

ETDM Summary Report

Project #8627 - I-75 at Coconut Rd Interchange

Programming Screen - This project has not yet been published

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Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.



Project Description Data

Description Statement

This project consists of a proposed new interchange at I-75 and Coconut Road, in Lee County. This proposed interchange would connect to Coconut Road, on the west side of the Interstate, in order to meet logical termini requirements. The interchange will end in a stub-out to the east of the interstate. The extension of Coconut Road to the east will be considered separately, and is not part of this project.

Summary of Public Comments

Public Comment Format

Public feedback received to date was obtained from transcripts of the Lee County LRTP 2005 public workshop and hearing, and the accompanying public comment period. All documents provided to the project team by the Lee County MPO have been afforded equal weight in importance and incorporated into this report.

Major Themes of Public Commentary

The comments related to this project were received during the LRTP public outreach process, and input was obtained from Lee County MPO and Lee County Transportation staff. The following list represents common topic themes that surfaced throughout the public outreach effort.

- The project is too expensive, funds are needed elsewhere
- Possible devastating effects on wetlands
- Possible erosion of panther habitat
- May affect water supply sources
- May reduce quality of life
- May impact property values
- May promote additional development

The major issues centered on protecting the environment including panther habitat, wetlands and water supply sources. The responses suggest that impacts to these would degrade the quality of life in the south Lee County area. Most of the responses also presented other Lee County transportation facilities for which funds should be used, such as widening I-75 from four lanes to six, rather than constructing a new interchange. Input also included comments that the construction of another interchange in this area would degrade the Interstate facility from a freeway to a local road.

The majority of public input contains repetitive language and phrases that appear to emanate from a particular area of the community and may not be representative of the county as a whole.

Community Desired Features

No Desired Project Features Found.

Purpose and Need

Purpose and Need Statement

EXECUTIVE SUMMARY
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Identified in the adopted FDOT Work Program, the I-75 at Coconut Road interchange will provide major relief to nearby interchanges along I-75 at Alico Road, Corkscrew Road, Bonita Beach Road and Immokalee Road, as well as serve to reduce traffic congestion on US 41 and Three Oaks Parkway. An interchange at I-75 and Coconut Road would also provide motorists of south Fort Myers, San Carlos, Estero, the City of Bonita Springs and north Naples alternate means to access I-75. The Lee County MPO 2030 Long Range Transportation Plan (LRTP) shows the I-75 Coconut Rd interchange as a cost-feasible project. The Lee County Comprehensive Plan is being amended to reflect recent amendments to the LRTP, and thus will include the I-75 at Coconut Road interchange project.

TRANSPORTATION PLAN CONSISTENCY

This project is in the FDOT Work Program for FY2007-2011. The I-75 interchange at Coconut Road project is identified in the Adopted 2030 Long Range Transportation Plan (LRTP), and is funded by a \$10,000,000 federal earmark. This allocation is to be used for the IJR, the PDE and other related phases that do not exceed the federal earmark amount. Any additional funding for this project will need to come from an earmark or other funds and must not compete for funds or allocations with other projects in the Lee MPO's 2030 LRTP plan. The Lee County Comprehensive Plan is currently being amended to reflect the changes that have been made in the 2030 Lee MPO LRTP, and thus will include the I-75 at Coconut Road interchange project.

**Consult the FDOT Work Program for additional funding information.

EMERGENCY EVACUATION

Interstate 75 is a major evacuation route, as identified by the Florida Division of Emergency Management. The addition of an interchange at Coconut Road would provide residents of southwest Lee County an alternative route to US 41 and aid in the evacuation of area-wide residents in the event of an emergency

FUTURE POPULATION AND EMPLOYMENT GROWTH

The existing and future population for Lee County is identified in Table 1. The population of Lee County, according to the 2000 Census, was 440,888. The 2005 population was estimated at 537,180 by the Bureau of Economic Business Research (BEBR). This estimate represents an annual growth rate of approximately 4.4% within the five-year period from 2000-2005. This economic expansion and population growth trend is expected to continue over the twenty-five year planning horizon. The population forecasts for 2030 indicate a projected population of 905,394. Employment projections for Lee County indicate an increase of 38,900 in an 11-year period, which yields a 1.8% annual growth rate (Table 2).

Table 1: Existing and Projected Population for Lee County

- 2000 Population (1) = 440,888
- 2005 Population (2) = 537,180
- 2030 Population (3) = 905,394
- Growth from 2000 to 2030 = 464,506
- Annual Growth Rate = 3.5%

- Source: (1) US Census Bureau, 2000
(2) Bureau of Economic and Business Research, 2005
(3) Population projections as identified in the Lee MPO LRTP

Table 2: Current and Projected Employment for Lee County

- 2004 Employment = 192,600
 - 2015 Employment = 231,500
 - Growth from 2004 to 2015 = 38,900
 - Annual Growth Rate = 1.8%
- Source: Bureau of Economic and Business Research, 2002

Population and employment growth is expected to occur not only in the County, but near the proposed interchange, as well. Table 3 shows the projected population and employment for the traffic analysis zones (TAZ) in and around the proposed project. Population is expected to increase to 7,013 by the year 2030 and employment is expected to

increase by 2.1% annually (from 2000 to 2030).

Table 3: 2030 Population and Employment Forecasts for Coconut Road Interchange at I-75 Based on Traffic Analysis Zones

2000 Population (1) = 3,494 2000 Employment (1) = 1,672
2030 Population (2) = 7,013 2030 Employment (2) = 2,749
Growth from 2000 to 2030 = 3,519 Growth from 2000 to 2030 = 1,077
Annual Growth Rate = 3.4% Annual Growth Rate = 2.1%

Source: (1) Population and employment derived from the 2000 Lee County Model Zdata for adjacent TAZs
(2) Population and employment derived from the 2030 Lee County Model Zdata for adjacent TAZs

TRAFFIC CONDITIONS

Table 4 presents the 2004 FDOT Annual Average Daily Traffic (AADT) volumes for major facilities near Coconut Road, I-75 and US 41. Table 5 provides the 2004 and 2005 AADT volumes for Coconut Road (west of US 41). Table 6 shows the projected 2030 AADT volumes for Coconut Road, at varying locations and design alternatives.

Table 4: Existing AADT Volumes for segments of US 41 and I-75

Count Station Location

US 41 north of Estero River: 2004 AADT = 48,500; Distance from Coconut Rd = 2.7 miles
I-75 south of Corkscrew Rd: 2004 AADT = 63,000; Distance from Coconut Rd = 2.16 miles
US 41 north of Old US 41: 2004 AADT = 51,500; Distance from Coconut Rd = 1.2 miles
US 41 at Immokalee Rd: 2004 AADT = 5,200; Distance from Coconut Rd = 8.75 miles

Source: Florida Traffic Information Software, 2004

Table 5: 2004 and 2005 AADT for Coconut Road

Count Station Location

Coconut Rd west of US 41: 2004 AADT = 8,000; 2005 AADT = 7,100

Source: Lee County Traffic Stations

Table 6: 2030 Peak Season Weekday Average Daily Traffic (PSWADT)

Count Station Location on Coconut Rd

West of US 41: No build = 900; Full Interchange @ I-75 and Coconut Rd ext. to Interchange = 800
East of US 41: No build = 14,300; Full Interchange @ I-75 and Coconut Rd ext. to Interchange = 21,300
East of Sandy Rd Ext: No build = 22,200; Full Interchange @ I-75 and Coconut Rd ext. to Interchange = 30,100
West of Three Oaks Pkwy: No build = 22,500; Full Interchange @ I-75 and Coconut Rd ext. to Interchange =30,600
East of Three Oaks Pkwy: No build=300; Full Interchange @ I-75 and Coconut Rd ext. to Interchange =24,500

Source: Lee MPO Coconut Road Analysis

Additionally, the projected 2030 AADT for I-75 near the Coconut Road interchange location is 155,400.

FREIGHT ACTIVITY

Table 7 shows 2000 and 2020 truck traffic volumes and percentages for varying count stations along I-75 and US 41. This data portrays a major increase in freight traffic along I-75 for all identified count stations, for the year 2020. Additionally, increases in freight traffic are projected for 2020 along segments of US 41.

Table 7: 2000 and 2020 Freight Volumes

Count Station Location

I-75 S of Alico Rd: 2000 %Trucks=10.21; 2000 AADTT=6381; 2020 %Trucks=15; 2020 AADTT=16,591
I-75 S of Corkscrew Rd: 2000 %Trucks=13.14; 2000 AADTT=7590; 2020 %Trucks=19; 2020 AADTT=20670
I-75 N of Immokalee Rd: 2000 %Trucks=12.34; 2000 AADTT=8268; 2020 %Trucks=18; 2020 AADTT=21497
US 41 S of Alico Rd: 2000 %Trucks=6.85; 2000 AADTT=2706; 2020 %Trucks=11; 2020 AADTT=7036
US 41 N of Sanibel Blvd: 2000 %Trucks=5.99; 2000 AADTT=2306; 2020 %Trucks=9; 2020 AADTT=5996
US 41 Hickory Dr: 2000 %Trucks=5.95; 2000 AADTT=2291; 2020 %Trucks=9; 2020 AADTT=5957
US 41 N of Estero River: 2000 %Trucks=6.26; 2000 AADTT=2003; 2020 %Trucks= 10; 2020 AADTT= 5208

US 41 N of CR887: 2000 %Trucks= 8.48; 2000 AADTT= 3519; 2020 %Trucks= 13; 2020 AADTT= 9149
US 41 N of W Terry St: 2000 %Trucks= 4.29; 2000 AADTT= 1523; 2020 %Trucks= 7; 2020 AADTT= 3960
US 41 N of Bonita Beach Rd: 2000 %Trucks= 5.68; 2000 AADTT= 2584; 2020 %Trucks= 9; 2020 AADTT= 6718
US 41 N of Collier C/L: 2000 %Trucks= 3.97; 2000 AADTT= 1290; 2020 %Trucks= 6; 2020 AADTT= 3354
US 41 Immokalee Rd: 2000 %Trucks= 3.57; 2000 AADTT= 1624; 2020 %Trucks= 6; 2020 AADTT= 4222

REGIONAL CONNECTIVITY

I-75 is part of the designated Strategic Intermodal System (SIS) network of Florida, providing important statewide access to major east-west and north-south transportation corridors. An interchange at Coconut Road and I-75 would provide motorists of south Fort Myers, San Carlos, Estero, the City of Bonita Springs and north Naples alternate means to access I-75. In turn, this should reduce the severe traffic congestion on the following I-75 interchanges: Alico Road, Corkscrew Road, Bonita Beach Road and Immokalee Road. In addition, traffic on US 41 and Three Oaks Parkway may be reduced because those motorists trying to access I-75 will have an added interchange.

SAFETY/CRASH RATES

Crash rates on Coconut Road are listed in the table below for 2003- 2005.

Table 8: 2003-2005 Crash Data

Coconut Road: US 41 east to end

2003- 1.98 miles; 1 crash

2004- 1.98 miles; 15 crashes

2005- 1.98 miles; 10 crashes

Source: Lee MPO

RELIEF TO PARALLEL FACILITIES

A primary purpose for examining a proposed I-75 interchange at Coconut Road is to ease the severe traffic congestion that occurs on Alico Road at I-75, Corkscrew Road at I-75, Bonita Beach Road at I-75 and Immokalee Road at I-75.

BICYCLE AND PEDESTRIAN FACILITIES

Currently there are no existing bike/pedestrian facilities on Coconut Road. However, there is a proposed sidewalk along the entire corridor and a proposed bike path/trail from US 41 east to the project terminus.

TRANSIT

Currently in Lee County, LeeTran has three transit routes that service the study area of Alico Road south to the Lee County Line. Route 140 runs along US 41 from San Carlos Park north to North Fort Myers with several transfers to other routes along the way. The closest bus stop on Route 140 is approximately 6.3 miles to Coconut Road. Route 60 runs throughout San Carlos Park and has a transfer to Route 140. The closest bus stop on Route 140 is approximately seven miles to Coconut Road. Route 150 runs throughout the City of Bonita Springs along US 41, Old 41 Road and parts of Bonita Beach Road. Route 150 has a transfer to the Bonita Springs TrolLee and has another transfer that runs north along US 41 nonstop to Route 140. The closest bus stop on Route 150 is approximately 1.3 miles to Coconut Road.

In the Lee County MPO 2030 LRTP the LeeTran 2030 Transit Needs Plan has several new transit routes that service the study area of Alico Road south to the Lee County Line and into Collier County:

Future Express Route along US 41 from Koreshan Boulevard south into Collier County past Immokalee Road to Golden Gate Boulevard to a Major Transfer Center. The Express Route also continues from US 41 east along Golden Gate Boulevard to I-75 and then north into Lee County to SR 82 to the Intermodal Transfer Center.

Future Express Route along I-75 from SR 82 in Lee County south into Collier County to Golden Gate Boulevard.
Future North/South Bus Rapid Transit Corridor along the Seminole/Gulf right-of-way from SR 80 into Collier County. This route runs parallel and just east of US 41.

Currently in Collier County, Collier Area Transit (CAT) has one transit route that services the study area of Immokalee Road north to the Collier County Line. The Red Route runs along Immokalee Road from US 41 to CR 31 and also runs along Health Park Road.

In the Collier County MPO's LRTP the Long Range Transit Needs (2016-2030) has several new transit routes that service the study area of Immokalee Road north into Lee County:

Additional CAT Routes on Vanderbilt Dr, US 41 and Livingston Road from Immokalee Road north to Bonita Beach Road.

Premium Service Corridors on US 41 from the existing LeeTran route in Lee County south to Golden Gate Pkwy, continuing east to I-75 and then north to existing LeeTran routes in Lee County.

Premium Service Corridors along Old US 41 north to existing LeeTran routes in Lee County.

Premium Service Corridors along CR 951 from Immokalee Road north into Lee County.

Purpose and Need Reviews

National Marine Fisheries Service Comments

Agency	Acknowledgment	Review Date
National Marine Fisheries Service	Understood	1/30/2007
Comments		
No Purpose and Need Comments Were Found.		

US Coast Guard Comments

Agency	Acknowledgment	Review Date
US Coast Guard	Understood	2/1/2007
Comments		
No Coast Guard involvement		

US Fish and Wildlife Service Comments

Agency	Acknowledgment	Review Date
US Fish and Wildlife Service	Understood	2/1/2007
Comments		
No Purpose and Need Comments Were Found.		

Natural Resources Conservation Service Comments

Agency	Acknowledgment	Review Date
Natural Resources Conservation Service	Understood	2/22/2007

Comments

No Purpose and Need Comments Were Found.

Federal Highway Administration Comments

Agency	Acknowledgment	Review Date
Federal Highway Administration	Accepted	3/7/2007

Comments

Given the possible impacts to resources to the east, the design of the interchange with the proposed stub-out on the eastern side should be coordinated with FHWA and the resource agencies to address future and secondary impacts. Alternatives to this design that would pose less of a threat to these resources should be considered. The design of the interchange should also be supported by the purpose and need.

FL Fish and Wildlife Conservation Commission Comments

Agency	Acknowledgment	Review Date
FL Fish and Wildlife Conservation Commission	Understood	3/7/2007

Comments

No Purpose and Need Comments Were Found.

FL Department of State Comments

Agency	Acknowledgment	Review Date
FL Department of State	Understood	3/9/2007

Comments

No Purpose and Need Comments Were Found.

US Army Corps of Engineers Comments

Agency	Acknowledgment	Review Date
US Army Corps of Engineers	Understood	3/9/2007

Comments

The Corps acknowledges a need for relief for existing traffic on the west side of I-75. We need additional information on the siting along I-75, N-S. The purpose & need statement does not address the need for work on the east side.

FL Department of Environmental Protection Comments

Agency	Acknowledgment	Review Date
FL Department of Environmental Protection	Understood	3/9/2007
Comments		
No Purpose and Need Comments Were Found.		

US Environmental Protection Agency Comments

Agency	Acknowledgment	Review Date
US Environmental Protection Agency	Understood	3/9/2007
Comments		
No Purpose and Need Comments Were Found.		

Alternative #1

Alternative Description	
From	Coconut Rd
To	I-75 (w/interchange)
Type	Traffic Operation Enhancement
Status	ETAT Review Complete
Total Length	? mi.
Cost	
Modes	Roadway

Segment Description(s)	
Location and Length	
	Segment #1
Name	I-75 at Coconut Rd
Beginning Location	BMP- 3.9
Ending Location	EMP- 4.7
Length (mi.)	0.794
Roadway Id	Digitized
BMP	??
EMP	??
Jurisdiction and Class	
	Segment #1
Jurisdiction	FDOT
Urban Service Area	In
Functional Class	URBAN: Principal Arterial - Interstate
Base Conditions	
	Segment #1
Year	
AADT	unspecified
Lanes	
Config	
Interim Plan	
	Segment #1
Year	
AADT	unspecified
Lanes	
Config	
Needs Plan	
	Segment #1

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Year	2030
AADT	unspecified
Lanes	6
Config	Lanes Freeway
Cost Feasible Plan	
	Segment #1
Year	2030
AADT	155400
Lanes	6
Config	Lanes Freeway
Funding Sources	
	Segment #1

Project Effects Overview				
Issue	Degree of Effect		Organization	Date Reviewed
Natural				
Air Quality	0	None	US Environmental Protection Agency	3/09/2007
Coastal and Marine	N/A	N/A / No Involvement	National Marine Fisheries Service	1/30/2007
Contaminated Sites	0	None	US Environmental Protection Agency	3/09/2007
Contaminated Sites	0	None	Federal Highway Administration	3/07/2007
Farmlands	0	None	Federal Highway Administration	3/07/2007
Farmlands	0	None	Natural Resources Conservation Service	2/22/2007
Floodplains	3	Moderate	US Environmental Protection Agency	3/09/2007
Floodplains	3	Moderate	Federal Highway Administration	3/07/2007
Navigation	N/A	N/A / No Involvement	US Army Corps of Engineers	3/09/2007
Navigation	N/A	N/A / No Involvement	US Coast Guard	2/01/2007
Special Designations	0	None	US Environmental Protection Agency	3/09/2007
Water Quality and Quantity	3	Moderate	FL Department of Environmental Protection	3/09/2007
Wetlands	4	Substantial	US Environmental Protection Agency	3/09/2007
Wetlands	4	Substantial	US Army Corps of Engineers	3/09/2007
Wetlands	3	Moderate	FL Department of Environmental Protection	3/09/2007

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Wetlands	4	Substantial	Federal Highway Administration	3/07/2007
Wetlands	4	Substantial	US Fish and Wildlife Service	2/28/2007
Wetlands	N/A	N/A / No Involvement	National Marine Fisheries Service	1/30/2007
Wildlife and Habitat	3	Moderate	FL Fish and Wildlife Conservation Commission	3/07/2007
Wildlife and Habitat	4	Substantial	Federal Highway Administration	3/07/2007
Wildlife and Habitat	4	Substantial	US Fish and Wildlife Service	2/28/2007
Cultural				
Historic and Archaeological Sites	0	None	FL Department of State	3/09/2007
Historic and Archaeological Sites	2	Minimal	Federal Highway Administration	3/07/2007
Historic and Archaeological Sites	3	Moderate	Miccosukee Tribe	2/26/2007
Recreation Areas	0	None	FL Department of Environmental Protection	3/09/2007
Community				
Aesthetics	2	Minimal	FDOT District 1	3/07/2007
Economic	1	Enhanced	FDOT District 1	3/07/2007
Land Use	0	None	FL Department of Community Affairs	3/07/2007
Land Use	2	Minimal	FDOT District 1	3/07/2007
Mobility	1	Enhanced	FDOT District 1	3/07/2007
Relocation	2	Minimal	FDOT District 1	3/07/2007
Social	2	Minimal	FDOT District 1	3/07/2007
Secondary and Cumulative				
Secondary and Cumulative Effects	5	Dispute Resolution	US Army Corps of Engineers	3/09/2007
Secondary and Cumulative Effects	0	None	FL Department of State	3/09/2007
Secondary and Cumulative Effects	4	Substantial	FL Fish and Wildlife Conservation Commission	3/07/2007

ETAT Reviews: Natural

Air Quality	
Coordinator Summary	
0	Summary Degree of Effect
<i>Air Quality Summary Degree of Effect: None</i>	
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Reviewed By:

FIHS Central Office (3/09/2007)

Comments:

None found.

ETAT Reviews for Air Quality

0 ETAT Review by Maher Budeir, US Environmental Protection Agency (03/09/2007)

Air Quality Effect: None

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

No Coordinator Feedback Was Submitted.

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration

Coastal and Marine

Coordinator Summary

N/A Summary Degree of Effect

Coastal and Marine Summary Degree of Effect: N/A / No Involvement

Reviewed By:

FIHS Central Office (1/30/2007)

Comments:

None found.

ETAT Reviews for Coastal and Marine

N/A ETAT Review by David A. Rydene, National Marine Fisheries Service (01/30/2007)

Coastal and Marine Effect: N/A / No Involvement

Identified Resources and Level of Importance:

None.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 8627. The Florida Department of Transportation proposes a new I-75 interchange at Coconut Road in Lee County, Florida.

NMFS staff conducted a site inspection of the project area on January 29, 2007 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS, is responsible and therefore, we have no comment to provide regarding the projects impacts.

No Coordinator Feedback Was Submitted.

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration

Contaminated Sites

Coordinator Summary

0 Summary Degree of Effect

Contaminated Sites Summary Degree of Effect: None

Reviewed By:

FIHS Central Office (3/09/2007)

Comments:

None found.

ETAT Reviews for Contaminated Sites

0 ETAT Review by Maher Budeir, US Environmental Protection Agency (03/09/2007)

Contaminated Sites Effect: None

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

No Coordinator Feedback Was Submitted.

0 ETAT Review by Cathy Kendall, Federal Highway Administration (03/07/2007)

Contaminated Sites Effect: None

Identified Resources and Level of Importance:

no sources for contamination identified through the GIS analysis.

Comments on Effects to Resources:

None found.

No Coordinator Feedback Was Submitted.

- No review submitted from the FL Department of Environmental Protection

Farmlands

Coordinator Summary

0 Summary Degree of Effect

Farmlands Summary Degree of Effect: None

Reviewed By:

FIHS Central Office (3/07/2007)

Comments:

None found.

ETAT Reviews for Farmlands

0 ETAT Review by Cathy Kendall, Federal Highway Administration (03/07/2007)

Farmlands Effect: None

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

No Coordinator Feedback Was Submitted.

0 ETAT Review by Rick Allen Robbins, Natural Resources Conservation Service (02/22/2007)

Farmlands Effect: None

Identified Resources and Level of Importance:

There are no prime farmland soils in Lee County. According to the GIS map statistics for the project area, there is no cropland as well. Therefore, there are neither prime farmland or unique farmland soils within the project area.

Comments on Effects to Resources:

None found.

No Coordinator Feedback Was Submitted.

Floodplains

Coordinator Summary

3 Summary Degree of Effect

Floodplains Summary Degree of Effect: Moderate

Reviewed By:

FIHS Central Office (3/09/2007)

Comments:

None found.

ETAT Reviews for Floodplains

3 ETAT Review by Maher Budeir, US Environmental Protection Agency (03/09/2007)

Floodplains Effect: Moderate

Identified Resources and Level of Importance:

All project area

Comments on Effects to Resources:

100% of teh 500 foot buffer of the project area is designated as X500. Flood plain issue must be addressed in the environmental document.

No Coordinator Feedback Was Submitted.

3 ETAT Review by Cathy Kendall, Federal Highway Administration (03/07/2007)

Floodplains Effect: Moderate

Identified Resources and Level of Importance:

All of the area within 500 feet of the proposed interchange is located within the 100-year floodplain.

Comments on Effects to Resources:

Future environmental analysis should address these floodplain impacts, including secondary impacts from future development to the east.

No Coordinator Feedback Was Submitted.

- No review submitted from the FL Department of Environmental Protection

Infrastructure

ETAT Reviews for Infrastructure

No reviews found for the Infrastructure Issue.

- No review submitted from the Federal Highway Administration

No Summary Degree of Effect Found.

Navigation

Coordinator Summary

N/A Summary Degree of Effect

Navigation Summary Degree of Effect: N/A / No Involvement

Reviewed By:

FIHS Central Office (3/09/2007)

Comments:

None found.

ETAT Reviews for Navigation

N/A ETAT Review by John Fellows, US Army Corps of Engineers (03/09/2007)

Navigation Effect: N/A / No Involvement

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

No Coordinator Feedback Was Submitted.

N
/A ETAT Review by Randy Overton, US Coast Guard (02/01/2007)

Navigation Effect: N/A / No Involvement

Identified Resources and Level of Importance:

No Coast Guard involvement

Comments on Effects to Resources:

No Coast Guard involvement

No Coordinator Feedback Was Submitted.

- No review submitted from the Federal Highway Administration

Special Designations

Coordinator Summary

0 Summary Degree of Effect

Special Designations Summary Degree of Effect: None

Reviewed By:

FIHS Central Office (3/09/2007)

Comments:

None found.

ETAT Reviews for Special Designations

0 ETAT Review by Maher Budeir, US Environmental Protection Agency (03/09/2007)

Special Designations Effect: None

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

No Coordinator Feedback Was Submitted.

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration

Water Quality and Quantity

Coordinator Summary

3 Summary Degree of Effect

Water Quality and Quantity Summary Degree of Effect: Moderate

Reviewed By:

FIHS Central Office (3/09/2007)

Comments:

None found.

ETAT Reviews for Water Quality and Quantity

3 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (03/09/2007)

Water Quality and Quantity Effect: Moderate

Identified Resources and Level of Importance:

Stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Increased runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface will be of concern. Natural resource impacts within and adjacent to the proposed road right-of-way will likely include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area creeks, ditches, and sloughs as a result of increased impervious surface within the watershed.

Comments on Effects to Resources:

Every effort should be made to maximize the treatment of stormwater runoff from the proposed road project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands.

No Coordinator Feedback Was Submitted.

- No review submitted from the US Environmental Protection Agency
- No review submitted from the Federal Highway Administration

Wetlands

Coordinator Summary

Summary Degree of Effect

Wetlands Summary Degree of Effect:

Reviewed By:

FIHS Central Office (3/09/2007)

Comments:

None found.

ETAT Reviews for Wetlands

4 ETAT Review by Maher Budeir, US Environmental Protection Agency (03/09/2007)

Wetlands Effect: Substantial

Identified Resources and Level of Importance:

Wetlands in the vicinity of the proposed project

Comments on Effects to Resources:

Based on data available in the EST, 28% of the 200-foot buffer and 42% of the 500-foot buffer contain palustrine wetlands. This is a substantial rate. Alternatives must be considered to reduce this impact. This should also be a consideration when addressing the eastward expansion.

No Coordinator Feedback Was Submitted.

4 ETAT Review by John Fellows, US Army Corps of Engineers (03/09/2007)

Wetlands Effect: Substantial

Identified Resources and Level of Importance:

The available information is not clear on the exact amount of wetland impact on the west vs. east sides of I-75. Based on the GIS analysis and the EST map, there may be several acres of wetland impact on the west side, and a smaller amount on the east side. Although a fairly large amount, it is not the degree of impact that leads to the 'substantial' degree of effect, but rather the potential for secondary and cumulative impacts associated with the project, especially on the east side.

Comments on Effects to Resources:

The Corps needs more information on the direct impacts associated with this project, including the amounts and wetland types to be impacted. We also need to discuss the potential secondary and cumulative effects.

Additional Comments (optional):

I strongly suggest we meet to discuss this project, either through the Dispute Resolution process to resolve the 'red' determination for secondary and cumulative effects, or as a pre-application discussion. John Fellows - 813-769-7067.

No Coordinator Feedback Was Submitted.

3 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (03/09/2007)

Wetlands Effect: Moderate

Identified Resources and Level of Importance:

The National Wetlands Inventory GIS report indicates that there are 3.92 acres and 9.49 acres of palustrine wetlands within the 100-ft. and 200-ft. project buffer zones.

Comments on Effects to Resources:

The proposed construction project will require an environmental resource permit (ERP) from the South Florida Water Management District. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of roadway construction to the greatest extent practicable:

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative. All stormwater treatment should be located in upland sites.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed.

No Coordinator Feedback Was Submitted.

4 ETAT Review by Cathy Kendall, Federal Highway Administration (03/07/2007)

Wetlands Effect: Substantial

Identified Resources and Level of Importance:

Priority Wetlands habitat is located in close proximity to the proposed interchange.

Comments on Effects to Resources:

Future impacts to these areas from the proposed interchange should be assessed as part of secondary impacts analysis.

No Coordinator Feedback Was Submitted.

4 ETAT Review by John Wrublik, US Fish and Wildlife Service (02/28/2007)

Wetlands Effect: Substantial

Identified Resources and Level of Importance:

Wetlands

Comments on Effects to Resources:

Direct Effects-Data provided by the environmental screening tool indicates that wetlands may occur in the project area that may be directly impacted by the project.

Indirect effects-Wetlands provide important habitat for fish and wildlife and provide a variety of other important functions. Lands located east of the project site contain large expanses of undeveloped wetlands. The Service believes that the proposed project will indirectly result in significant adverse effects to wetlands in this area. We note that construction of the project will allow the eastward extension of Coconut Road and promote commercial and residential development in the area. We believe that this development would not occur but for the transportation access provided by the project to Interstate 75. The indirect adverse effects resulting from the project would include significant loss, degradation, and fragmentation of existing wetlands. Therefore, we strongly recommend that another location for an Interchange with I-75 be explored to resolve this transportation need, and that an Interchange at Coconut Road be removed from further consideration.

No Coordinator Feedback Was Submitted.

N
/A ETAT Review by David A. Rydene, National Marine Fisheries Service (01/30/2007)

Wetlands Effect: N/A / No Involvement

Identified Resources and Level of Importance:

None.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 8627. The Florida Department of Transportation proposes a new I-75 interchange at Coconut Road in Lee County, Florida.

NMFS staff conducted a site inspection of the project area on January 29, 2007 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS, is responsible and therefore, we have no comment to provide regarding the projects impacts.

No Coordinator Feedback Was Submitted.

Wildlife and Habitat

Coordinator Summary

Summary Degree of Effect

Wildlife and Habitat Summary Degree of Effect:

Reviewed By:

FIHS Central Office (3/07/2007)

Comments:

None found.

ETAT Reviews for Wildlife and Habitat

3 ETAT Review by Scott Sanders, FL Fish and Wildlife Conservation Commission (03/07/2007)

Wildlife and Habitat Effect: Moderate

Identified Resources and Level of Importance:

The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #8627 in Lee County, and provides the following comments related to potential impacts to fish and wildlife resources on this Programming Phase project.

This project involves construction of a new Interchange on I-75 at Coconut Road in Lee County. Coconut Road extends west to east, and ends at I-75, and the proposed Interchange would connect to Coconut road on the west side of the Interstate. However, the Project Description relates that another project will be submitted in the future to extend Coconut Road to the East along a new alignment.

A GIS analysis of fish and wildlife and habitat resources was conducted within 500 feet and 1.0 mile of the proposed project area. The results of this analysis indicates that those lands within 500 feet of the approximately 0.8-mile long project area are comprised of about 66.0 acres of High and Low Impact land uses, 24.0 acres of wetlands represented by mixed wetland forests, hardwood swamp, cypress swamp, freshwater marsh and wet prairie, and less than two acres of improved pasture.

An analysis of aerial photos clearly shows that the regional area adjacent to the project area to the east and northeast, and southeast is comprised of large areas of undeveloped land comprised of significant areas of forested swamp, freshwater marsh and wet prairie, upland hardwood hammocks, and pine flatwoods. Wetlands within a 1.0 mile buffer area of the project are represented by hardwood swamp, freshwater marsh and wet prairie, cypress/pine/cabbage palm, cypress swamp, mixed wetland forest and open water. Upland habitats include pinelands, mixed hardwood-pine forests, dry prairie, and hardwood hammocks and forests. Within this buffer area, native wetlands total approximately 1,355.9 acres (49.0 percent) while uplands comprise 180.0 acres (6.5 percent), and high and low impact urban lands cover about 1,220 acres or 43 percent.

Based on known range and preferred habitat types, the following wildlife species listed by our agency as Endangered (E), Threatened (T), and Species of Special Concern (SSC) may potentially occur in and adjacent to the project area: Gopher tortoise (SSC), eastern indigo snake (T), Florida pine snake (SSC), gopher frog (SSC), Florida panther (E), Florida black bear (T), little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), wood stork (E), bald eagle (T), crested caracara (T), southeastern kestrel (T), limpkin (SSC), Florida sandhill crane (T), and the Florida burrowing owl (SSC).

The results of our GIS analysis also indicates that significant areas of high quality wildlife habitat occurs from the project area boundary out to at least 1.0 mile as measured by several FWC GIS data layers which are based on modeling of native upland and wetland vegetation types. These data layers include: Biodiversity Hotspots (up to 7 or more focal wildlife species potentially supported); Integrated Wildlife Habitat Ranking System Map (Score 7 to 9 [10 = Highest score]); and Priority Wetlands for wetland dependent listed species (1 to 3 focal species potentially occur in uplands and 7 to 9 in wetlands).

Furthermore, approximately 42.0 percent, or 1,177 acres within this area is classified as Primary Habitat for the Endangered Florida panther, and 53 percent of the area or 1,485 acres is mapped as Strategic Habitat Conservation Areas for both the panther and the American Swallow-tailed kite. The Greenways Ecological Priority Linkages GIS data layer also ranks 55 percent or 1,530 acres within and adjacent to the project area and out to 1.0 mile as Critical, and portions of the Corkscrew Regional Ecosystem Watershed (CREW) Florida Board of Trustees Florida Forever land acquisition area is also located within this area. Additionally, the proposed project area occurs within the secondary range of the Big Cypress Bear population for the Florida black bear. Secondary bear range is defined as area important to bear movement and habitat use, but less optimal than primary range. Expansion of existing roadways and creation of new roadways will result in fragmentation and direct loss of significant bear habitat. It also will likely increase roadkill occurring within and along I-75 and adjacent roadways.

Comments on Effects to Resources:

Direct impacts resulting from the proposed project could be moderate associated with construction of the Interchange, entrance and exit ramps on I-75, and the construction of Drainage Retention Areas (DRAs) and other improvements needed on Coconut Road due to the amount of wetlands within and adjacent to the project area.

Additional Comments (optional):

The following recommendations are provided as input to the Project Development and Environmental Study (PD&E) in order to develop biological information needed to address avoidance, minimization, and mitigation of project impacts to wildlife resources and habitat:

1. A vegetative cover map and accounting by acreage for each plant community type should be made for the affected project area. Compensatory mitigation for all upland and wetland habitat loss should be accomplished. If wetlands are mitigated under the provisions of Chapter 373.4137 F.S., the proposed mitigation sites should be located within the immediate or same regional area; be functionally equivalent; equal to or of higher functional value; and as or more productive as the impacted wetlands. Land acquisition and restoration of appropriate tracts adjacent to existing public lands, or tracts placed under conservation easement or located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas, would be supported by FWC.

2. Surveys for listed species should be accomplished within and adjacent to the ROW and proposed sites for DRAs during the PD&E Study. The methodology for these surveys should be coordinated with FWC and follow appropriate survey techniques or guidelines to determine presence, absence, or probability of occurrence of various species, and to assess habitat quality. These study methods should be designed specifically considering the potential listed species discussed above. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative impacts of the project on wildlife and habitat resources, including listed species. Surveys will further enhance FWCs ability to assist in determining locations of wildlife underpasses and implementation of other conservation measures. Avoidance, minimization, and mitigation measures should also be formulated and implemented.

3. The indirect and cumulative impacts of this project should be fully addressed in the PD&E Study. Specific issues include habitat loss or degradation, habitat connectivity, road mortality, and decreased dispersal as it collectively relates to long-term impact to the Florida panther and Florida Black Bear. Regional measures needed to address necessary avoidance, minimization, and mitigation of impacts through such measures as public land acquisition or conservation easements, habitat restoration, and the possible need for wildlife underpass structures and roadway fencing should also be an important part of the study or other methods to alert motorists regarding the presence of wildlife on roads (particularly in areas that have experienced high concentrations of documented roadkills). In addition to the current project, other increased capacity projects in Collier, Hendry, and Glades Counties are also currently being planned for portions of US-82 (ETDM 3055) in Lee County, SR-29 in Collier County (ETDM 3752), SR-29 in Hendry and Collier Counties (ETDM 8668), and future plans have also been released for expanding SR-29 from La Belle to US-27 in the area of Fish Eating Creek (ETDM 5531) in Hendry and Glades Counties. The cumulative impacts of the above four ETDM projects, and the current project on the panther

population, should also be fully addressed in the PD&E Study, and in our view, an area-wide Environmental Impact Statement is the most appropriate method to accomplish this task for the wide-ranging panther and Florida black bear. Please contact FWCs Florida Panther Coordinator Darrell Land (239) 643-4220 and FWCs Black Bear Management Program Coordinator Stephanie Simek (850) 410-0656, ext. 17327 for technical assistance and coordination on these issues in planning the PD&E Study.

4. We recommend that FDOT develop and implement customized Best Management Practices (BMPs) especially formulated for this project as they pertain to dredging and filling, control of siltation and turbidity, and the nutrient loading associated with the discharge of roadside runoff, to reduce impacts within these freshwater wetland systems.

5. Construction equipment staging areas; storage of oils, greases, and fuel; fill and roadbed material; and equipment maintenance activities should be sited in previously disturbed areas far removed from streams, wetlands, or surface water bodies. Staging areas, along with borrow areas and DRAs, should also be surveyed for listed species.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Stephanie Rousso at (941) 575-5784, e-mail Stephanie.rousso@MyFWC.com, or Dr. Joe Walsh at (772) 778-5094, for further coordination on this project.

No Coordinator Feedback Was Submitted.

4 ETAT Review by Cathy Kendall, Federal Highway Administration (03/07/2007)

Wildlife and Habitat Effect: Substantial

Identified Resources and Level of Importance:

Much of the area is located in primary panther habitat.

Comments on Effects to Resources:

coordination needed with FHWA, USFWS and FFWS to address plans to ensure safe movement of the panther and to preserve their habitat. The need for a stub-out interchange design to the east of I-75 should be assessed for future secondary impacts on panther habitat to the east.

No Coordinator Feedback Was Submitted.

4 ETAT Review by John Wrublik, US Fish and Wildlife Service (02/28/2007)

Wildlife and Habitat Effect: Substantial

Identified Resources and Level of Importance:

federally listed species and fish and wildlife resources

Comments on Effects to Resources:

Federally Listed Species

The Service has reviewed our Geographic Information Systems (GIS) database for recorded locations of

federally listed threatened and endangered species on or adjacent to the project study area. The GIS database is a compilation of data received from several sources.

Wood Stork

The project corridor is located in the Core Foraging Areas (within 18.6 miles) of two active nesting colonies of the endangered wood stork (*Mycteria americana*). The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. The Service does not consider the preservation of wetlands, by itself, as adequate compensation for impacts to wood stork foraging habitat, because the habitat lost is not replaced. Accordingly, any wetland mitigation plan proposed should include a restoration, enhancement, or creation component. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a Service Approved mitigation bank located outside of the CFA would be acceptable to the Service, provided that the impacted wetlands occur within the permitted service area of the bank.

Florida panther

<space count="4" />Any portion of the project that occurs east Interstate 75 right-of-way is located within the Services consultation area for the endangered Florida panther (*Puma concolor coryi*), and the panther Primary Zone (as defined by Kautz et al. 2006). The Service believes that development projects in the panther consultation area have the potential to adversely affect the Florida panther, and we request that habitat compensation be provided to minimize the adverse impacts to the Florida panther resulting from the project. Habitat provided in the Primary Zone is most beneficial to the panther.

<space count="4" />

The Service recommends that our functional panther habitat assessment be used to determine the current habitat value of the project site to the panther and the amount of habitat recommended to offset the habitat lost from the project. The assessment is based on the amount of habitat that we believe is necessary to support a population of 90 panthers in south Florida, which is the mid-point (90 panthers) in Kautz et al.s (2006) management guidelines that a population of 80 to 100 panthers is likely to be stable through 100 years. The Services panther habitat assessment considers the contributions the project lands provide to the Florida panther, recognizing not all habitats provide the same functional value, and quantifies the value of habitat at the project site in functional units known as Panther Habitat Units.

The Service believes that the following federally listed species have the potential to occur in or near the project site: eastern indigo snake (*Drymarchon corais couperi*), wood stork, and Florida panther. Accordingly, the Service recommends that the Florida Department of Transportation (FDOT) prepare a Biological Assessment for the project (as required by 50 CFR 402.12) during the FDOTs Project Development and Environment process.

Fish and Wildlife Resources - Indirect Effects:

Lands located east of the project site contain large expanses of undeveloped uplands and wetlands that provide valuable habitat for a variety of fish and wildlife species, including the Florida panther. The Service believes that the proposed project will indirectly result in significant adverse effects to fish and wildlife in this area. We note that construction of the project will allow the eastward extension of Coconut Road and promote commercial and residential development in the area. We believe that this development would not occur but for the transportation access provided by the project to Interstate 75. The indirect adverse effects resulting from the project would include significant loss, degradation, and fragmentation of fish and wildlife (and Florida panther) habitat, and increase road-related wildlife mortality in the area. Therefore, we strongly recommend that another location for an Interchange with I-75 be explored to resolve this transportation need, and that an Interchange at Coconut Road be removed from further consideration.

No Coordinator Feedback Was Submitted.

- No review submitted from the FL Department of Agriculture and Consumer Services
- No review submitted from the US Forest Service

ETAT Reviews: Cultural

Historic and Archaeological Sites

Coordinator Summary

Summary Degree of Effect

Historic and Archaeological Sites Summary Degree of Effect:

Reviewed By:

FIHS Central Office (3/09/2007)

Comments:

None found.

ETAT Reviews for Historic and Archaeological Sites

0 ETAT Review by Sherry Anderson, FL Department of State (03/09/2007)

Historic and Archaeological Sites Effect: None

Identified Resources and Level of Importance:

Historic Standing Structures

Buffer distance: 5280 feet

LL02067 10311 STRIKE LANE; ineligible by recorder, not evaluated by SHPO

Comments on Effects to Resources:

This project lies within an area surveyed in 1995 as part of the Bonita Bay Purchase (DHR No.: 4551). At that time, no historic buildings or archaeological sites were identified. Some 388 shovel tests were a part of this survey and no cultural material was identified. USGS maps of the corridor indicate that there are no buildings that pre-date 1958 located within the probable area of potential effect for this project. The area is characterized by wetlands and there is a very low probability for the existence of archaeological sites.

Given the lack of resources found in the area that has been previously surveyed, it is unlikely that there are any significant historic properties that will be impacted by this undertaking. No additional cultural resource assessment survey will be necessary.

No Coordinator Feedback Was Submitted.

2 ETAT Review by Cathy Kendall, Federal Highway Administration (03/07/2007)

Historic and Archaeological Sites Effect: Minimal

Identified Resources and Level of Importance:

No historic/archaeological resources were identified in the GIS analysis within 500 feet of the proposed interchange.

Comments on Effects to Resources:

field review needed for confirmation.

No Coordinator Feedback Was Submitted.

3 ETAT Review by Steve Terry, Miccosukee Tribe (02/26/2007)

Historic and Archaeological Sites Effect: Moderate

Confidential:Review will not be displayed on Public Access website

Identified Resources and Level of Importance:

There were no known archaeological sites located within the project boundaries. A Cultural Resources Survey should be done so that impacts, if any, to the resources can be ascertained.

Comments on Effects to Resources:

Effects are unknown until a Cultural Resources Survey is completed. The survey will show impacts, if any, to the resources. Meaningful comments can be made after the survey is completed.

No Coordinator Feedback Was Submitted.

- No review submitted from the Seminole Tribe

Recreation Areas

Coordinator Summary

0 Summary Degree of Effect

Recreation Areas Summary Degree of Effect: None

Reviewed By:

FIHS Central Office (3/09/2007)

Comments:

None found.

ETAT Reviews for Recreation Areas

0 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (03/09/2007)

Recreation Areas Effect: None

Identified Resources and Level of Importance:

There are no public conservation lands located within the project area. The DEP Office of Greenways and Trails notes, however, that there is a major bike/pedestrian system along Three Oaks Parkway that connects to Collier County, so anything that lessens traffic along the route is welcome by Lee County.

Comments on Effects to Resources:

None found.

No Coordinator Feedback Was Submitted.

- No review submitted from the US Environmental Protection Agency
- No review submitted from the Federal Highway Administration
- No review submitted from the National Park Service

Section 4(f) Potential

ETAT Reviews for Section 4(f) Potential

No reviews found for the Section 4(f) Potential Issue.

- No review submitted from the Federal Highway Administration

No Summary Degree of Effect Found.

ETAT Reviews: Community

Aesthetics

Coordinator Summary

2 Summary Degree of Effect

Aesthetics Summary Degree of Effect: Minimal

Reviewed By:

FIHS Central Office (3/07/2007)

Comments:

None found.

ETAT Reviews for Aesthetics

2 ETAT Review by Lori Nail, FDOT District 1 (03/07/2007)

Aesthetics Effect: Minimal

Identified Resources and Level of Importance:

100-Foot Buffer:
Estero

Comments on Effects to Resources:

With respect to corridor aesthetics, nearby residential areas are likely to have an interest in the visual appeal of the corridor. The proposed extension of Coconut Road from the west is surrounded on the north and south by gated residential communities, who will likely have a preference for corridor beautification standards. The residential land uses within the 200-foot buffer were identified and approximately 0.3% of residential lands were found.

Residential Land Uses within the 200-Foot Buffer Area:
Residential: 0.08 acres; 0.25%

There are no eye clinics or assisted living facilities in the project vicinity, thus noise and vibration related impacts should be of minor concern.

CLC Commitments and Recommendations:

Recommendation: During the Project Development phase, solicit neighboring community opinion on potential project effects related to corridor aesthetics.

No Coordinator Feedback Was Submitted.

- No review submitted from the Lee County MPO
- No review submitted from the Federal Highway Administration

Economic

Coordinator Summary

1 Summary Degree of Effect

Economic Summary Degree of Effect: Enhanced

Reviewed By:

FIHS Central Office (3/07/2007)

Comments:

None found.

ETAT Reviews for Economic

1 ETAT Review by Lori Nail, FDOT District 1 (03/07/2007)

Economic Effect: Enhanced

Identified Resources and Level of Importance:

100-Foot Buffer:
Brooks of Bonita Springs DRI

Comments on Effects to Resources:

The population of Lee County, according to the 2000 Census, was 440,888. The 2005 population was estimated at 537,180 by the Bureau of Economic Business Research (BEBR). The population forecasts for 2030 indicate a projected population of 905,394, which is an increase of 368,214 people from the year 2005. Employment projections for Lee County indicate an increase of 38,900 in an 11-year period, which yields a 1.8% annual growth rate. This economic expansion and population growth trend is expected to continue over the twenty-five year planning horizon.

Population and employment growth is expected to occur not only in the County, but near the proposed interchange, as well. Population is expected to increase to 7,013 by the year 2030 and employment is expected to increase by 2.1% annually for the traffic analysis zones near the proposed interchange (from 2000 to 2030).

With the expected increase in population and employment near the corridor and in the region, this project is likely to serve as a stimulus for economic activity in Lee County.

CLC Commitments and Recommendations:

Recommendation: The Lee County tax base can expect to be enhanced, as a result of this project. It is recommended that public outreach be conducted in the Project Development phase to solicit input on the project from the general public or businesses deriving their access from Coconut Road.

No Coordinator Feedback Was Submitted.

- No review submitted from the Lee County MPO
- No review submitted from the Federal Highway Administration

Land Use

Coordinator Summary

Summary Degree of Effect

Land Use Summary Degree of Effect:

Reviewed By:

FIHS Central Office (3/07/2007)

Comments:

None found.

ETAT Reviews for Land Use

0 ETAT Review by Gary Donaldson, FL Department of Community Affairs (03/07/2007)

Land Use Effect: None

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

No Coordinator Feedback Was Submitted.

2 ETAT Review by Lori Nail, FDOT District 1 (03/07/2007)

Land Use Effect: Minimal

Identified Resources and Level of Importance:

Lee County Comprehensive Plan

Comments on Effects to Resources:

As shown in the table below, the existing land use for the 500-foot project buffer is predominantly agricultural (43.7%), with about 12% public/semi-public lands, 6% residential lands and 3% institutional lands.

Existing Land Use (500-foot project buffer):

- Agricultural: 39.64 acres; 43.7%
- Public/Semi-Public: 10.73 acres; 11.8%
- Residential: 5.12 acrs; 5.6%
- Institutional: 2.85 acres; 3.1%

Land within the 500-foot project buffer area is designated under the following generalized future land use categories. Approximately 64% of this area is designated as estate, 19% preserve and 18 % agricultural. Considering the large tracts of agricultural lands currently in the project area, the expectation is that much of the area will retain its rural residential character during the comprehensive planning period.

Future Land Use (500-foot project buffer):

- Agricultural: 16.04 acres; 17.7%
- Estate: 57.63 acres; 63.5%
- Preserve: 17.11 acres; 18.9%

Comprehensive Plan Consistency:

The Lee County Comprehensive Plan is currently being amended to reflect the changes that have been made in the 2030 Lee MPO LRTP, and thus will include the I-75 at Coconut Road interchange project.

CLC Commitments and Recommendations:

None.

No Coordinator Feedback Was Submitted.

- No review submitted from the Lee County MPO
- No review submitted from the Federal Highway Administration

Mobility

Coordinator Summary

1 Summary Degree of Effect

Mobility Summary Degree of Effect: Enhanced

Reviewed By:

FIHS Central Office (3/07/2007)

Comments:

None found.

ETAT Reviews for Mobility

1 ETAT Review by Lori Nail, FDOT District 1 (03/07/2007)

Mobility Effect: Enhanced

Identified Resources and Level of Importance:

Lee Tran bus routes, 140, 150 & 60

Comments on Effects to Resources:

I-75 is part of the designated Strategic Intermodal System (SIS) network of Florida, providing important statewide access to major east-west and north-south transportation corridors. An interchange at Coconut Road and I-75 would provide motorists of south Fort Myers, San Carlos, Estero, the City of Bonita Springs and north Naples alternate means to access I-75. In turn, this should reduce the severe traffic congestion on the following I-75 interchanges: Alico Road, Corkscrew Road, Bonita Beach Road and Immokalee Road. In addition, traffic on US 41 and Three Oaks Parkway may be reduced because those motorists trying to access I-75 will have an added interchange. The proposed extension of Coconut Road from the west provides logical termini for the interchange.

Interstate 75 is a major evacuation route, as identified by the Florida Division of Emergency Management. The addition of an interchange at Coconut Road would provide residents of southwest Lee County an alternative route to US 41 and aid in the evacuation of area-wide residents in the event of an emergency.

Currently in Lee County, LeeTran has three transit routes that service the study area of Alico Road south to the Lee County Line. Route 140 runs along US 41 from San Carlos Park north to North Fort Myers with several transfers to other routes along the way. The closest bus stop on Route 140 is approximately 6.3 miles to Coconut Road. Route 60 runs throughout San Carlos Park and has a transfer to Route 140. The closest bus stop on Route 140 is approximately seven miles to Coconut Road. Route 150 runs throughout

the City of Bonita Springs along US 41, Old 41 Road and parts of Bonita Beach Road. Route 150 has a transfer to the Bonita Springs TrolLee and has another transfer that runs north along US 41 nonstop to Route 140. The closest bus stop on Route 150 is approximately 1.3 miles to Coconut Road. Additionally, the LeeTran has several planned transit routes that service the study area of Alico Road south to the Lee County Line and into Collier County.

Currently there are no existing bike/pedestrian facilities on Coconut Road. However, there is a proposed sidewalk along the entire corridor and a proposed bike path/trail from US 41 east to the project terminus.

CLC Commitments and Recommendations:

Recommendation: The proposed interchange will increase overall mobility in Lee County and the southwest Florida region. It is important to include the needs of the transportation disadvantaged population when constructing new roadways, accommodating the pedestrian and bicycle community.

No Coordinator Feedback Was Submitted.

- No review submitted from the Lee County MPO
- No review submitted from the Federal Highway Administration
- No review submitted from the Federal Transit Administration

Relocation

Coordinator Summary

2 Summary Degree of Effect

Relocation Summary Degree of Effect: Minimal

Reviewed By:

FIHS Central Office (3/07/2007)

Comments:

None found.

ETAT Reviews for Relocation

2 ETAT Review by Lori Nail, FDOT District 1 (03/07/2007)

Relocation Effect: Minimal

Identified Resources and Level of Importance:

200-Foot Buffer:

Residential lands

Public/Semi-public lands

Comments on Effects to Resources:

The right-of-way for the existing Coconut Road is approximately 156 feet. Additional right-of-way will be

acquired for the proposed extension of Coconut Road from the west, as well as the interchange on/off ramps. Thus, the types and numbers of parcels within the 200-foot buffer area were examined to determine potential relocation impacts. While the land use in the 200-foot buffer is largely agricultural, it does include one large public/semi-public parcel and a few residential parcels.

The proposed extension of Coconut Road from the west traverses an open span of agricultural land, whereby right-of-way issues may not be much of an issue. The same is true for the proposed stub-out to the east of the proposed interchange.

Existing Land Uses within the 200-Foot Buffer Area: (subject to relocation)

Residential: 0.08 acres; 0.25%

Institutional: 0.92 acres; 2.7%

Public/Semi-public: 3.36 acres; 10.0%

CLC Commitments and Recommendations:

Recommendation: Project-related relocation effects are expected to be minimal. However, as more detailed project information on right-of-way needs becomes available, it is recommended that further assessment of relocation effects be conducted.

No Coordinator Feedback Was Submitted.

- No review submitted from the Lee County MPO
- No review submitted from the Federal Highway Administration

Social

Coordinator Summary

2 Summary Degree of Effect

Social Summary Degree of Effect: Minimal

Reviewed By:

FIHS Central Office (3/07/2007)

Comments:

None found.

ETAT Reviews for Social

2 ETAT Review by Lori Nail, FDOT District 1 (03/07/2007)

Social Effect: Minimal

Identified Resources and Level of Importance:

100-Foot Buffer:

Greenway Ecological Priority Linkage (Critical)

One-Mile (5,280-Foot) Buffer:
Florida Site File Historic Standing Structure (1)
Copperleaf Golf Club
Spring Run Golf Club

Comments on Effects to Resources:

Effects on community focal points and social cohesion appear to be minimal. The proposed interchange connects to a proposed roadway to the west, meaning there are very few community resources. Two golf clubs appear in the one-mile buffer, as well as an historic standing structure.

White- 96.5% (one mile buffer); 85.5% (Lee County)
African-American- 0.3% (one-mile buffer); 7.2% (Lee County)
"Other"- 2.8% (one-mile buffer); 6.1% (Lee County)
Hispanic- 4.3% (one-mile buffer); 14.4% (Lee County)
Age 65+ - 35.9% (one-mile buffer); 22.4% (Lee County)
Under age 18- 11.7% (one-mile buffer); 20.6% (Lee County)
HH w/o car- 3.5% (one-mile buffer); 4.2% (Lee County)
Median Family Income- \$65,578 (one-mile buffer); \$51,848 (Lee County)
Source: EST and US Census Bureau
*Lee County race percentages equal 99.1%

As shown in the table above, the demographics in the one-mile buffer differ slightly from that of Lee County. The county has a higher percentage of African-Americans and Hispanics, as well as a greater youth population. The one-mile buffer has a higher elderly population (13.5% more) and reports a higher median family income than the county.

CLC Commitments and Recommendations:

Recommendation: The project does not appear to impact community focal points or conditions for social cohesion in the community.

No Coordinator Feedback Was Submitted.

- No review submitted from the Lee County MPO
- No review submitted from the FL Department of Community Affairs
- No review submitted from the FL Department of Environmental Protection
- No review submitted from the US Environmental Protection Agency
- No review submitted from the Federal Highway Administration

ETAT Reviews: Secondary and Cumulative

Secondary and Cumulative Effects

Coordinator Summary

█ Summary Degree of Effect

Secondary and Cumulative Effects Summary Degree of Effect:

Reviewed By:

FIHS Central Office (3/09/2007)

Comments:

None found.

ETAT Reviews for Secondary and Cumulative Effects

5

ETAT Review by John Fellows, US Army Corps of Engineers (03/09/2007)

Secondary and Cumulative Effects Effect: Dispute Resolution

At-Risk Resource:

Wetlands

Comments on Effects:

Although the direct effects do not appear to be a 'stopper', the cumulative effects associated with providing the initial transportation access to the properties to the east are more significant. Based on available information, these areas have valuable wildlife habitat, water recharge, listed species habitat, and other functions. Although the project description states that the eastward extension of Coconut Road is not part of the project, the secondary and cumulative impacts of facilitating that extension, along with the accompanying development, do have to be part of the Corps' review of the project.

Recommended Avoidance, Minimization, and Mitigation Measures:

My suggestion is to eliminate the east-side stub-out. Work on the east side of I-75 associated with the northbound entrance and exit ramps should avoid and minimize wetland impacts to the greatest extent practicable. After avoidance and minimization, mitigation should be done within the same watershed as the impacts, and preferably within as close a smaller subsection of the watershed to the impacts as possible.

Recommended Actions to Improve At-Risk Resources:

None found.

No Coordinator Feedback Was Submitted.

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ETAT Review by Sherry Anderson, FL Department of State (03/09/2007)

Secondary and Cumulative Effects Effect: None

At-Risk Resource:

Archaeological and Historic Resources

Comments on Effects:

This area was previously surveyed and not historic buildings or archaeological sites were found. It is unlikely that there are any significant historic properties that will be impacted by this undertaking.

Recommended Avoidance, Minimization, and Mitigation Measures:

No additional cultural resource assessment survey will be necessary.

Recommended Actions to Improve At-Risk Resources:

No additional cultural resource assessment survey will be necessary.

No Coordinator Feedback Was Submitted.

4 ETAT Review by Scott Sanders, FL Fish and Wildlife Conservation Commission (03/07/2007)

Secondary and Cumulative Effects Effect: Substantial

At-Risk Resource:

Wildlife and Habitat

Comments on Effects:

Indirect and cumulative impacts of the project could be substantial. An Interchange at I-75 and Coconut Road, and the associated future plans to eventually extend Coconut Road to the east, as discussed in the Project Description, could result in extensive commercial and residential development east of I-75. The diverse upland and wetland habitat system in the regional area surrounding the project area has been shown to be of high quality as measured by multiple indices. Future development could be facilitated by improved access to this rural area and could result in substantial habitat loss for the Florida panther, and many other wildlife species listed by FWC as Endangered, Threatened or Species of Special Concern. In addition, water quality over broad portions of this area could be degraded over time due to increased stormwater runoff from future commercial and residential development and the construction and use of the road network needed to accommodate this development. Increased development in this area would also necessitate improved stormwater management and flood control resulting in reduced water quality and habitat quality. Increased roadkills of birds, mammals, amphibians, and reptiles, including several listed species can also be expected. Secondary residential and commercial development in this area could also result in increased habitat fragmentation and isolation over time.

Recommended Avoidance, Minimization, and Mitigation Measures:

3. The indirect and cumulative impacts of this project should be fully addressed in the PD&E Study. Specific issues include habitat loss or degradation, habitat connectivity, road mortality, and decreased dispersal as it collectively relates to long-term impact to the Florida panther and Florida Black Bear. Regional measures needed to address necessary avoidance, minimization, and mitigation of impacts through such measures as public land acquisition or conservation easements, habitat restoration, and the possible need for wildlife underpass structures and roadway fencing should also be an important part of the study or other methods to alert motorists regarding the presence of wildlife on roads (particularly in areas that have experienced high concentrations of documented roadkills). In addition to the current project, other increased capacity projects in Collier, Hendry, and Glades Counties are also currently being planned for portions of US-82 (ETDM 3055) in Lee County, SR-29 in Collier County (ETDM 3752), SR-29 in Hendry and Collier Counties (ETDM 8668), and future plans have also been released for expanding SR-29 from La Belle to US-27 in the area of Fish Eating Creek (ETDM 5531) in Hendry and Glades Counties. The cumulative impacts of the above four ETDM projects, and the current project on the panther population, should also be fully addressed in the PD&E Study, and in our view, an area-wide Environmental Impact Statement is the most appropriate method to accomplish this task for the wide-ranging panther and Florida black bear. Please contact FWCs Florida Panther Coordinator Darrell Land (239) 643-4220 and FWCs Black Bear Management Program Coordinator Stephanie Simek (850) 410-0656, ext. 17327 for technical assistance and coordination on these issues in planning the PD&E Study.

Recommended Actions to Improve At-Risk Resources:

None found.

No Coordinator Feedback Was Submitted.

Project Scope

General Project Commitments

No General Project Commitments Found

Required Permits

No Permits Found.

Required Technical Studies

No Technical Studies Found.

Class of Action

No Class of Action Defined Yet.

Dispute Resolution Activity Log

No Dispute Actions Found.