

DRAFT

**Section 1
STATE ENVIRONMENTAL IMPACT REPORT**

FOR THE

**MINNEOLA INTERCHANGE AT FLORIDA'S TURNPIKE
MILE POST 279**

Project Development and Environment (PD&E) Study

LAKE COUNTY, FLORIDA

FLORIDA'S TURNPIKE ENTERPRISE



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FLORIDA DEPARTMENT OF TRANSPORTATION STATE ENVIRONMENTAL IMPACT REPORT

1. GENERAL INFORMATION:

Project Name: Minneola Interchange at Florida's Turnpike

Project Limits: Milepost 279, north of SR 50 and east of US 27

Financial Project Number: _____

2. PROJECT DESCRIPTION:

a. Existing: See Attachment 1, Section 1.1.1

b. Proposed Improvements: See Attachment 1, Section 1.1.2

3. APPROVED FOR PUBLIC AVAILABILITY: (Before Public Hearing)



Manager, Environmental Management Office 11/19/12
Date

A Public Hearing was held on _____/_____/_____
Date

4. APPROVAL OF FINAL DOCUMENT: (After Public Hearing)

Executive Director and Chief Executive Officer, _____/_____/_____
Florida's Turnpike Enterprise Date

5. IMPACT EVALUATION

Topical Categories	S i g n	M i n	N o n e	N o n l i v	REMARKS
A. SOCIAL IMPACTS					
1. Land Use Changes	[]	[]	[X]	[]	<u>See Section 2.1.1</u>
2. Community Cohesion	[]	[]	[X]	[]	<u>See Section 2.1.2</u>
3. Relocation Potential	[]	[]	[]	[X]	_____
4. Community Services	[]	[]	[X]	[]	<u>See Section 2.1.4</u>
5. Title VI Considerations	[]	[]	[X]	[]	<u>See Section 2.1.5</u>
6. Controversy Potential	[]	[]	[X]	[]	<u>See Section 2.1.6</u>
7. Bicycles and Pedestrians	[]	[]	[X]	[]	<u>See Section 2.1.7</u>
8. Utilities and Railroads	[]	[]	[X]	[]	<u>See Section 2.1.8</u>
B. CULTURAL IMPACTS					
1. Historic Sites/Districts	[]	[]	[X]	[]	<u>See Section 2.2.1</u>
2. Archaeological Sites	[]	[]	[X]	[]	<u>See Section 2.2.2</u>
3. Recreation Areas	[]	[]	[]	[X]	_____
C. NATURAL ENVIRONMENT					
1. Wetlands	[]	[]	[X]	[]	<u>See Section 2.3.1</u>
2. Aquatic Preserves	[]	[]	[]	[X]	_____
3. Water Quality	[]	[]	[X]	[]	<u>See Section 2.3.3</u>
4. Outstanding FL Waters	[]	[]	[]	[X]	_____
5. Wild and Scenic Rivers	[]	[]	[]	[X]	_____
6. Floodplains	[]	[]	[X]	[]	<u>See Section 2.3.6</u>
7. Coastal Barrier Islands	[]	[]	[]	[X]	_____
8. Wildlife and Habitat	[]	[X]	[]	[]	<u>See Section 2.3.8</u>
9. Farmlands	[]	[]	[]	[X]	_____
10. Essential Fish Habitat	[]	[]	[]	[X]	_____
D. PHYSICAL IMPACTS					
1. Noise	[]	[]	[X]	[]	<u>See Section 2.4.1</u>
2. Air	[]	[]	[X]	[]	<u>See Section 2.4.2</u>
3. Construction	[]	[X]	[]	[]	<u>See Section 2.4.3</u>
4. Contamination	[]	[]	[X]	[]	<u>See Section 2.4.4</u>
5. Navigation	[]	[]	[]	[X]	_____
E. PERMITS REQUIRED					

It is anticipated that the following permits may be required:

- Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) Permit
- St. Johns River Water Management District (SJRWMD) – Environmental Resource Permit (ERP)
- SJRWMD – Dewatering Permit (Contractor will be responsible for obtaining, if required)
- Florida Fish and Wildlife Conservation Commission (FFWCC) – Gopher Tortoise Conservation Permit

COMMITMENTS AND RECOMMENDATIONS

- To be included after the Public Hearing

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ATTACHMENT 1
Project Overview

1.0

PROJECT INTRODUCTION

1.1 PROJECT DESCRIPTION

The Family Dynamics Land Company, LLC has requested that a potential new interchange at Milepost 279, north of State Road 50 (SR 50) and east of US 27 (see **Figure 1**), be studied in consultation with Florida's Turnpike Enterprise (FTE). As a result, a Project Development and Environment (PD&E) Study was conducted to evaluate the social, economic, and environmental impacts of a new interchange with the Turnpike mainline at Milepost 279.

The purpose of this interchange is to provide improved regional mobility, better access and route choice to the current regional transportation system, and improved traveler safety. This project would (1) increase mobility by providing a new interchange that improves the functionality of the existing regional transportation system, (2) increase access opportunities from the Turnpike to the communities of Clermont/Minneola, (3) reduce travel demand on sections of the state road system (US 27 and SR 50) and (4) improve traveler safety by reducing traffic volumes on congested roadway facilities.

Although this PD&E Study is focused on the Minneola Interchange and its approaches, the surrounding roadway network that will provide the connections to the interchange has also been studied by the City of Minneola and Lake County. The design of the interchange and the approach roadway alignment has been coordinated with the Hancock/North Grassy Lake PD&E Study. The local government has approved the design concept associated with the Hancock/North Grassy Lake PD&E Study. This will provide a "seamless" connection of the north-south regional roadway (Hancock Extension Road) to the interchange, and an appropriate major intersection of North Grassy Lake Road with Hancock Road, providing a direct connection to US 27.

1.1.1 Existing Conditions

The existing typical section for the Turnpike in the project area consists of four 12-foot travel lanes (two in each direction), with a 40-foot depressed median. The outside shoulders are 10-foot paved on both sides of the roadway. There is an existing 4-foot inside shoulder in the northbound direction and a 10 foot paved shoulder in the southbound direction with double face guardrail at the edge of pavement. The roadway facility has a 70 MPH design speed and has a posted speed of 70 MPH. An illustration showing the existing typical section is shown in **Figure 2**.

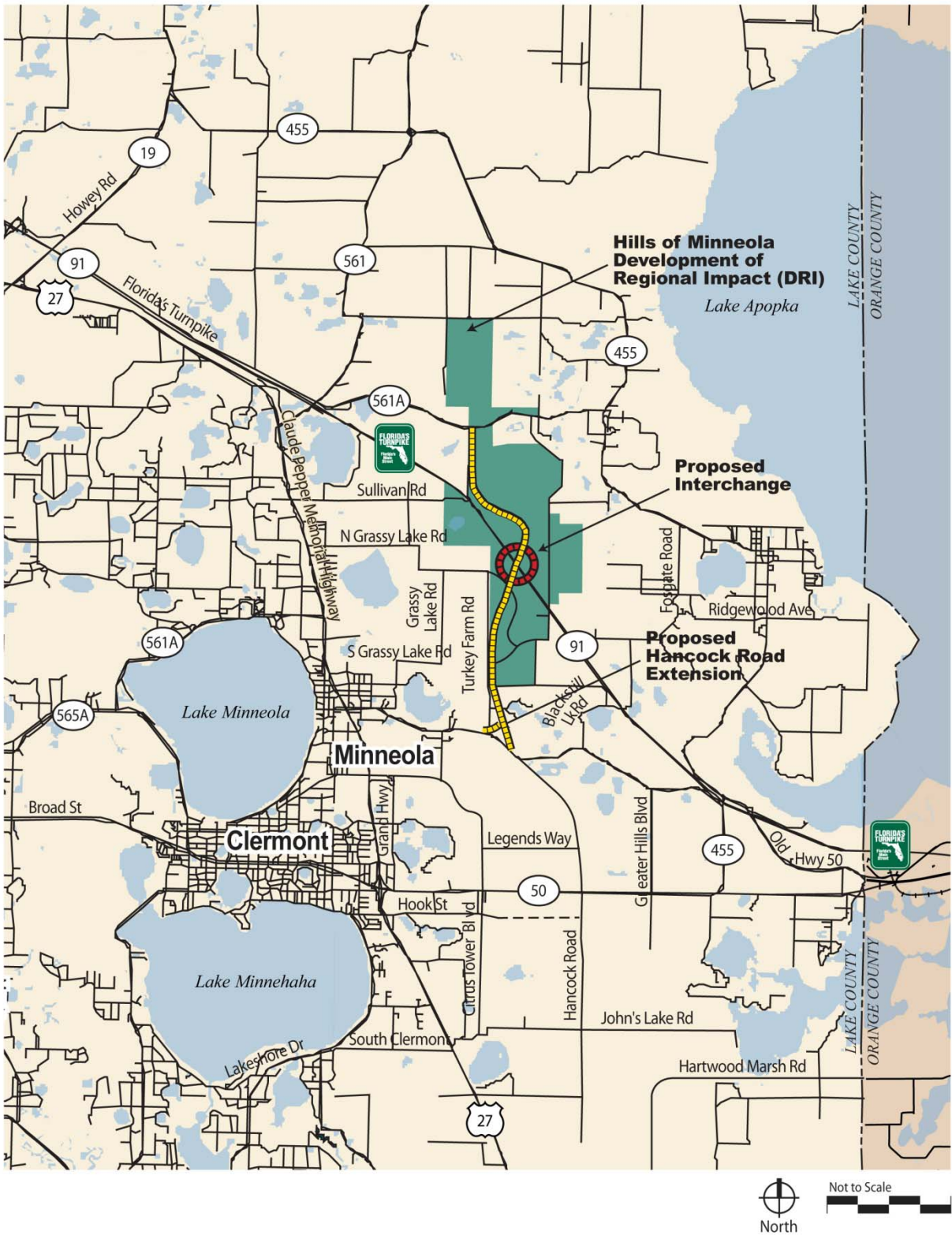
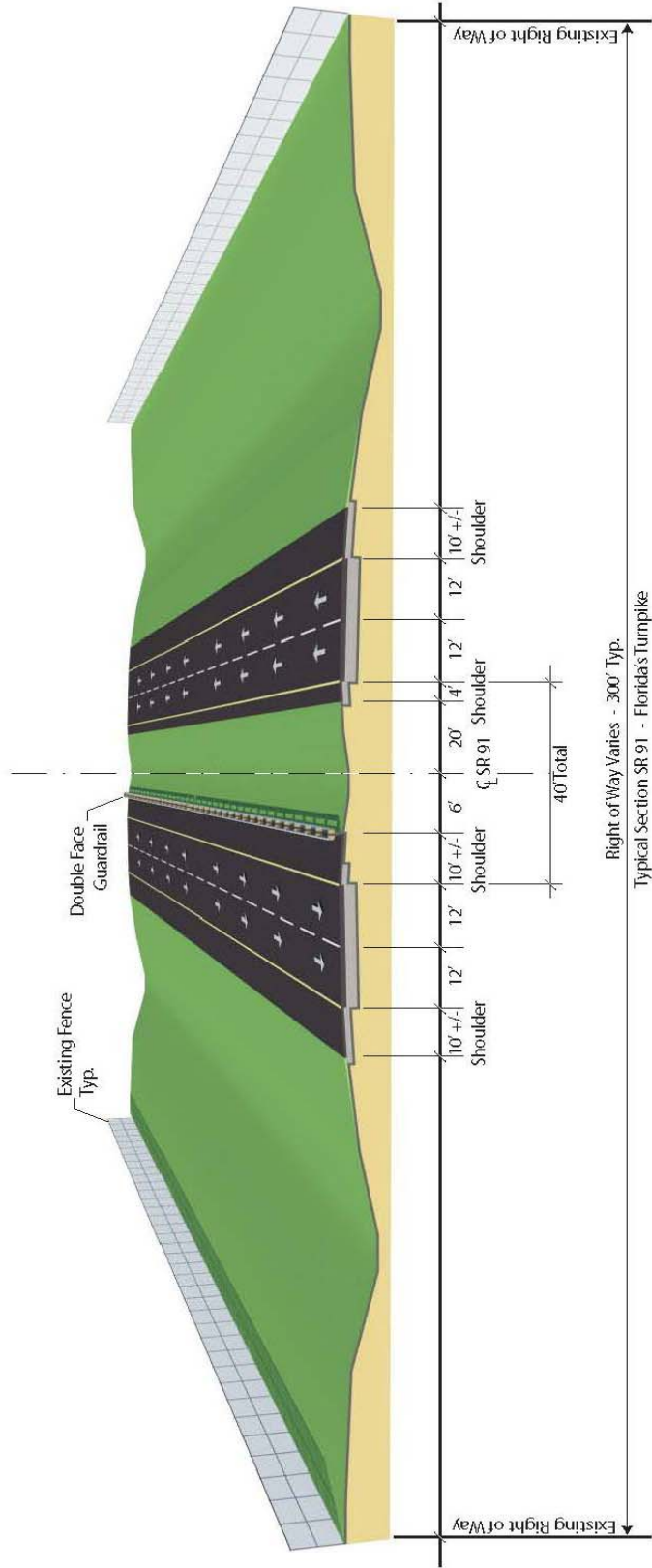


Figure 1 Project Location Map



**Figure 2 Typical Section – Existing Conditions
Florida's Turnpike**

1.1.2 Proposed Improvements

The Preferred Alternative for the Minneola Interchange at Florida's Turnpike represents a single build alternative resulting from a Development Order associated with the proposed Hills of Minneola Development of Regional Impact (DRI). The interchange includes diamond ramps in conjunction with a partial cloverleaf arrangement. This design concept is the Preferred Alternative based on the following:

- Proposed ramp configuration provides adequate storage for future traffic projections,
- Driver's expectations to re-enter the Turnpike from the Hancock Road Extension are met. Traffic traveling northbound and southbound on the Turnpike can exit at the Hancock Road Extension and return to the Turnpike to reconvene their trip,
- The design can be accommodated within the land controlled by the DRI, and
- The proposed design will have no significant impacts on the human or natural environment.

Appendix A of the Project Development Summary Report includes the typical section package, Appendix B includes the preferred interchange configuration and Appendix C includes the preferred alternative. Right-of-way has been reserved for a loop ramp in the southeast quadrant, (assuming the Turnpike is oriented in a north-south direction) if future volumes necessitate upgrades to the diamond ramp currently planned in the southeast quadrant.

ATTACHMENT 2
Technical Summary

2.0

ENVIRONMENTAL IMPACT ANALYSIS

2.1 SOCIAL IMPACTS

2.1.1 Land Use Changes

The proposed Minneola Interchange at Florida's Turnpike is located within the limits of an approved DRI land use within the City limits of the City of Minneola. Regionally, the future land use of the area consists of single and multi-family residential, agriculture, commercial, office, industrial, public facility/institutional and Planned Unit Development (PUD). Generally speaking, the commercial and office land uses occur along the US 27 and SR 50 area with the other land uses dispersed throughout the area.

Within the immediate vicinity of the proposed interchange, the City of Minneola's future land use is a PUD with surrounding single family residential land uses. Outside the City of Minneola city limits, Lake County also defines the future land use as mostly single family residential.

An approved DRI, The Hills of Minneola, is the future location of the proposed interchange; the City of Minneola has categorized this as a PUD in their future land use. The Hills of Minneola has designed their DRI to encompass the new interchange and no new changes in land use are required.

In addition to the approved Hills of Minneola DRI, there are several other DRI's and PUD's or Planned Developments (PD) in the area. Some of the other developments in the area of the proposed interchange include the following:

Table 1 – Other Developments in the Area

Name of Development	Status
Sugarloaf Mountain	Approved
Lowndes	Approved
Founders Ridge	Approved
The Reserve at Minneola	Approved
Black East	Approved
Black West	Proposed
Verde Ridge	Approved
Bella Collina	Approved
Plaza Collina	Approved

All of these DRI's, PUD's and PD's will result in over 13,000 additional residential (single and multi-family) units, over 930,000 square feet of commercial/retail, over 2,000,000 square feet of office, and over 1,400,000 square feet of industrial, as well as, proposed school sites and hotels within 5 miles of the proposed interchange.

As previously stated, with the increase of development in this area, the strain on the current interchanges along the Turnpike at US 27 in the north and SR 50 in the south, require the addition of a new interchange to support the developments approved for this

area. This improvement has been planned for in the Lake Sumter Metropolitan Planning Organization (MPO) 2035 Long Range Transportation Plan (LRTP).

The proposed interchange will not require a change in land use and therefore, impact to land use is none.

2.1.2 Community Cohesion

Florida's Turnpike currently creates a barrier of sorts between residents and uses on the east side of the highway and those residents and uses on the west side of the highway. The nearest local roads that cross the Turnpike in this area today are 4 miles apart, being located approximately 2 miles to the north and two miles to the south of the proposed interchange located approximately at Florida's Turnpike Milepost 279. The new interchange and the new connecting local road system (Hancock Road Extension) will cut the spacing of crossovers in half, providing greater connectivity for local trips, improved access across the Turnpike, and greater community cohesion. The proposed interchange footprint occurs within the future planned and approved Hills of Minneola DRI of which there are currently no residents and/or existing communities therefore, the proposed interchange will not divide neighborhoods, cause social isolation, inhibit future development, decrease neighborhood size, or separate residences from community facilities resulting in an impact to community cohesion.

2.1.3 Relocation Potential

The proposed project will not impact any residents or businesses.

2.1.4 Community Services

Schools that currently serve the project area are Minneola Elementary School, East Ridge Middle School and the new Minneola High School which is scheduled to open in August 2011 and is located on the south end of the Hills of Minneola DRI. None of these schools would be adversely impacted by the new interchange. The Lake County School Board will realize greater flexibility in establishing attendance/service zones for each school due the enhanced connectivity and accessibility that will be provided to the area by the new interchange and its connecting road system, enabling students to more readily attend the "nearest" school.

The immediate area is currently somewhat underserved by parks and recreation facilities. New developments in the area have made commitments to provide more parks and recreation opportunities and the new interchange and its connecting road system will provide greater accessibility to those parks and facilities.

The Central Florida Regional Transit Authority (dba LYNX) provides bus transit service in Osceola, Orange, Seminole and limited portions of South Lake County. Specifically, LYNX provides express bus service between downtown Orlando and US 27 on the south side of Clermont using a section of Florida's Turnpike between SR 408 and SR 50 with peak service headways of 30 minutes. It is likely that the addition of this interchange would make a second express line useful between downtown Orlando and the mixed use areas associated with the Hills of Minneola DRI. It is an excellent location for both park-and-ride service and for system transfers. Lake County's transit provider, Lake Xpress and LYNX have created a cooperative agreement that allows for seamless system transfers and have implemented this system along US 441. This type of service could be implemented in this location. The Lake Xpress Transit Development Plan has

identified CR 561 as a potential future transit corridor and specifically mentions this potential interchange as a factor in that route's selection.

Orlando International Airport is located in the City of Orlando at the intersection of the Beach Line Expressway (SR 528) and SR 436. This is the closest regional airport to most of Lake County. Florida's Turnpike provides a convenient link to the airport for the central part of Lake County and will reduce demand on US 27 and SR 50 for these trips. The proposed interchange footprint occurs within the future planned and approved Hills of Minneola DRI of which there are currently no residents and/or existing communities therefore, impact to community services is none.

2.1.5 Title VI Considerations

The project has been developed consistent with Title VI of the 1964 Civil Rights Act and Title VIII of the 1968 Civil Right Act, as amended therefore, impacts are not anticipated.

2.1.6 Controversy Potential

The DRI approval process is comprehensive; plans for the consideration and location of an interchange within the Hills of Minneola DRI began as far back as 2005. The following list details the public hearings, forums and workshops conducted as a part of the DRI approval process, which initiated the public information process for the proposed interchange.

DRI Pre-Application Conference at Mission Inn	September 15, 2005
Saturday morning public forum at Minneola City Hall	June 3, 2006
Minneola P&Z hearing - Comp plan transmittal	June 5, 2006
Minneola City Council hearing - Comp Plan transmittal	June 27, 2006
Minneola City Council workshop	June 28, 2006
Minneola City Council Hearing – Annexation 1 st Reading	September 12, 2006
Minneola City Council Hearings – Annexation 2 nd Reading; Zoning; Comp Plan	September 26, 2006
Minneola City Council Hearing - Zoning; Development Standards	October 10, 2006
East Central Florida Regional Planning Council (ECFRPC) hearing – Overall DRI	October 18, 2006
Interchange Workshop – Advertised as the Public Kickoff	December 12, 2006
Minneola City Council Hearing – Overall DRI	December 12, 2006

This process essentially functioned as a public kickoff for the Minneola Interchange project. A formal kickoff meeting was held at the City of Minneola on December 12, 2006. A formal briefing was given to both the City of Minneola City Council and the Lake County Board of County Commissioners at their respective meetings held November 18, 2008.

FTE conducted a Programming Screen using the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) wherein the state and federal Environmental Technical Advisory Team (ETAT) provided comments and degrees of effect on various natural, physical, cultural and social resources. A copy of the ETDM Programming Summary Report is included in **Appendix A**. There were no potential disputes identified in the ETDM Programming Screen. Additionally, the Advance

Notification (AN) package was transmitted to the Florida State Clearinghouse and local, regional and federal agencies on February 8, 2007. Comments received are included in **Appendix A**. The majority of the comments received were assigned a degree of effect of “none” or “minimal” with a low level of importance. Those comments received that were assigned a “moderate” degree of effect were received from the following entities:

- St. Johns River Water Management District (SJRWMD),
- U.S. Fish and Wildlife Service,
- Florida Department of State,
- Miccosukee Tribe, and
- Florida Department of Community Affairs.

Public Hearing – A public hearing will be held as part of the public involvement process. The public hearing is scheduled for (fill in the blank when scheduled), and it will be held at the Minneola City Hall, 800 N. US Highway 27, Minneola, Florida, 34715.

2.1.7 Bicycles and Pedestrians

Pedestrian facilities will be provided on the Hancock Road Extension bridge consistent with the bicycle and pedestrian facilities in the surrounding area. Pedestrian features will be provided at all signals designed as part of this interchange. Pedestrian and bicycle traffic is not permitted on Turnpike facilities. Off-road pedestrian and bicycle paths are also to be provided within the Hills of Minneola DRI with two Turnpike crossings using existing underpasses. No adverse impacts to bicyclists or pedestrians from the proposed interchange are anticipated.

2.1.8 Utilities and Railroads

There are several utilities located in the project area that intersect or run parallel to the Turnpike. Utility owners were contacted and requested to submit design plans of their existing and planned facilities along the project area. Utility coordination efforts with the utility owners will be a continual effort to minimize impacts and to complete any required relocations prior to roadway construction. The final design plans will be updated as the utility coordination plans are supplied by the utility companies.

There is currently no lighting along the project corridor. A lighting justification analysis will be performed during the final design phase to determine the extent, if any, lighting is required.

No railroads are located within or adjacent to the project footprint, and no railroads will be impacted by or cause impacts to the proposed project.

2.2 CULTURAL IMPACTS

In January of 2007, Southeastern Archaeological Research, Inc. completed a Phase 1 Cultural Resource Assessment Survey (CRAS) of the Hills of Minneola development property. The approximately 1,832 acre project area is located in Lake County within Sections 22, 23, 28, and 29 of Township 21 South, Range 26 East and Sections 4, 5, and 9 of Township 22 South and 26 East. This survey was conducted as part of a DRI application. The purpose of the survey was to locate any historic structures and archaeological resources within the project area and to assess their potential for listing on the National Register of Historic Places (NRHP).

2.2.1 Historic Sites/Districts

Formal coordination with the State Historic Preservation Office (SHPO) was accomplished subsequent to the completion of the Phase 1 CRAS. No historic resources were recorded within the proposed interchange footprint. SHPO issued a clearance letter on November 12, 2008 stating that the proposed project will have no effect on historic properties listed or eligible for listing in the National Register of Historic Places, or otherwise of historical or archaeological value (**Appendix B**).

2.2.2 Archaeological Sites

Formal coordination with the SHPO was accomplished subsequent to the completion of the Phase 1 CRAS. No archaeological sites were recorded within the proposed interchange footprint. SHPO issued a clearance letter on November 12, 2008 stating that the proposed project will have no effect on historic properties listed or eligible for listing in the National Register of Historic Places, or otherwise of historical or archaeological value (**Appendix B**).

2.2.3 Recreation Areas

The proposed project does not interface with any established or proposed recreation areas.

2.3 NATURAL ENVIRONMENT

The current environmental conditions were documented in the following technical reports as part of the PD&E process:

- Wetland Evaluation Report (July 15, 2011)
- Wildlife and Habitat Impacts Report (July 15, 2011)

The relevant information from these documents is summarized in the following sections.

2.3.1 Wetlands

A Wetland Evaluation Report has been prepared for this project and is included in the Technical Compendium which is on file at the FDOT Turnpike Enterprise office.

Wetlands within the Hills of Minneola DRI were evaluated and flagged in the field pursuant to the methodology outlined in Chapter 62-340 of the Florida Administrative Code (FAC) by ecologists from AECOM. Wetlands were also evaluated to determine if they would be subject to regulatory authority of the U.S. Army Corps of Engineers (ACOE). There were no jurisdictional wetlands identified during the DRI process within the proposed interchange footprint. A man-made excavation was identified in the northern portion of the Hancock Road extension near the intersection of 561A. This will likely be claimed as an "other surface water" by the SJRWMD. These man-made features are not regulated in the same manner as wetlands; mitigation is not required to offset impacts to other surface waters. However, the total acreage will need to be quantified and the post development stormwater management system will need to maintain the pre-development flow and conveyance of water received on-site and discharged off-site.

The high elevation of the site reduces the potential for wetlands to occur. No wetlands subject to the regulatory authority of the local, state, or federal government were identified within the proposed interchange footprint. The closest wetland identified during the DRI process is located approximately ±800 feet northwest of the project

boundary. This ±15.4-acre freshwater marsh, also known as Camp Lake, is an isolated wetland with a relatively dynamic hydroperiod. An additional wetland, located off-site and west of the Hancock Road Extension near the intersection of CR 561A was identified. This 9.12-acre freshwater marsh, also known as Teardrop Lake, is also an isolated wetland with a dynamic hydroperiod. Both wetlands were likely formed from a historic sinkhole as evidenced by the steep slopes and bowl shape. The perimeter is dominated by exotics like primrosewillow (*Ludwigia peruviana*) and cattail (*Typha* sp.), but the interior is predominately native vegetation such as Carolina willow (*Salix caroliniana*), pickerelweed (*Pontedaria cordata*), duck potato (*Sagittaria latifolia*), and maidencane (*Panicum hemitomon*). Teardrop Lake is located off-site to the west of the intersection of the Hancock Road extension and CR 561A. This lake is approximately 328 feet away from the right-of-way and the Hills of Minneola DRI property boundary. As a result, adverse impacts to Teardrop Lake are not anticipated as a result of this project.

There are no wetlands located within the proposed interchange footprint of development. The nearest wetlands, Camp Lake and Teardrop Lake, will not be subjected to either direct or secondary impacts as a result of the development of the proposed interchange. No impacts to the existing hydroperiods or seasonal high water elevations of the wetlands are required as a part of the development of the interchange. It is our understanding that the wetland associated with Camp Lake will likely be preserved in the post DRI development scenario. There is a hydrologically isolated man-made surface water present in the northern extent of the Hancock Road Extension near the intersection with CR 561A, east of Teardrop Lake. No mitigation will be required for proposed impacts to this surface water. The post development stormwater management system will maintain the pre-development flow and conveyance in accordance with SJRWMD Environmental Resource Permit (ERP) rules.

2.3.2 Aquatic Preserves

There are no aquatic preserves within or adjacent to the proposed project.

2.3.3 Water Quality

A Water Quality Impact Evaluation (WQIE) checklist was developed for this project and is included in **Appendix B**. It has been determined that the proposed project will not have an adverse impact to water quality. Modifications to the stormwater management facilities will include, at minimum, the water quality requirements for water quality impacts as required by the SJRWMD (Rules 40C-4, 40C-40, F.A.C.).

The interchange area is located in the Lake Apopka hydrologic basin (Lake Apopka is an FDEP-designated impaired water body), and/or the Ocklawaha River basin. It is acknowledged that there will be additional permitting considerations for stormwater treatment and potentially wetland impacts proposed in these sensitive hydrologic basins. Applicants who obtain construction permits in these basins are required to demonstrate compliance with total phosphorus discharge limitations and monitoring requirements mandated by the SJRWMD. Additional water quality and water quantity permitting criteria will need to be addressed during the final design and permitting phases of the interchange development. Formal coordination with the SJRWMD through the ERP process will be conducted during the final design and permitting phase of the project. Thus, adverse impacts to water quality are not anticipated.

2.3.4 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) within or adjacent to the proposed project.

2.3.5 Wild and Scenic Rivers

There are no Wild and Scenic Rivers within or adjacent to the proposed project.

2.3.6 Floodplains

A detailed assessment of potential impacts to floodplains will be conducted as a part of the final design and permitting process. The "Preliminary Stormwater Report" indicates that there will be no encroachment into the 100-Year Floodplain due to Interchange construction. Formal coordination with the SJRWMD through the ERP process will be conducted during the final design and permitting phase of the project. Adverse impacts to floodplains are not anticipated as a result of the proposed interchange project.

2.3.7 Coastal Barrier Islands

There are no coastal barrier islands within or adjacent to the proposed project.

2.3.8 Wildlife and Habitat

A Wildlife and Habitat Impacts report has been prepared for this project and is included in the Technical Compendium which is on file at the FDOT Turnpike Enterprise office.

The United States Fish and Wildlife Service (USFWS), through the Endangered Species Act and other regulatory instruments, and the Florida Fish & Wildlife Conservation Commission (FFWCC), through Chapter 68 of the F.A.C., regulate activities that may affect protected species. The project site was evaluated for the occurrence or potential occurrence of species designated as Threatened, Endangered, or Species of Special Concern to determine if coordination with these agencies would be necessary.

This project was subject to review by an ETAT that included representatives from the National Marine Fisheries Service, U.S. Environmental Protection Agency (EPA), Florida Department of Environmental Protection (FDEP), Natural Resources Conservation Service (NRCS), USFWS, and the SJRWMD. A moderate degree of effect was given in responses received from the USFWS. This is expected given the project's location in the regional landscape; however site specific quantitative surveys indicated that the only species that the project has the potential to impact is the state listed gopher tortoise.

One state-listed species, the gopher tortoise, is known to occur on-site. Additionally, there are a number of listed commensal species, such as the gopher frog, Florida mouse, and indigo snake that may occur on-site but were not observed during the course of these evaluations. Off-site relocation of gopher tortoises to a permitted recipient site is required by the FFWCC. It is possible that listed wildlife species moved into the project site after the wildlife surveys were conducted. If evidence of state- and federally-listed species is found prior to or during development, then development will cease and impacts to these species will either be avoided or permitted with the USFWS and FFWCC in accordance with the state or federal guidelines. For gopher tortoises, surveys must be conducted within 90 days of permit submittal. Therefore, additional quantitative survey is required.

Based upon the population density quantified during surveys conducted in 2002, a Conservation Permit for >10 burrows will be required. The estimated population, using

the 2002 data, within the development footprint is approximately 51 tortoises. A mitigation contribution of \$200 for the first group of 10 burrows (up to five gopher tortoises) and \$300 for each additional tortoise is required by the FFWCC. There are several approved recipient sites within the 100-mile radius that could accept the projected population of gopher tortoises within the proposed interchange footprint. Additional fees will be required by the approved recipient sites and these currently range from \$750-1000 per tortoise. Impacts to this listed species are anticipated to be minor as a result of permit requirements resulting in the off-site relocation of this species.

2.3.9 Farmlands

There are no farmlands within or adjacent to the proposed project.

2.3.10 Essential Fish Habitat

There is no Essential Fish Habitat within or adjacent to the proposed project.

2.4 PHYSICAL IMPACTS

2.4.1 Noise

A Noise Study Technical Memorandum has been prepared for this project. The Technical Memorandum is included in the Technical Compendium prepared for this project and is on file at the FDOT Turnpike Enterprise office.

Existing and future land uses within the Minneola Interchange at Florida's Turnpike project area were reviewed to identify potential noise sensitive areas to determine the potential impacts resulting from the project. The existing land uses were determined from interpretation of 2006 aerial photography and supplemented by field reconnaissance of the project corridor. The entire land use within the project area is pine plantations. There are sparse residential (low density) housing units located adjacent to the northeast of the project area, greater than 3,000 feet from the proposed interchange with the Florida's Turnpike. In addition, two residential developments (Vinola Gardens and Trails of Montverde) are located adjacent to the east and southeast of the project area, greater than 4,500 feet from the proposed Minneola at Florida's Turnpike interchange. According to the Hills of Minneola Master Development Plan, the future land use is expected to be primarily residential along with retail, office, industrial, schools, movie theater, hotel, and civic.

There were no noise sensitive areas identified by field surveillance and aerial photo-interpretation within or adjacent to the proposed Minneola Interchange at Florida's Turnpike. There are sparse residential (low density) housing units located northeast of the proposed development boundary that are greater than 3,000 feet from the proposed interchange. In addition, two current residential developments (Vinola Gardens and Trails of Montverde) are located east and southeast of the proposed development boundary that are greater than 4,500 feet from the proposed Minneola Interchange at Florida's Turnpike. Therefore, adverse impacts to residents and/or adjacent communities as a result of an increase in ambient noise levels are not anticipated as a result of this project.

2.4.2 Air

An Air Quality Technical Memorandum has been prepared for this project. The Technical Memorandum is included in the Technical Compendium prepared for this project and is on file at the FDOT Turnpike Enterprise office.

An Air Quality Technical Memorandum was prepared in accordance with the Florida Department of Transportation's PD&E Manual, Part 2, Chapter 16. An air quality analysis was conducted to determine whether project-related motor vehicle emissions will cause or contribute to violations of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide, the most prevalent air pollutant emissions from motor vehicles. The project alternatives were subjected to a carbon monoxide (CO) screening model that makes various worst-case assumptions related to site conditions, meteorology, and traffic. The FDOT screening model, CO Florida 2004, uses the latest EPA-approved software to produce estimates of one-hour and eight-hour CO concentrations at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the one- and eight-hour NAAQs for CO, which are 35 parts per million (ppm) and 9 ppm, respectively. The results of the air quality screening test are below the NAAQS for carbon monoxide. Therefore, the proposed project will not cause violations of the NAAQS and will not have a significant impact on air quality conditions.

2.4.3 Construction

Construction activities for the proposed Minneola Interchange at Florida's Turnpike will have air, noise, water quality, traffic flow, and visual impacts for residents, visitors, and travelers within the immediate vicinity of the project. All construction-related impacts are temporary, and as discussed below, will be minimized through the use of FDOT's construction best management practices.

Construction activities will cause minor short-term air quality impacts in the form of dust from earthwork and unpaved roads, and smoke from open burning. These impacts will be minimized by adherence to all state and local regulations and to the FDOT's *Standard Specifications for Road and Bridge Construction*.

Noise and vibration impacts will result from heavy equipment movement and certain construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's *Standard Specifications for Road and Bridge Construction*.

Water quality impacts due to erosion and sedimentation will be controlled in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* and through the use of best management practices (BMPs).

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs to inform the traveling public of road closures and other important information will be used as appropriate. The local news media will be notified in advance of road closings and other construction-related activities that could excessively inconvenience the community so that the public can plan travel routes in advance.

The contractor will follow the *Florida's Turnpike Enterprise Lane Closure Policy and Procedure* found in the *Turnpike Plans Preparation and Practices Handbook*. A sign providing the name, address, and telephone number of the FTE contact person will be displayed onsite to provide the public with immediate answers to questions and an avenue for complaints about project activity.

Design and construction criteria for the proposed interchange will adhere to the FDOT Design Standards for the design of the interchange and roadway elements. Additionally, the design elements will comply with the applicable standard practices and set forth in the following documents:

- FDOT Project Development & Environment Manual
- FDOT Plans Preparation Manual, Volumes I and II, English, January 2011
- FDOT Structures Design Guidelines (LRFD, January 2011)
- FDOT Manual on Uniform Traffic Studies 2000 (revised 2003)
- FDOT Utility Accommodations Manual (2010)
- FDOT Design Standards (2010)
- FDOT Standard Specifications for Road and Bridge Construction (2010)
- FDOT Drainage Manual (2010)
- Turnpike Drainage Manual Supplement (2008)
- AASHTO A Policy on Geometric Design of Highways and Streets (2004)
- Florida's Turnpike Enterprise (FDOT) Plans Preparation and Practices Handbook (TPPPH) (2011)
- Federal Highway Administration-Manual on Uniform Traffic Control Devices (2009)
- Transportation Research Board Highway Capacity Manual
- Florida's Quality/Level of Service Handbook 2009
- Maintenance of Traffic DOT Topic No. 625-010-010
- Applicable Federal, State, and local laws governing safety and health policies, including Title 29, Code of Federal Regulations, Parts 1910 and 1976, Occupational Safety and Health Regulations
- Florida Department of Transportation – Soils and Foundations Handbook

2.4.4 Contamination

A Phase 1 Environmental Site Assessment was prepared and is on file at the FDOT Turnpike Enterprise office. The contamination rating system is divided into four degrees of risk: No, Low, Medium and High as described in Part 2, Section 22-2.2.3 of the PD&E Manual. No potential contamination sites with any degree of risk were identified within the footprint of the proposed interchange. Therefore, adverse impacts as a result of contamination are not anticipated.

2.4.5 Navigation

There are no navigable waters within or adjacent to the proposed project.

APPENDIX A

ETDM Summary Report

Project #8868 - Turnpike Interchange near MP 279

Programming Screen - Published on 12/24/2008

Printed on: 7/06/2010

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.

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8868 - Turnpike Interchange near MP 279 ** Most Recent Data

Review Start Date:	4/11/2007	Phase:	Programming Screen
From:	MP 279	To:	MP 279,"Location not available."
District:	District 5	County:	Lake County
Contact Name / Phone:	Imran Ghani (407) 264-3802	Contact Email:	imran.ghani@dot.state.fl.us

Project Re-Published 12/24/2008

Project Overview: Summary Degree of Effect Chart

	Evaluation of Direct Effects																				
	Natural										Cultural			Community							
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects
Legend N/A N/A / No Involvement 1 Enhanced 0 None 2 Minimal (after 12/5/2005) 3 Moderate 4 Substantial 5 Dispute Resolution (Programming)																					
Alternative #1 From MP 279 To MP 279 - Reviewed from 4/11/2007 to 5/26/2007 - Published on 12/24/2008	2	0	2	0	2	0	N/A	2	2	0	3	3	0	N/A	N/A	1	0	1	0	2	2
Alternative #1 From MP 279 To MP 279 - Reviewed from 4/11/2007 to 5/26/2007 - Published on 12/24/2008	2	0	2	0	2	0	N/A	2	2	0	3	3	0	N/A	N/A	1	3	1	0	2	2

Project Description Summary

The Hills of Minneola project is located north of the City of Clermont in south-central Lake County, Florida. The new interchange is proposed to be located approximately halfway between the existing interchanges at US 27 and State Road 50, approximately at Mile Marker 279 on the Florida's Turnpike.

The proposed interchange is a significant transportation infrastructure element that will be needed before Phase II of the Hills of Minneola Development of Regional Impact can begin as identified in the DRI Development Order (DO) conditions. The proposed Hills of Minneola DRI and its associated Comprehensive Plan Amendment received approval in April 2008. Presently, the property is primarily used for agricultural purposes and contains minimal improvements.

Summary of Public Comments

See attached AN

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

Purpose and Need Statement

The purpose of this interchange is to provide improved regional mobility, better access and route choice to the current regional transportation system, and improved traveler safety. This project would (1) introduce a component that improves the functionality of the existing regional transportation system by providing additional mobility choices, (2) significantly increase access opportunities from the Turnpike to the Clermont/Minneola communities, (3) reduce travel demand on sections of the state road system (US 27 and SR 50) and (4) improve traveler safety by reducing traffic volumes on congested roadway facilities. The new interchange would be located between the existing interchanges with U.S. 27 and SR 50, approximately six (6) miles away from each. The new interchange, would be located totally within right-of-way controlled and to be provided by the Hills of Minneola DRI.

The Need for the project can be summarized into the following categories:

Population Growth

The cities of Clermont and Minneola have experienced rapid growth since the 2000s that exceeded the County average, and it is anticipated that by 2025 Lake County's population will grow to between four and five hundred thousand. Major factors in the intense development of this area include its proximity to Orlando employment centers and access to relatively affordable housing, newer schools, and regional centers. Although recent trends indicate a reduction in population growth rates, the need for the interchange still exists based on current demand.

Regional Transportation Deficiency

The existing transportation network, which consists primarily of rural two-lane collectors and two major arterials, U.S. 27 (north-south) and SR 50 (east/west), is unable to adequately address future transportation needs. The majority of the remaining surrounding roadway network can best be described as rural collector roadways. The future roadway network will need to have the capacity to handle forecasted vehicle trips in order to efficiently accommodate the future transportation demand. However, limited funds are available to expand the regional roadway network, improve existing roadways, and construct new arterials, and it is highly unlikely that collectors and frontage roads will occur.

There are barriers other than lack of funding that limit the expansion of the existing regional roadway network. First, many of the existing east-west roadways located in eastern Lake County and north of SR 50 cannot be extended eastward due to the location and size of Lake Apopka. The geographic location of the lake limits possibilities for establishing new corridors in both a north to south and east to west direction in this area. Second, County Road 455 (CR 455), a north to south collector, was recently designated as a Florida Scenic Byway for its unique rural, recreational and scenic resources. This designation, recently adopted by Lake County in their Comprehensive Plan, constrains the roadway to a maximum of two through lanes by policy.

Purpose and Need Reviews

US Coast Guard Comments

Agency	Acknowledgment	Review Date
US Coast Guard	Understood	4/20/2007
Comments		
No Coast Guard involvement.		

National Marine Fisheries Service Comments

Agency	Acknowledgment	Review Date
National Marine Fisheries Service	Understood	4/25/2007
Comments		
No Purpose and Need Comments Were Found.		

FL Department of Environmental Protection Comments

Agency	Acknowledgment	Review Date
FL Department of Environmental Protection	Understood	5/18/2007
Comments		
No Purpose and Need Comments Were Found.		

US Army Corps of Engineers Comments

Agency	Acknowledgment	Review Date
US Army Corps of Engineers	Understood	4/17/2007
Comments		
No Purpose and Need Comments Were Found.		

Florida's Turnpike Enterprise Comments

Agency	Acknowledgment	Review Date
Florida's Turnpike Enterprise	Accepted	12/24/2008
Comments		
No Purpose and Need Comments Were Found.		

Natural Resources Conservation Service Comments

Agency	Acknowledgment	Review Date
Natural Resources Conservation Service	Understood	4/20/2007
Comments		
No Purpose and Need Comments Were Found.		

Miccosukee Tribe of Indians of Florida Comments

Agency	Acknowledgment	Review Date
Miccosukee Tribe of Indians of Florida	Understood	5/16/2007
Comments		
No Purpose and Need Comments Were Found.		

FL Department of State Comments

Agency	Acknowledgment	Review Date
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FL Department of State	Understood	5/25/2007
Comments		
No Purpose and Need Comments Were Found.		

US Environmental Protection Agency Comments		
Agency	Acknowledgment	Review Date
US Environmental Protection Agency	Understood	5/23/2007
Comments		
No Purpose and Need Comments Were Found.		

FL Department of Community Affairs Comments		
Agency	Acknowledgment	Review Date
FL Department of Community Affairs	Understood	5/24/2007
Comments		
No Purpose and Need Comments Were Found.		

US Fish and Wildlife Service Comments		
Agency	Acknowledgment	Review Date
US Fish and Wildlife Service	Understood	4/19/2007
Comments		
No Purpose and Need Comments Were Found.		

Alternative #1

Alternative Description	
From	MP 279
To	MP 279
Type	Traffic Operation Enhancement
Status	ETAT Review Complete
Total Length	? mi.
Cost	
Modes	Roadway

Location and Length	
	Segment #1
Name	
Beginning Location	
Ending Location	
Length (mi.)	1.227
Roadway Id	Digitized
BMP	??
EMP	??

Jurisdiction and Class	
	Segment #1
Jurisdiction	
Urban Service Area	
Functional Class	

Current and Future Conditions	
Base Conditions	

	Segment #1
Year	
AADT	unspecified
Lanes	
Config	

Interim Plan	
--------------	--

	Segment #1
Year	
AADT	unspecified
Lanes	
Config	

Needs Plan	
------------	--

	Segment #1
Year	
AADT	unspecified
Lanes	
Config	

Cost Feasible Plan	
--------------------	--

	Segment #1
Year	
AADT	unspecified

Lanes

Config

No funding sources found.

Project Effects Overview

Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	2 Minimal	US Environmental Protection Agency	5/23/2007
Coastal and Marine	0 None	National Marine Fisheries Service	4/25/2007
Contaminated Sites	2 Minimal	FL Department of Environmental Protection	5/18/2007
Contaminated Sites	2 Minimal	Saint Johns River Water Management District	5/25/2007
Contaminated Sites	2 Minimal	US Environmental Protection Agency	5/23/2007
Farmlands	0 None	Natural Resources Conservation Service	5/03/2007
Floodplains	2 Minimal	US Environmental Protection Agency	5/23/2007
Navigation	N/A N/A / No Involvement	US Coast Guard	4/20/2007
Navigation	N/A N/A / No Involvement	US Army Corps of Engineers	4/17/2007
Special Designations	3 Moderate	Saint Johns River Water Management District	5/25/2007
Special Designations	2 Minimal	US Environmental Protection Agency	5/23/2007
Water Quality and Quantity	2 Minimal	FL Department of Environmental Protection	5/18/2007
Water Quality and Quantity	3 Moderate	Saint Johns River Water Management District	5/25/2007
Wetlands	0 None	US Environmental Protection Agency	5/23/2007
Wetlands	0 None	US Army Corps of Engineers	4/17/2007
Wetlands	0 None	FL Department of Environmental Protection	5/18/2007
Wetlands	2 Minimal	US Fish and Wildlife Service	5/18/2007
Wildlife and Habitat	3 Moderate	US Fish and Wildlife Service	5/18/2007
Cultural			
Historic and Archaeological Sites	3 Moderate	FL Department of State	5/25/2007
Historic and Archaeological Sites	3 Moderate	Miccosukee Tribe of Indians of Florida	5/16/2007
Recreation Areas	0 None	US Environmental Protection Agency	5/23/2007
Recreation Areas	0 None	FL Department of Environmental Protection	5/18/2007
Community			

Land Use	3	Moderate	FL Department of Community Affairs	5/24/2007
Social	2	Minimal	US Environmental Protection Agency	5/25/2007
Secondary and Cumulative				
Secondary and Cumulative Effects	3	Moderate	FL Department of State	5/25/2007
Secondary and Cumulative Effects	2	Minimal	US Environmental Protection Agency	5/25/2007
Secondary and Cumulative Effects	2	Minimal	Saint Johns River Water Management District	5/25/2007

ETAT Reviews: Natural

Air Quality

Coordinator Summary

2 Summary Degree of Effect
Air Quality Summary Degree of Effect: Minimal

Reviewed By:
 Florida's Turnpike Enterprise (12/23/2008)

Comments:
 An Air Quality Report in accordance with Chapter 2, Part 16 of the PD&E Manual will be prepared.

ETAT Reviews for Air Quality

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/23/2007)
Air Quality Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
 Resources: Air

Level of Importance: Low, due to minimal degree of effect

Comments on Effects to Resources:
 Lake County and the Orlando area have not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of National Ambient Air Quality Standards (NAAQS). Nevertheless, the environmental review of this project should include an air impact analysis which documents the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is recommended that the environmental review also include a hot spot analysis at the point in time and place where congestion is expected to be greatest during the design life of the project.

Additional Comments (optional):
 As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Coastal and Marine

Coordinator Summary

0 Summary Degree of Effect

Coastal and Marine Summary Degree of Effect: None

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

ETAT Reviews for Coastal and Marine

0 ETAT Review by Brandon Howard, National Marine Fisheries Service (04/25/2007)

Coastal and Marine Effect: None

Coordination Document:No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:

None

Comments on Effects to Resources:

None

Additional Comments (optional):

Based on the project location, information provided in the ETDM website and GIS effects analysis on wetlands, NOAAs National Marine Fisheries Service concludes the proposed work would not directly impact areas that support NOAA trust fishery resources. We have no comments or recommendations to provide pursuant to the essential fish habitat (EFH) requirements of the Magnuson-Stevens Fishery Conservation and Management Act. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Contaminated Sites

Coordinator Summary

2 Summary Degree of Effect

Contaminated Sites Summary Degree of Effect: Minimal

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Contamination Screening Evaluation Report (CSER) will be prepared in accordance with Part 2 - Chapter 22 of FDOT's PD&E Manual and will document all contamination facilities within a sphere of influence.

ETAT Reviews for Contaminated Sites

2 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (05/18/2007)

Contaminated Sites Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

According to the best data available to the Department, groundwater in the proposed intersection area is contaminated with EDB. A Contamination Screening Evaluation similar to Phase I and Phase II Audits may need to be performed along the project rights-of-way.

Comments on Effects to Resources:

Please contact the DEP Central District Office's Drinking Water Program and Waste Cleanup Program in Orlando for additional information.

Coordinator Feedback:None

2 ETAT Review by Anthony Miller, Saint Johns River Water Management District (05/25/2007)

Contaminated Sites Effect: Minimal

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

The District does not maintain a listing of contaminated site.

Level of Importance: Contaminated sites are a high level of importance.

Comments on Effects to Resources:

A Phase 1 Site Assessment will be required to identify any contaminated sites within the vicinity of the project area. Any contaminated sites would need to be cleaned or contained. An assessment of the effects of any required dewatering during construction may have upon any contamination plumes in the area must be conducted. The appropriate restrictions methods must be included on the construction plans submitted for permit review.

Coordinator Feedback:None

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/23/2007)
Contaminated Sites Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, National Priority List (NPL) sites, etc.

Level of Importance: These resources are of a high level of importance in the State of Florida. However, a minimal degree of effect is being assigned for the proposed project (ETDM #8868, Turnpike Interchange near MP 279).

Comments on Effects to Resources:

EPA reviewed the following contaminated sites GIS analysis data for the project at buffer distances of 100 feet through 1 mile: Brownfield Location Boundaries, Geocoded Dry Cleaners, Geocoded Gasoline Stations, Geocoded Petroleum Tanks, Hazardous Waste Sites, National Priority List Sites, Nuclear Site Locations, Solid Waste Facilities, Superfund Hazardous Waste Sites, and Toxic Release Inventory Sites.

None of these features were identified within proximity (1 mile) of the proposed new interchange near Florida's Turnpike MP 279. EPA recommends that a phase I environmental study of the area be conducted to determine whether any contamination exists on property to be acquired for right-of-way or which would be impacted by the project. If potential contamination is found or suspected to be present, a phase II study may be required.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Farmlands

Coordinator Summary

0 Summary Degree of Effect
Farmlands Summary Degree of Effect: None

Reviewed By:
Florida's Turnpike Enterprise (12/24/2008)

Comments:

ETAT Reviews for Farmlands

0 ETAT Review by Rick Allen Robbins, Natural Resources Conservation Service (05/03/2007)
Farmlands Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

There are no Prime Farmland concerns within the Project Area. However, the USDA-NRCS considers any row crop, citrus, and similar types of cropland to be Unique farmland in south Florida. From that perspective, we are assigning a None degree of effect.

Using buffers set at the 100', 200', and 500', we have determined that no row crops would be impacted. This is using the 2000 Agricultural areas data.

Comments on Effects to Resources:

No impact on farmland resources at any buffer width, except 5280'. Using the 5280' buffer width, it appears that 97.6 acres of Citrus groves would be impacted. These areas would qualify as Unique Farmland using USDA guidelines.

This 5280' buffer width would impact 3.37% of the project area. If the 5280' buffer width is used, we would change the degree of effect from None to Minimal due to these impacted citrus groves.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Floodplains

Coordinator Summary

2 Summary Degree of Effect
Floodplains Summary Degree of Effect: Minimal

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Location Hydraulic Report will be prepared in accordance with Chapter 24, Part 2 of the FDOT PD&E Manual.

ETAT Reviews for Floodplains

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/23/2007)

Floodplains Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Floodplains

Level of Importance: Low, due to minimal degree of effect

Comments on Effects to Resources:

A review of GIS analysis data (Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates a small amount of acreage within the 100-year floodplain at the 1-mile buffer distance. Approximately 131 acres (4.5% of total acres) of floodplains, as designated by Zone A flood hazard zone designation, was reported at the 1-mile buffer. The remaining area surrounding the proposed interchange lies with Zone X, which corresponds to areas outside the 100-year floodplain. EPA is assigning a minimal degree of effect to this issue, but recommends that an assessment of potential impact to floodplains be conducted.

Coordinator Feedback:None

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

Infrastructure

Coordinator Summary

0 Summary Degree of Effect

Infrastructure Summary Degree of Effect: None

Reviewed By:

Florida's Turnpike Enterprise (12/23/2008)

Comments:

ETAT Reviews for Infrastructure

No reviews found for the Infrastructure Issue.

- No review submitted from the Federal Highway Administration

Navigation

Coordinator Summary

Summary Degree of Effect

N/
A

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

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

ETAT Reviews for Navigation

N
/
A

ETAT Review by Randy Overton, US Coast Guard (04/20/2007)

Navigation Effect: N/A / No Involvement

Coordination Document:None selected

Dispute Information:N/A

Identified Resources and Level of Importance:

No Coast Guard involvement.

Comments on Effects to Resources:

No Coast Guard involvement.

Coordinator Feedback:None

N
/
A

ETAT Review by Andrew Phillips, US Army Corps of Engineers (04/17/2007)

Navigation Effect: N/A / No Involvement

Coordination Document:None selected

Dispute Information:N/A

Identified Resources and Level of Importance:

No impacts to navigable waterways are anticipated by this project.

Comments on Effects to Resources:

None found.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Special Designations

Coordinator Summary

2 Summary Degree of Effect

Special Designations Summary Degree of Effect: Minimal

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Location Hydraulic Report will be prepared in accordance with Part 2, Chapter 24 of the FDOT PD&E Manual.

As part of the PD&E Study a Conceptual Drainage Report is being prepared and will address water quality and quantity issues.

ETAT Reviews for Special Designations

3 ETAT Review by Anthony Miller, Saint Johns River Water Management District (05/25/2007)

Special Designations Effect: Moderate

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance:

Resources: Water quality, water quantity, and other environmental issues

Level of Importance: Special designations are assigned to basins that require additional attention to address either existing conditions that do not meet state standards or to provide additional protection to main pristine conditions. Special designations are of a high level of importance.

Comments on Effects to Resources:

This project is within or is expected to discharge into the following special basins, which has the additional permitting criteria as noted below.

1. Ocklawaha River Hydrologic Basin as identified by Chapter 40C-41, F.A.C.; Additional water quantity criteria: a) the project may not increase the offsite peak discharge rate for the 10-year 24-hour storm event; and b) if the surface water management system utilizes dewatering pump(s), the project may not increase the offsite discharge volume for the 25-year 96-hour storm event. (It is unlikely the surface water management system for this project would utilize a dewatering pump due to local topography). This criteria is not applicable to Stormwater permits.

2. Lake Apopka Hydrologic Basin as identified by Chapter 40C-41, F.A.C.; Additional water quality criteria limits the discharge of phosphorus to 55 parts per billion or to pre-development loading rates. Applicants are directed to subsection 11.7 of the SJRWMD Applicants Handbook for the procedure to meet this criterion.

3. Lake Apopka, an Impaired Water Body (WBID = 2835B) for nutrients designated by FDEP; Additional water quality criteria is based on TMDLs.

This project appears to be not located in or discharge to any:

- 1) Class I or Class II waters (water quality).
- 2) Outstanding Florida Waters (water quality);
- 3) Minimum Flows and Levels basins (water quantity);
- 4) Chapter 40C-41, F.A.C. basins except the Ocklawaha River Hydrologic Basin and Lake Apopka Hydrologic Basin, as noted above (water quality and quantity); or
- 5) Sovereign Submerged Lands

SJRWMD is assigning a moderate degree of effect to Special Designation based on additional water quality and water quantity permitting criteria.

Additional Comments (optional):

Due to the limited information provided for this project, the type of SJRWMD permit required cannot be determined. If the project is less than 40 acres, proposes less than 12 acres of impervious area, and has no wetland or surface water impacts, it may qualify for a stormwater permit (Chapter 40C-42, FAC). If the project qualifies for a stormwater permit, some of the water quantity criteria may not apply. If it does not qualify for a stormwater permit, it should qualify for a Standard Environmental Resource Permit (Chapter 40C-40, FAC).

Hydric Soils/wetlands/surface waters Based on soils and NWI maps, there are no hydric soils, wetlands, or surface waters within 1/2 mile of the proposed interchange center.

Based on the Quad Map topography, this project site would discharge to land-locked basins.

There are no permitted stormwater sites (Chapter 40C-42, FAC) within 1/2 mile of the proposed interchange center.

Two permitted ERP sites (Chapter 40C-4, FAC) occur within 1/2 mile of the proposed interchange center. The closest site (permit # 108870; Founders Ridge Subdivision) is more than 400 away from the Turnpike ROW.

There are no public lands within 1 mile of the proposed interchange center other than roads.

There are no 100-year floodplains within 1/2 mile of the proposed interchange center.

There are no state/county owned land within the project area except for the current ROW for the road.

This project is not within or does not discharge to any Outstanding Florida Waters.

Any surface water within 1/2 mile of the proposed interchange center is Class III fresh.

This project is on the boundary between the Southern Ocklawaha River (12) and the Palatlahaha River Nested (13) mitigation basins.

This project is on the boundary between Lake Apopka Planning Unit (7B) and the Palatlahaha River Planning Unit (7A) within the Ocklawaha River Basin.

There is no area within the project area with District regulations of Minimum Flows and Levels.

The project area is within and expected to discharge into land-locked basins.

This project is within the drainage basin of Lake Apopka (WBID = 2835B), a FDEP designated impaired water body.

Chapter 40C-41, FAC

This project is within the Ocklawaha River Hydrologic Basin.

The project is within and is expected to discharge to the Lake Apopka Hydrologic Basin.

The project area is outside and not expected to discharge into the Wekiva River Hydrologic Basin or the Wekiva Recharge Protection Area.

Based on the expected small project area and impervious area, this project may qualify for an Environmental Resource Stormwater Permit pursuant to Chapter 40C-42, FAC; (Application fee = \$ 350). If this project does not qualify for a Stormwater permit, a Standard Environmental Resource Permit will be required from the SJRWMD. (Application fee = \$ 1000 (project area <40 acres) or \$1500 (project area > 40 acres).

Coordinator Feedback:None

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/23/2007)
Special Designations Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Features identified as Special Designations

Comments on Effects to Resources:
The only Special Designation feature identified within a 1-mile buffer distance of the proposed project is floodplains.

No other Special Designation features were identified within proximity of the proposed new interchange near Florida's Turnpike MP 279.

Please refer to Floodplains issue for comments regarding potential impact to floodplains.

Coordinator Feedback:None

- No review submitted from the FL Department of Agriculture and Consumer Services
- No review submitted from the Federal Highway Administration

Water Quality and Quantity

Coordinator Summary

2 Summary Degree of Effect

Water Quality and Quantity Summary Degree of Effect: Minimal

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

As part of the PD&E Study, a Conceptual Drainage Report is being prepared and will address this issue.

ETAT Reviews for Water Quality and Quantity

2 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (05/18/2007)

Water Quality and Quantity Effect: Minimal

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

An environmental resource permit (ERP) will be required from the St. Johns River Water Management District for stormwater management. The ERP applicant will be required to eliminate or reduce the proposed impacts of interchange construction to the greatest extent practicable.

Comments on Effects to Resources:

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 would be of concern.

Coordinator Feedback:None

3 ETAT Review by Anthony Miller, Saint Johns River Water Management District (05/25/2007)

Water Quality and Quantity Effect: Moderate

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Water Quality and Water Quantity

Level of Importance: Water quality and water quantity are of a high level of importance.

Comments on Effects to Resources:

Water Quality:

SJRWMD permitting criteria requires providing water quality treatment for any water discharged from project site. Reasonable assurance must be provided that discharge from the project will not violate water quality standards. Details of SJRWMDs standard treatment criteria can be found in Chapter 40C-42, F.A.C., and the Districts Applicants Handbook: Regulation of Stormwater Management Systems.

The project site is within and is expected to discharge to the Lake Apopka Hydrologic Basin, which requires additional treatment pursuant to Chapter 40C-41.063(8), F.A.C. Treatment must comply with the requirements of section 11.7, Applicants Handbook: Management and Storage of Surface Waters.

The project is within and is expected to discharge to Lake Apopka, a water body that have been designated as an Impaired Water Body by FDEP and EPA through the TMDL procedure. Due to this designation, additional water quality treatment above the standard treatment will be required for any discharge from the project site.

A complete Erosion and Turbidity Plan will be required for District approval during permit application review and must be implemented during construction.

Water Quantity

SJRWMD permitting criteria for Standard and Individual Environmental Resource Permits addresses water quantity. This criteria is not applicable to Stormwater Permits.

SJRWMD permitting criteria addresses water quantity discharged from the project via two formats, discharge rate and discharge volume. The standard presumptive criteria assumes no harm to the water resources if the post-developed peak rate of discharge does exceed the pre-development peak rate of discharge for the 25 year 24 hour storm event.

This project is within the Ocklawaha River Hydrologic Basin, and must meet the peak discharge rate criteria for the 10 year 24 hour storm event in addition to the standard discharge rate criteria. For additional information, see Chapter 40C-41, F.A.C. or subsection 11.2 of the SJRWMDs Applicants Handbook: Management and Storage of Surface Waters.

The project area is within and expected to discharge to land-locked basins. Systems discharging to land-locked basins, which are adjacent to properties of more than one ownership, shall not cause an increase in the total pre-development flood stage. This can be accomplished through retention with percolation or, if the soil conditions are not sufficient for percolation, then through detention for a duration sufficient to mitigate adverse impacts on flood stages. In determining the volume of direct runoff, the 25 year / 96-hour duration storm is to be used. For additional information, see subsection 10.4.2 of the SJRWMDs Applicants Handbook: Management and Storage of Surface Waters.

Dewatering for excavation may require a Consumptive Use Permit. Typically, the construction company is responsible for obtaining the necessary permits for dewatering.

SJRWMD is assigning a moderate degree of effect to water quality and water quantity due to the additional permitting criteria.

Coordinator Feedback:None

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

Wetlands

Coordinator Summary

0 Summary Degree of Effect

Wetlands Summary Degree of Effect: None

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Wetlands Evaluation Technical Memorandum will be prepared in accordance with Chapter 18, Part 2 of the FDOT PD&E Manual and will address impacts to any existing wetlands sites.

ETAT Reviews for Wetlands

0 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/23/2007)

Wetlands Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Wetlands

Comments on Effects to Resources:

A review of GIS analysis data in the EST at the programming screen phase of the project indicates that there are no wetlands present within proximity of the proposed project.

Coordinator Feedback:None

0 ETAT Review by Andrew Phillips, US Army Corps of Engineers (04/17/2007)

Wetlands Effect: None

Coordination Document:None selected

Dispute Information:N/A

Identified Resources and Level of Importance:

A review of the EST did not reveal the presence of waters of the United States or wetlands within the project footprint. No further action is anticipated by the U.S. Army Corps of Engineers.

Comments on Effects to Resources:

None found.

Coordinator Feedback:None

ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (05/18/2007)

0

Wetlands Effect: None

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

Coordinator Feedback:None

2

ETAT Review by Todd Samuel Mecklenborg, US Fish and Wildlife Service (05/18/2007)

Wetlands Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Federally listed plant and animal species, migratory birds, the habitats they occupy and are supported by (foraging, sheltering, and breeding), and wetlands. These trust resources have a high level of importance.

Comments on Effects to Resources:

The Service recommends wetlands in the project area to be delineated and evaluated using an evaluation technique such as the Wetland Rapid Assessment Procedure (WRAP) or the Uniform Mitigation Assessment Method (UMAM). If impacts to wetlands are unavoidable, the Service would recommend minimizing the impacts to the greatest extent practicable and that all impacts to wetlands are mitigated. Mitigation should be in-kind and within the same watershed basin as the proposed impact.

Additional Comments (optional):

Comments are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et seq.), Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 et seq.)

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the National Marine Fisheries Service

Wildlife and Habitat

Coordinator Summary

3 Summary Degree of Effect

Wildlife and Habitat Summary Degree of Effect: Moderate

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

An Endangered Species and Biological Assessment Report will be prepared in accordance with Part 2, Chapter 27 of the FDOT PD&E Manual.

ETAT Reviews for Wildlife and Habitat

3 ETAT Review by Todd Samuel Mecklenborg, US Fish and Wildlife Service (05/18/2007)

Wildlife and Habitat Effect: Moderate

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Federally listed plant and animal species, migratory birds, the habitats they occupy and are supported by (foraging, sheltering, and breeding), and wetlands. These trust resources have a high level of importance.

Comments on Effects to Resources:

The Service has reviewed our Geographic Information Systems (GIS) database and the GIS database on the Environmental Screening Tool for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The Services GIS database is a compilation of data received from several sources. After a literature review utilizing the 500 foot buffer of the proposed interchange, the Service has the following comments and recommendations:

The literature reviews indicates xeric soils associated with the Lake Wales Ridge which are capable of supporting listed species. The Service recommends surveying the Chandler soils regardless of current vegetation for species known to inhabit these substrates. Other resources noted in the GIS database on the Environmental Screening Tool include Lake Wales Ridge Plants Consultation Area, Florida Scrub-jay Consultation Area, and a large amount of Shrub and Brushland (138.71 acres). Species to be cognizant of would include Florida scrub-jay (*Aphelocoma coerulescens*), Red-cockaded Woodpecker (*Picoides borealis*), Eastern Indigo snake (*Drymarchon corais couperi*), Sand Skink (*Neoseps reynoldsi*), and listed floral species.

The Service also recommends addressing the indirect and cumulative effects associated with the new interchange and the future roads connecting to this facility in the listed species assessment.

Additional Comments (optional):

Comments are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et seq.), Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 et seq.)

Coordinator Feedback:None

- No review submitted from the FL Fish and Wildlife Conservation Commission
- No review submitted from the Federal Highway Administration
- No review submitted from the US Forest Service

ETAT Reviews: Cultural

Historic and Archaeological Sites

Coordinator Summary

3 Summary Degree of Effect

Historic and Archaeological Sites Summary Degree of Effect: Moderate

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Cultural Resources Assessment Survey will be prepared in accordance with Chapter 12, Part 2 of the FDOT PD&E Manual.

ETAT Reviews for Historic and Archaeological Sites

3 ETAT Review by Sherry Anderson, FL Department of State (05/25/2007)

Historic and Archaeological Sites Effect: Moderate

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

This project corridor has not been subjected to a systematic cultural resource assessment survey. No previously recorded resources are located within the one mile buffer area.

Comments on Effects to Resources:

Additional Comments (optional):

Given the lack of a systematic cultural resource assessment survey for the project corridor, it is unknown whether project activities will impact historic properties potentially eligible for listing in the National Register of Historic Places, or otherwise of historical, architectural or archaeological value. Our office recommends a cultural resource assessment survey.

Coordinator Feedback:None

ETAT Review by Steve Terry, Miccosukee Tribe of Indians of Florida (05/16/2007)

3

Historic and Archaeological Sites Effect: Moderate

Confidential:Review will not be displayed on Public Access website

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

There are no recorded archaeological sites reported near this project. However, a Cultural Resources Survey will need to be done to ascertain if there are any archaeological sites within the project boundaries.

Comments on Effects to Resources:

Once a Cultural Resources Survey has been done, then effects, if any, to archaeological sites then can be ascertained.

Additional Comments (optional):

If the Cultural Resources Survey shows there are no archaeological sites that will be impacted by this project, then no further consultation is necessary. However, if the Cultural Resources Survey does show that archaeological sites will be impacted by this project, then further consultation with the Miccosukee Tribe should be done.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the Seminole Tribe of Florida

Recreation Areas

Coordinator Summary

0 Summary Degree of Effect

Recreation Areas Summary Degree of Effect: None

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

ETAT Reviews for Recreation Areas

0 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/23/2007)

Recreation Areas Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Recreation Areas - recreational trails, conservation lands, wildlife management areas, Florida Natural Areas Inventory Managed Lands, parks, schools, etc.

Comments on Effects to Resources:

A review of GIS analysis in the EST at the programming screen phase of the project indicates that there are no features such as recreational trails, conservation lands, wildlife management areas, Florida Natural Areas Inventory Managed Lands, parks, or schools within close proximity (1 mile) of the proposed new interchange near Florida's Turnpike MP 279.

A survey of the area should be conducted to identify any potential recreation areas.

Coordinator Feedback:None

0 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (05/18/2007)
Recreation Areas Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the National Park Service

Section 4(f) Potential

Coordinator Summary

N/A Summary Degree of Effect
Section 4(f) Potential Summary Degree of Effect: N/A / No Involvement

Reviewed By:
Florida's Turnpike Enterprise (12/23/2008)

Comments:

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

ETAT Reviews: Community

Aesthetics

Coordinator Summary

N/
A

Summary Degree of Effect

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

Reviewed By:

Florida's Turnpike Enterprise (12/23/2008)

Comments:

ETAT Reviews for Aesthetics

- No reviews found for the Aesthetics Issue.
- No review submitted from the Federal Highway Administration
 - No review submitted from the Lake-Sumter MPO

Economic

Coordinator Summary

1

Summary Degree of Effect

Economic Summary Degree of Effect: Enhanced

Reviewed By:

Florida's Turnpike Enterprise (12/24/2008)

Comments:

The development of the interchange will provide an opportunity for economic growth and employment related to the Hills of Minneola Development of Regional Impact (DRI). The congestion relief on US 27 and SR 50 will also be conducive to future economic development and growth along those corridors. Construction of the interchange will produce a significant number of short term full-time jobs in both the material production and manufacturing industries in addition to construction contractor staffing.

It is estimated by the Federal Highway Administration (FHWA) are that every \$1 billion spent on highways supports 28,000 jobs and a third of those are in construction-oriented employment.

ETAT Reviews for Economic

No reviews found for the Economic Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the Lake-Sumter MPO

Land Use

Coordinator Summary

0 Summary Degree of Effect

Land Use Summary Degree of Effect: None

Reviewed By:

Florida's Turnpike Enterprise (12/24/2008)

Comments:

The proposed project is consistent with the City of Minneola's Comprehensive Plan based upon the approval of the Development of Regional Impact (DRI) and Development Order (DO) that was issued by the City of Minneola. It is also included in the Lake-Sumter Metropolitan Planning Organization (MPO) 2035 Long Range Transportation Plan as a developer funded cost feasible alternative (see attached letter from Lake Sumter MPO and City of Minneola).

ETAT Reviews for Land Use

3 ETAT Review by Gary Donaldson, FL Department of Community Affairs (05/24/2007)

Land Use Effect: Moderate

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

The Department of Community Affairs has reviewed the referenced project and, based on current information, this project is not addressed within the local government's comprehensive plan. Therefore, at this time, the project should not be advanced into the Department's Five Year Work Program until the comprehensive plan is amended to reflect the proposed intersection. Staff will make a determination of the consistency of the proposed intersection with the respective comprehensive plan when the comprehensive plan is amended to include the intersection on an adopted future traffic circulation map.

Comments on Effects to Resources:

see above

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the Lake-Sumter MPO

Mobility

Coordinator Summary



Summary Degree of Effect

Mobility Summary Degree of Effect: Enhanced

Reviewed By:

Florida's Turnpike Enterprise (12/24/2008)

Comments:

One of the fundamental purposes of the proposed interchange is to improve regional mobility. The new interchange will improve the functionality of the existing regional transportation system by providing an alternative mobility choice. Access to Florida's Turnpike in lieu of the use of US 27 and SR 50 will help alleviate the limited capacity available to serve the projected future volumes. The estimated peak hour traffic volume that will utilize the interchange is in excess of 5300 bidirectional trips between the interchange and the Orlando urban area. These volumes would otherwise utilize the existing roadway network that is not programmed with improvements to satisfy this level of increased demand.

ETAT Reviews for Mobility

No reviews found for the Mobility Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the Federal Transit Administration
- No review submitted from the Lake-Sumter MPO

Relocation

Coordinator Summary



Summary Degree of Effect

Relocation Summary Degree of Effect: None

Reviewed By:

Florida's Turnpike Enterprise (12/24/2008)

Comments:

The proposed project will not result in the need for the relocation of an established residence or business. The footprint of the interchange is comprised wholly of pine plantation.

ETAT Reviews for Relocation

No reviews found for the Relocation Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the Lake-Sumter MPO

Social

Coordinator Summary



Summary Degree of Effect

Social Summary Degree of Effect: Minimal

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Noise Study Report will be prepared in accordance with Part 2 - Chapter 17, Part 2 of the FDOT PD&E Manual.

ETAT Reviews for Social

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/25/2007)

Social Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Residential populations and communities

Comments on Effects to Resources:

The PD&E study is to evaluate alternatives for a new interchange at a future unnamed road and Floridas Turnpike within proximity of Mile Pose 279. The new interchange would be located within the right-of-way provided by The Hills of Minneola, a proposed mixed-use community. New onsite as well as offsite road extensions will be constructed in order to integrate the new interchange into the areas road system. The other roads are not part of this PD&E study. The new interchange is located within a proposed Development of Regional Impact (DRI) called The Hills of Minneola. The land is primarily comprised of undeveloped upland communities of pine plantations.

There has been significant population growth in the area. The Hills of Minneola DRI and several additional mixed-use developments are located within a one-mile radius of the proposed new interchange. Due to the anticipated residential, office/retail businesses, and other public amenities, escalating travel demands are being placed on the existing transportation network. This supports the need for the proposed new interchange.

A noise analysis study should be conducted, specifically focusing on sensitive receptors. It is recommended that public involvement be a key component of project development. The PD&E study should consider all potential social issues and facilities that may be affected by the project. Impact to residents and the local and business community should be avoided or minimized to the best extent practicable.

Coordinator Feedback:None

- No review submitted from the FL Department of Community Affairs
- No review submitted from the Federal Highway Administration
- No review submitted from the Lake-Sumter MPO

Secondary and Cumulative Effects

Coordinator Summary

2 Summary Degree of Effect

Secondary and Cumulative Effects Summary Degree of Effect: Minimal

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Cultural Resources Assessment Survey will be prepared in accordance with Chapter 12, Part 2 of the FDOT PD& E Manual.

ETAT Reviews for Secondary and Cumulative Effects

3 ETAT Review by Sherry Anderson, FL Department of State (05/25/2007)

Secondary and Cumulative Effects Effect: Moderate

Coordination Document:No Selection

Dispute Information:N/A

At-Risk Resource:Archaeological and Historic Resources

Comments on Effects:

Until a cultural resource assessment is conducted, it is unknown whether secondary/cumulative effects will be an issue.

Recommended Avoidance, Minimization, and Mitigation Measures:

None found.

Recommended Actions to Improve At-Risk Resources:

None found.

Coordinator Feedback:None

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/25/2007)

Secondary and Cumulative Effects Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

At-Risk Resource:Wetlands

Comments on Effects:

No comment provided by EPA for Secondary and Cumulative Effects for Wetlands.

Recommended Avoidance, Minimization, and Mitigation Measures:

None found.

Recommended Actions to Improve At-Risk Resources:

None found.

At-Risk Resource:Air Emissions

Comments on Effects:

As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

Recommended Avoidance, Minimization, and Mitigation Measures:

None found.

Recommended Actions to Improve At-Risk Resources:

None found.

Coordinator Feedback:None

2 ETAT Review by Anthony Miller, Saint Johns River Water Management District (05/25/2007)
Secondary and Cumulative Effects Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

At-Risk Resource:Archaeological and Historic Resources

Comments on Effects:

The District does not maintain a listing of archaeological or historical resources.

Recommended Avoidance, Minimization, and Mitigation Measures:

None found.

Recommended Actions to Improve At-Risk Resources:

Should archaeological or historical resources be found on, or adjacent to the site, during detailed

field investigations, the District recommends that you contact both District staff and the Division of Historic Resources to ascertain what additional information, if any, will be required.

At-Risk Resource:Wetlands

Comments on Effects:

Review of EST data, aerial photographs and field reviews; there do not appear to be any wetlands or other surface waters within the vicinity of the proposed interchange.

Recommended Avoidance, Minimization, and Mitigation Measures:

None found.

Recommended Actions to Improve At-Risk Resources:

Should wetlands or other surface waters be found on, or adjacent to the site, during detailed field investigations, the District recommends that you contact District staff to review the limits of the wetlands and other surface waters, and to ascertain what additional information, if any, will be required.

Coordinator Feedback:None

Alternative #1

Alternative Description	
From	MP 279
To	MP 279
Type	Traffic Operation Enhancement
Status	ETAT Review Complete
Total Length	? mi.
Cost	
Modes	Roadway

Location and Length	
	Segment #1
Name	
Beginning Location	
Ending Location	
Length (mi.)	1.227

Roadway Id	Digitized
BMP	??
EMP	??
Jurisdiction and Class	
	Segment #1
Jurisdiction	
Urban Service Area	
Functional Class	
Current and Future Conditions	
Base Conditions	
	Segment #1
Year	
AADT	unspecified
Lanes	
Config	
Interim Plan	
	Segment #1
Year	
AADT	unspecified
Lanes	
Config	
Needs Plan	
	Segment #1
Year	
AADT	unspecified
Lanes	
Config	
Cost Feasible Plan	
	Segment #1
Year	
AADT	unspecified
Lanes	
Config	
No funding sources found.	

Project Effects Overview			
Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	2 Minimal	US Environmental Protection Agency	5/23/2007
Coastal and Marine	0 None	National Marine Fisheries Service	4/25/2007
Contaminated Sites	2 Minimal	FL Department of Environmental Protection	5/18/2007
Contaminated Sites	2 Minimal	Saint Johns River Water Management District	5/25/2007
Contaminated Sites	2 Minimal	US Environmental Protection Agency	5/23/2007

Farmlands	0	None	Natural Resources Conservation Service	5/03/2007
Floodplains	2	Minimal	US Environmental Protection Agency	5/23/2007
Navigation	N/A	N/A / No Involvement	US Army Corps of Engineers	4/17/2007
Navigation	N/A	N/A / No Involvement	US Coast Guard	4/20/2007
Special Designations	3	Moderate	Saint Johns River Water Management District	5/25/2007
Special Designations	2	Minimal	US Environmental Protection Agency	5/23/2007
Water Quality and Quantity	2	Minimal	FL Department of Environmental Protection	5/18/2007
Water Quality and Quantity	3	Moderate	Saint Johns River Water Management District	5/25/2007
Wetlands	0	None	US Environmental Protection Agency	5/23/2007
Wetlands	2	Minimal	US Fish and Wildlife Service	5/18/2007
Wetlands	0	None	US Army Corps of Engineers	4/17/2007
Wetlands	0	None	FL Department of Environmental Protection	5/18/2007
Wildlife and Habitat	3	Moderate	US Fish and Wildlife Service	5/18/2007
Cultural				
Historic and Archaeological Sites	3	Moderate	Micosukee Tribe of Indians of Florida	5/16/2007
Historic and Archaeological Sites	3	Moderate	FL Department of State	5/25/2007
Recreation Areas	0	None	US Environmental Protection Agency	5/23/2007
Recreation Areas	0	None	FL Department of Environmental Protection	5/18/2007
Community				
Land Use	3	Moderate	FL Department of Community Affairs	5/24/2007
Social	2	Minimal	US Environmental Protection Agency	5/25/2007
Secondary and Cumulative				
Secondary and Cumulative Effects	3	Moderate	FL Department of State	5/25/2007
Secondary and Cumulative Effects	2	Minimal	US Environmental Protection Agency	5/25/2007
Secondary and Cumulative Effects	2	Minimal	Saint Johns River Water Management District	5/25/2007
ETAT Reviews: Natural				
Air Quality				
Coordinator Summary				
2 Summary Degree of Effect				

Air Quality Summary Degree of Effect: Minimal

Reviewed By:

Florida's Turnpike Enterprise (12/23/2008)

Comments:

An Air Quality Report in accordance with Chapter 2, Part 16 of the PD&E Manual will be prepared.

ETAT Reviews for Air Quality

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/23/2007)

Air Quality Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Air

Level of Importance: Low, due to minimal degree of effect

Comments on Effects to Resources:

Lake County and the Orlando area have not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of National Ambient Air Quality Standards (NAAQS). Nevertheless, the environmental review of this project should include an air impact analysis which documents the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is recommended that the environmental review also include a hot spot analysis at the point in time and place where congestion is expected to be greatest during the design life of the project.

Additional Comments (optional):

As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Coastal and Marine

Coordinator Summary

0 Summary Degree of Effect

Coastal and Marine Summary Degree of Effect: None

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

ETAT Reviews for Coastal and Marine

0 ETAT Review by Brandon Howard, National Marine Fisheries Service (04/25/2007)
Coastal and Marine Effect: None

Coordination Document:No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:
None

Comments on Effects to Resources:
None

Additional Comments (optional):

Based on the project location, information provided in the ETDM website and GIS effects analysis on wetlands, NOAAs National Marine Fisheries Service concludes the proposed work would not directly impact areas that support NOAA trust fishery resources. We have no comments or recommendations to provide pursuant to the essential fish habitat (EFH) requirements of the Magnuson-Stevens Fishery Conservation and Management Act. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Contaminated Sites

Coordinator Summary

2 Summary Degree of Effect
Contaminated Sites Summary Degree of Effect: Minimal

Reviewed By:
Florida's Turnpike Enterprise (10/28/2008)

Comments:
A Contamination Screening Evaluation Report (CSER) will be prepared in accordance with Part 2 - Chapter 22 of FDOT's PD&E Manual and will document all contamination facilities within a sphere of influence.

ETAT Reviews for Contaminated Sites

ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (05/18/2007)

2

Contaminated Sites Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

According to the best data available to the Department, groundwater in the proposed intersection area is contaminated with EDB. A Contamination Screening Evaluation similar to Phase I and Phase II Audits may need to be performed along the project rights-of-way.

Comments on Effects to Resources:

Please contact the DEP Central District Office's Drinking Water Program and Waste Cleanup Program in Orlando for additional information.

Coordinator Feedback:None

2

ETAT Review by Anthony Miller, Saint Johns River Water Management District (05/25/2007)

Contaminated Sites Effect: Minimal

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

The District does not maintain a listing of contaminated site.

Level of Importance: Contaminated sites are a high level of importance.

Comments on Effects to Resources:

A Phase 1 Site Assessment will be required to identify any contaminated sites within the vicinity of the project area. Any contaminated sites would need to be cleaned or contained. An assessment of the effects of any required dewatering during construction may have upon any contamination plumes in the area must be conducted. The appropriate restrictions methods must be included on the construction plans submitted for permit review.

Coordinator Feedback:None

2

ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/23/2007)

Contaminated Sites Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, National Priority List (NPL) sites, etc.

Level of Importance: These resources are of a high level of importance in the State of Florida. However, a minimal degree of effect is being assigned for the proposed project (ETDM #8868, Turnpike Interchange near MP 279).

Comments on Effects to Resources:

EPA reviewed the following contaminated sites GIS analysis data for the project at buffer distances of 100 feet through 1 mile: Brownfield Location Boundaries, Geocoded Dry Cleaners, Geocoded Gasoline Stations, Geocoded Petroleum Tanks, Hazardous Waste Sites, National Priority List Sites, Nuclear Site Locations, Solid Waste Facilities, Superfund Hazardous Waste Sites, and Toxic Release Inventory Sites.

None of these features were identified within proximity (1 mile) of the proposed new interchange near Florida's Turnpike MP 279. EPA recommends that a phase I environmental study of the area be conducted to determine whether any contamination exists on property to be acquired for right-of-way or which would be impacted by the project. If potential contamination is found or suspected to be present, a phase II study may be required.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Farmlands

Coordinator Summary

0

Summary Degree of Effect

Farmlands Summary Degree of Effect: None

Reviewed By:

Florida's Turnpike Enterprise (12/24/2008)

Comments:

ETAT Reviews for Farmlands

0

ETAT Review by Rick Allen Robbins, Natural Resources Conservation Service (05/03/2007)

Farmlands Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

There are no Prime Farmland concerns within the Project Area. However, the USDA-NRCS considers any row crop, citrus, and similar types of cropland to be Unique farmland in south Florida. From that perspective, we are assigning a None degree of effect.

Using buffers set at the 100', 200', and 500', we have determined that no row crops would be impacted. This is using the 2000 Agricultural areas data.

Comments on Effects to Resources:

No impact on farmland resources at any buffer width, except 5280'. Using the 5280' buffer width, it appears that 97.6 acres of Citrus groves would be impacted. These areas would qualify as Unique Farmland using USDA guidelines.

This 5280' buffer width would impact 3.37% of the project area. If the 5280' buffer width is used, we would change the degree of effect from None to Minimal due to these impacted citrus groves.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Floodplains

Coordinator Summary

2 Summary Degree of Effect

Floodplains Summary Degree of Effect: Minimal

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Location Hydraulic Report will be prepared in accordance with Chapter 24, Part 2 of the FDOT PD&E Manual.

ETAT Reviews for Floodplains

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/23/2007)

Floodplains Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Floodplains

Level of Importance: Low, due to minimal degree of effect

Comments on Effects to Resources:

A review of GIS analysis data (Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates a small amount of acreage within the 100-year floodplain at the 1-mile buffer distance. Approximately 131 acres (4.5% of total acres) of floodplains, as designated by Zone A flood hazard zone designation, was reported at the 1-mile buffer. The remaining area surrounding the proposed interchange lies with Zone X, which corresponds to areas outside the 100-year floodplain. EPA is assigning a minimal degree of effect to this issue, but recommends that an assessment of potential impact to floodplains be conducted.

Coordinator Feedback:None

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

Infrastructure

Coordinator Summary

0

Summary Degree of Effect

Infrastructure Summary Degree of Effect: None

Reviewed By:

Florida's Turnpike Enterprise (12/23/2008)

Comments:

ETAT Reviews for Infrastructure

No reviews found for the Infrastructure Issue.

- No review submitted from the Federal Highway Administration

Navigation

Coordinator Summary

N/A

Summary Degree of Effect

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

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

ETAT Reviews for Navigation

N
/
A

ETAT Review by Andrew Phillips, US Army Corps of Engineers (04/17/2007)

Navigation Effect: N/A / No Involvement

Coordination Document:None selected

Dispute Information:N/A

Identified Resources and Level of Importance:

No impacts to navigable waterways are anticipated by this project.

Comments on Effects to Resources:

None found.

Coordinator Feedback:None

N
/
A

ETAT Review by Randy Overton, US Coast Guard (04/20/2007)

Navigation Effect: N/A / No Involvement

Coordination Document:None selected

Dispute Information:N/A

Identified Resources and Level of Importance:

No Coast Guard involvement.

Comments on Effects to Resources:

No Coast Guard involvement.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Special Designations

Coordinator Summary

2

Summary Degree of Effect

Special Designations Summary Degree of Effect: Minimal

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Location Hydraulic Report will be prepared in accordance with Part 2, Chapter 24 of the FDOT PD&E Manual.

As part of the PD&E Study a Conceptual Drainage Report is being prepared and will address water quality and quantity issues.

ETAT Reviews for Special Designations

3 ETAT Review by Anthony Miller, Saint Johns River Water Management District (05/25/2007)
Special Designations Effect: Moderate

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance:

Resources: Water quality, water quantity, and other environmental issues

Level of Importance: Special designations are assigned to basins that require additional attention to address either existing conditions that do not meet state standards or to provide additional protection to main pristine conditions. Special designations are of a high level of importance.

Comments on Effects to Resources:

This project is within or is expected to discharge into the following special basins, which has the additional permitting criteria as noted below.

1. Ocklawaha River Hydrologic Basin as identified by Chapter 40C-41, F.A.C.; Additional water quantity criteria: a) the project may not increase the offsite peak discharge rate for the 10-year 24-hour storm event; and b) if the surface water management system utilizes dewatering pump(s), the project may not increase the offsite discharge volume for the 25-year 96-hour storm event. (It is unlikely the surface water management system for this project would utilize a dewatering pump due to local topography). This criteria is not applicable to Stormwater permits.
2. Lake Apopka Hydrologic Basin as identified by Chapter 40C-41, F.A.C.; Additional water quality criteria limits the discharge of phosphorus to 55 parts per billion or to pre-development loading rates. Applicants are directed to subsection 11.7 of the SJRWMD Applicants Handbook for the procedure to meet this criterion.
3. Lake Apopka, an Impaired Water Body (WBID = 2835B) for nutrients designated by FDEP; Additional water quality criteria is based on TMDLs.

This project appears to be not located in or discharge to any:

- 1) Class I or Class II waters (water quality).
- 2) Outstanding Florida Waters (water quality);
- 3) Minimum Flows and Levels basins (water quantity);
- 4) Chapter 40C-41, F.A.C. basins except the Ocklawaha River Hydrologic Basin and Lake Apopka Hydrologic Basin, as noted above (water quality and quantity); or
- 5) Sovereign Submerged Lands

SJRWMD is assigning a moderate degree of effect to Special Designation based on additional water quality and water quantity permitting criteria.

Additional Comments (optional):

Due to the limited information provided for this project, the type of SJRWMD permit required cannot be determined. If the project is less than 40 acres, proposes less than 12 acres of impervious area, and has no wetland or surface water impacts, it may qualify for a stormwater permit (Chapter 40C-42, FAC). If the project qualifies for a stormwater permit, some of the water quantity criteria may not apply. If it does not qualify for a stormwater permit, it should qualify for a Standard Environmental Resource Permit (Chapter 40C-40, FAC).

Hydric Soils/wetlands/surface waters Based on soils and NWI maps, there are no hydric soils, wetlands, or surface waters within 1/2 mile of the proposed interchange center.

Based on the Quad Map topography, this project site would discharge to land-locked basins.

There are no permitted stormwater sites (Chapter 40C-42, FAC) within 1/2 mile of the proposed interchange center.

Two permitted ERP sites (Chapter 40C-4, FAC) occur within 1/2 mile of the proposed interchange center. The closest site (permit # 108870; Founders Ridge Subdivision) is more than 400 away from the Turnpike ROW.

There are no public lands within 1 mile of the proposed interchange center other than roads.

There are no 100-year floodplains within 1/2 mile of the proposed interchange center.

There are no state/county owned land within the project area except for the current ROW for the road.

This project is not within or does not discharge to any Outstanding Florida Waters.

Any surface water within 1/2 mile of the proposed interchange center is Class III fresh.

This project is on the boundary between the Southern Ocklawaha River (12) and the Palatlkaha River Nested (13) mitigation basins.

This project is on the boundary between Lake Apopka Planning Unit (7B) and the Palatlkaha River Planning Unit (7A) within the Ocklawaha River Basin.

There is no area within the project area with District regulations of Minimum Flows and Levels.

The project area is within and expected to discharge into land-locked basins.

This project is within the drainage basin of Lake Apopka (WBID = 2835B), a FDEP designated impaired water body.

Chapter 40C-41, FAC

This project is within the Ocklawaha River Hydrologic Basin.

The project is within and is expected to discharge to the Lake Apopka Hydrologic Basin.

The project area is outside and not expected to discharge into the Wekiva River Hydrologic Basin or the Wekiva Recharge Protection Area.

Based on the expected small project area and impervious area, this project may qualify for an Environmental Resource Stormwater Permit pursuant to Chapter 40C-42, FAC; (Application fee = \$

350). If this project does not qualify for a Stormwater permit, a Standard Environmental Resource Permit will be required from the SJRWMD. (Application fee = \$ 1000 (project area <40 acres) or \$1500 (project area > 40 acres).

Coordinator Feedback:None

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/23/2007)
Special Designations Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Features identified as Special Designations

Comments on Effects to Resources:
The only Special Designation feature identified within a 1-mile buffer distance of the proposed project is floodplains.

No other Special Designation features were identified within proximity of the proposed new interchange near Florida's Turnpike MP 279.

Please refer to Floodplains issue for comments regarding potential impact to floodplains.

Coordinator Feedback:None

- No review submitted from the FL Department of Agriculture and Consumer Services
- No review submitted from the Federal Highway Administration

Water Quality and Quantity

Coordinator Summary

2 Summary Degree of Effect
Water Quality and Quantity Summary Degree of Effect: Minimal

Reviewed By:
Florida's Turnpike Enterprise (10/28/2008)

Comments:
As part of the PD&E Study, a Conceptual Drainage Report is being prepared and will address this issue.

ETAT Reviews for Water Quality and Quantity

2 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (05/18/2007)

Water Quality and Quantity Effect: Minimal

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

An environmental resource permit (ERP) will be required from the St. Johns River Water Management District for stormwater management. The ERP applicant will be required to eliminate or reduce the proposed impacts of interchange construction to the greatest extent practicable.

Comments on Effects to Resources:

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 would be of concern.

Coordinator Feedback:None

3 ETAT Review by Anthony Miller, Saint Johns River Water Management District (05/25/2007)

Water Quality and Quantity Effect: Moderate

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Water Quality and Water Quantity

Level of Importance: Water quality and water quantity are of a high level of importance.

Comments on Effects to Resources:

Water Quality:

SJRWMD permitting criteria requires providing water quality treatment for any water discharged from project site. Reasonable assurance must be provided that discharge from the project will not violate water quality standards. Details of SJRWMDs standard treatment criteria can be found in Chapter 40C-42, F.A.C., and the Districts Applicants Handbook: Regulation of Stormwater Management Systems.

The project site is within and is expected to discharge to the Lake Apopka Hydrologic Basin, which requires additional treatment pursuant to Chapter 40C-41.063(8), F.A.C. Treatment must comply with the requirements of section 11.7, Applicants Handbook: Management and Storage of Surface Waters.

The project is within and is expected to discharge to Lake Apopka, a water body that have been designated as an Impaired Water Body by FDEP and EPA through the TMDL procedure. Due to this designation, additional water quality treatment above the standard treatment will be required for any discharge from the project site.

A complete Erosion and Turbidity Plan will be required for District approval during permit application review and must be implemented during construction.

Water Quantity

SJRWMD permitting criteria for Standard and Individual Environmental Resource Permits addresses water quantity. This criteria is not applicable to Stormwater Permits.

SJRWMD permitting criteria addresses water quantity discharged from the project via two formats, discharge rate and discharge volume. The standard presumptive criteria assumes no harm to the water resources if the post-developed peak rate of discharge does exceed the pre-development peak rate of discharge for the 25 year 24 hour storm event.

This project is within the Ocklawaha River Hydrologic Basin, and must meet the peak discharge rate criteria for the 10 year 24 hour storm event in addition to the standard discharge rate criteria. For additional information, see Chapter 40C-41, F.A.C. or subsection 11.2 of the SJRWMDs Applicants Handbook: Management and Storage of Surface Waters.

The project area is within and expected to discharge to land-locked basins. Systems discharging to land-locked basins, which are adjacent to properties of more than one ownership, shall not cause an increase in the total pre-development flood stage. This can be accomplished through retention with percolation or, if the soil conditions are not sufficient for percolation, then through detention for a duration sufficient to mitigate adverse impacts on flood stages. In determining the volume of direct runoff, the 25 year / 96-hour duration storm is to be used. For additional information, see subsection 10.4.2 of the SJRWMDs Applicants Handbook: Management and Storage of Surface Waters.

Dewatering for excavation may require a Consumptive Use Permit. Typically, the construction company is responsible for obtaining the necessary permits for dewatering.

SJRWMD is assigning a moderate degree of effect to water quality and water quantity due to the additional permitting criteria.

Coordinator Feedback:None

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

Wetlands

Coordinator Summary

0 Summary Degree of Effect

Wetlands Summary Degree of Effect: None

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Wetlands Evaluation Technical Memorandum will be prepared in accordance with Chapter 18, Part 2 of the FDOT PD&E Manual and will address impacts to any existing wetlands sites.

ETAT Reviews for Wetlands

0 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/23/2007)

Wetlands Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Wetlands

Comments on Effects to Resources:

A review of GIS analysis data in the EST at the programming screen phase of the project indicates that there are no wetlands present within proximity of the proposed project.

Coordinator Feedback:None

2 ETAT Review by Todd Samuel Mecklenborg, US Fish and Wildlife Service (05/18/2007)

Wetlands Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Federally listed plant and animal species, migratory birds, the habitats they occupy and are supported by (foraging, sheltering, and breeding), and wetlands. These trust resources have a high level of importance.

Comments on Effects to Resources:

The Service recommends wetlands in the project area to be delineated and evaluated using an evaluation technique such as the Wetland Rapid Assessment Procedure (WRAP) or the Uniform Mitigation Assessment Method (UMAM). If impacts to wetlands are unavoidable, the Service would recommend minimizing the impacts to the greatest extent practicable and that all impacts to wetlands are mitigated. Mitigation should be in-kind and within the same watershed basin as the proposed impact.

Additional Comments (optional):

Comments are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et seq.), Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 et seq.)

Coordinator Feedback:None

0 ETAT Review by Andrew Phillips, US Army Corps of Engineers (04/17/2007)

Wetlands Effect: None

Coordination Document:None selected

Dispute Information:N/A

Identified Resources and Level of Importance:

A review of the EST did not reveal the presence of waters of the United States or wetlands within the project footprint. No further action is anticipated by the U.S. Army Corps of Engineers.

Comments on Effects to Resources:

None found.

Coordinator Feedback:None

0 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (05/18/2007)

Wetlands Effect: None

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the National Marine Fisheries Service

Wildlife and Habitat

Coordinator Summary

3 Summary Degree of Effect

Wildlife and Habitat Summary Degree of Effect: Moderate

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

An Endangered Species and Biological Assessment Report will be prepared in accordance with Part 2, Chapter 27 of the FDOT PD&E Manual.

ETAT Reviews for Wildlife and Habitat

3 ETAT Review by Todd Samuel Mecklenborg, US Fish and Wildlife Service (05/18/2007)

Wildlife and Habitat Effect: Moderate

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Federally listed plant and animal species, migratory birds, the habitats they occupy and are supported by (foraging, sheltering, and breeding), and wetlands. These trust resources have a high level of importance.

Comments on Effects to Resources:

The Service has reviewed our Geographic Information Systems (GIS) database and the GIS database on the Environmental Screening Tool for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The Services GIS database is a compilation of data received from several sources. After a literature review utilizing the 500 foot buffer of the proposed interchange, the Service has the following comments and recommendations:

The literature reviews indicates xeric soils associated with the Lake Wales Ridge which are capable of supporting listed species. The Service recommends surveying the Chandler soils regardless of current vegetation for species known to inhabit these substrates. Other resources noted in the GIS database on the Environmental Screening Tool include Lake Wales Ridge Plants Consultation Area, Florida Scrub-jay Consultation Area, and a large amount of Shrub and Brushland (138.71 acres). Species to be cognizant of would include Florida scrub-jay (*Aphelocoma coerulescens*), Red-cockaded Woodpecker (*Picoides borealis*), Eastern Indigo snake (*Drymarchon corais couperi*), Sand Skink (*Neoseps reynoldsi*), and listed floral species.

The Service also recommends addressing the indirect and cumulative effects associated with the new interchange and the future roads connecting to this facility in the listed species assessment.

Additional Comments (optional):

Comments are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et seq.), Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 et seq.)

Coordinator Feedback:None

- No review submitted from the FL Fish and Wildlife Conservation Commission
- No review submitted from the Federal Highway Administration
- No review submitted from the US Forest Service

ETAT Reviews: Cultural

Historic and Archaeological Sites

Coordinator Summary

3 Summary Degree of Effect

Historic and Archaeological Sites Summary Degree of Effect: Moderate

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Cultural Resources Assessment Survey will be prepared in accordance with Chapter 12, Part 2 of the FDOT PD&E Manual.

ETAT Reviews for Historic and Archaeological Sites

3 ETAT Review by Steve Terry, Miccosukee Tribe of Indians of Florida (05/16/2007)

Historic and Archaeological Sites Effect: Moderate

Confidential:Review will not be displayed on Public Access website

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

There are no recorded archaeological sites reported near this project. However, a Cultural Resources Survey will need to be done to ascertain if there are any archaeological sites within the project boundaries.

Comments on Effects to Resources:

Once a Cultural Resources Survey has been done, then effects, if any, to archaeological sites then can be ascertained.

Additional Comments (optional):

If the Cultural Resources Survey shows there are no archaeological sites that will be impacted by this project, then no further consultation is necessary. However, if the Cultural Resources Survey does show that archaeological sites will be impacted by this project, then further consultation with the Miccosukee Tribe should be done.

Coordinator Feedback:None

3 ETAT Review by Sherry Anderson, FL Department of State (05/25/2007)

Historic and Archaeological Sites Effect: Moderate

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

This project corridor has not been subjected to a systematic cultural resource assessment survey. No previously recorded resources are located within the one mile buffer area.

Comments on Effects to Resources:

Additional Comments (optional):

Given the lack of a systematic cultural resource assessment survey for the project corridor, it is unknown whether project activities will impact historic properties potentially eligible for listing in the National Register of Historic Places, or otherwise of historical, architectural or archaeological value. Our office recommends a cultural resource assessment survey.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the Seminole Tribe of Florida

Recreation Areas

Coordinator Summary

0 Summary Degree of Effect

Recreation Areas Summary Degree of Effect: None

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

ETAT Reviews for Recreation Areas

0 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/23/2007)

Recreation Areas Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Recreation Areas - recreational trails, conservation lands, wildlife management areas, Florida Natural Areas Inventory Managed Lands, parks, schools, etc.

Comments on Effects to Resources:

A review of GIS analysis in the EST at the programming screen phase of the project indicates that there are no features such as recreational trails, conservation lands, wildlife management areas, Florida Natural Areas Inventory Managed Lands, parks, or schools within close proximity (1 mile) of the proposed new interchange near Florida's Turnpike MP 279.

A survey of the area should be conducted to identify any potential recreation areas.

Coordinator Feedback:None

0 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (05/18/2007)
Recreation Areas Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
None found.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the National Park Service

Section 4(f) Potential

Coordinator Summary

N/A Summary Degree of Effect

Section 4(f) Potential Summary Degree of Effect: N/A / No Involvement

Reviewed By:
Florida's Turnpike Enterprise (12/23/2008)

Comments:

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

ETAT Reviews: Community

Aesthetics

Coordinator Summary

N/
A

Summary Degree of Effect

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

Reviewed By:

Florida's Turnpike Enterprise (12/23/2008)

Comments:

ETAT Reviews for Aesthetics

No reviews found for the Aesthetics Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the Lake-Sumter MPO

Economic

Coordinator Summary

1

Summary Degree of Effect

Economic Summary Degree of Effect: Enhanced

Reviewed By:

Florida's Turnpike Enterprise (12/23/2008)

Comments:

The construction of the interchange will spur some economic development in the area. It is estimated by the Federal Highway Administration (FHWA) are that every \$1 billion spent on highways supports 28,000 jobs and a third of those are in construction-oriented employment.

ETAT Reviews for Economic

No reviews found for the Economic Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the Lake-Sumter MPO

Land Use

Coordinator Summary

3

Summary Degree of Effect

Land Use Summary Degree of Effect: Moderate

Reviewed By:

Florida's Turnpike Enterprise (12/24/2008)

Comments:

ETAT Reviews for Land Use

3 ETAT Review by Gary Donaldson, FL Department of Community Affairs (05/24/2007)

Land Use Effect: Moderate

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

The Department of Community Affairs has reviewed the referenced project and, based on current information, this project is not addressed within the local government's comprehensive plan. Therefore, at this time, the project should not be advanced into the Department's Five Year Work Program until the comprehensive plan is amended to reflect the proposed intersection. Staff will make a determination of the consistency of the proposed intersection with the respective comprehensive plan when the comprehensive plan is amended to include the intersection on an adopted future traffic circulation map.

Comments on Effects to Resources:

see above

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the Lake-Sumter MPO

Mobility

Coordinator Summary

1 Summary Degree of Effect

Mobility Summary Degree of Effect: Enhanced

Reviewed By:

Florida's Turnpike Enterprise (12/23/2008)

Comments:

The construction of a new interchange will increase mobility for residents of the area.

ETAT Reviews for Mobility

No reviews found for the Mobility Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the Federal Transit Administration
- No review submitted from the Lake-Sumter MPO

Relocation

Coordinator Summary

0 Summary Degree of Effect

Relocation Summary Degree of Effect: None

Reviewed By:

Florida's Turnpike Enterprise (12/23/2008)

Comments:

No relocations are anticipated as the developer is donating the Right-of-way needed for the interchange.

ETAT Reviews for Relocation

No reviews found for the Relocation Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the Lake-Sumter MPO

Social

Coordinator Summary

2 Summary Degree of Effect

Social Summary Degree of Effect: Minimal

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Noise Study Report will be prepared in accordance with Part 2 - Chapter 17, Part 2 of the FDOT PD&E Manual.

ETAT Reviews for Social

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/25/2007)

Social Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Residential populations and communities

Comments on Effects to Resources:

The PD&E study is to evaluate alternatives for a new interchange at a future unnamed road and Floridas Turnpike within proximity of Mile Pose 279. The new interchange would be located within the right-of-way provided by The Hills of Minneola, a proposed mixed-use community. New onsite as well as offsite road extensions will be constructed in order to integrate the new interchange into the areas road system. The other roads are not part of this PD&E study. The new interchange is located within a proposed Development of Regional Impact (DRI) called The Hills of Minneola. The land is primarily comprised of undeveloped upland communities of pine plantations.

There has been significant population growth in the area. The Hills of Minneola DRI and several additional mixed-use developments are located within a one-mile radius of the proposed new interchange. Due to the anticipated residential, office/retail businesses, and other public amenities, escalating travel demands are being placed on the existing transportation network. This supports the need for the proposed new interchange.

A noise analysis study should be conducted, specifically focusing on sensitive receptors. It is recommended that public involvement be a key component of project development. The PD&E study should consider all potential social issues and facilities that may be affected by the project. Impact to residents and the local and business community should be avoided or minimized to the best extent practicable.

Coordinator Feedback:None

- No review submitted from the FL Department of Community Affairs
- No review submitted from the Federal Highway Administration
- No review submitted from the Lake-Sumter MPO

ETAT Reviews: Secondary and Cumulative

Secondary and Cumulative Effects

Coordinator Summary

2 Summary Degree of Effect

Secondary and Cumulative Effects Summary Degree of Effect: Minimal

Reviewed By:

Florida's Turnpike Enterprise (10/28/2008)

Comments:

A Cultural Resources Assessment Survey will be prepared in accordance with Chapter 12, Part 2 of the FDOT PD& E Manual.

ETAT Reviews for Secondary and Cumulative Effects

3 ETAT Review by Sherry Anderson, FL Department of State (05/25/2007)

Secondary and Cumulative Effects Effect: Moderate

Coordination Document:No Selection

Dispute Information:N/A

At-Risk Resource:Archaeological and Historic Resources

Comments on Effects:

Until a cultural resource assessment is conducted, it is unknown whether secondary/cumulative effects will be an issue.

Recommended Avoidance, Minimization, and Mitigation Measures:

None found.

Recommended Actions to Improve At-Risk Resources:

None found.

Coordinator Feedback:None

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/25/2007)
Secondary and Cumulative Effects Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

At-Risk Resource:Wetlands

Comments on Effects:

No comment provided by EPA for Secondary and Cumulative Effects for Wetlands.

Recommended Avoidance, Minimization, and Mitigation Measures:

None found.

Recommended Actions to Improve At-Risk Resources:

None found.

At-Risk Resource:Air Emissions

Comments on Effects:

As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

Recommended Avoidance, Minimization, and Mitigation Measures:

None found.

Recommended Actions to Improve At-Risk Resources:

None found.

Coordinator Feedback:None

2 ETAT Review by Anthony Miller, Saint Johns River Water Management District (05/25/2007)
Secondary and Cumulative Effects Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

At-Risk Resource:Archaeological and Historic Resources

Comments on Effects:

The District does not maintain a listing of archaeological or historical resources.

Recommended Avoidance, Minimization, and Mitigation Measures:

None found.

Recommended Actions to Improve At-Risk Resources:

Should archaeological or historical resources be found on, or adjacent to the site, during detailed field investigations, the District recommends that you contact both District staff and the Division of Historic Resources to ascertain what additional information, if any, will be required.

At-Risk Resource:Wetlands

Comments on Effects:

Review of EST data, aerial photographs and field reviews; there do not appear to be any wetlands or other surface waters within the vicinity of the proposed interchange.

Recommended Avoidance, Minimization, and Mitigation Measures:

None found.

Recommended Actions to Improve At-Risk Resources:

Should wetlands or other surface waters be found on, or adjacent to the site, during detailed field investigations, the District recommends that you contact District staff to review the limits of the wetlands and other surface waters, and to ascertain what additional information, if any, will be required.

Coordinator Feedback:None

General Project Commitments

No General Project Commitments Found

Permits

No Permits Found.

Technical Studies

No Technical Studies Found.

Class of Action

Class of Action	Other Actions
State Environmental Impact Report	None
Lead Agency	Cooperating Agency/Agencies
FL Department of Transportation	

Signatures

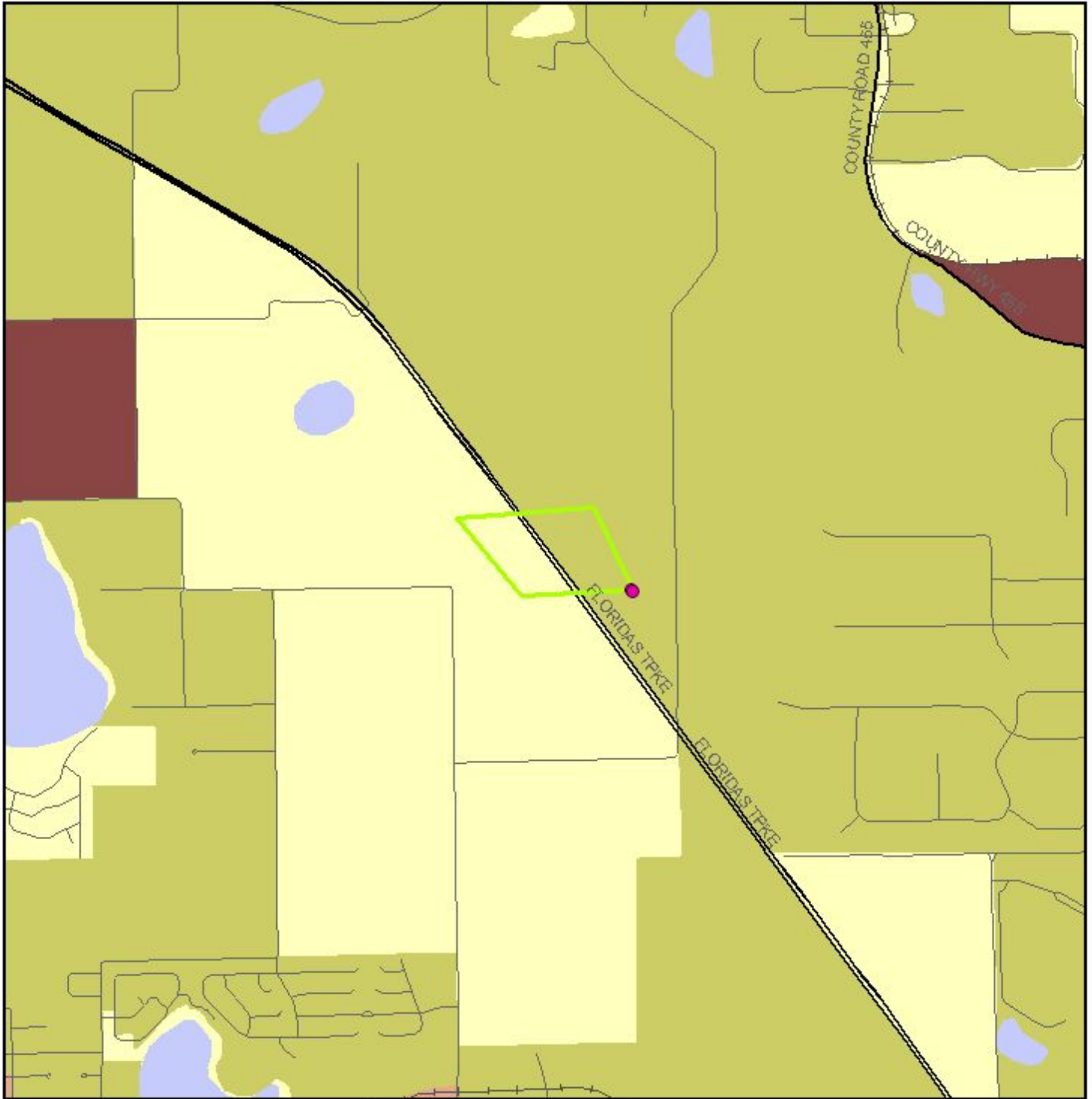
	Name	Review Status	Date
FDOT ETDM Coordinator	Imran Ghani (Florida's Turnpike Enterprise)	ACCEPTED	12/24/2008
Comments	No comments were found.		

Dispute Resolution Activity Log

No Dispute Actions Found.

Hardcopy Maps: Alternative #1

8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



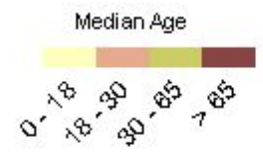
0 1 Miles

Population Age Distribution Map

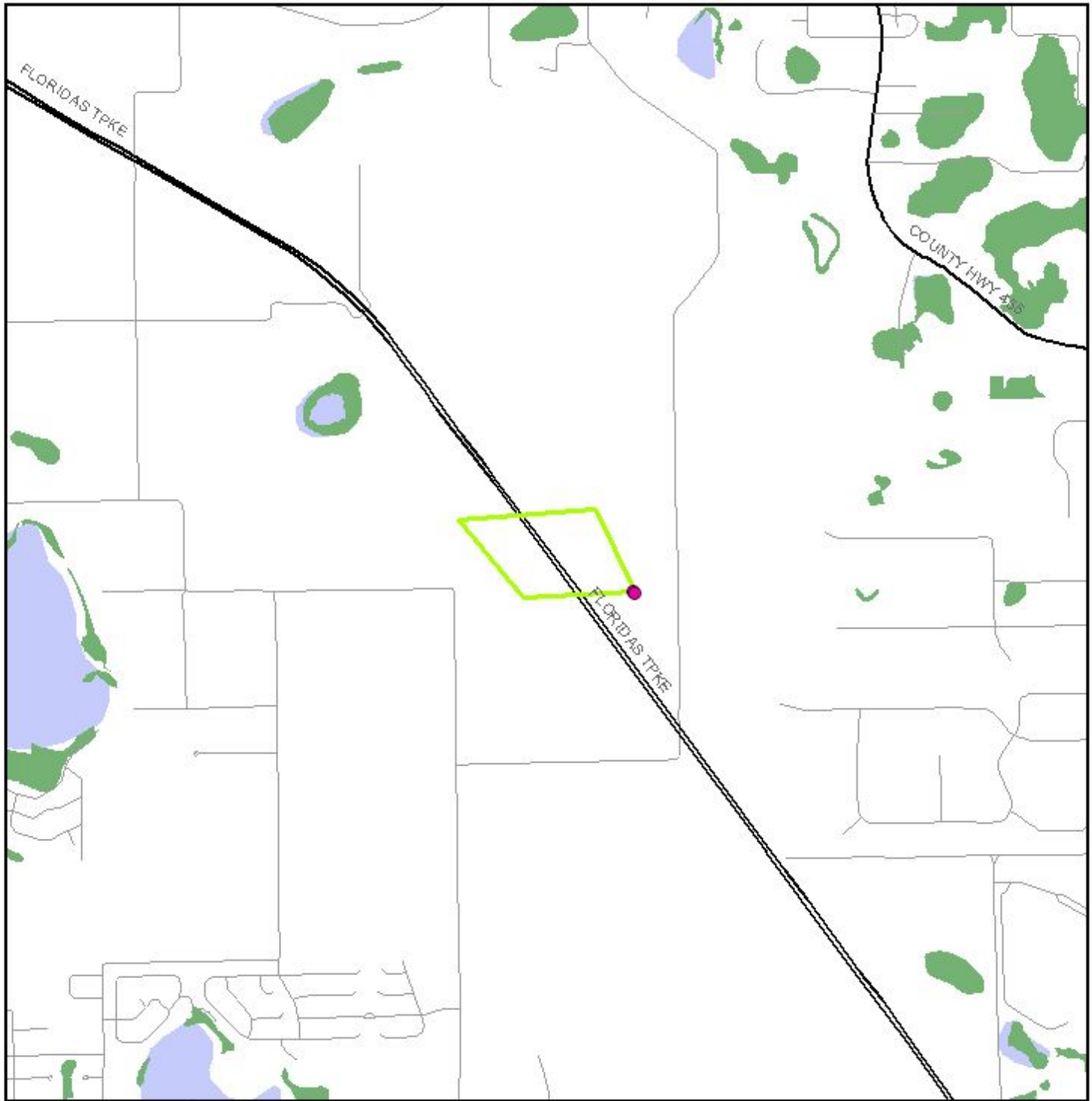


Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



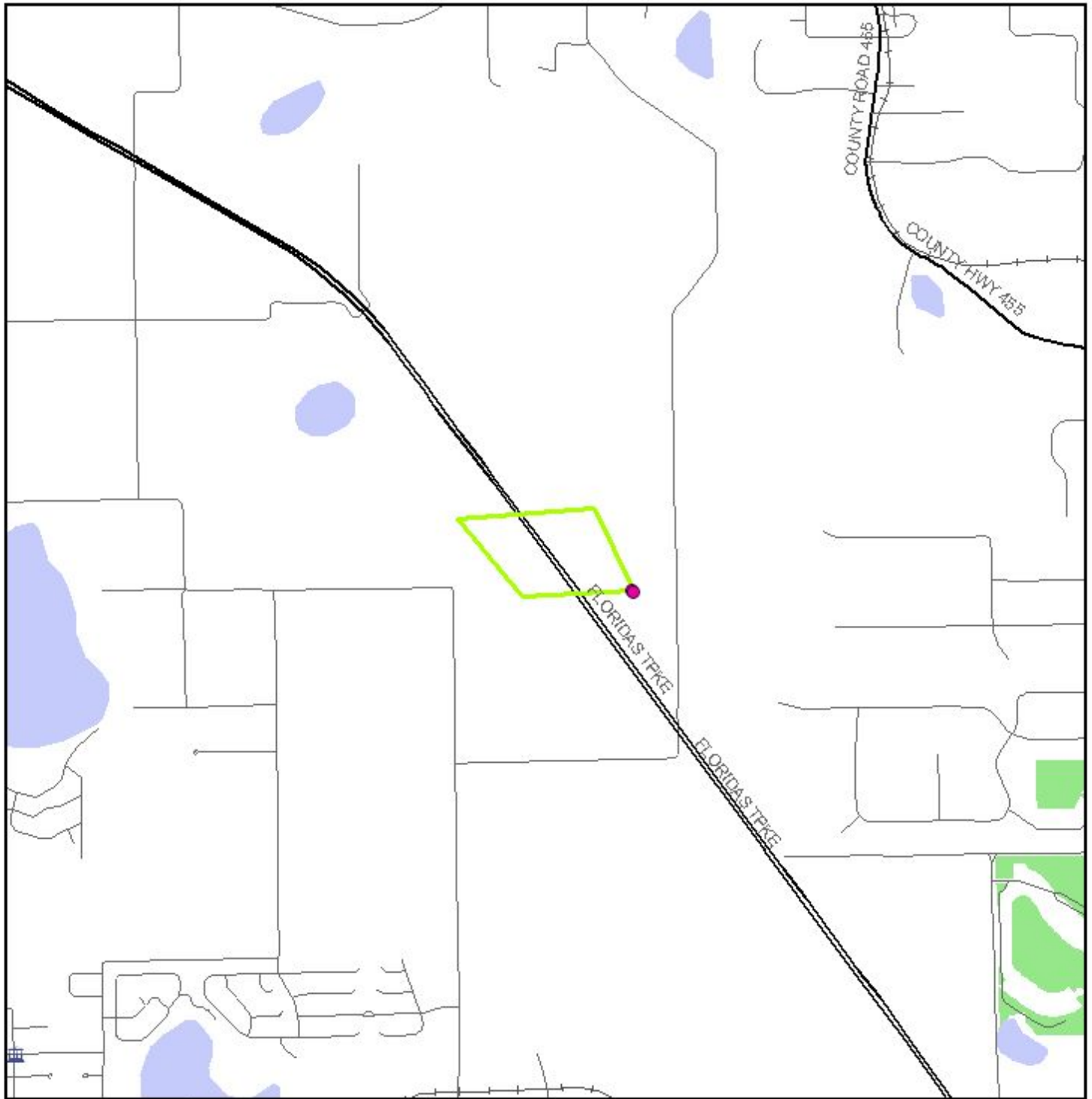
Coastal and Marine Resource Map



Data Sources: Geographic Data Technology, Inc.; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



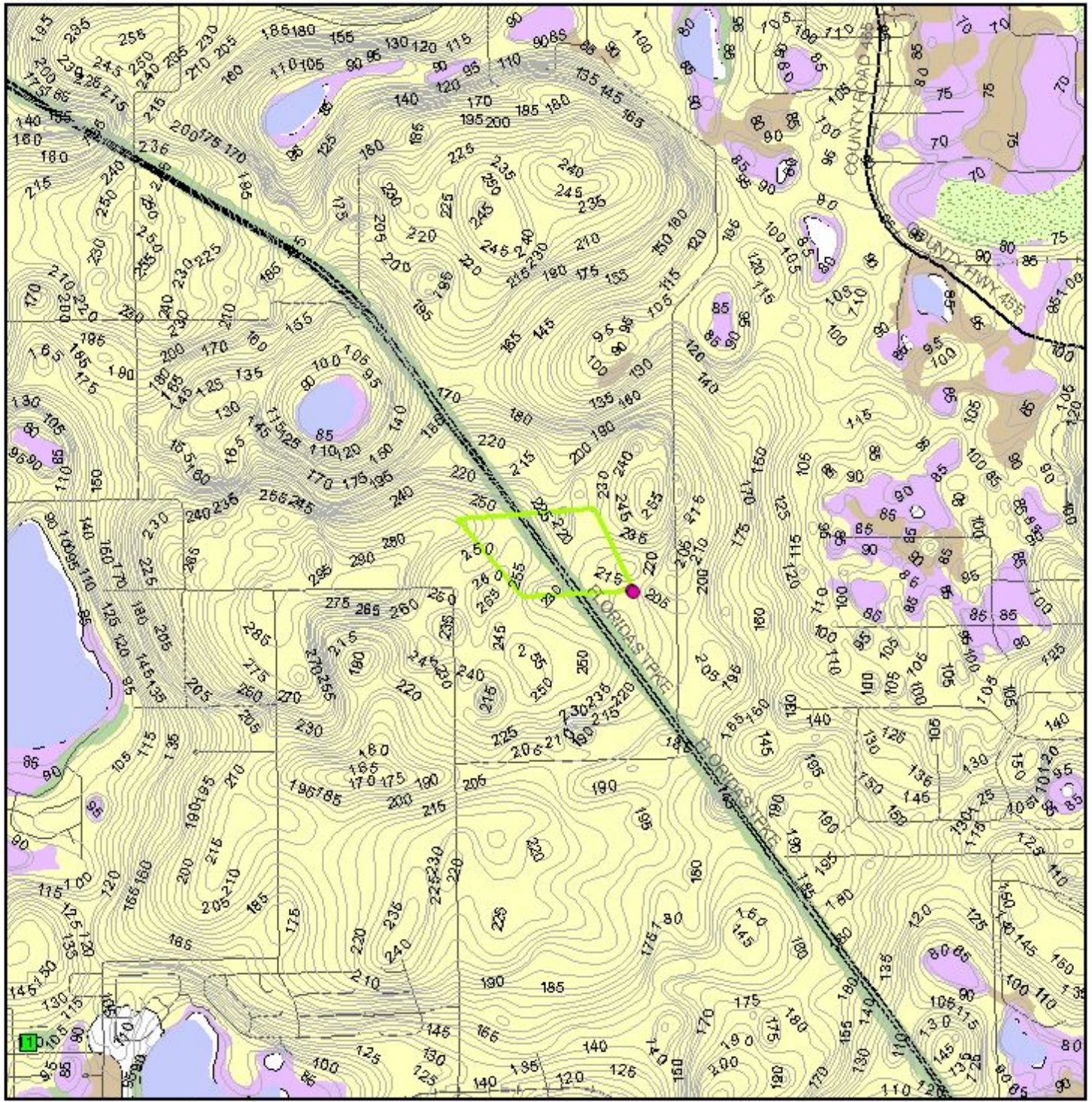
Community Facilities and Services Map



Data Sources: US Geological Survey, FL Department of Transportation; Geographic Data Technology, Inc.; FL Property Appraisers; FL Natural Areas Inventory

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279

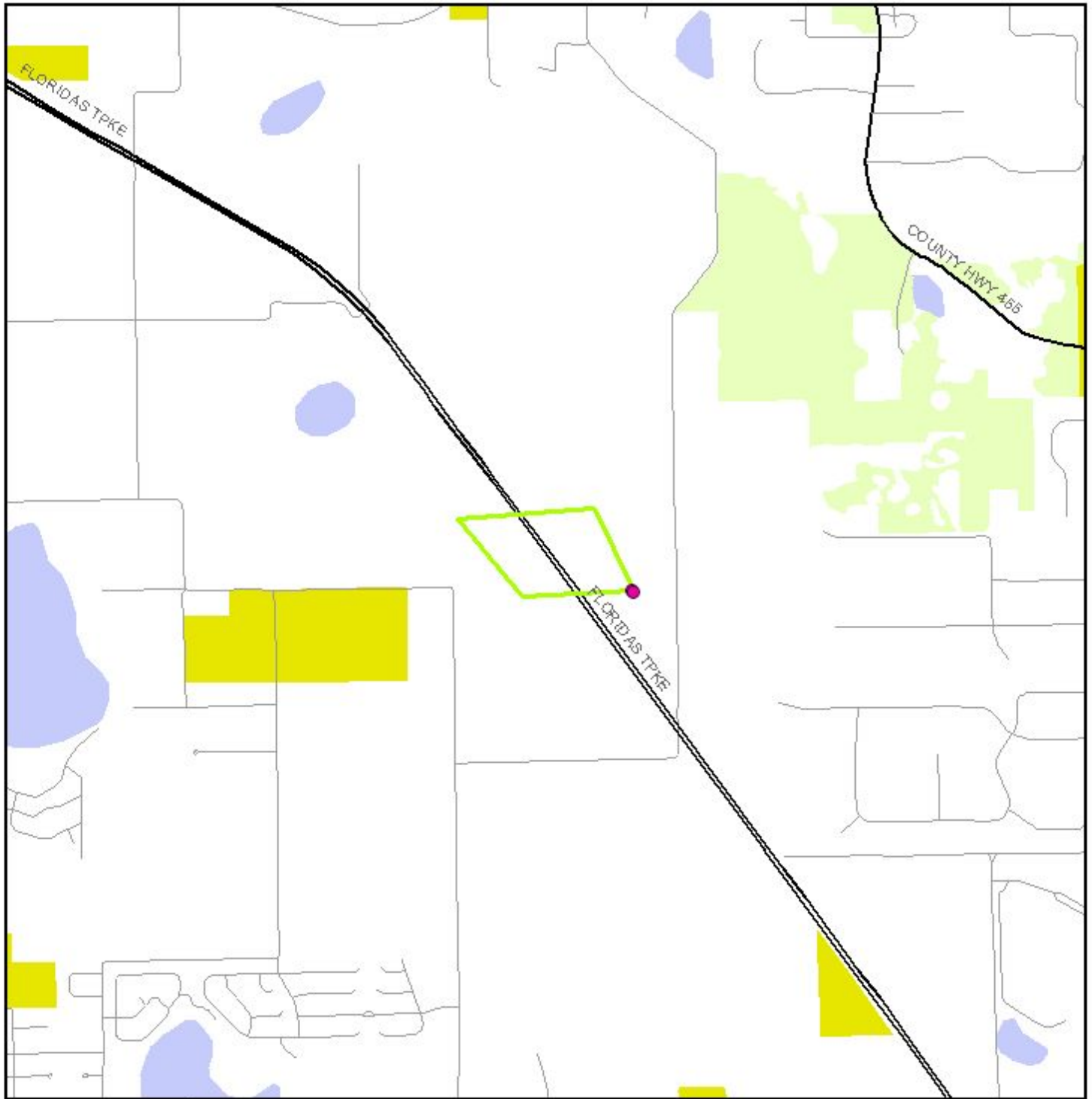


0 0.5 Miles

ETDM Alternative Point	Railroad	NPL Remediation Site	Petroleum Tank	Soil Drainage
ETDM Alternative Terminus	River, Stream or Canal	Hazardous Material Site	Brownfield Area	Excellent to Well
ETDM Alternative Segment	Toxic Release Inventory	Power Plant	5 FT Contour	Well to Moderate Well
ETDM Alternative Polygon	Dry Cleaning Facility	Superfund Site	Water Body	Moderate Well to Poor
Major Road	Gasoline Service Station	Nuclear Site	Swamp/Marsh	Poor to Very Poor
Local Road or Trail	Solid Waste Facility		Unclassified	

Data Sources: Geographic Data Technology, Inc.; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection; FL Water Management Districts; US Environmental Protection Agency, Natural Resource Conservation Service

8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



Farmlands Resource Map

0 0.5 Miles

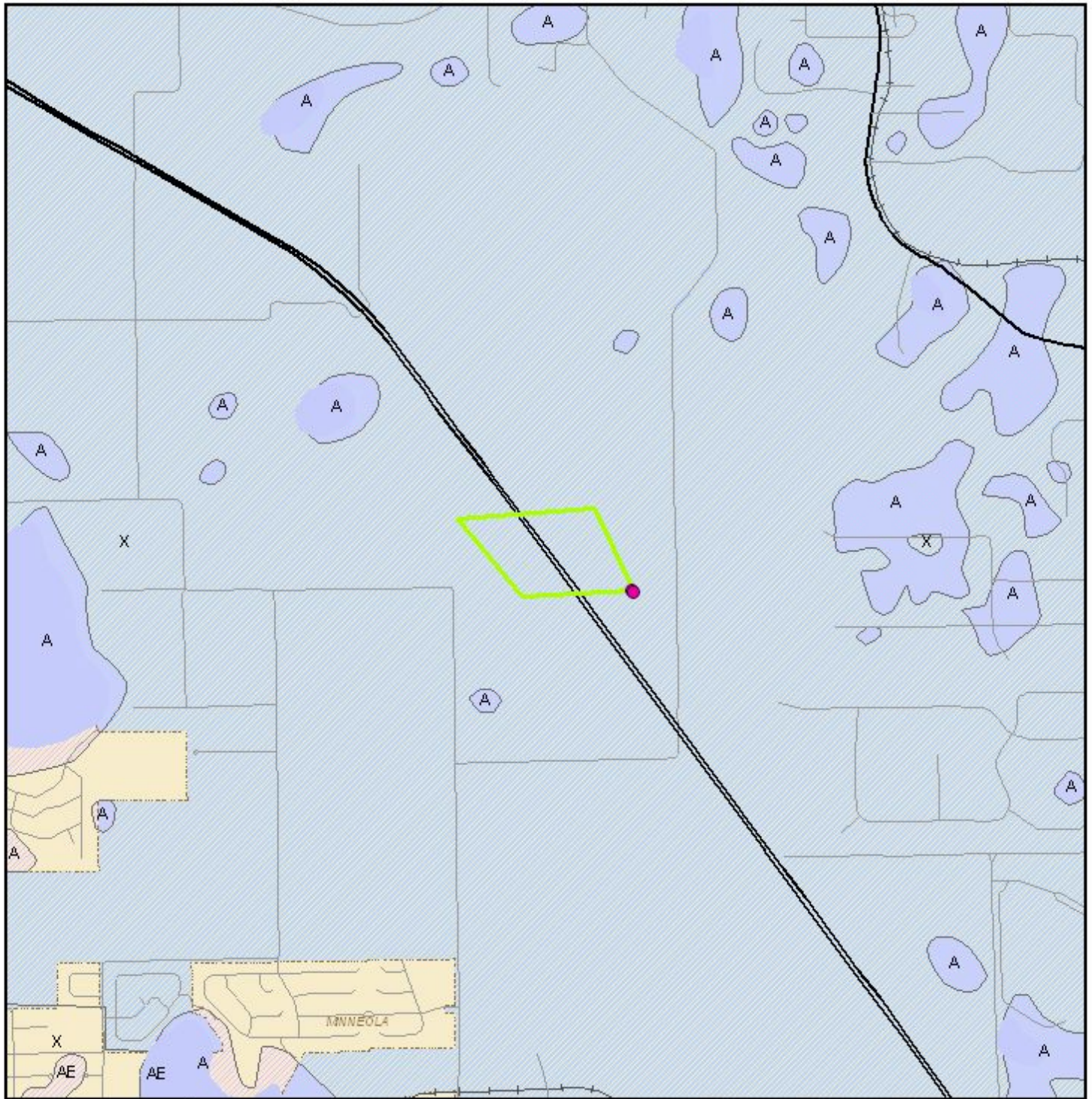


- | | | |
|---------------------------|----------------------|---------------------|
| ETDM Alternative Point | Major Road | Feeding Operations |
| ETDM Alternative Terminus | Local Road or Trail | Nurseries/Vineyards |
| ETDM Alternative Segment | Water Body | Specialty Farms |
| ETDM Alternative Polygon | Prime Farmland Soils | Tree Crops |
| River, Stream or Canal | Cropland/Pastureland | Rural Open Lands |

Data Sources: Geographic Data Technology, Inc., Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



Floodplain Resource Map

0 0.5 Miles

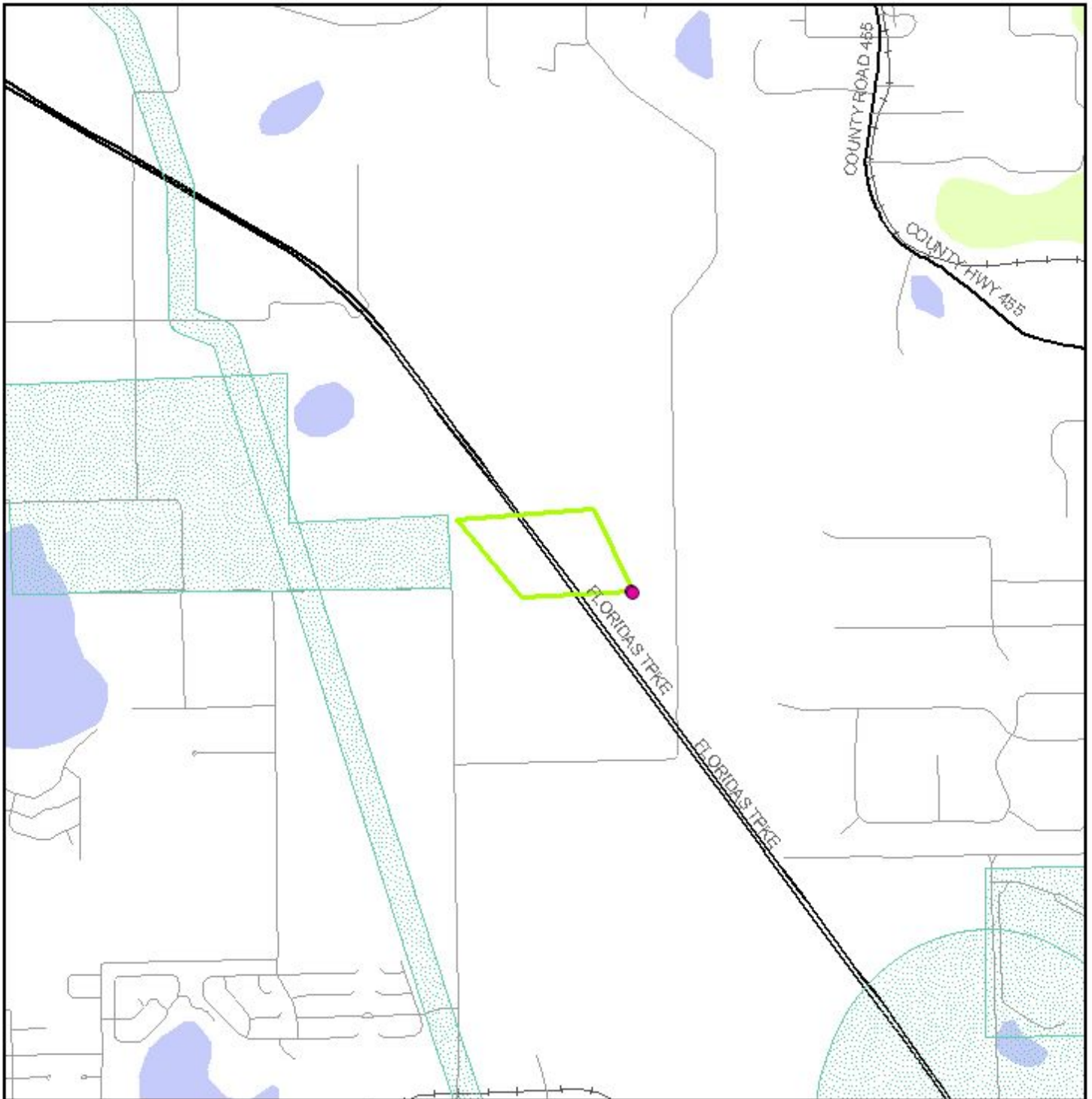


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Federal Emergency Management Agency

- | | | |
|----------------------------|------------------------|-----------------------------------|
| ETD M Alternative Point | Major Road | City Limits |
| ETD M Alternative Terminus | Local Road or Trail | County Boundaries |
| ETD M Alternative Segment | Railroad | Inside Special Flood Hazard Area |
| ETD M Alternative Polygon | River, Stream or Canal | Outside Special Flood Hazard Area |
| | Water Body | |

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279

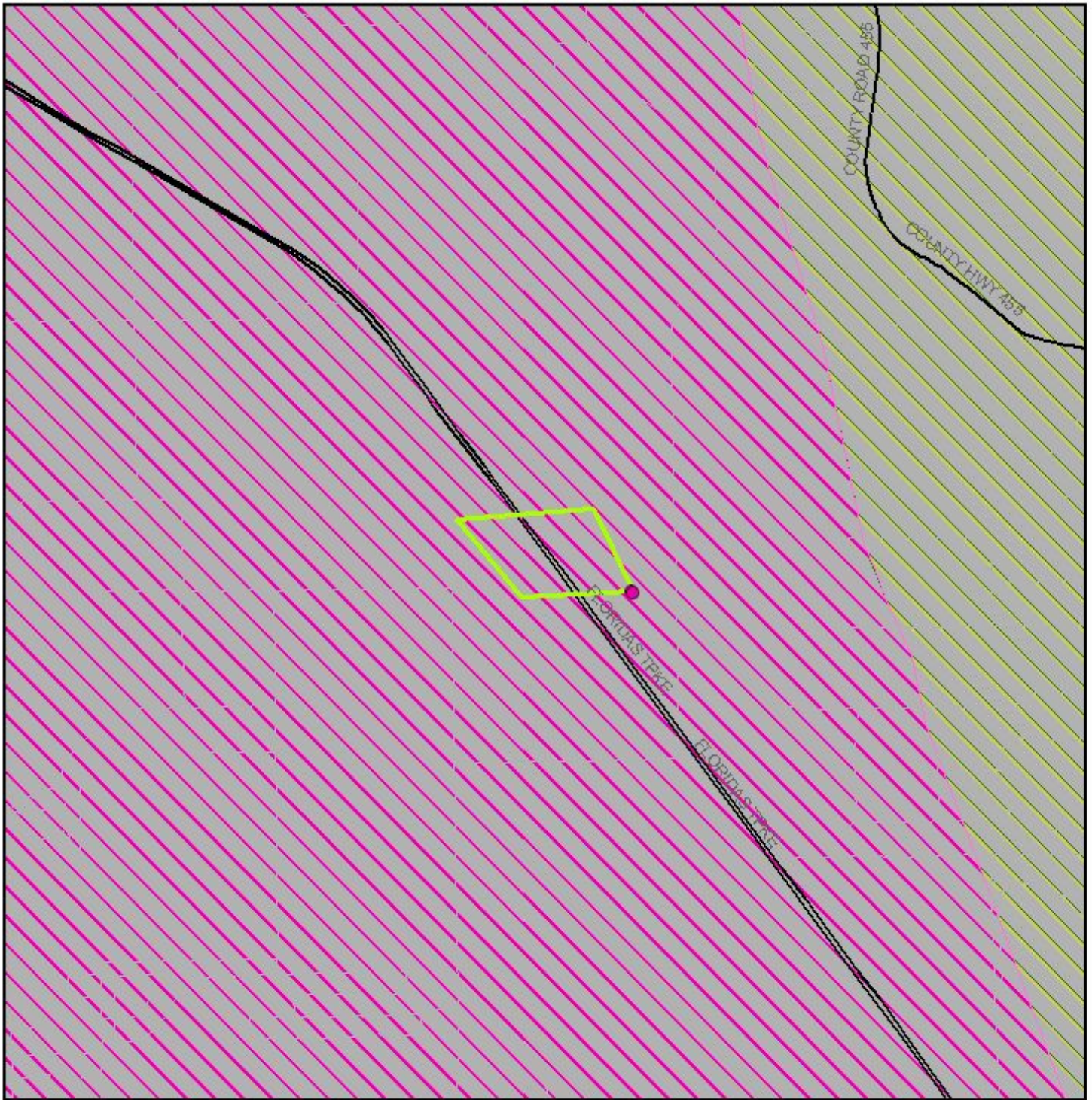


Historic Resources Map

	<p>0 1 Miles</p> <p>Data Sources: Geographic Data Technology, Inc. US Geological Survey Florida Department of Transportation Florida Department of State, Bureau of Archaeological Research</p>	<ul style="list-style-type: none"> ● ETDM Alternative Point ● ETDM Alternative Terminus ETDM Alternative Segment ETDM Alternative Polygon River, Stream or Canal Water Body Swamp/Marsh Major Road Local Road or Trail Railroad Historic Structure Historic Cemetery Historic Bridge Historic Resource Group Cultural Resource Field Survey Area State Historic Highway
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Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

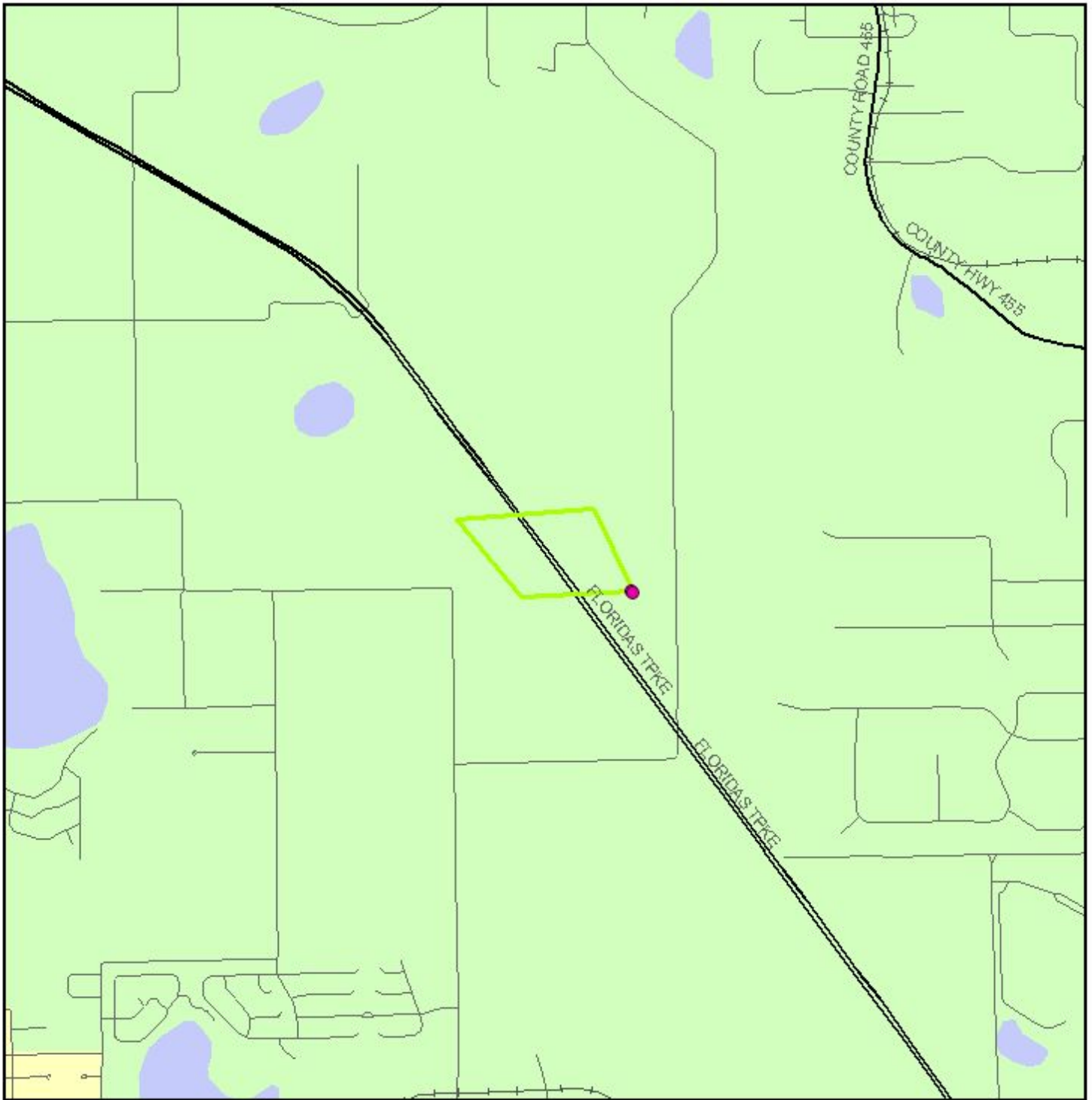
8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



Data Sources: Geographic Data Technology, Inc.; US Geological Survey, Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



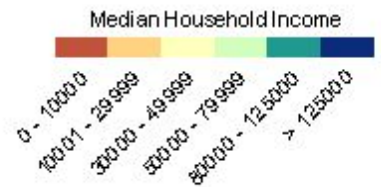
0 0.7 Miles

Income Distribution Map

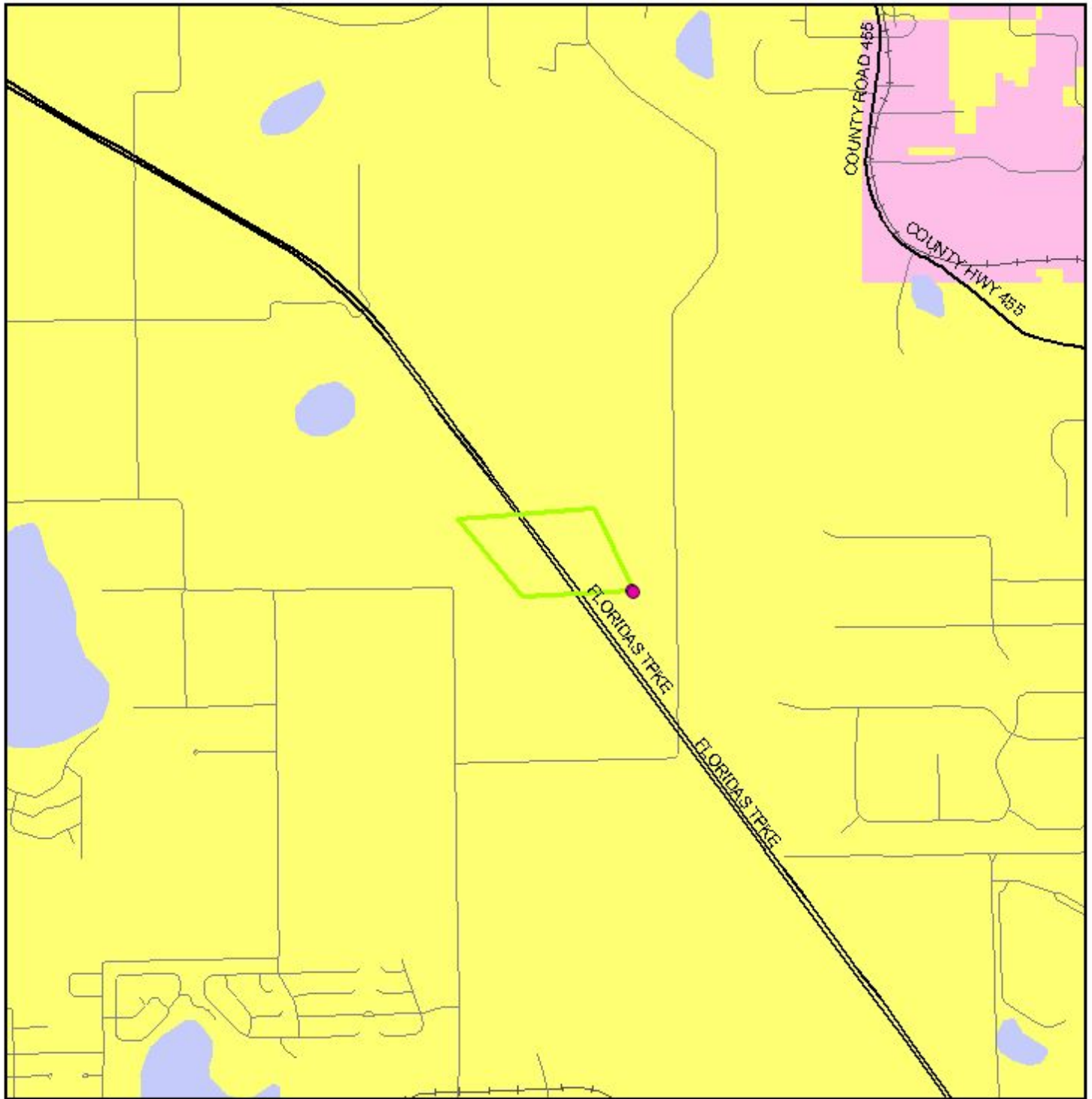


Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- > 20% Below Poverty
- Water Body



8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



0 0.7 Miles

Integrated Wildlife Habitat Ranking System Map

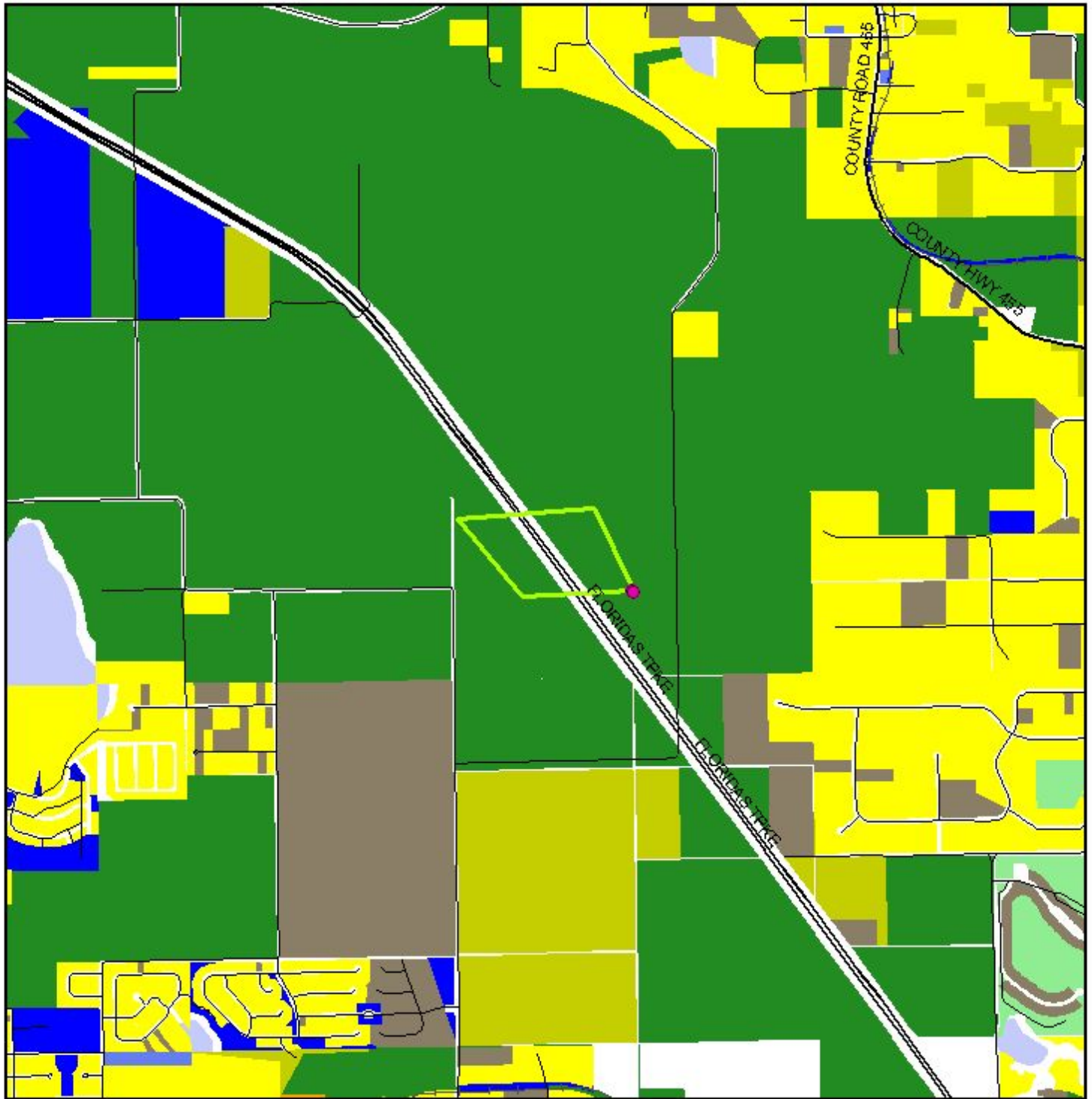


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

- | | | |
|---------------------------|------------------------|------------------------|
| ETDM Alternative Point | Major Road | Low Habitat Quality |
| ETDM Alternative Terminus | Local Road or Trail | Medium Habitat Quality |
| ETDM Alternative Segment | Railroad | High Habitat Quality |
| ETDM Alternative Polygon | River, Stream or Canal | Water Body |

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



0 0.2 Miles



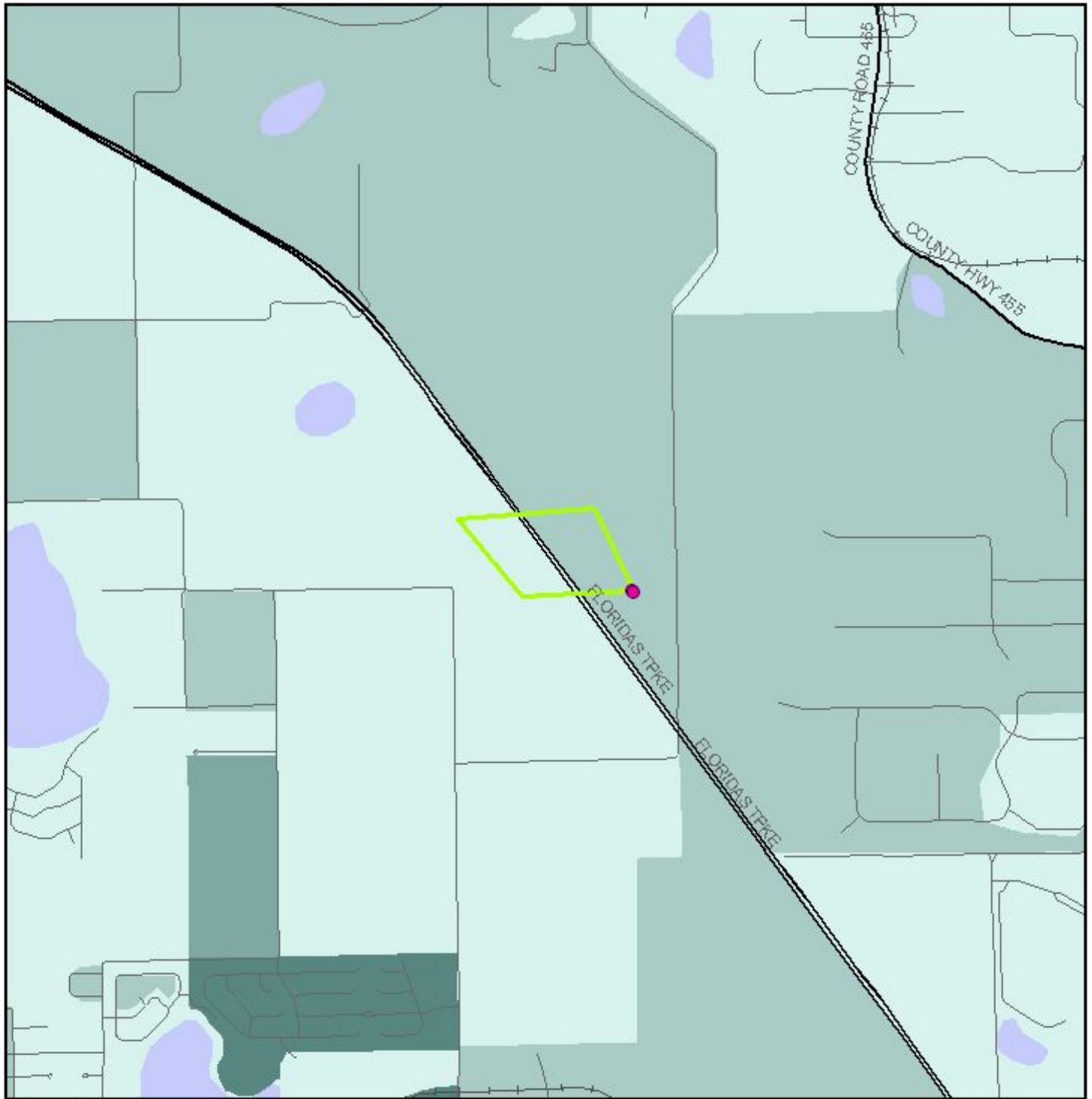
Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Revenue
 Florida Department of Transportation
 Florida County Property Appraiser Offices

- | | | | |
|--|---|--|--|
| ● ETDM Alternative Point | Railroad | Open (Not Agricultural) | Retail/Office |
| ● ETDM Alternative Terminus | River, Stream or Canal | Other | Vacant (Residential) |
| ETDM Alternative Segment | Agricultural | Public | Vacant (Nonresidential) |
| ETDM Alternative Polygon | Industrial | Right-of-Way | Water |
| Major Road | Institutional | Recreational | No Data |
| Local Road or Trail | Mining | Residential | |

Land Use Map

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



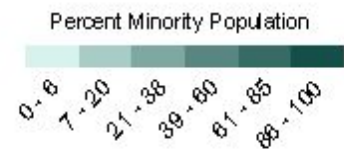
Minority Population Distribution Map

0 0.2 Miles

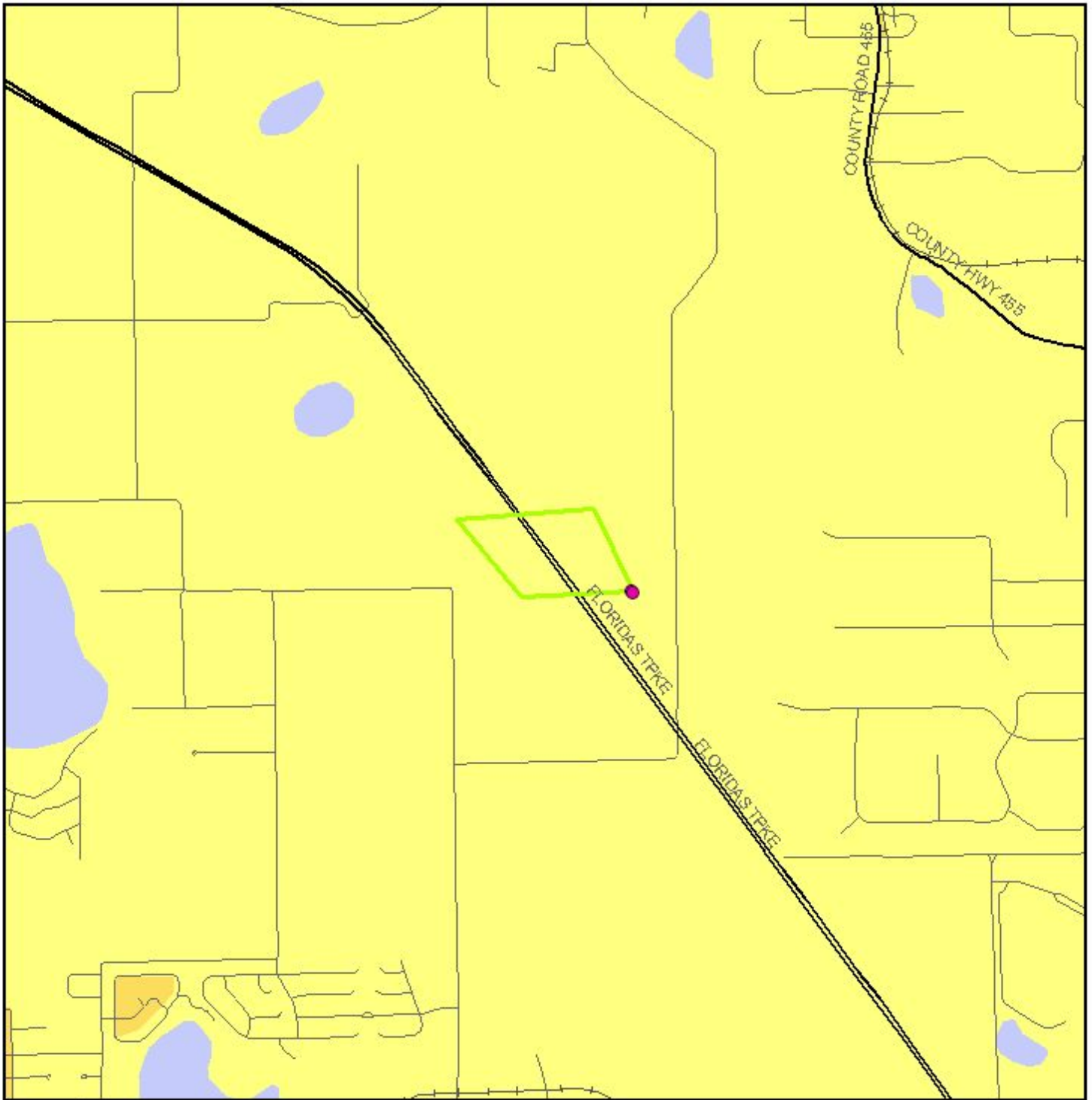


Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



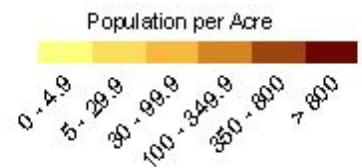
0 0.2 Miles



Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

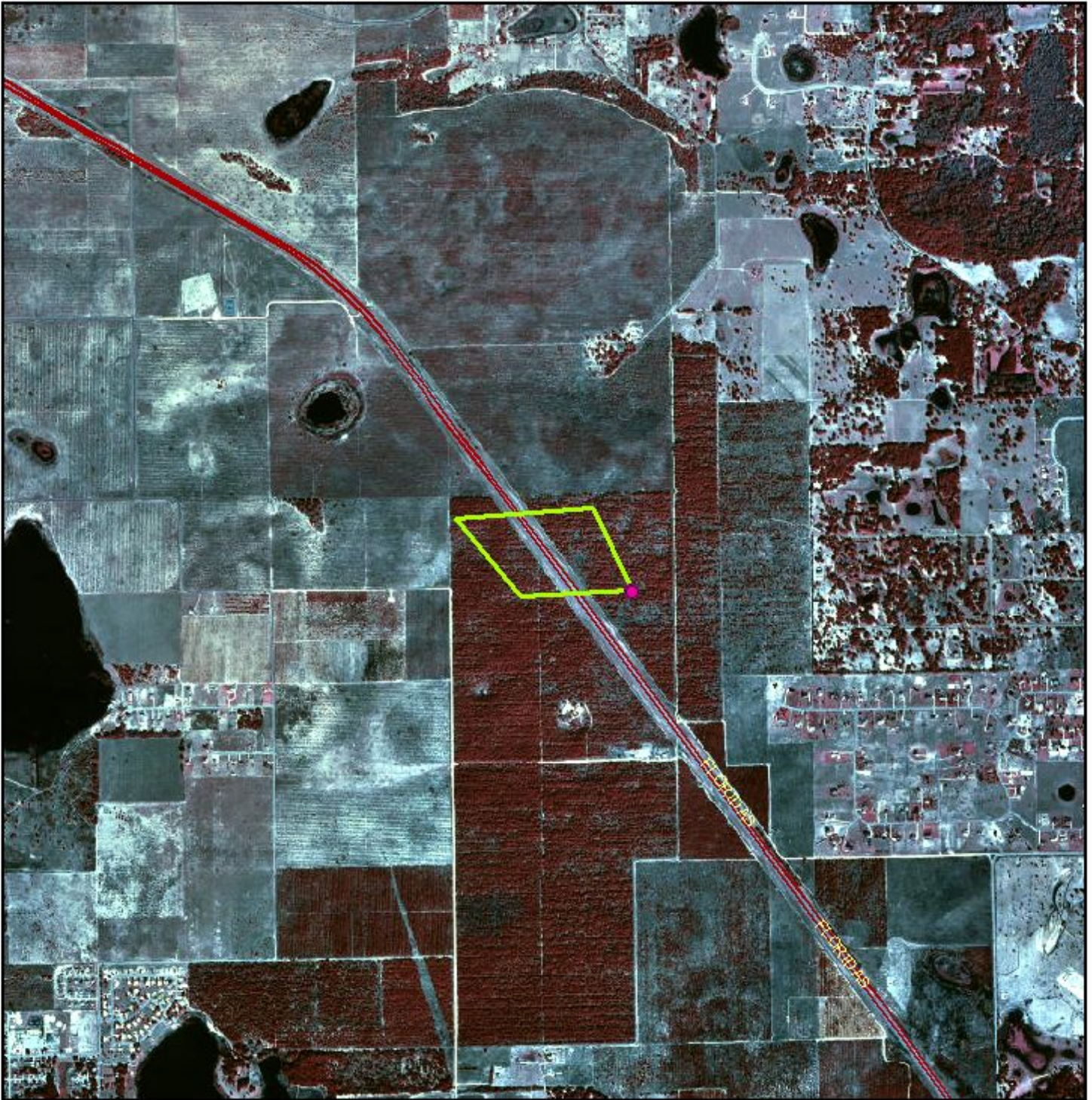
Population Density Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



Project Aerial Map

0 0.7 Miles

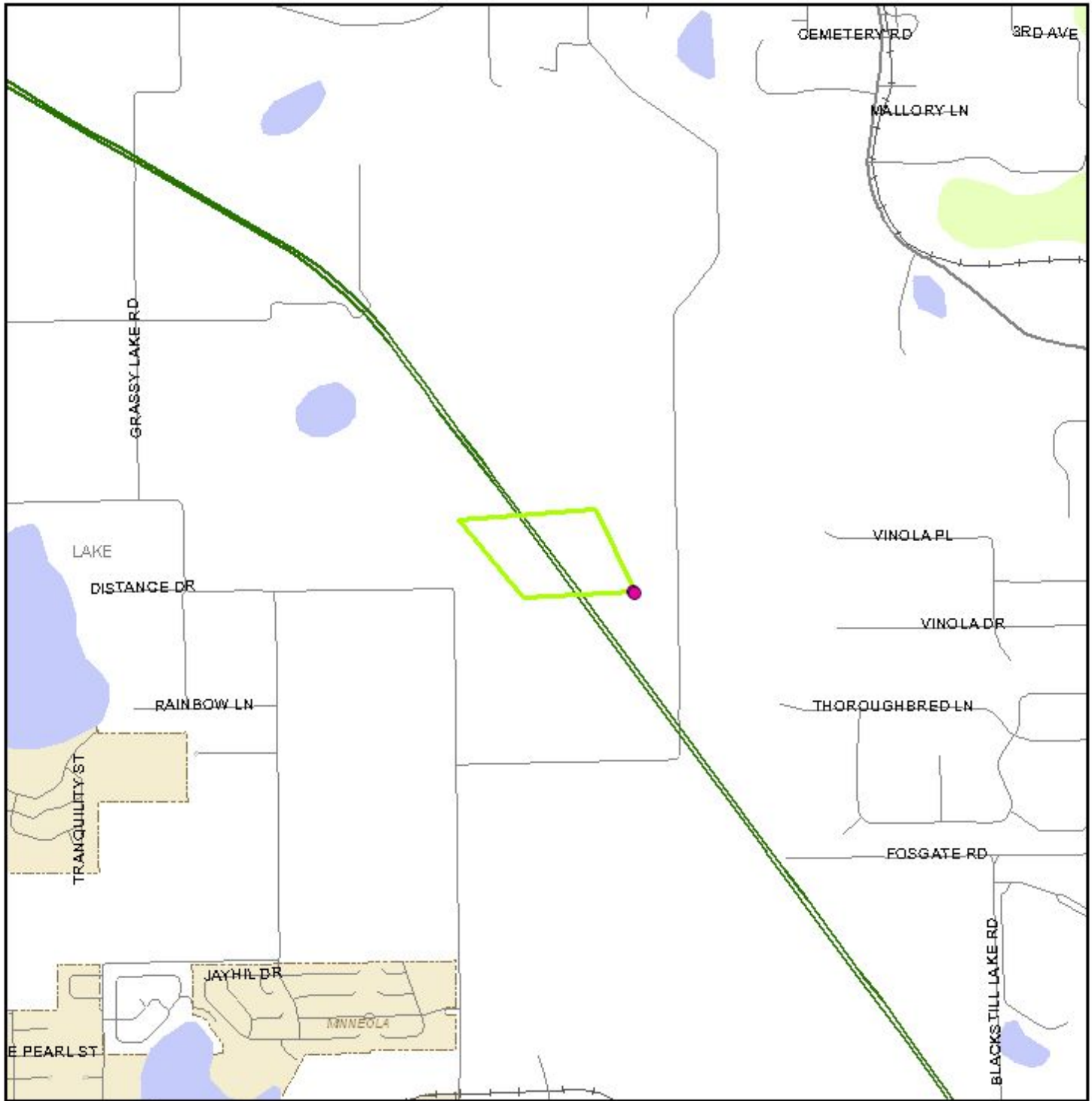


Data Sources:
Highways - Geographic Data Technology, Inc.
Digital Orthophotograph - US Geological Survey

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



Project Location Map

0 0.4 Miles

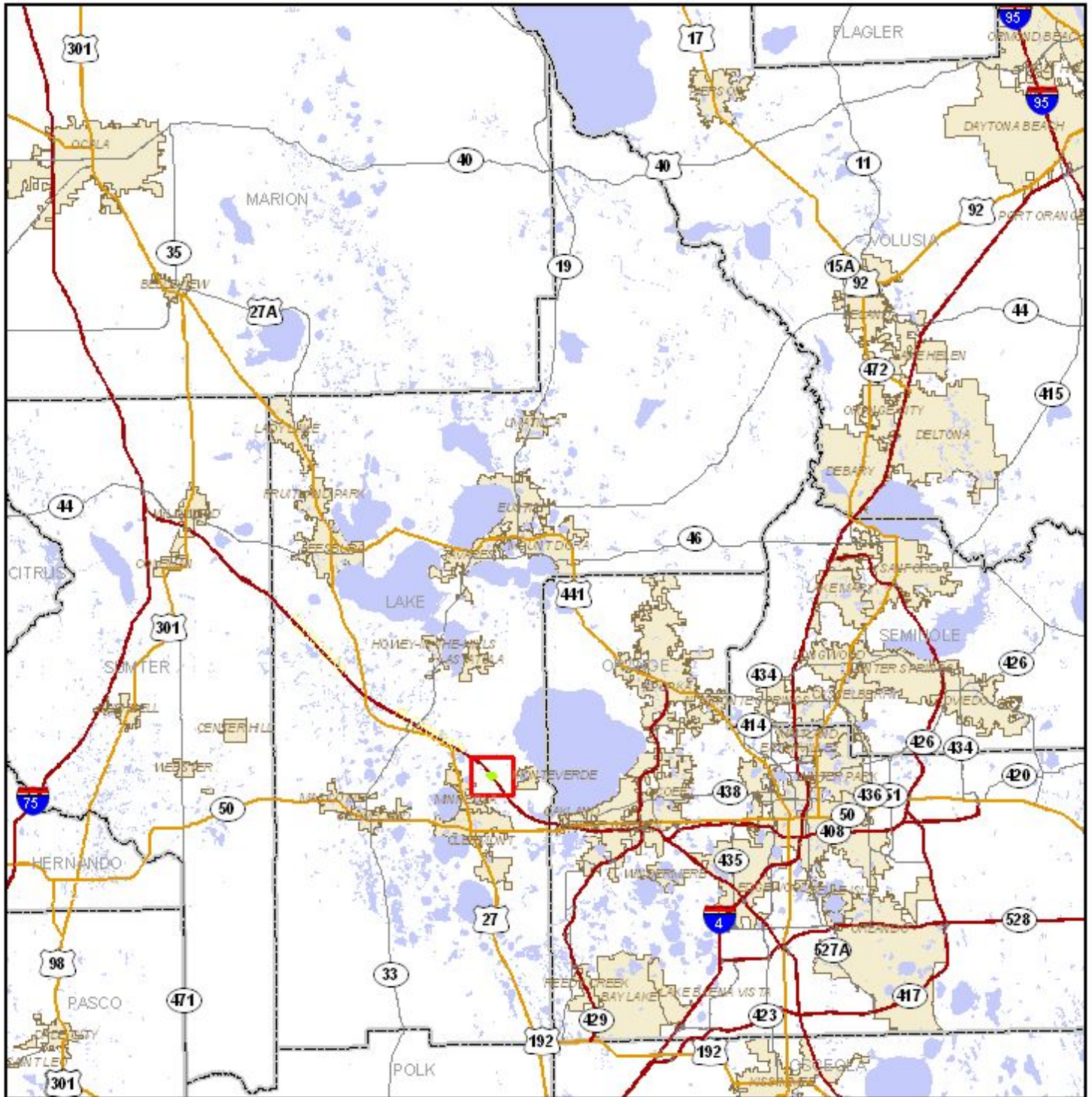


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 US Census Bureau
 County Property Appraisers
 Florida Natural Areas Inventory

- | | | |
|---|---|--|
| ■ ETDM Alternative Point | ■ Managed Conservation Lands | — Toll Road |
| ● ETDM Alternative Terminus | — Primary and Limited Access Highway | — Railroad |
| ■ ETDM Alternative Segment | — Secondary, Unlimited Access Highway | ■ Airport |
| ■ ETDM Alternative Polygon | — Connecting Road | ■ City Limits |
| — River, Stream or Canal | — Local Road or Trail | ■ County Boundaries |
| ■ Water Body | — Other Roadway Feature | |
| ■ Swamp/Marsh | | |

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



County Location Map

0 20 Miles

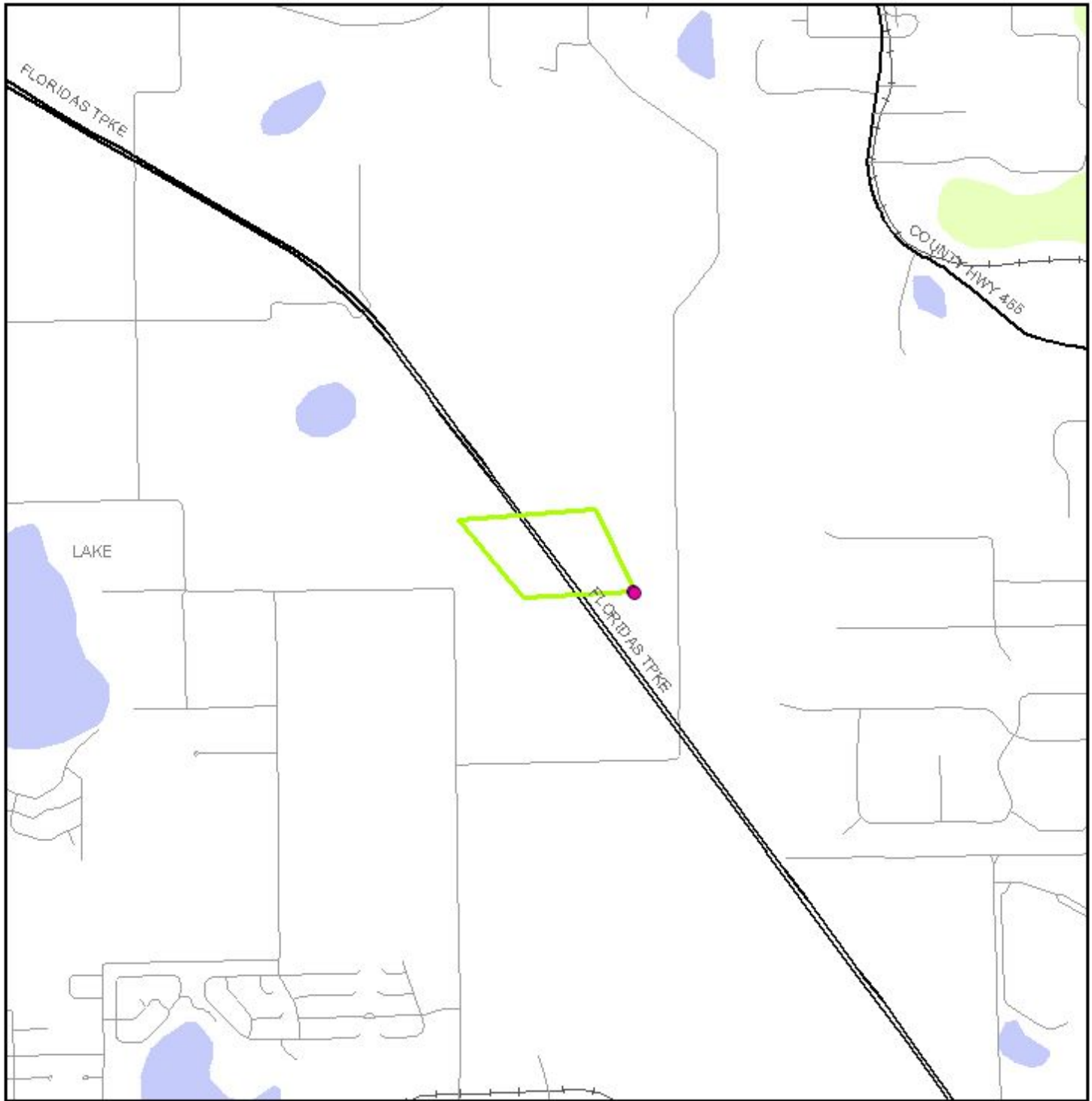


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 US Census Bureau
 County Property Appraisers

- ETDM Alternative Point
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Water Body
- City Limit
- County Boundary
- Project Extent
- Other Highway Feature

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



Conservation and Recreation Area Map

0 0.7 Miles

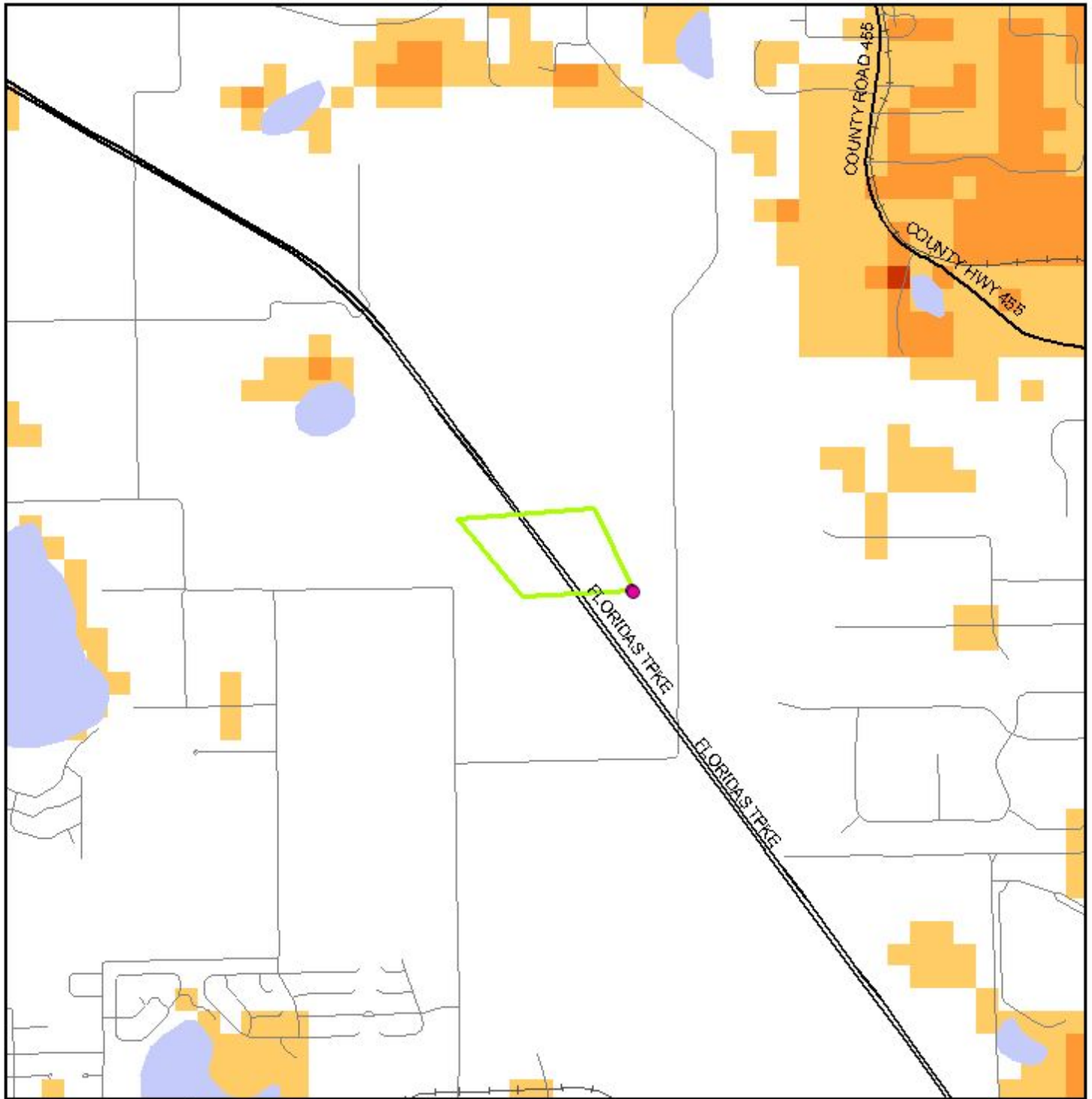


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Natural Areas Inventory

- | | | |
|---------------------------|------------------------|---------------------------------|
| ETDM Alternative Point | River, Stream or Canal | Conservation or Recreation Area |
| ETDM Alternative Segment | Water Body | Major Road |
| ETDM Alternative Polygon | Swamp/Marsh | Local Road or Trail |
| ETDM Alternative Terminus | | Railroad |
| | | County Boundary |

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



Species Potential Habitat Model Map

0 0.5 Miles

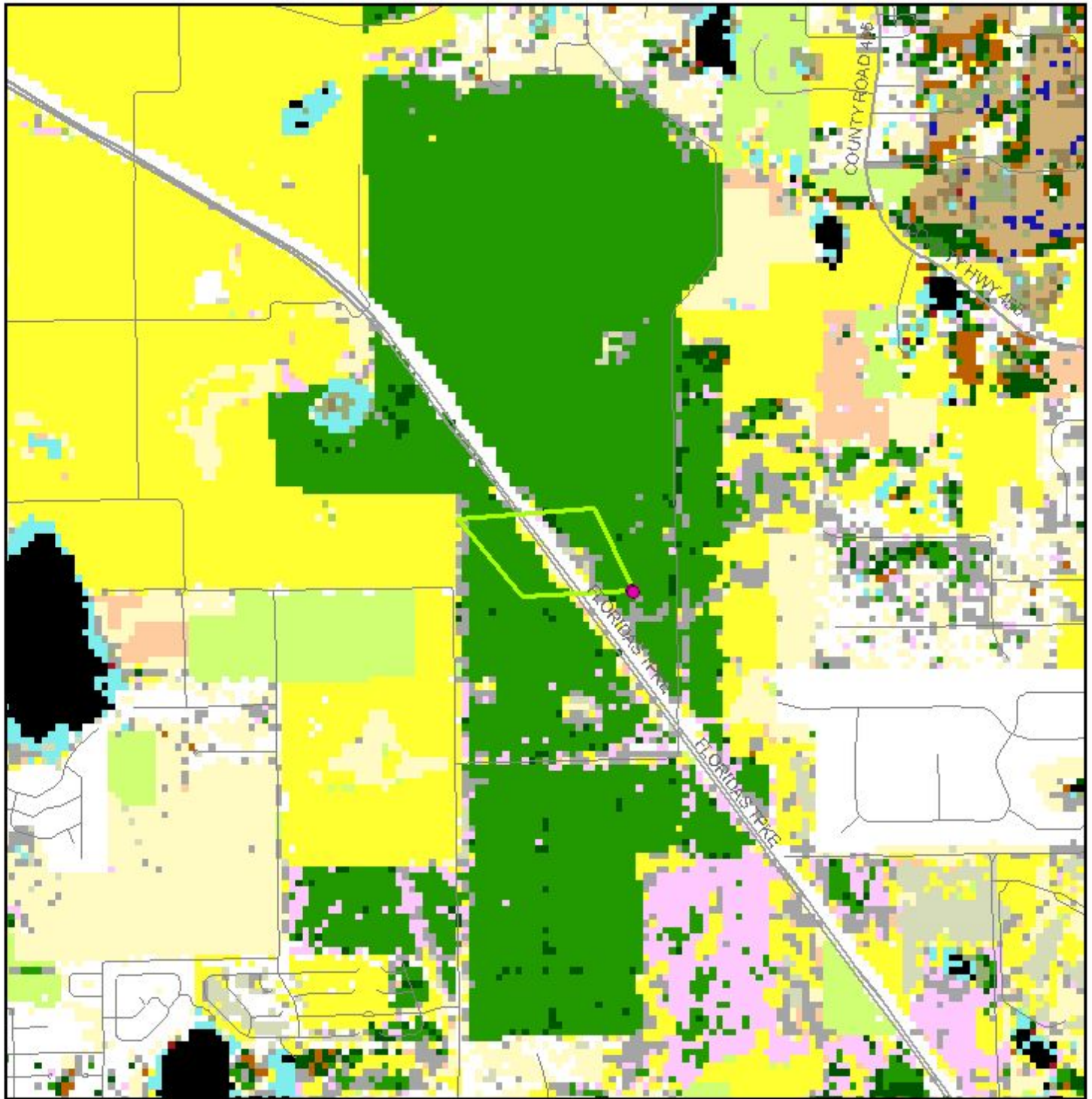


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

- | | | |
|---------------------------|------------------------|--|
| ETDM Alternative Point | Major Road | Water Body |
| ETDM Alternative Terminus | Local Road or Trail | Potential Habitat for Focal Species |
| ETDM Alternative Segment | Railroad | 1 - 6 Species |
| ETDM Alternative Polygon | River, Stream or Canal | 7 - 12 Species |
| | | 13 - 18 Species |
| | | > 18 Species |

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



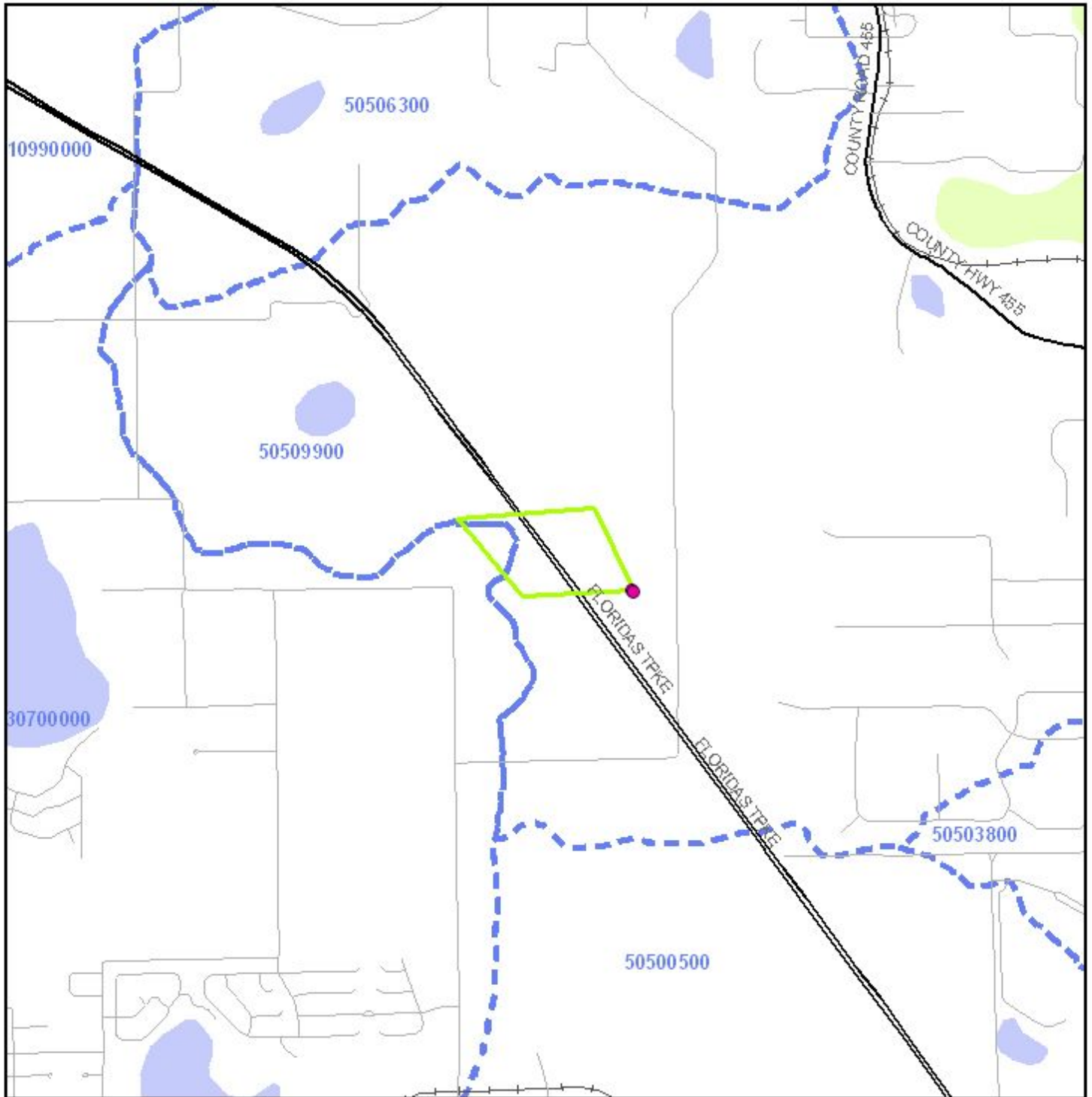
Vegetation and Land Cover Map

- | | | | | | | |
|----------------------------|----------------------------|----------------------------------|----------------------------|---------------------|---------------------|-------------------|
| ETDMA Alternative Polygon | Not Classified | Hardwood Hammocks and Forests | Bay Swamp | Mangrove Swamp | Unimproved Pasture | Brazilian Pepper |
| ETDMA Alternative Segment | Coastal Strand | Pinelands | Cypress Swamp | Scrub Mangrove | Sugarcane | High Impact Urban |
| ETDMA Alternative Terminus | Sand/Beach | Cabbage Palm-live Oak Hammock | Cypress/Pine/Cabbage Palm | Tidal Flats | Citrus | Low Impact Urban |
| ETDMA Alternative Point | Xeric Oak Scrub | Tropical Hardwood Hammock | Mixed Wetland Forest | Open Water | Row and Field Crops | Extractive |
| Major Road | Sand Pine Scrub | Freshwater Marsh and Wet Prairie | Hardwood Swamp | Shrub and Brushland | Other Agriculture | |
| Local Road or Trail | Sandhill | Sawgrass Marsh | Hydric Hammock | Grassland | Exotic Plants | |
| | Dry Prairie | Cattail Marsh | Bottomland Hardwood Forest | Bare Soil/Clearcut | Australian Pine | |
| | Mixed Hardwood-pine Forest | Shrub Swamp | Salt Marsh | Improved Pasture | Melaleuca | |

Data Sources:
 Geographic Data Technology, Inc.; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



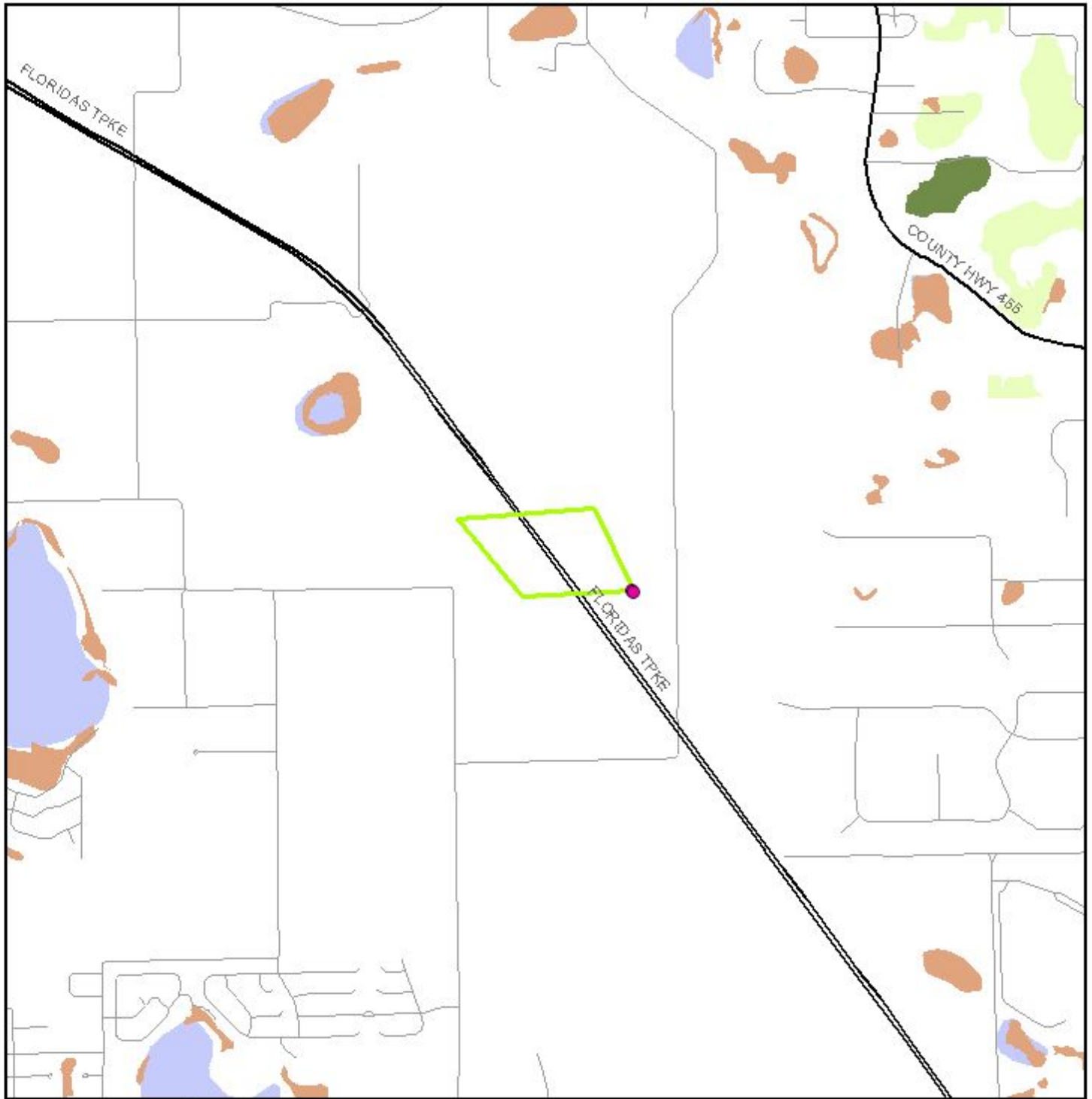
0 0.7 Miles

- | | | | |
|---------------------------|---------------------|---------------------------|------------------------|
| ETDM Alternative Point | Major Road | 1st Magnitude Spring | Surface Water Class I |
| ETDM Alternative Terminus | Local Road or Trail | River, Stream or Canal | Surface Water Class II |
| ETDM Alternative Segment | Railroad | Navigable Water Way | Other Water Body |
| ETDM Alternative Polygon | | Drainage Basin | Swamp/Marsh |
| | | Outstanding Florida Water | |

Data Sources:

Geographic Data Technology, Inc.	Florida Department of Transportation	Florida Geological Survey
US Geological Survey	Florida Department of Environmental Protection	US Bureau of Transportation Statistics

8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



Wetland Resource Map

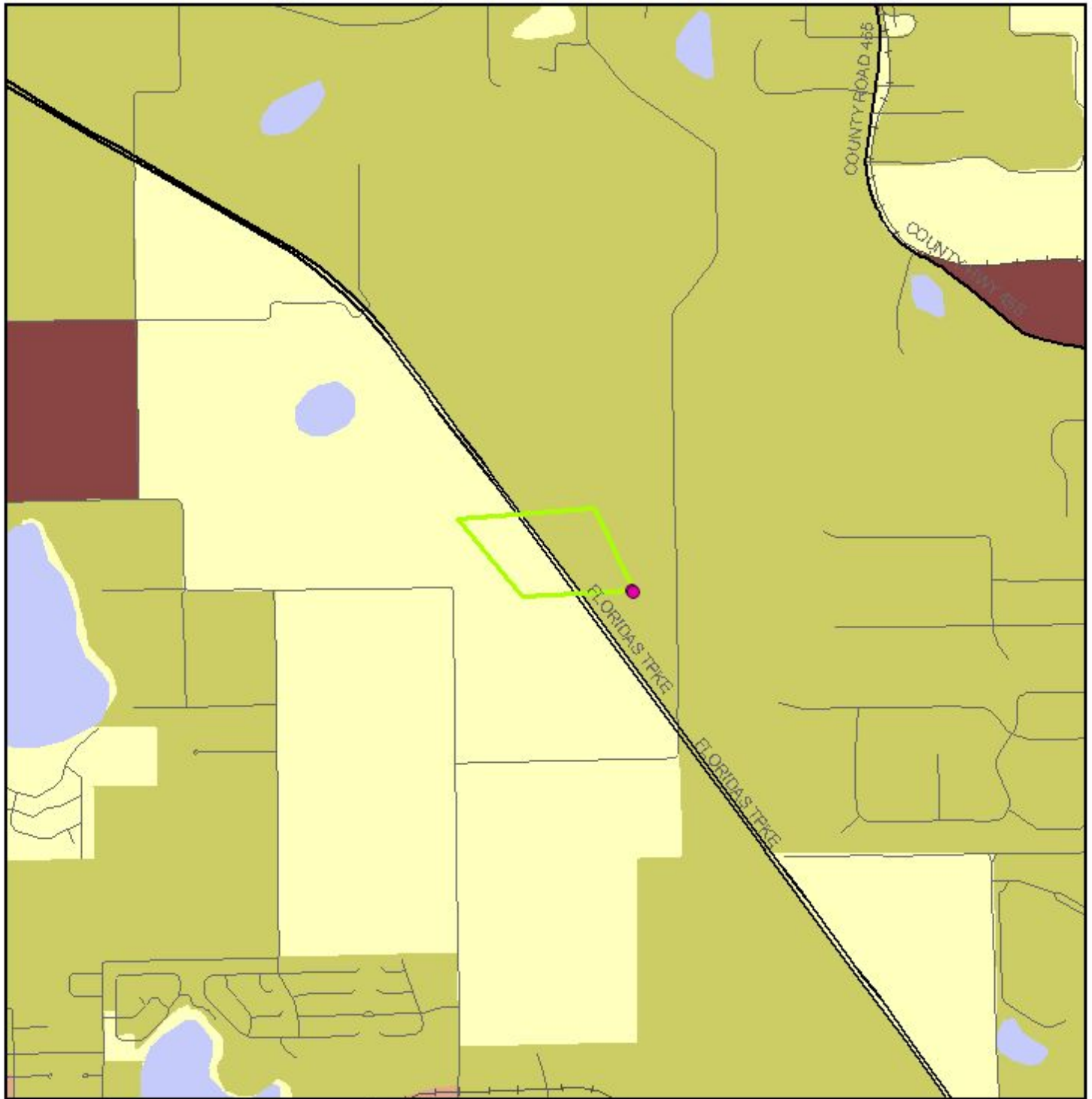
0 0.5 Miles

- | | | |
|---------------------------|---------------------------|--------------------------------|
| ETDM Alternative Polygon | River, Stream or Canal | Vegetated Non-forested Wetland |
| ETDM Alternative Segment | Water Body | Non-vegetated Wetland |
| ETDM Alternative Terminus | Wetland Hardwood Forest | Cut Over Wetland |
| ETDM Alternative Point | Wetland Coniferous Forest | Wetland Scrub Shrub |
| Major Road | Wetland Forested Mixed | |
| Local Road or Trail | | |

Data Sources: Geographic Data Technology, Inc.; Florida Water Management Districts; US Geological Survey

Hardcopy Maps: Alternative #1

8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



Population Age Distribution Map

0 1 Miles

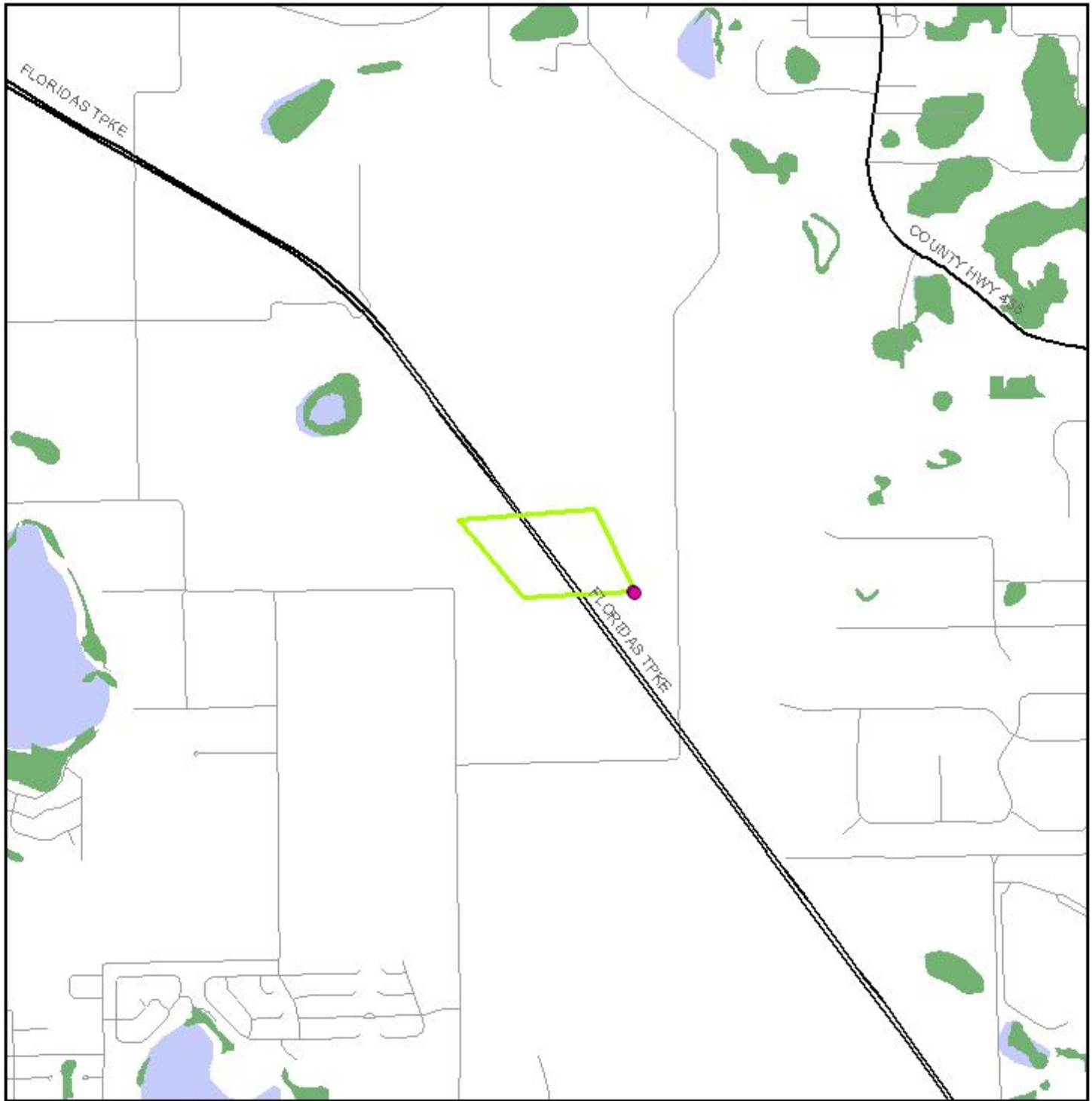
North

Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

ETDM Alternative Point	Major Road
ETDM Alternative Terminus	Local Road or Trail
ETDM Alternative Segment	Railroad
ETDM Alternative Polygon	River, Stream or Canal
	Water Body

Median Age

8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



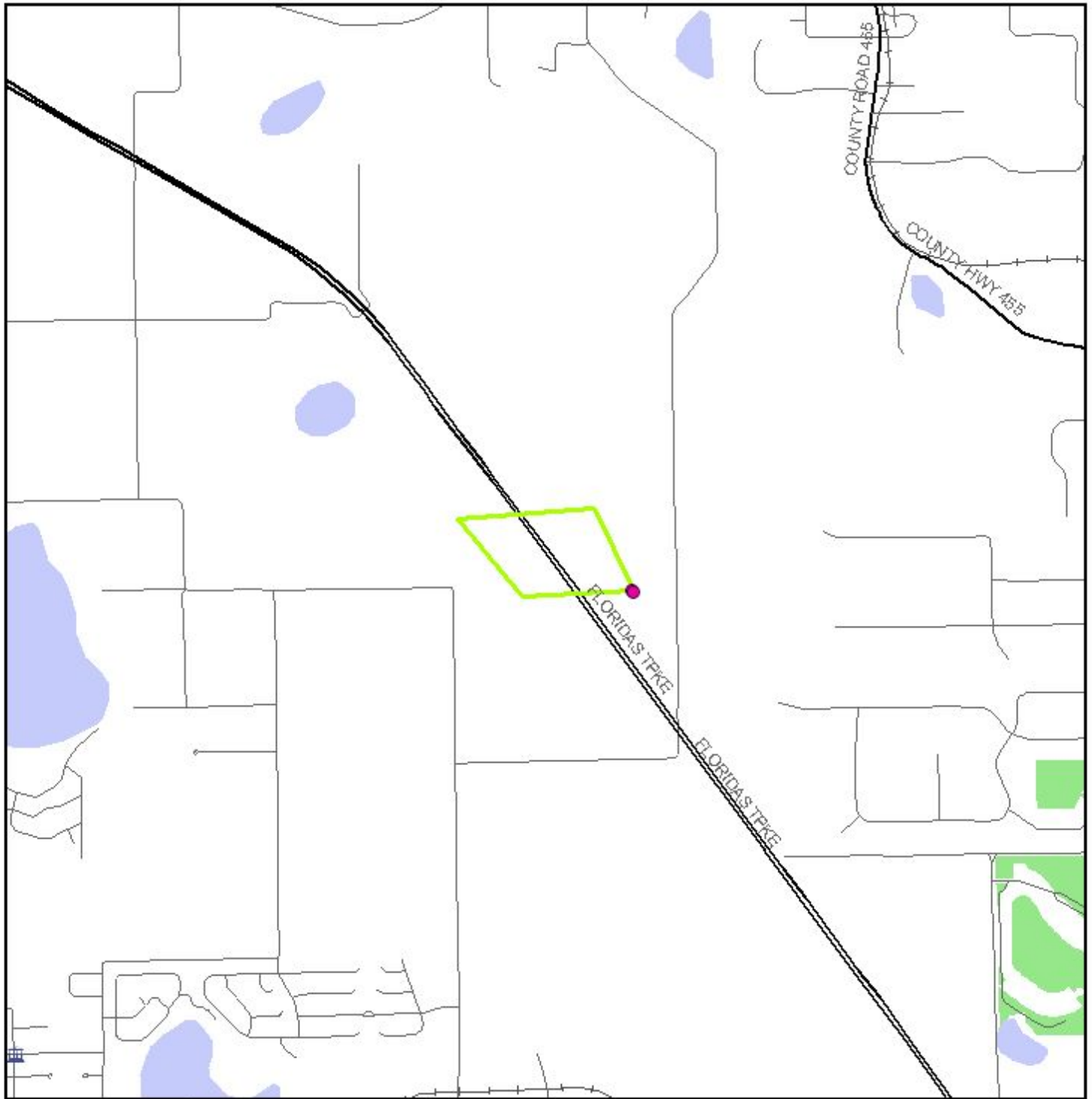
Coastal and Marine Resource Map



Data Sources: Geographic Data Technology, Inc.; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



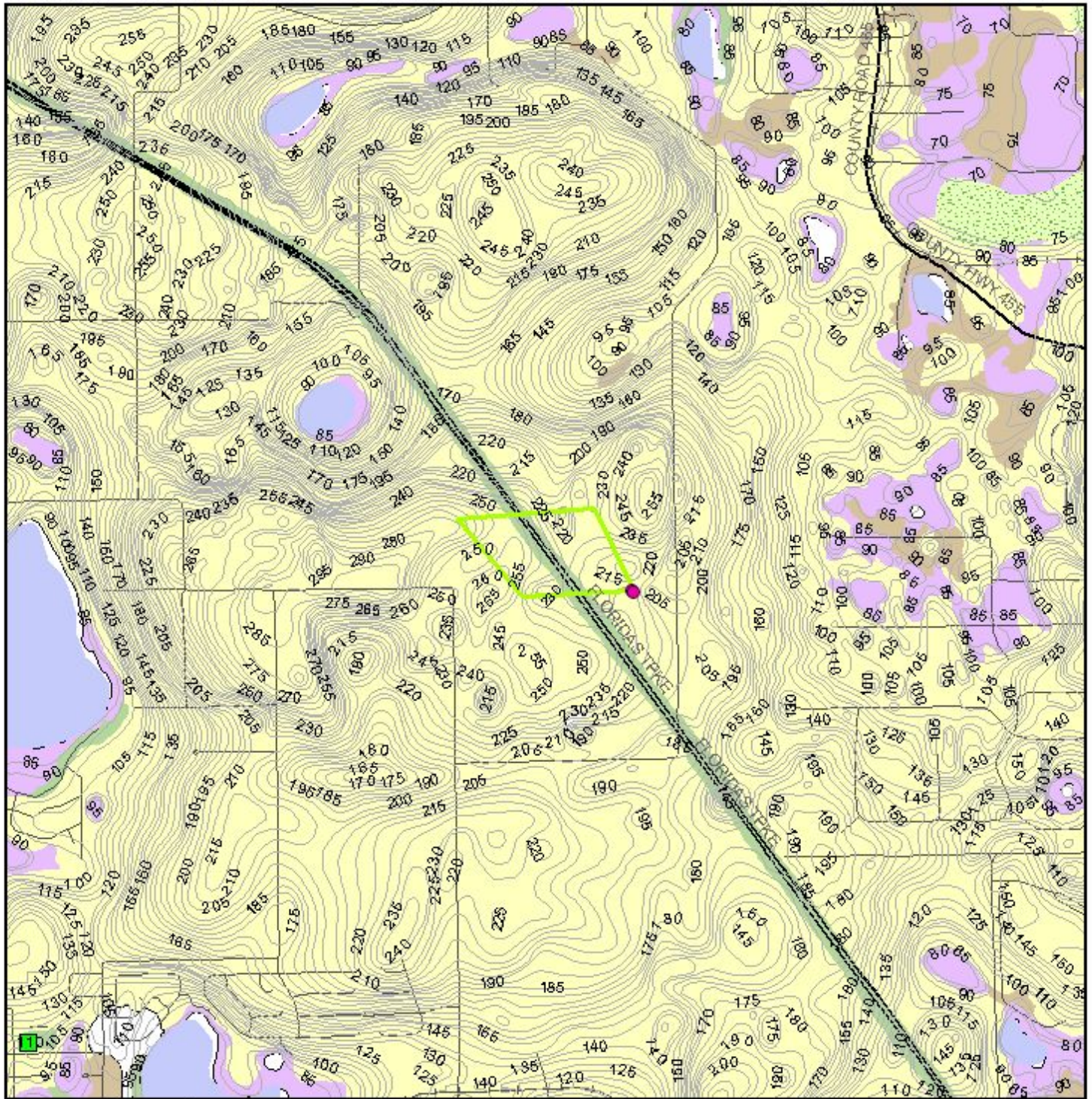
Community Facilities and Services Map



Data Sources: US Geological Survey, FL Department of Transportation; Geographic Data Technology, Inc.; FL Property Appraisers; FL Natural Areas Inventory

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279

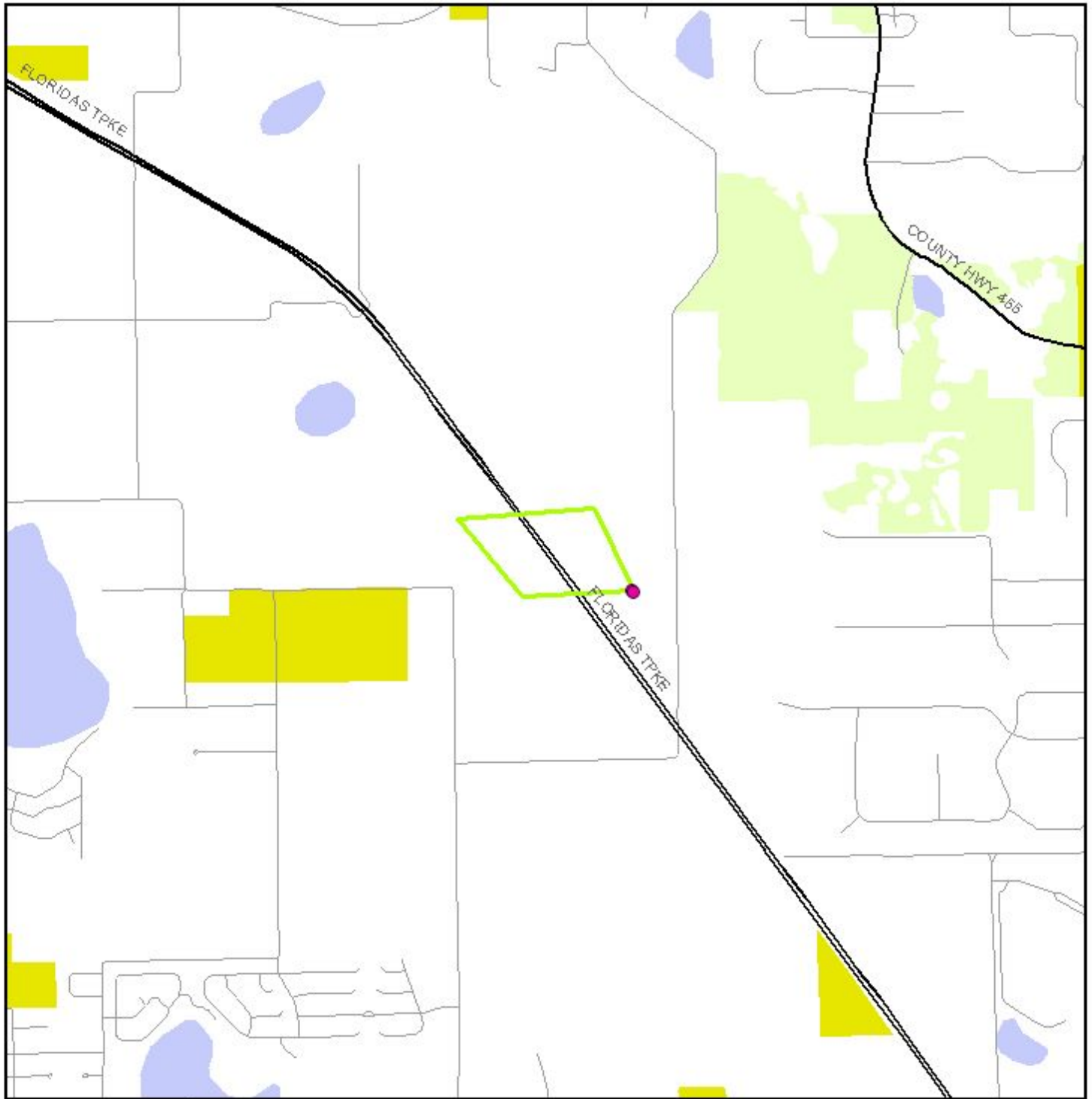


0 0.5 Miles

ETDM Alternative Point	Railroad	NPL Remediation Site	Petroleum Tank	Soil Drainage
ETDM Alternative Terminus	River, Stream or Canal	Hazardous Material Site	Brownfield Area	Excellent to Well
ETDM Alternative Segment	Toxic Release Inventory	Power Plant	5 FT Contour	Well to Moderate Well
ETDM Alternative Polygon	Dry Cleaning Facility	Superfund Site	Water Body	Moderate Well to Poor
Major Road	Gasoline Service Station	Nuclear Site	Swamp/Marsh	Poor to Very Poor
Local Road or Trail	Solid Waste Facility		Unclassified	

Data Sources: Geographic Data Technology, Inc.; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection; FL Water Management Districts; US Environmental Protection Agency, Natural Resource Conservation Service

8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



Farmlands Resource Map

0 0.5 Miles

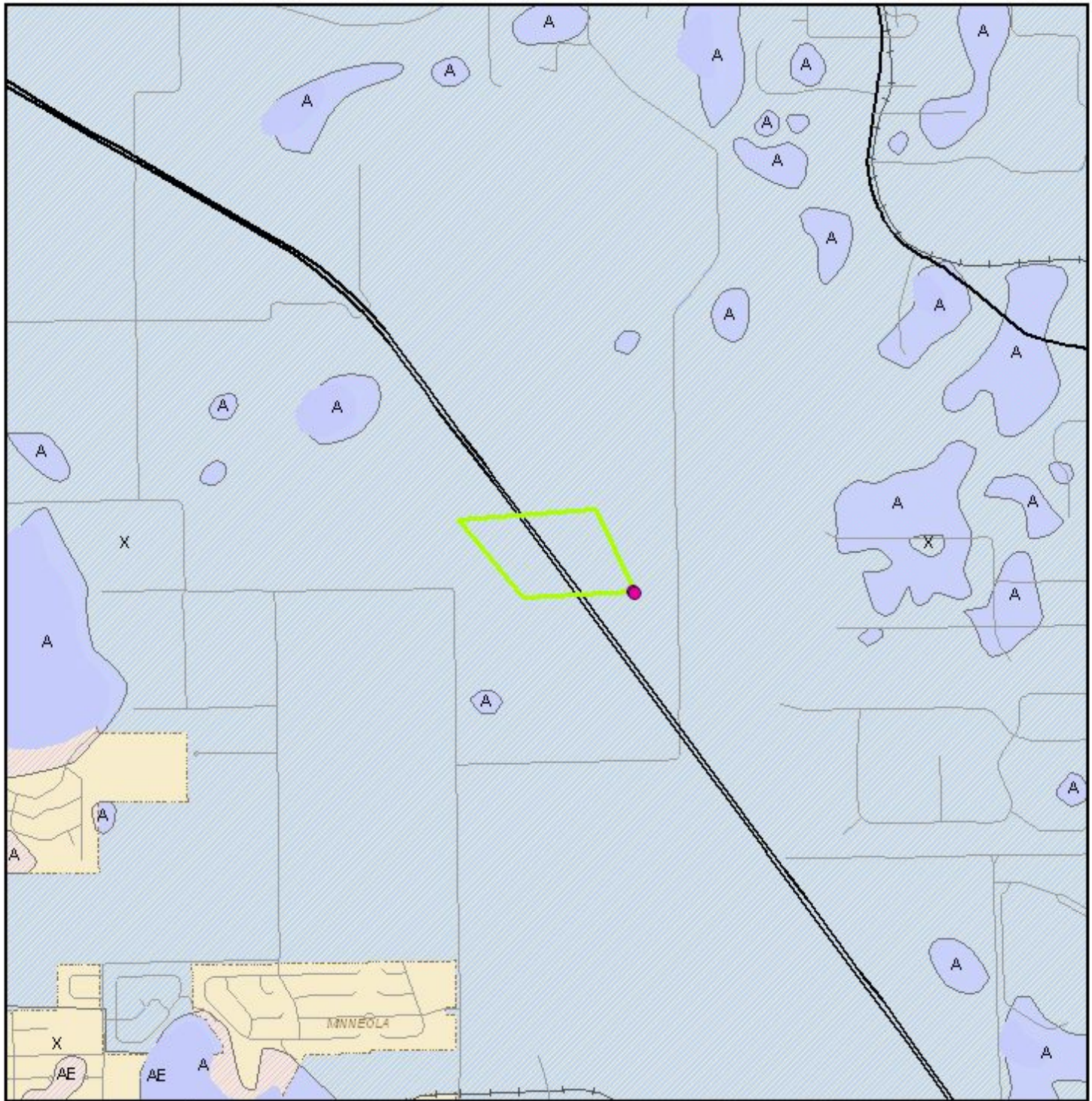


- | | | |
|-----------------------------|------------------------|-----------------------|
| ● ETDM Alternative Point | — Major Road | ■ Feeding Operations |
| ● ETDM Alternative Terminus | — Local Road or Trail | ■ Nurseries/Vineyards |
| — ETDM Alternative Segment | ■ Water Body | ■ Specialty Farms |
| ■ ETDM Alternative Polygon | ■ Prime Farmland Soils | ■ Tree Crops |
| — River, Stream or Canal | ■ Cropland/Pastureland | ■ Rural Open Lands |

Data Sources: Geographic Data Technology, Inc., Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



Floodplain Resource Map

0 0.5 Miles

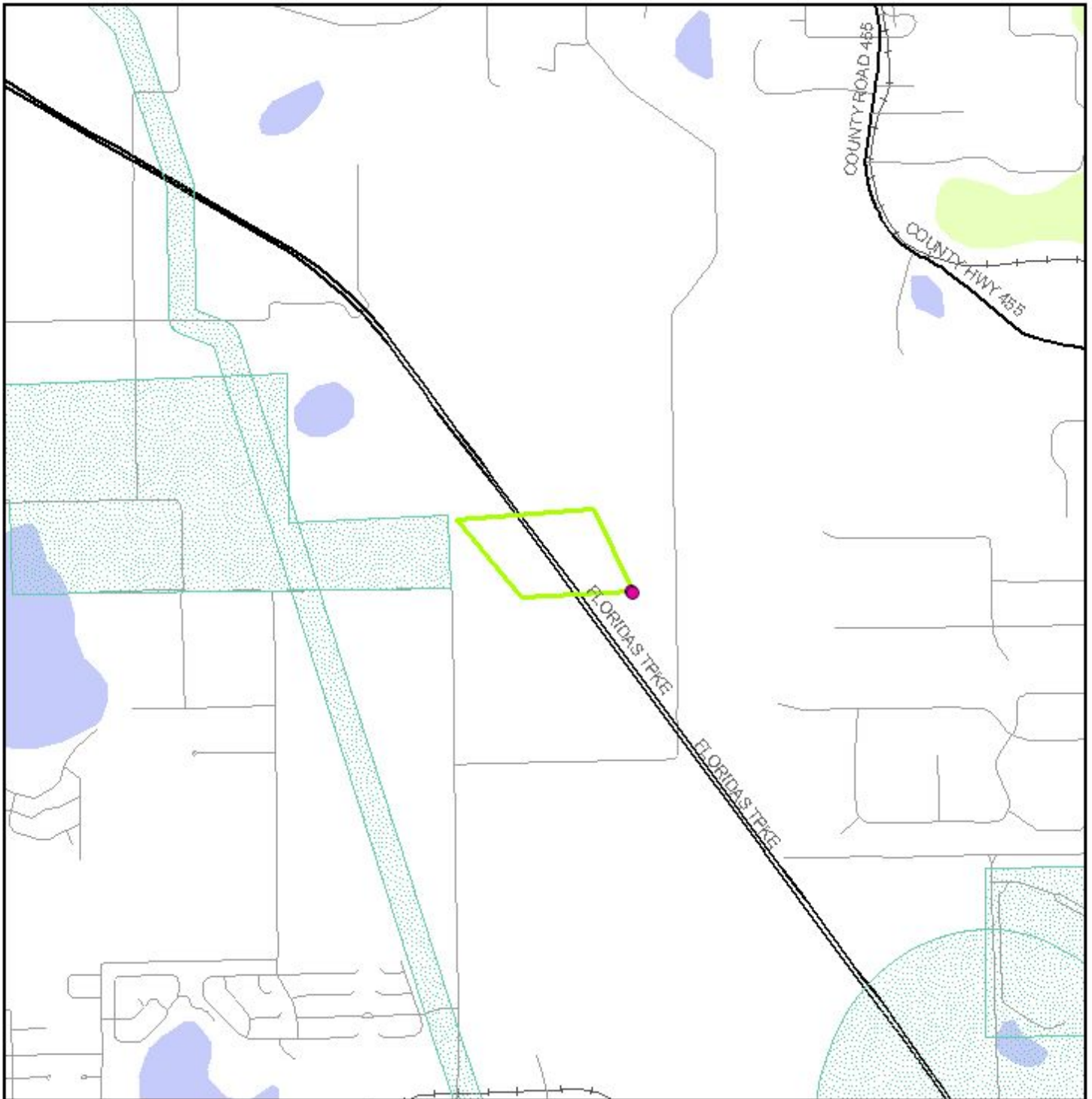


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Federal Emergency Management Agency

- | | | |
|----------------------------|------------------------|-----------------------------------|
| ETD M Alternative Point | Major Road | City Limits |
| ETD M Alternative Terminus | Local Road or Trail | County Boundaries |
| ETD M Alternative Segment | Railroad | Inside Special Flood Hazard Area |
| ETD M Alternative Polygon | River, Stream or Canal | Outside Special Flood Hazard Area |
| | Water Body | |

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



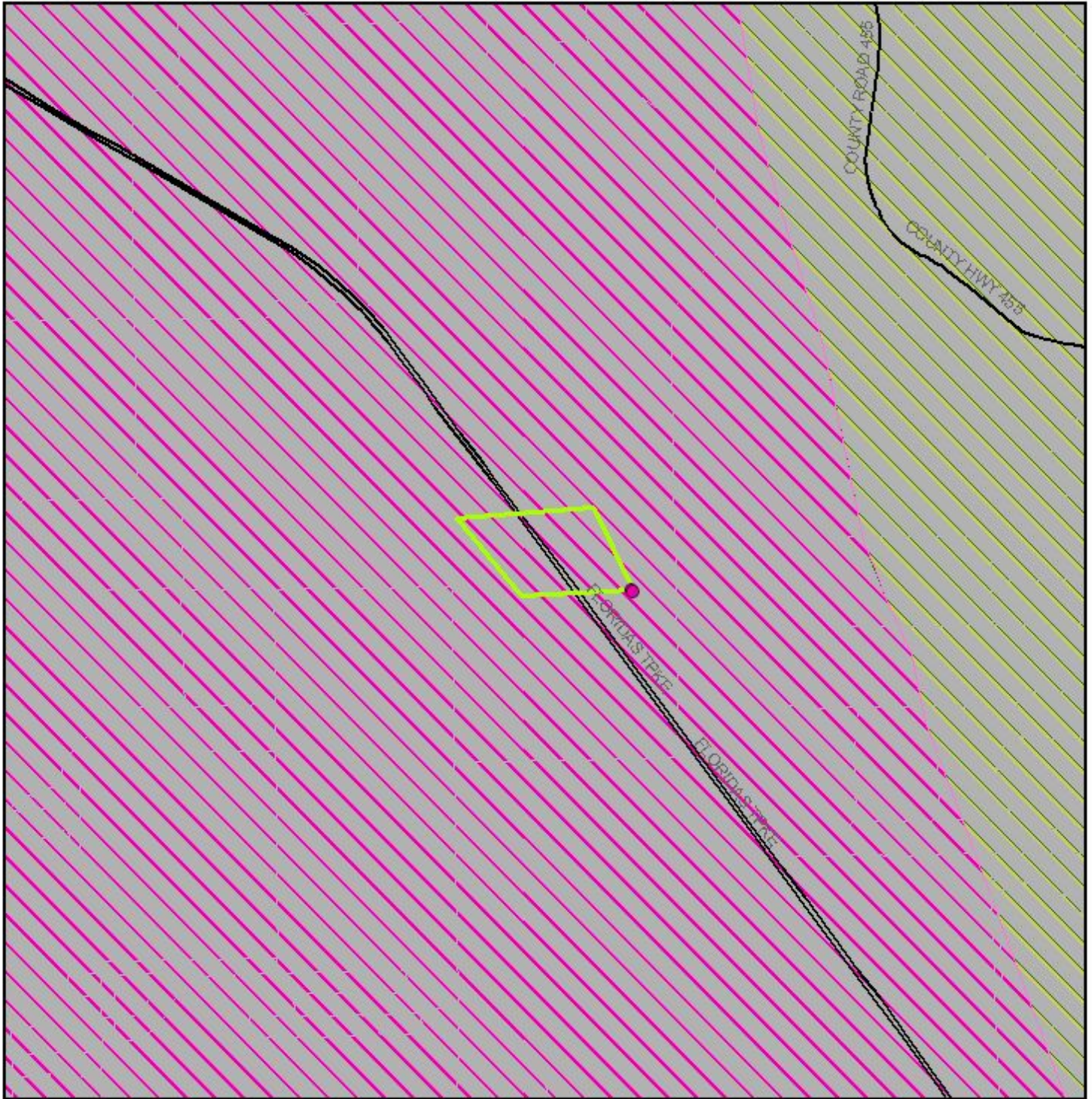
Historic Resources Map

	<p>0 1 Miles</p> <p>Data Sources: Geographic Data Technology, Inc. US Geological Survey Florida Department of Transportation Florida Department of State, Bureau of Archaeological Research</p>	<ul style="list-style-type: none"> ● ETDM Alternative Point ● ETDM Alternative Terminus ETDM Alternative Segment ETDM Alternative Polygon River, Stream or Canal Water Body Swamp/Marsh Major Road Local Road or Trail Railroad Historic Structure Historic Cemetery Historic Bridge Historic Resource Group Cultural Resource Field Survey Area State Historic Highway
--	--	---

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



Hydrogeology Resource Map

0 0.5 Miles

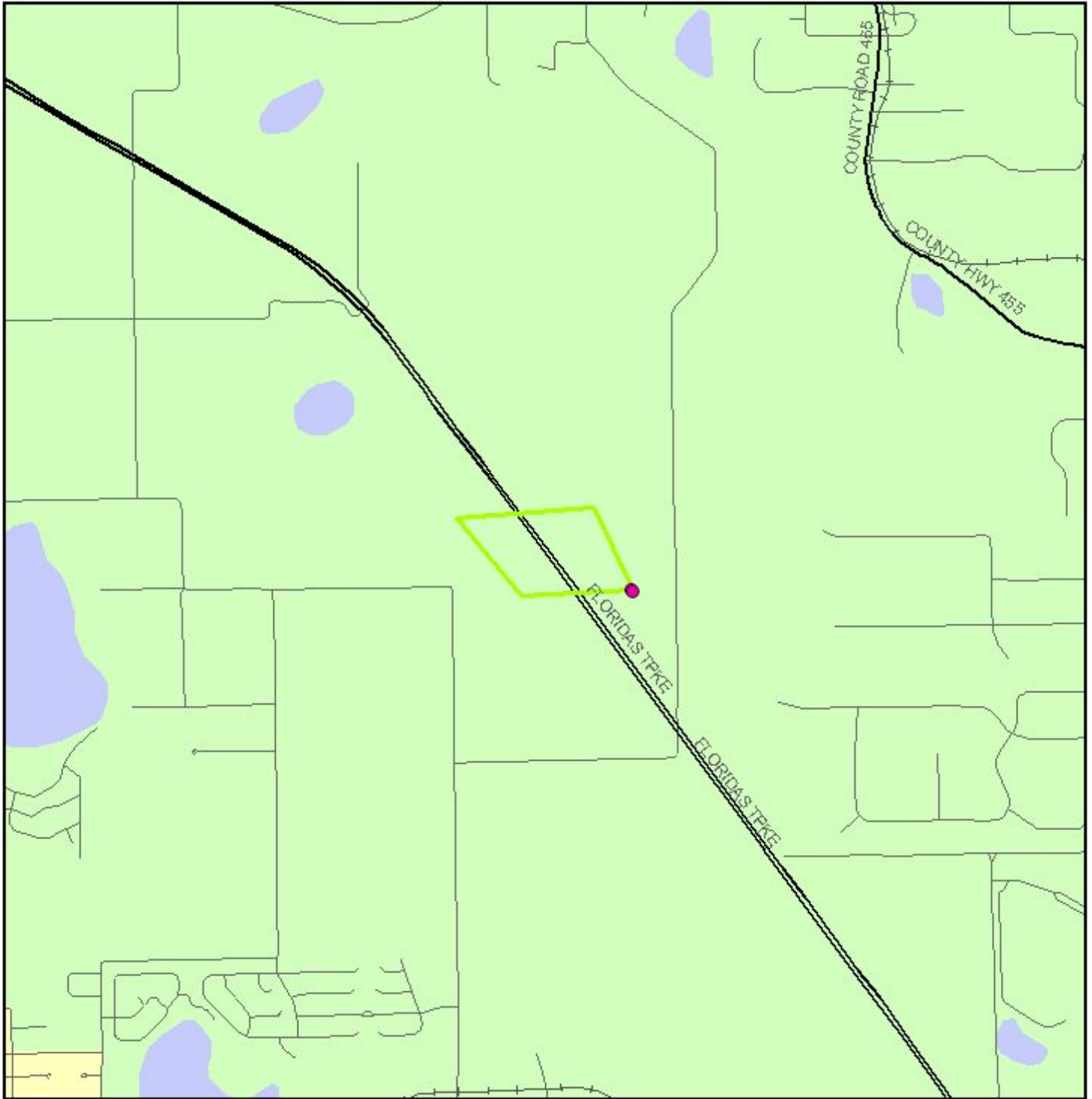


- | | | | | |
|--|---|--|---|---|
| <ul style="list-style-type: none"> ETD Alternative Point ETD Alternative Terminus ETD Alternative Segment ETD Alternative Polygon | <ul style="list-style-type: none"> Major Road Local Road or Trail River, Stream or Canal Other Water Body Swamp/Marsh | <p>Recharge Areas of the Floridan Aquifer</p> <ul style="list-style-type: none"> Discharge 1 TO 5 Discharge > 5 Discharge < 1 Recharge 1 TO 10 Recharge > 10 Recharge < 1 | <p>Geological Epoch</p> <ul style="list-style-type: none"> Eocene Holocene Miocene Miocene/Pliocene Oligocene | <ul style="list-style-type: none"> Oligocene/Miocene Pleistocene Pleistocene & Holocene Pliocene Pliocene/Pleistocene |
|--|---|--|---|---|

Data Sources: Geographic Data Technology, Inc.; US Geological Survey, Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



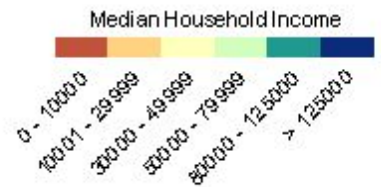
0 0.7 Miles

Income Distribution Map

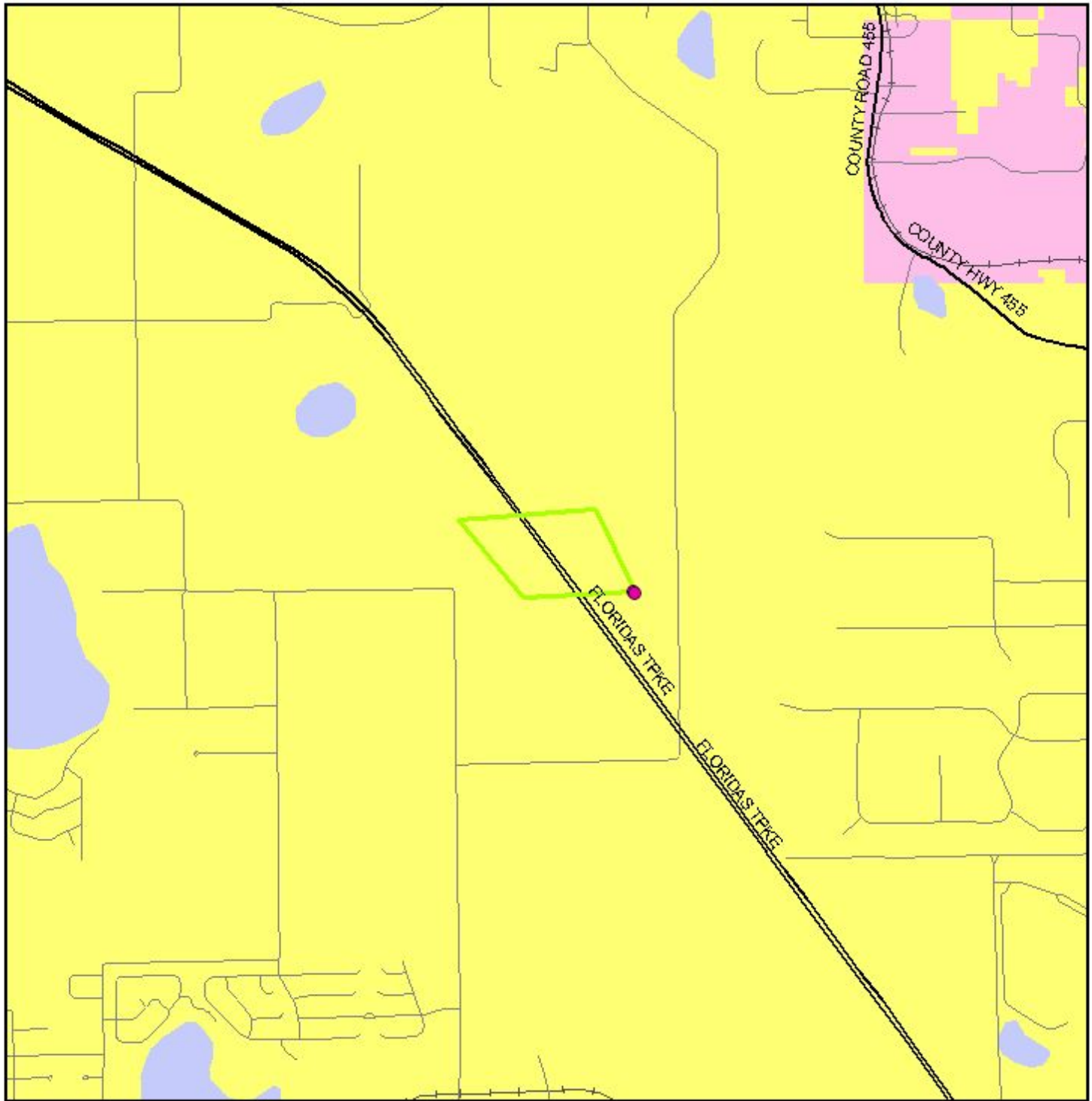


Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- > 20% Below Poverty
- Water Body



8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



0 0.7 Miles

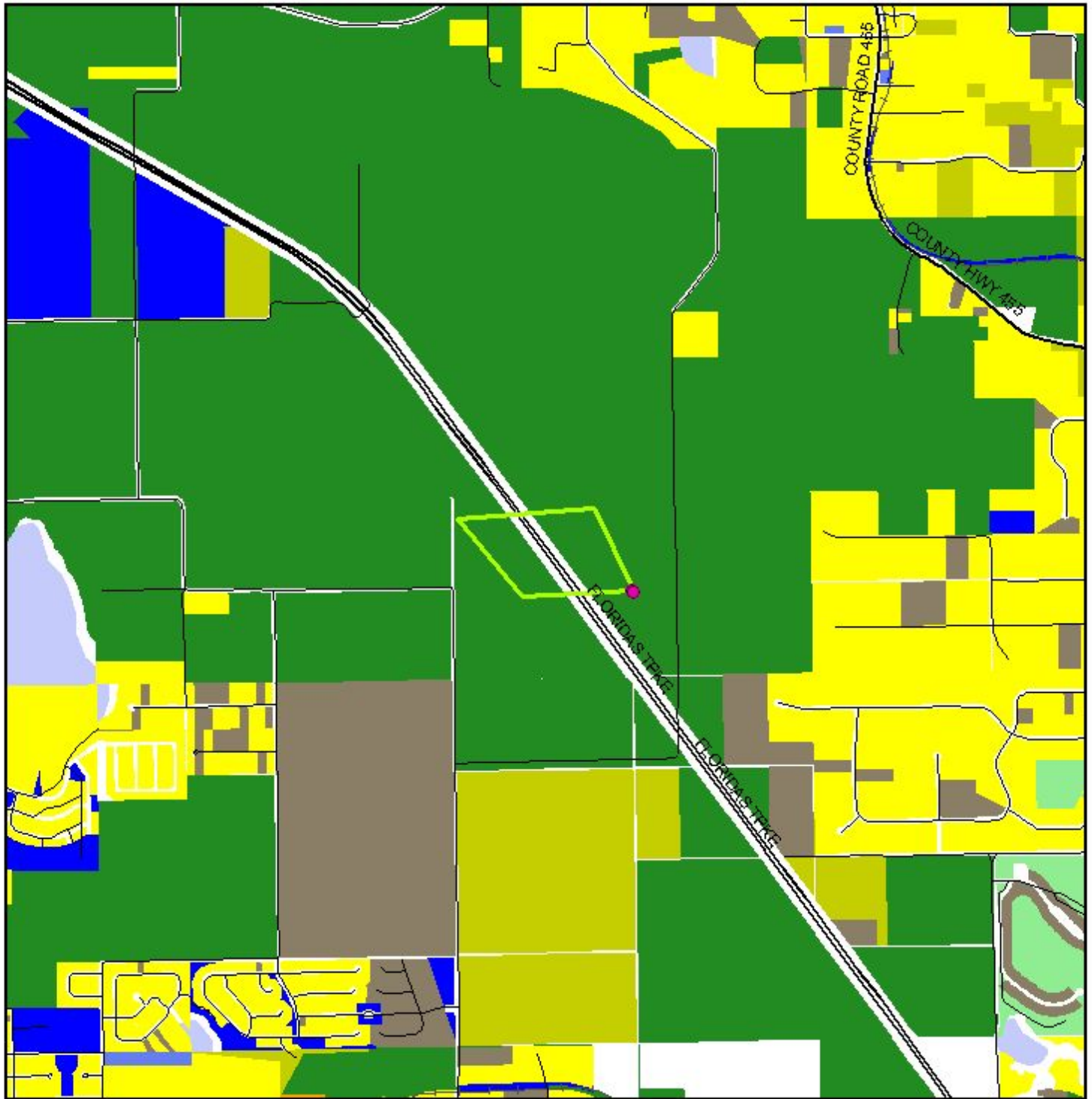
Integrated Wildlife Habitat Ranking System Map



Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

- | | | |
|---------------------------|------------------------|------------------------|
| ETDM Alternative Point | Major Road | Low Habitat Quality |
| ETDM Alternative Terminus | Local Road or Trail | Medium Habitat Quality |
| ETDM Alternative Segment | Railroad | High Habitat Quality |
| ETDM Alternative Polygon | River, Stream or Canal | Water Body |

8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



0 0.2 Miles



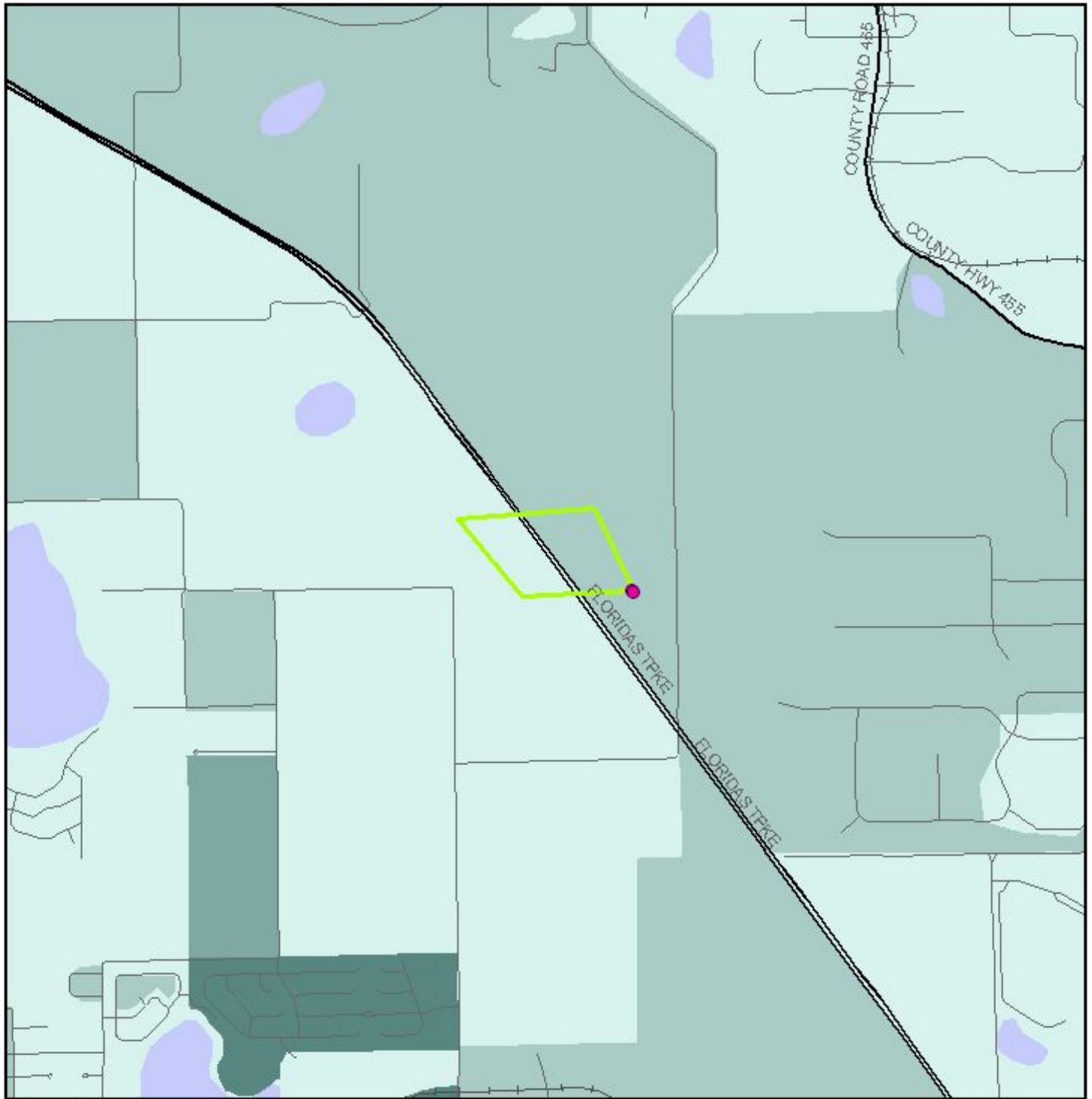
Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Revenue
 Florida Department of Transportation
 Florida County Property Appraiser Offices

- | | | | |
|---------------------------|------------------------|-------------------------|-------------------------|
| ETDM Alternative Point | Railroad | Open (Not Agricultural) | Retail/Office |
| ETDM Alternative Terminus | River, Stream or Canal | Other | Vacant (Residential) |
| ETDM Alternative Segment | Agricultural | Public | Vacant (Nonresidential) |
| ETDM Alternative Polygon | Industrial | Right-of-Way | Water |
| Major Road | Institutional | Recreational | No Data |
| Local Road or Trail | Mining | Residential | |

Land Use Map

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



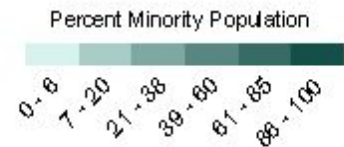
0 0.2 Miles



Minority Population Distribution Map

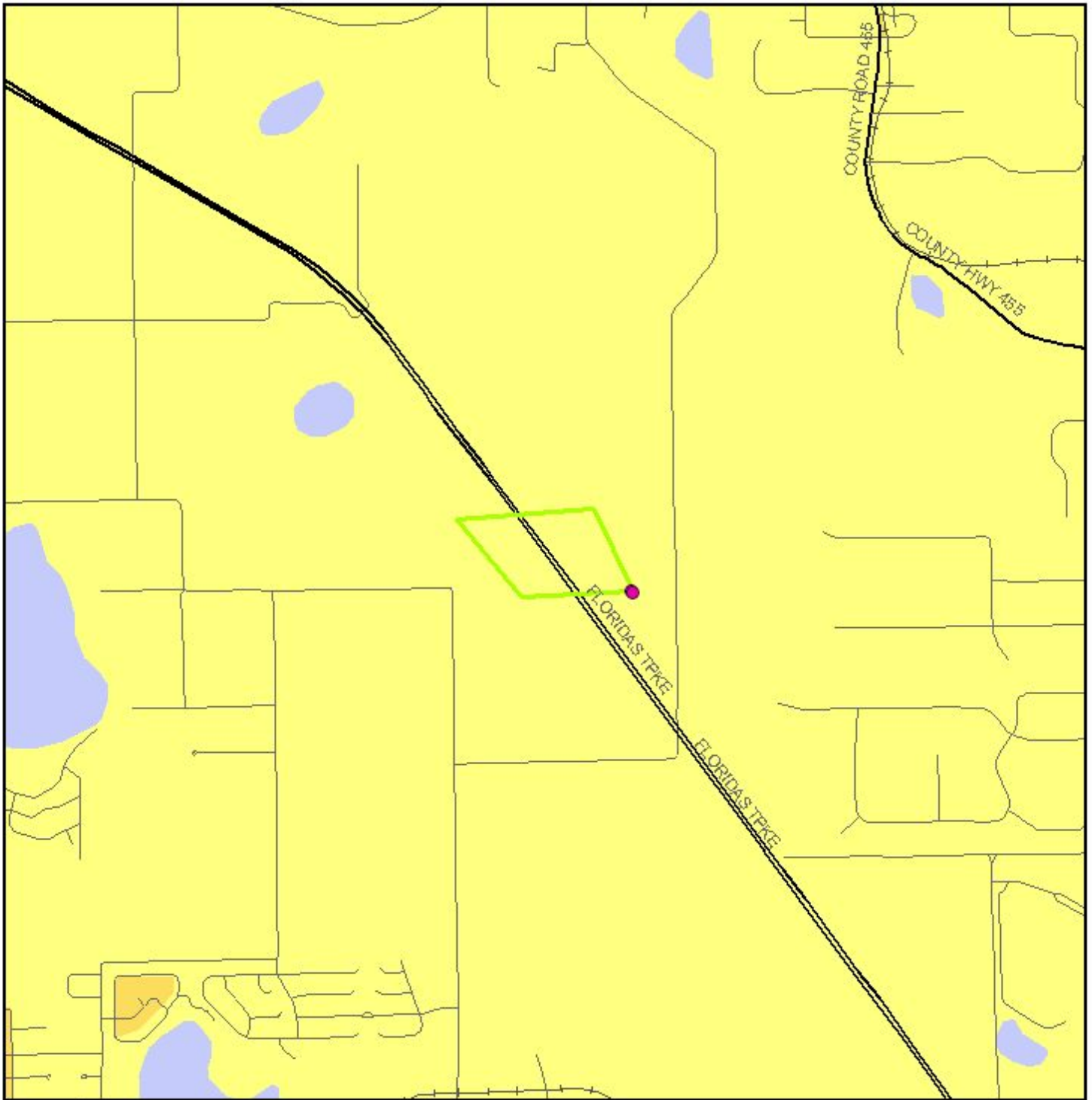
Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



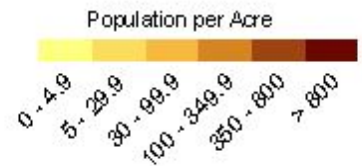
Population Density Map

0 0.2 Miles



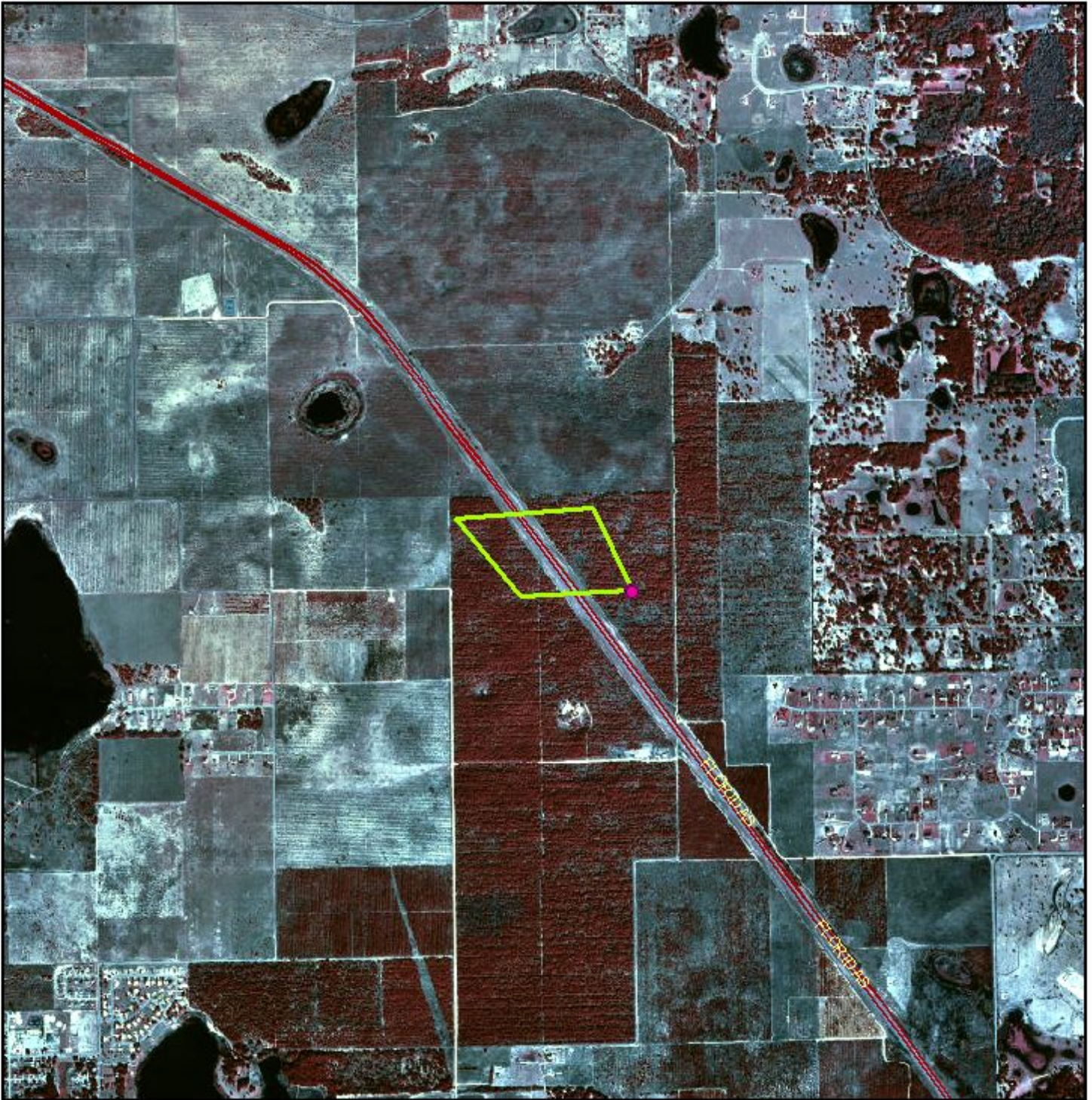
Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



Project Aerial Map

0 0.7 Miles

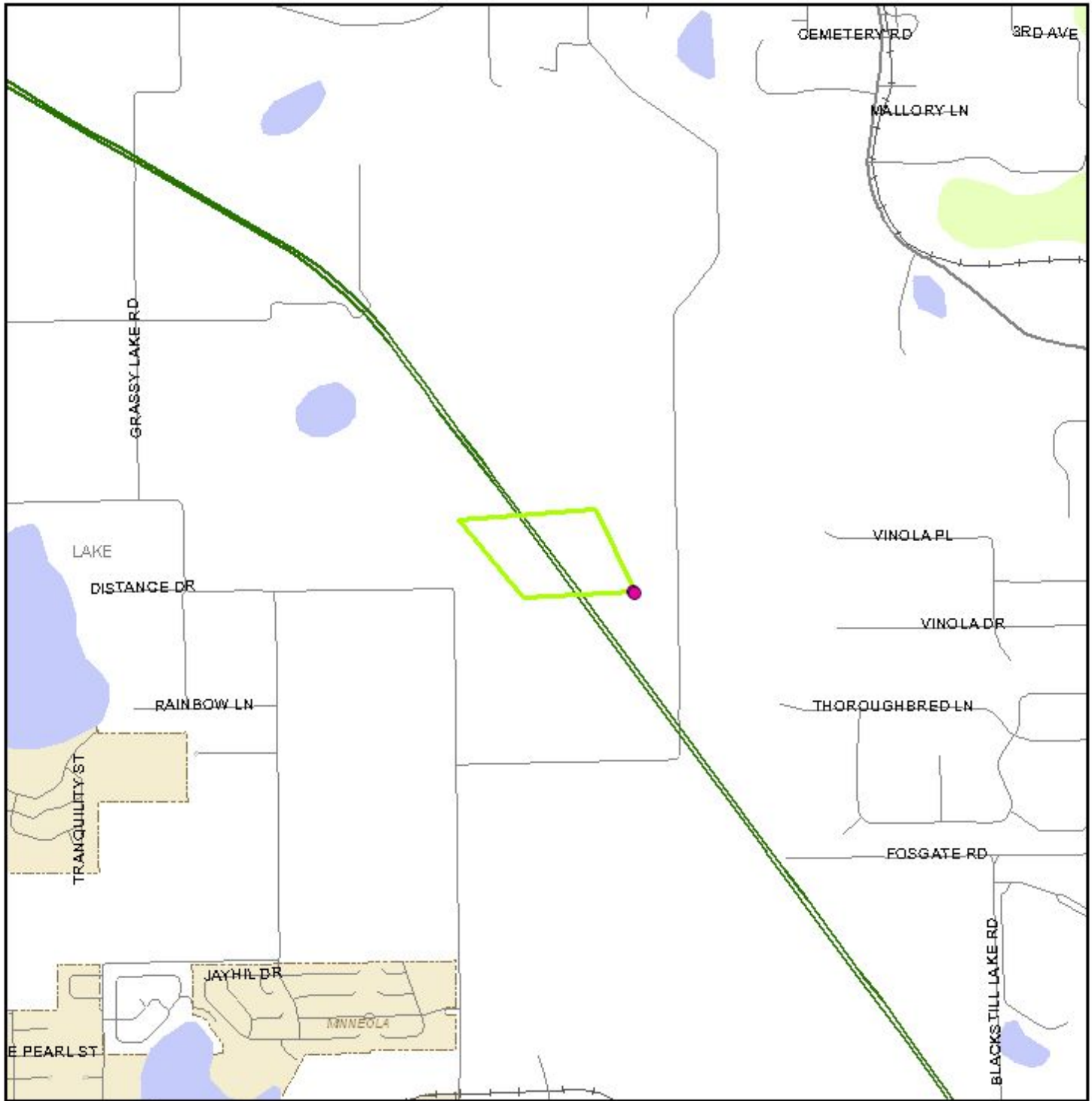


Data Sources:
 Highways - Geographic Data Technology, Inc.
 Digital Orthophotograph - US Geological Survey

- ETDM Alternative Point — Primary and Limited Access Highway
- ETDM Alternative Terminus — Secondary, Unlimited Access Highway
- ▭ ETDM Alternative Segment — Other Highway Feature
- ▨ ETDM Alternative Polygon

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



Project Location Map

0 0.4 Miles

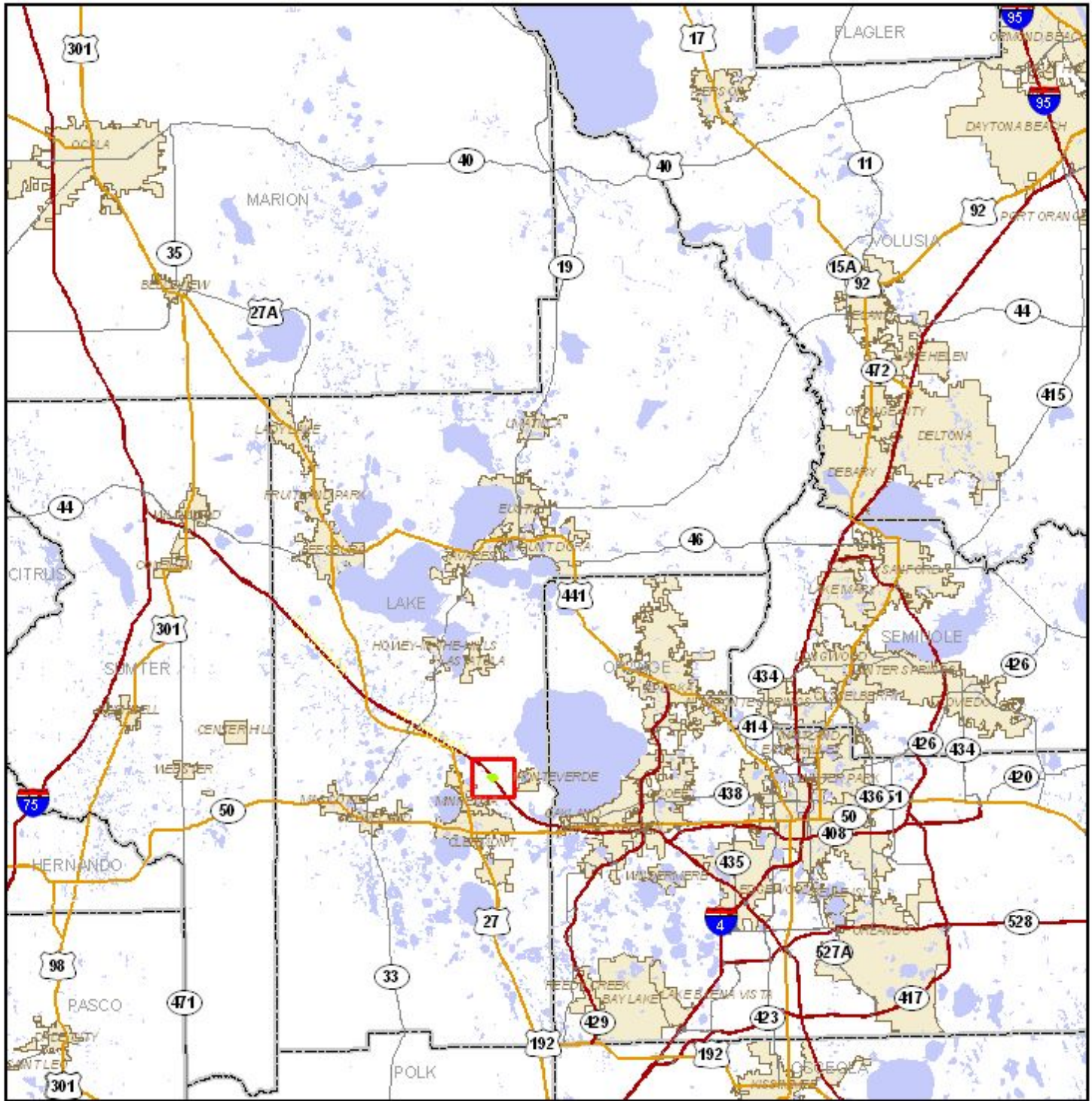


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 US Census Bureau
 County Property Appraisers
 Florida Natural Areas Inventory

- | | | |
|---------------------------|-------------------------------------|-------------------|
| ETDM Alternative Point | Managed Conservation Lands | Toll Road |
| ETDM Alternative Terminus | Primary and Limited Access Highway | Railroad |
| ETDM Alternative Segment | Secondary, Unlimited Access Highway | Airport |
| ETDM Alternative Polygon | Connecting Road | City Limits |
| River, Stream or Canal | Local Road or Trail | County Boundaries |
| Water Body | Other Roadway Feature | |
| Swamp/Marsh | | |

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



County Location Map

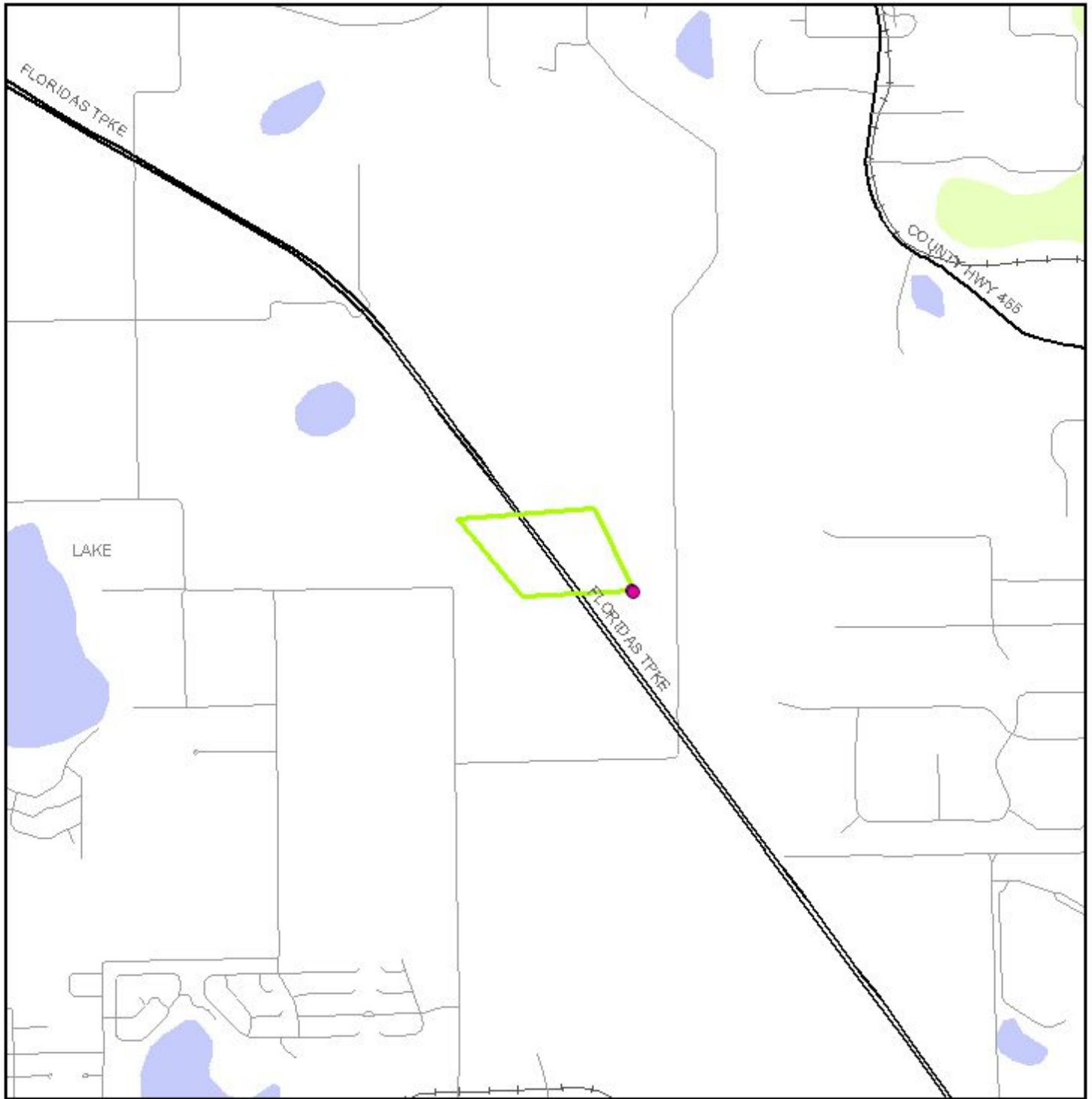
0 20 Miles



Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 US Census Bureau
 County Property Appraisers

- | | |
|---|--|
| ● ETDM Alternative Point | Water Body |
| — ETDM Alternative Segment | City Limit |
| ETDM Alternative Polygon | County Boundary |
| — Primary and Limited Access Highway | Project Extent |
| — Secondary, Unlimited Access Highway | |
| — Other Highway Feature | |

8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



Conservation and Recreation Area Map

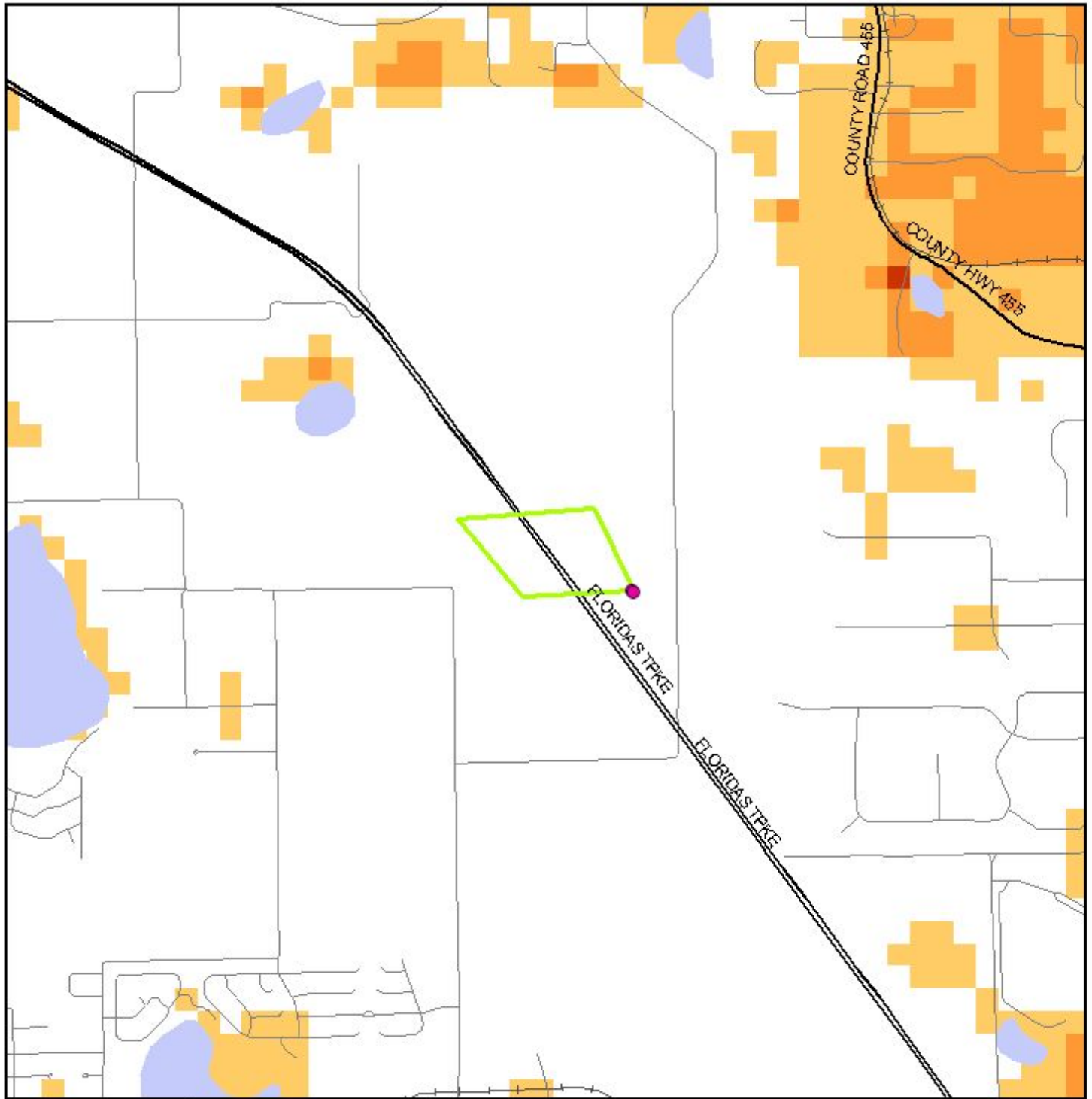


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Natural Areas Inventory

- | | | |
|---------------------------|------------------------|---------------------------------|
| ETDM Alternative Point | River, Stream or Canal | Conservation or Recreation Area |
| ETDM Alternative Segment | Water Body | Major Road |
| ETDM Alternative Polygon | Swamp/Marsh | Local Road or Trail |
| ETDM Alternative Terminus | | Railroad |
| | | County Boundary |

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



Species Potential Habitat Model Map

0 0.5 Miles

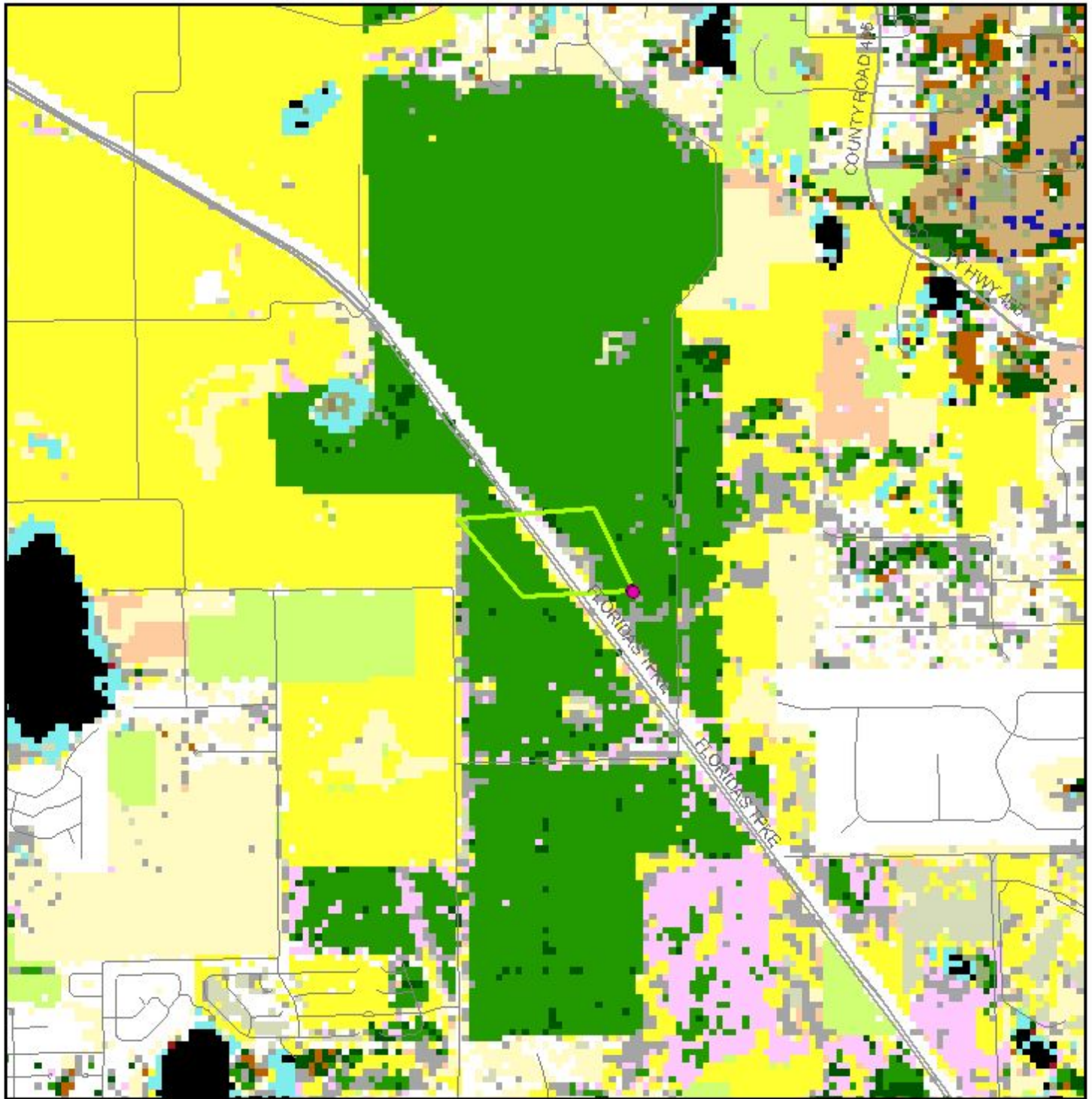


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

- | | | |
|---------------------------|------------------------|--|
| ETDM Alternative Point | Major Road | Water Body |
| ETDM Alternative Terminus | Local Road or Trail | Potential Habitat for Focal Species |
| ETDM Alternative Segment | Railroad | 1 - 6 Species |
| ETDM Alternative Polygon | River, Stream or Canal | 7 - 12 Species |
| | | 13 - 18 Species |
| | | > 18 Species |

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



Vegetation and Land Cover Map

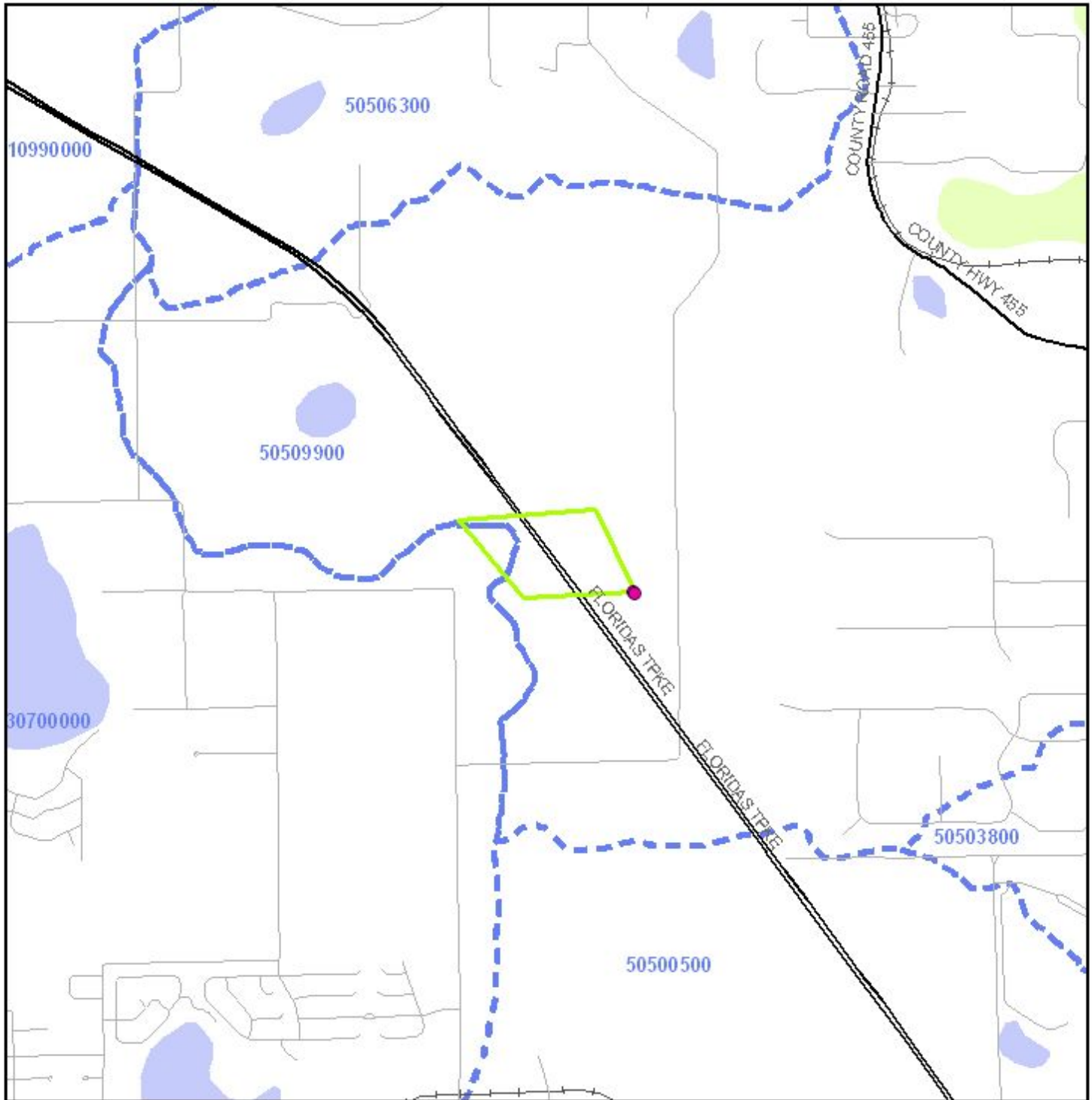
0 0.7 Miles

- | | | | | | | |
|----------------------------|----------------------------|----------------------------------|----------------------------|---------------------|---------------------|-------------------|
| ETDMA Alternative Polygon | Not Classified | Hardwood Hammocks and Forests | Bay Swamp | Mangrove Swamp | Unimproved Pasture | Brazilian Pepper |
| ETDMA Alternative Segment | Coastal Strand | Pinelands | Cypress Swamp | Scrub Mangrove | Sugarcane | High Impact Urban |
| ETDMA Alternative Terminus | Sand/Beach | Cabbage Palm-live Oak Hammock | Cypress/Pine/Cabbage Palm | Tidal Flats | Citrus | Low Impact Urban |
| ETDMA Alternative Point | Xeric Oak Scrub | Tropical Hardwood Hammock | Mixed Wetland Forest | Open Water | Row and Field Crops | Extractive |
| Major Road | Sand Pine Scrub | Freshwater Marsh and Wet Prairie | Hardwood Swamp | Shrub and Brushland | Other Agriculture | |
| Local Road or Trail | Sandhill | Sawgrass Marsh | Hydric Hammock | Grassland | Exotic Plants | |
| | Dry Prairie | Cattail Marsh | Bottomland Hardwood Forest | Bare Soil/Clearcut | Australian Pine | |
| | Mixed Hardwood-pine Forest | Shrub Swamp | Salt Marsh | Improved Pasture | Melaleuca | |

Data Sources:
 Geographic Data Technology, Inc.; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

8868 Turnpike Interchange near MP 279, Alternative #1

MP 279 to MP 279



Data Sources:

Geographic Data Technology, Inc.
US Geological Survey

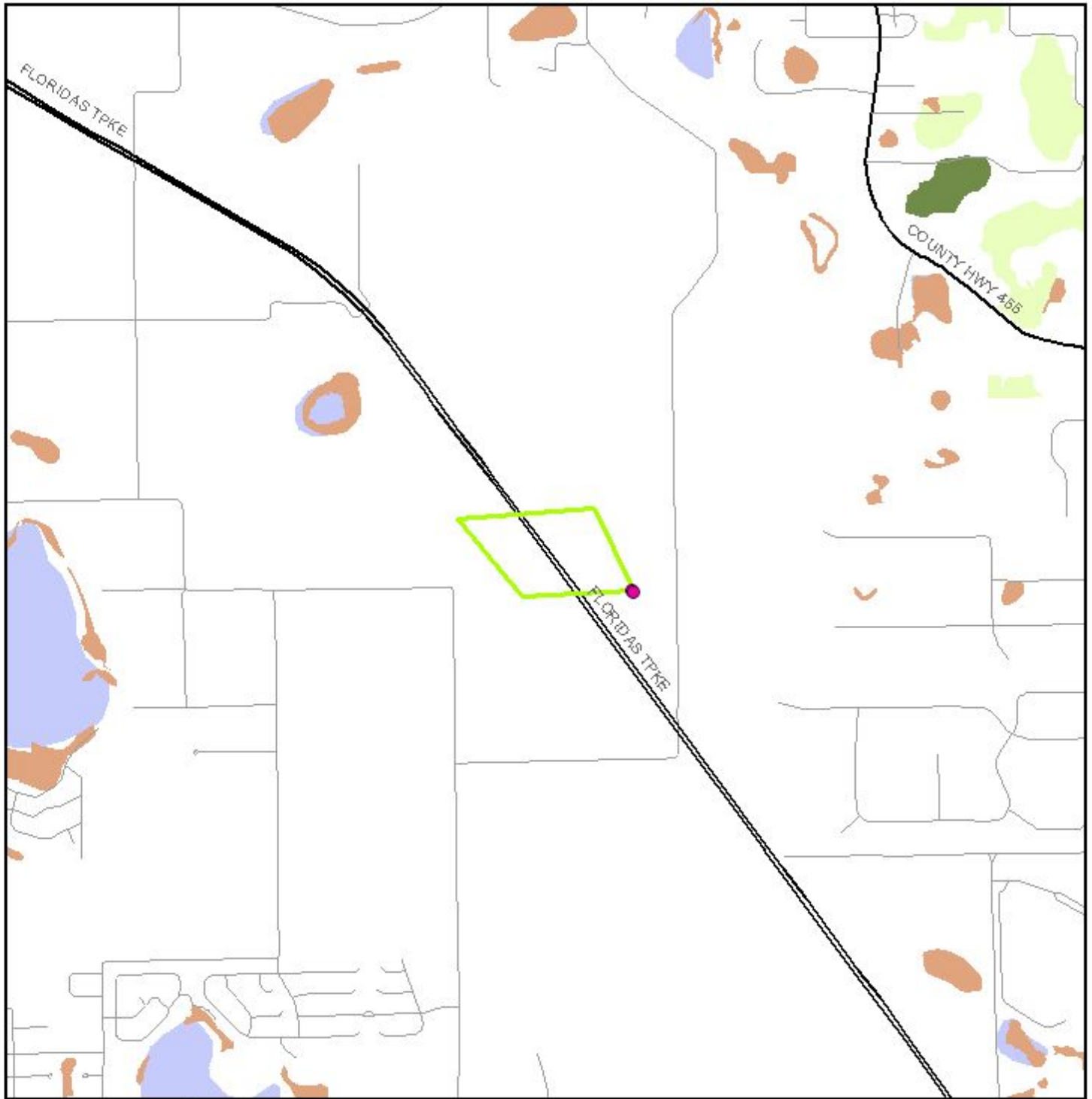
Florida Department of Transportation
Florida Department of Environmental Protection

Florida Geological Survey
US Bureau of Transportation Statistics

Water Resources Map

- | | | | |
|---------------------------|---------------------|---------------------------|------------------------|
| ETDM Alternative Point | Major Road | 1st Magnitude Spring | Surface Water Class I |
| ETDM Alternative Terminus | Local Road or Trail | River, Stream or Canal | Surface Water Class II |
| ETDM Alternative Segment | Railroad | Navigable Water Way | Other Water Body |
| ETDM Alternative Polygon | | Drainage Basin | Swamp/Marsh |
| | | Outstanding Florida Water | |

8868 Turnpike Interchange near MP 279, Alternative #1
MP 279 to MP 279



Wetland Resource Map

0 0.5 Miles



- | | | |
|---------------------------|---------------------------|--------------------------------|
| ETDM Alternative Polygon | River, Stream or Canal | Vegetated Non-forested Wetland |
| ETDM Alternative Segment | Water Body | Non-vegetated Wetland |
| ETDM Alternative Terminus | Wetland Hardwood Forest | Cut Over Wetland |
| ETDM Alternative Point | Wetland Coniferous Forest | Wetland Scrub Shrub |
| Major Road | Wetland Forested Mixed | |
| Local Road or Trail | | |

Data Sources: Geographic Data Technology, Inc.; Florida Water Management Districts; US Geological Survey

Appendicies

Legend			
Color Code	Meaning	ETAT	Public Involvement
0	None	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal to None	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Dispute Resolution	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

Supporting Documents

Date	Type	Size	Link	Name / Description
12/24/2008	Ancillary Project Documentation	85 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=5363	Lake Sumter MPO Letter: Lake Sumter MPO Letter regarding inclusion of project in 2025 L RTP
12/24/2008	Ancillary Project Documentation	318 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=5362	City of Minneola Comprehensive Plan Amendment Letter: Letter from City of Minneola indicating that Interchange is part of Comprehensive Plan Amendment
3/09/2007	Ancillary AN Package Documentation	728 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=218	Advanced Notification Package, previously submitted for this project.: Advanced Notification Package, previously submitted for this project.



An employee-owned company

General Consultant
Florida's Turnpike Enterprise
Florida Department of Transportation



MEMORANDUM

DATE: November 20, 2008

TO: Becky Bolan

FROM: Fred Gaines *FG*

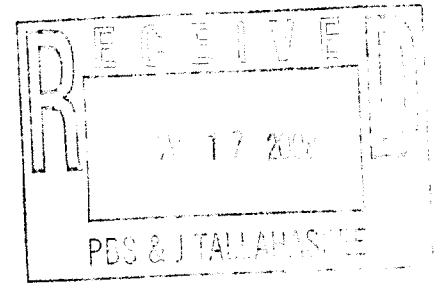
SUBJECT: Cultural Resource Clearance

Attached is the above-referenced SHPO document for the following project.

415229-1
~~403801-4~~. Turnpike Interchange at MP 279 Within the Hills of Minneola Tract. Lake County. Includes a copy of the PBS&J Technical Memorandum.

If you have any questions, please contact me at extension 3689.

NOV 20 2008



FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Daniel T. Penton
PBS&J
2639 N. Monroe Street, Bldg. C
Tallahassee, FL 32303-4027

November 12, 2008

RE: DHR Project File Number: 2008-7030
Project: *New Interchange at MP 279 Within the Hills of Minneola Development Tract*
Financial Project ID: ~~409801-4~~
County: Lake 415229-1

Dear Mr. Penton:

Our office reviewed the project in accordance with Chapter 267, Florida Statutes, and applicable local ordinances. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, State agencies and local governments in carrying out their historic preservation responsibilities; to cooperate with State agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with agencies on undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

Results of the survey identified no archaeological sites and no historic buildings within the project's area of potential effect. Our office concurs no historic properties will be affected. If you have any questions, please contact Alyssa McManus, Architectural Historian, Transportation Compliance Review Program, by email ammcmanus@dos.state.fl.us or at 850-245-6432.

Sincerely,

A handwritten signature in black ink that reads "Frederick P. Gaske".

Frederick P. Gaske, Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
(850) 245-6300 • FAX: 245-6436

Archaeological Research
(850) 245-6444 • FAX: 245-6452

Historic Preservation
(850) 245-6333 • FAX: 245-6437



October 27, 2008

OCT 29 2008

Mr. Fred Gaske
Director and State Historic Preservation Officer
Florida Division of Historical Resources
R.A. Gray Building
Tallahassee, Florida 32399-0250

Attention: Brian Yates

Subject: Technical Memorandum: A Cultural Resources Assessment for a New Interchange at MP 279 within the Hills of Minneola Development Tract, Lake County, Florida
Financial Project ID Number: 415229-1
County: Lake
Project Description: This project involves the construction of a new interchange at MP 279 within the Hills of Minneola development tract. The developer will be responsible for construction of this interchange. A cultural resource assessment of the 1,832 acre Hills of Minneola DRI was completed in 2007..

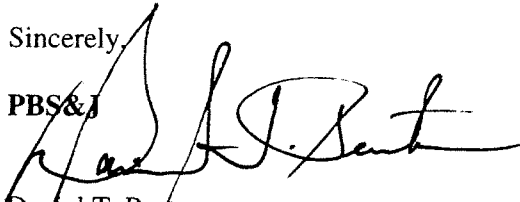
Dear Mr. Gaske:

On behalf of the Florida Department of Transportation, Turnpike Enterprise, PBS&J is seeking your concurrence that the subject project will have no effect on any archaeological or historical sites or properties listed, or eligible for listing, in the *National Register of Historic Places*. This information is being provided in accordance with the provisions of the *National Historic Preservation Act of 1966*, as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800, as well as the provisions contained in Chapter 267, *Florida Statutes*. The attached technical memorandum provides specific information regarding this project and applies strictly to this undertaking. Any future projects along this section of the Turnpike would be subject to any and all pertinent federal and state laws, rules and regulations, and those properties will be subjected to individual CRM evaluations.

If you have any questions about the subject project, please do not hesitate to contact me.

Sincerely,

PBS&J



Daniel T. Periton

Senior Program Archaeologist / Turnpike Cultural Resources Coordinator

Attachment

xc: Tom Percival
Fred Gaines

TECHNICAL MEMORANDUM

A CULTURAL RESOURCES ASSESSMENT FOR A NEW INTERCHANGE AT MP 279 WITHIN THE HILLS OF MINNEOLA DEVELOPMENT TRACT, LAKE COUNTY, FLORIDA

Frank Keel, Senior Project Archaeologist
PBS&J, Tallahassee
October 27, 2007

Financial Project ID Number: 415229-1

Project Location: Sections 4 and 5, Township 22 South, Range 26 East (Clermont East Quadrangle)

Project Description: This project involves the construction of a new interchange at MP 279 within the Hills of Minneola development tract. The developer will be responsible for construction of this interchange. A cultural resource assessment of the 1,832 acre Hills of Minneola DRI tract was completed in 2007.

Introduction

The developer of the Hills of Minneola proposes to construct a new interchange at MP 279 of Florida's Turnpike. All activities will occur within the existing Turnpike right-of-way. No additional right-of-way will be required to complete this project.

Background Research and Proposed Improvements

A review of the Florida Master Site File was conducted for the purpose of identifying any archaeological or historical sites that have been previously recorded within the project impact zones or immediate vicinity. In 2007, SEARCH completed a Phase I cultural resources assessment of the 1,832 acre DRI. Two archaeological sites (8LA3578 and 8LA3579), three historic structures (8LA3503-3505), and one historic road segment (8LA3506) were located during the assessment. These resources were determined not to represent significant historic properties (SEARCH 2007). On May 4, 2007, your office concluded the assessment was complete and sufficient and concurred with these determinations (DHR Project File No. 2007-02443 letter attached).

PBS&J

Technical Memorandum
October 27, 2007
FPID No. 415229-1
Page 2

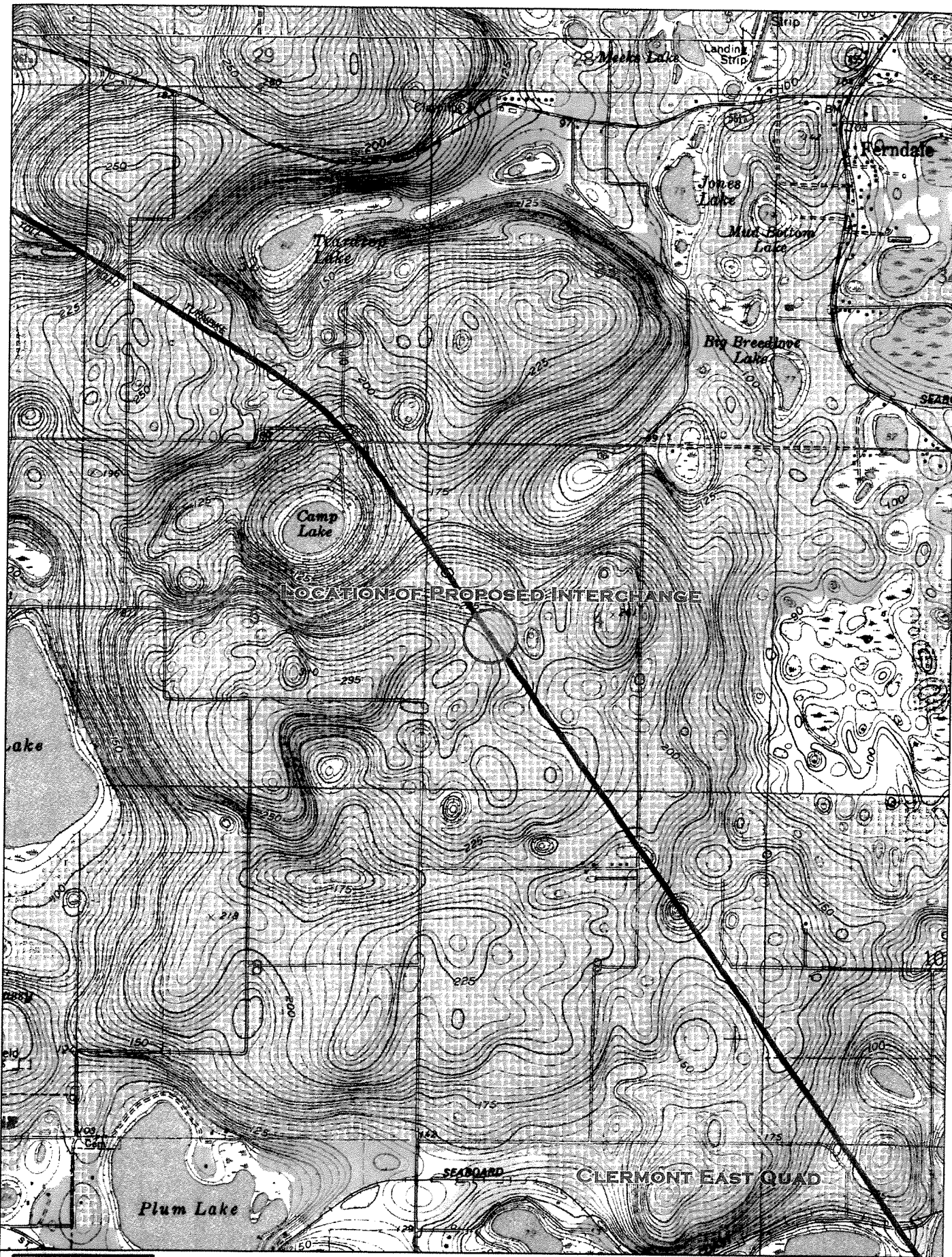
Results and Conclusions

Due to the fact that the proposed interchange will occur within existing Turnpike right-of-way and the previously surveyed DRI, it is our professional determination that proposed activities will have no effect on historic properties listed or eligible for listing in the *National Register of Historic Places*, or otherwise of historical or archaeological value.

REFERENCES CITED

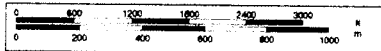
SEARCH

2007 A Phase I Cultural Resources Survey for the Hills of Minneola Project, Lake County, Ms. on file, Florida Division of Historical Resources, Florida Master Site File.

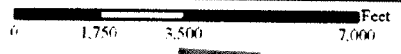
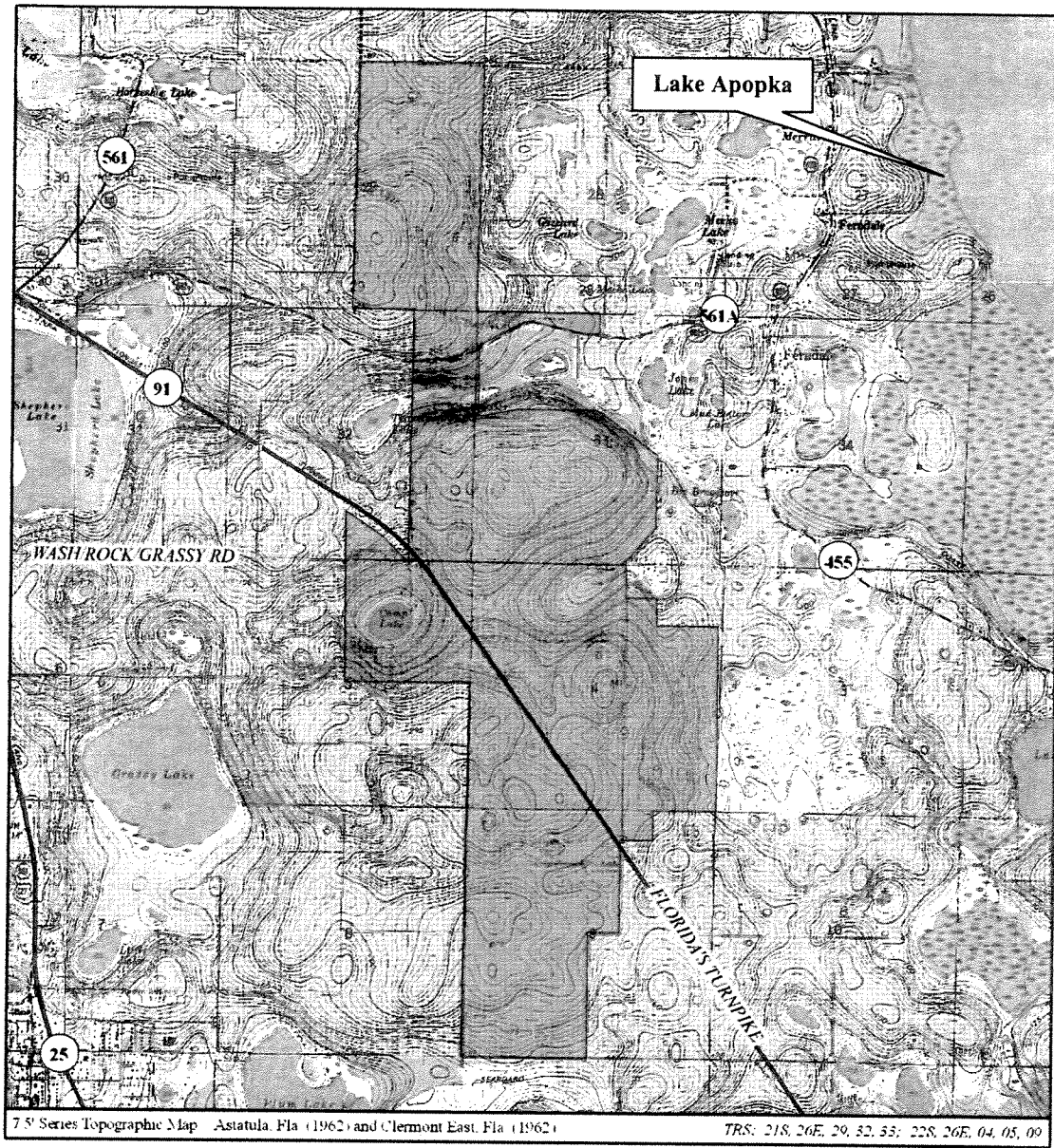


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www.delorme.com

Scale 1 : 24,000
1" = 2000 ft



TN
*
MN
A
4.8"W



 The Hills of Minneola

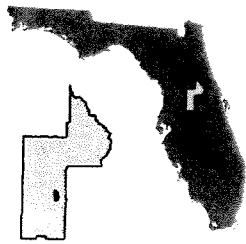
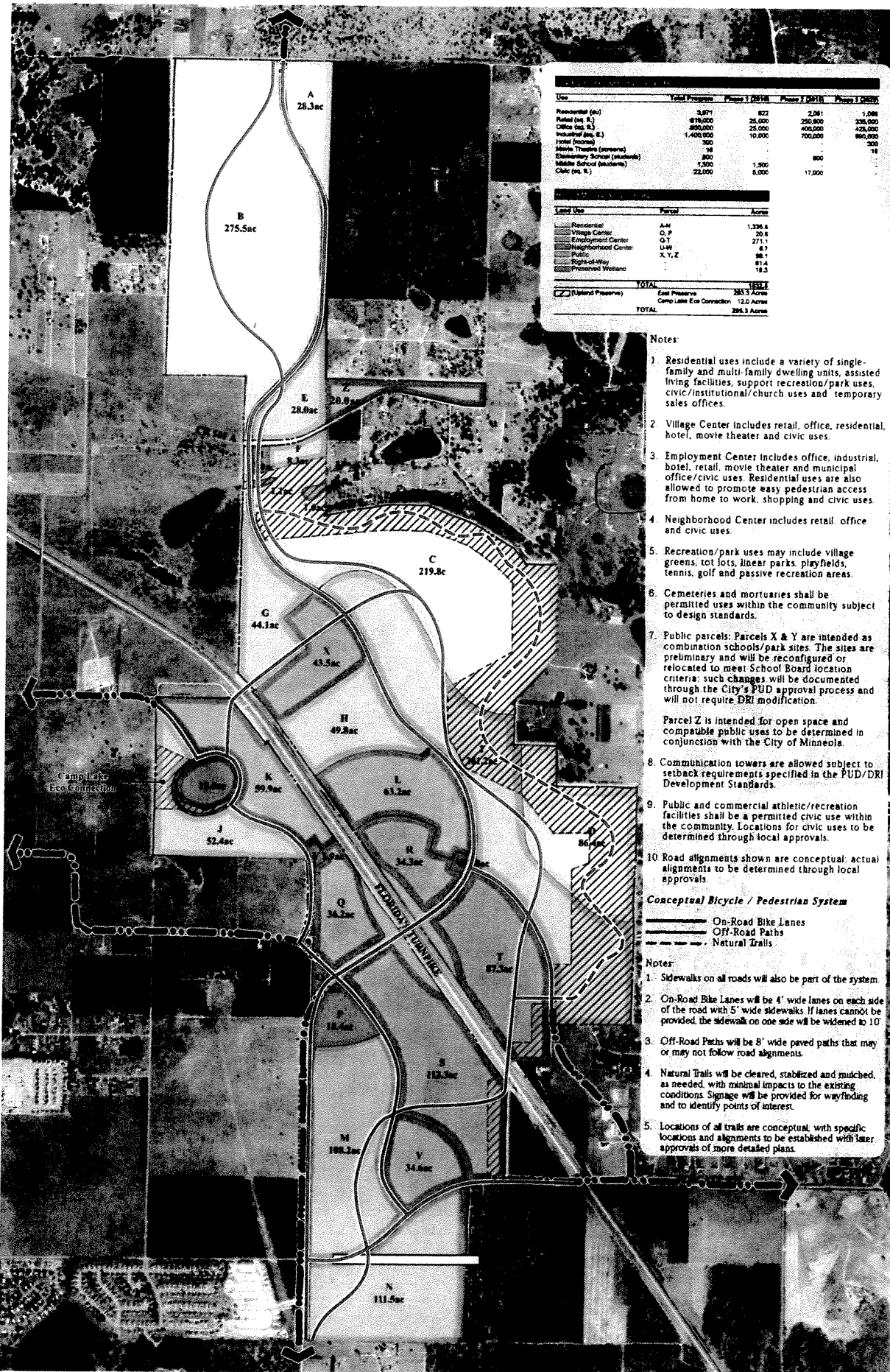


Figure 1. Location of the Hills of Minneola project area.



Use	Total Program	Phase 1 (2014)	Phase 2 (2018)	Phase 3 (2022)
Residential (all)	3,971	622	2,061	1,088
Retail (sq. ft.)	619,000	25,000	250,000	339,000
Office (sq. ft.)	600,000	25,000	400,000	425,000
Industrial (sq. ft.)	1,400,000	10,000	700,000	690,000
Hotel (rooms)	300			300
Movie Theater (seats)	18			18
Elementary School (students)	800		800	
Middle School (students)	1,500		1,500	
Child (sq. ft.)	22,000	5,000		17,000

Land Use	Parcel	Acres
Residential	AA	1,326.6
Village Center	O, P	20.4
Employment Center	O, T	271.1
Neighborhood Center	U, W	4.7
Public	X, Y, Z	96.1
Right-of-Way		81.4
Preserved Wetland		18.3
TOTAL		1,913.6

(Wetland Preserves) East Preserve 285.3 Acres
 Camp Lake Eco Connection 12.6 Acres
TOTAL 294.3 Acres

- Notes:**
- Residential uses include a variety of single-family and multi-family dwelling units, assisted living facilities, support recreation/park uses, civic/institutional/church uses and temporary sales offices.
 - Village Center includes retail, office, residential, hotel, movie theater and civic uses.
 - Employment Center includes office, industrial, hotel, retail, movie theater and municipal office/civic uses. Residential uses are also allowed to promote easy pedestrian access from home to work, shopping and civic uses.
 - Neighborhood Center includes retail, office and civic uses.
 - Recreation/park uses may include village greens, tot lots, linear parks, playfields, tennis, golf and passive recreation areas.
 - Cemeteries and mortuaries shall be permitted uses within the community subject to design standards.
 - Public parcels: Parcels X & Y are intended as combination schools/park sites. The sites are preliminary and will be reconfigured or relocated to meet School Board location criteria; such changes will be documented through the City's PUD approval process and will not require DRI modification.

Parcel Z is intended for open space and compatible public uses to be determined in conjunction with the City of Minneapolis.
 - Communication towers are allowed subject to setback requirements specified in the PUD/DRI Development Standards.
 - Public and commercial athletic/recreation facilities shall be a permitted civic use within the community. Locations for civic uses to be determined through local approvals.
 - Road alignments shown are conceptual; actual alignments to be determined through local approvals.

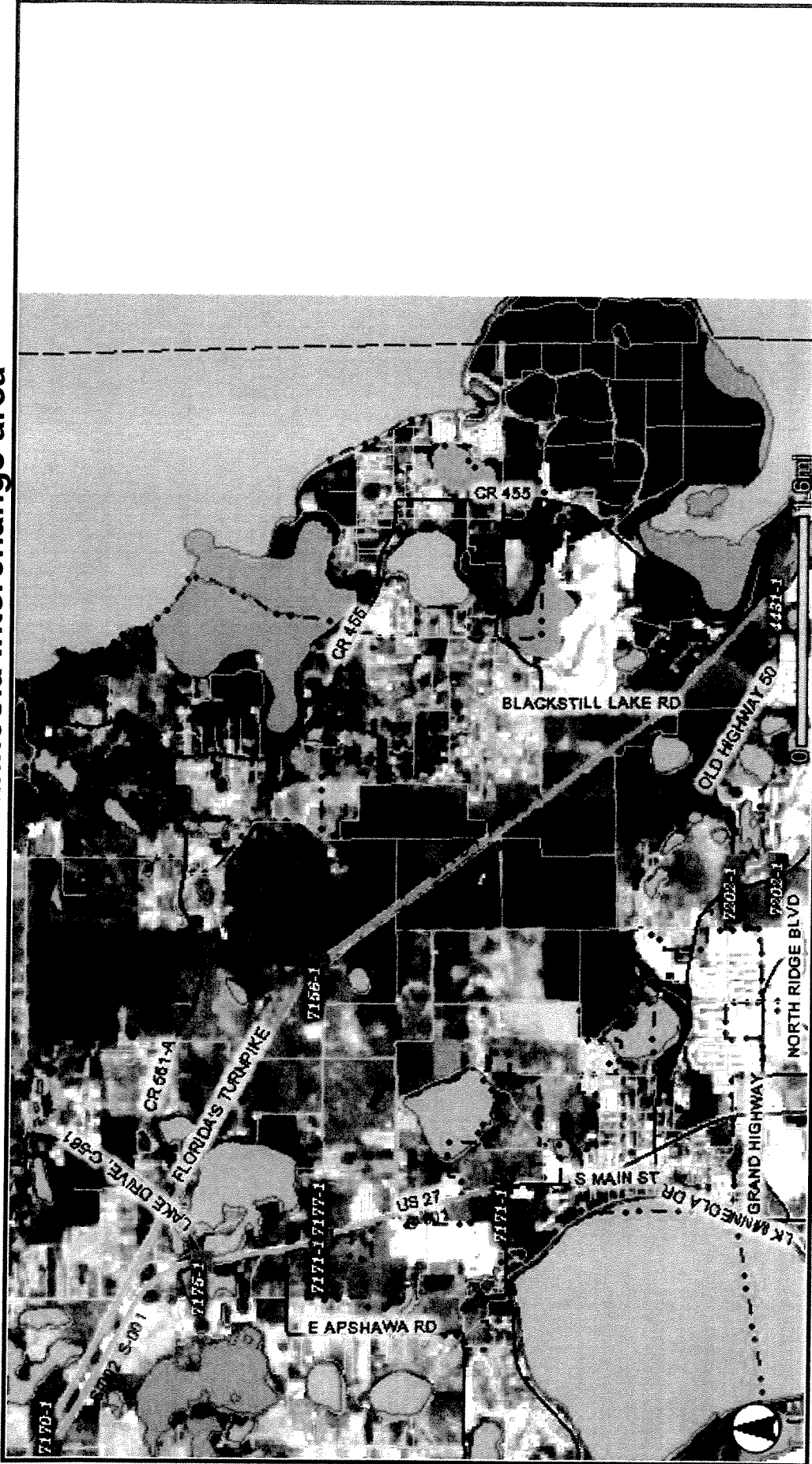
Conceptual Bicycle / Pedestrian System

- On-Road Bike Lanes
- Off-Road Paths
- - - Natural Trails

- Notes:**
- Stidewalks on all roads will also be part of the system.
 - On-Road Bike Lanes will be 4' wide lanes on each side of the road with 5' wide sidewalks. If lanes cannot be provided, the sidewalk on one side will be widened to 10'.
 - Off-Road Paths will be 8' wide paved paths that may or may not follow road alignments.
 - Natural Trails will be cleared, stabilized and mulched, as needed, with minimal impacts to the existing conditions. Signage will be provided for wayfinding and to identify points of interest.
 - Locations of all trails are conceptual, with specific locations and alignments to be established with later approvals of more detailed plans.

MP 279 Hills of Minneola Interchange area

2008/10/23



etdm
Efficient Transportation Decision Making

Environmental Screening Tool
est





FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Bruce K. Nodine
Southeastern Archaeological Research
315 NW. 138th Terrace
Jonesville, Florida 32669

May 4, 2007

Re: DHR Project File No. 2007-02443 / Date Received by DHR: April 12, 2007
A Phase I Cultural Resource Survey for the Hills of Minneola Project, Lake County, Florida

Dear Mr. Nodine:

Our office received the above referenced predictive model in accordance with this agency's responsibilities under Section 380.06, *Florida Statutes*, for identification of cultural resources (any prehistoric or historic district, site, building, structure, or object) listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical, architectural or archaeological value.

In September 2006, Southeastern Archaeological Research (SEARCH) conducted a archaeological and historical investigation of the Hills of Minneola Project area on behalf of Family Dynamics. SEARCH located two archaeological sites (8LA3578 and 8LA3579), three historic structures (8LA3503, 8LA3504, and 8LA3505) and one historic road segment (8LA3506) and found them to be ineligible for listing in the *NRHP*.

It is the opinion of SEARCH that the proposed project will have no effect on cultural resources listed or eligible for listing in the *NHRP*. SEARCH recommended no further investigation of the subject property.

Based on the information provided, this office concurs with these determinations and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

If you have any questions concerning our comments, please contact Scott Sorset, Historic Sites Specialist, by phone at (850) 245-6333, or by electronic mail at srsorset@dos.state.fl.us. Your continued interest in protecting Florida's historic properties is appreciated.

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
(850) 245-6300 • FAX: 245-6436

Archaeological Research
(850) 245-6444 • FAX: 245-6452

Historic Preservation
(850) 245-6333 • FAX: 245-6437

Historical Museums
(850) 245-6400 • FAX: 245-6433

Southeast Regional Office
(561) 416-2115 • FAX: 416-2149

Northeast Regional Office
(904) 825-5045 • FAX: 825-5044

Central Florida Regional Office
(813) 272-3843 • FAX: 272-2340

Exhibit A

WQIE CHECK LIST

Project Name: Hills of Minnedota Interchange @ Florida Turnpike
County: Lake County

FIN (Financial Number): _____

Federal Aid Project No: _____

Short project description: New interchange with Florida Turnpike, north of SR 50 and east of US 27. (mile marker 279) . Includes widening of the Turnpike in the vicinity of the Interchange.

PART 1: DETERMINATION OF WQIE SCOPE

- Does project increase impervious surface area? Yes No
- Does project alter the drainage system? Yes No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

- Do environmental regulatory requirements apply? Yes No

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: * see below Expected speed limit: 70 mi/hr

Drainage area: approx 97 acres 44% % Impervious 66% % Pervious

Land Use: n/a % Residential n/a % Commercial n/a % Industrial
n/a % Agricultural n/a % Wetlands n/a % Other Natural

Potential large sources of pollution (identify): Stormwater runoff from roadway pavement.

Groundwater receptor (name of aquifer or N/A): _____

- Designated well head protection area? Yes No Name: _____
- Sole source aquifer Yes No Name: _____

Groundwater recharge mechanism:
Currently runoff in this basin drains to depressioned areas that are part of the Lake Apopka outlet. Recharge occurs through percolation at these depressions.

(Notify District Drainage Engineer if karst conditions expected)

* Hills of Minnedota Blvd
South of the turnpike 33,900
North of the turnpike 37,770

WQIE CHECK LIST (Contd.)

Surface water receptor (name or N/A): NA

Classification I II III IV V

Special designation (check all that apply):

- ONRW OFW Aquatic Preserve Wild & Scenic River
 Special Water SWIM Area Local Comp Plan MS4 Area
 Other (specify): _____

Conceptual storm water conveyances & system (check all that apply):

- Swales Curb and Gutter Scuppers Pipe French Drains
 Retention/Detention Ponds Other _____

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Regulatory Agency (Check all that apply)	Reference citation for regulatory criteria (attach copy of pertinent pages)	Most stringent criteria (Check all that apply)
USEPA <input type="checkbox"/>		<input type="checkbox"/>
FDEP <input checked="" type="checkbox"/>	SWPPP to be prepared for NPDES permit	<input type="checkbox"/>
WMD <input checked="" type="checkbox"/> (Specify) <u>STRWMD</u>	A Standard ERP will be required (Chapt-4040)	<input checked="" type="checkbox"/>
OTHER <input checked="" type="checkbox"/> (Specify)	Florida turnpike, FDOT Drainage Criteria	<input type="checkbox"/>

Proceed to Part 4 and check Box C.

WQIE CHECK LIST (Contd.)

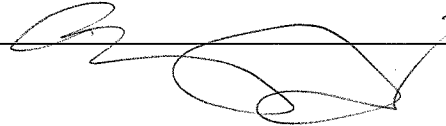
PART 4: WQIE DOCUMENTATION

- Water quality is not an issue.
- No regulatory requirements apply to water quality issues
(Document by checking the "none" box for water quality in Section 6.C.3 of the *Environmental Determination Form* or Section 5.C.3 of the SEIR.)

Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by St. Johns River Water Mgmt. District an authorized regulatory agency.
(Document by checking the "none" box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.)

Evaluator Name (print): Bruce Deig P.E.

Office: VHB, 225 E. Robinson St, Suite 300, Orlando, FL 32701

Signature:  Date: Feb 15-11