thank you again
9 and have a good evening.

10 (Thereupon, the hearing was concluded at 6:48
11 p.m.)
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CERTIFICATE OF REPORTER

STATE OF FLORIDA

COUNTY OF DESOTO

I, Jennifer Cope, Court Reporter, certify that
I was authorized to and did report the State Road 70 and
State Road 72 Public Hearing and that the transcript is
a true and correct record of my notes.

I further certify that I am not a relative,
employee, attorney, or counsel of any of the parties,
nor am I a relative or employee of any of the parties'
attorneys or counsel connected with the action, nor am I
financially interested in the action.

Dated this 8th day of February 2024.



Jennifer Cope, Court Reporter