



I-95 Multimodal Master Plan Environmental Element Technical Document

May 2020



Prepared for: Florida Department of Transportation – District Four (D4)

I-95 MULTIMODAL MASTER PLAN

Environmental Element Report

Financial Project ID: 436577-1-22-01

Martin, St Lucie, and Indian River Counties



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Abbreviations

CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFA	Core Foraging Area
CFR	Code of Federal Regulation
DDI	Diverging Diamond Interchange
DFIRM	Digital Flood Insurance Rate Map
EFH	Essential Fish Habitat
EDMS	Electronic Document Management System
ERP	Environmental Resource Permit
ETDM	Efficient Transportation Decision Making
ETDM EST	Efficient Transportation Decision Making Environmental Screening Tool
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FGDL	Florida Geographical Data Library
FHWA	Federal Highway Administration
FLUCFCS	Florida Land Use, Cover and Forms Classification System
FWC	Florida Fish and Wildlife Conservation Commission
GIS	Geographical Information System
HOV	High Occupancy Vehicles
IIA	Interchange Influence Area
LOS	Level of Service
LRTPs	Long Range Transportation Plans
NAC	Noise Abatement Criteria
NMFS	National Marine Fisheries Service
NSAs	Noise Study Area

OEM	Office of Environmental Management
OSW	Other Surface Waters
PD&E	Project Development and Environment
SFWMD	South Florida Water Management District
SHPO	State Historic Preservation Office
SIS	Strategic Intermodal System
SJRWMD	St. Johns River Water Management District
TRC	Technical Review Committee
TIP	Transportation Improvement Program
U.S.C.	United States Code
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UMAM	Uniform Mitigation Assessment Method



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1.0 PROJECT OVERVIEW

1.1 Introduction

SR-9/Interstate-95 is part of Florida's Strategic Intermodal System (SIS), serving regional commerce and long-distance trips, and providing connectivity between major cities and towns along the east coast of the state. In May 2017 the Florida Department of Transportation (FDOT) initiated a study to prepare a Multimodal Master Plan for the portion of I-95 extending from the Palm Beach/Martin County Line to the Indian River/Brevard County Line, a distance of approximately 71 miles. Preparation of a Multimodal Master Plan is an integral part of the continuing process for the development of the SIS and in reaching overall regional mobility goals. The Master Plan is identifying short-term and long-term capacity and operational improvements necessary to meet SIS targets. As part of the Multimodal Master Plan, environmental analysis was performed, and the results are presented in this Environmental Element Report.

The purpose of the Environmental Element Report is to determine the existing and project-related environmental conditions and constraints. These findings will support the Efficient Transportation Decision Making (ETDM) process to aid in identifying major environmental issues for subsequent analysis in a Project Development and Environment (PD&E) Study Phase. During a PD&E Phase, the latest version of the FDOT PD&E Manual will be used to evaluate environmental impacts and benefits of the project (e.g., park and ride lots, water quality improvements, and noise walls for impacted residences). In addition, the Environmental Element Report will enable FDOT to develop PD&E Study scopes-of-work for future highway and public transportation projects.

Study Area

The study area is located in southeastern Florida and includes the portion of I-95 in Martin County, St. Lucie County, and Indian River County, which is known as the Treasure Coast region. The overall study limits for the I-95 Master Plan include this 71-mile portion of I-95 mainline; existing and planned I-95 interchanges at 15 crossroads; and adjacent intersections along each of the 15 crossroads. The study area and study roadways are shown on Figure 1.

Study Roadways

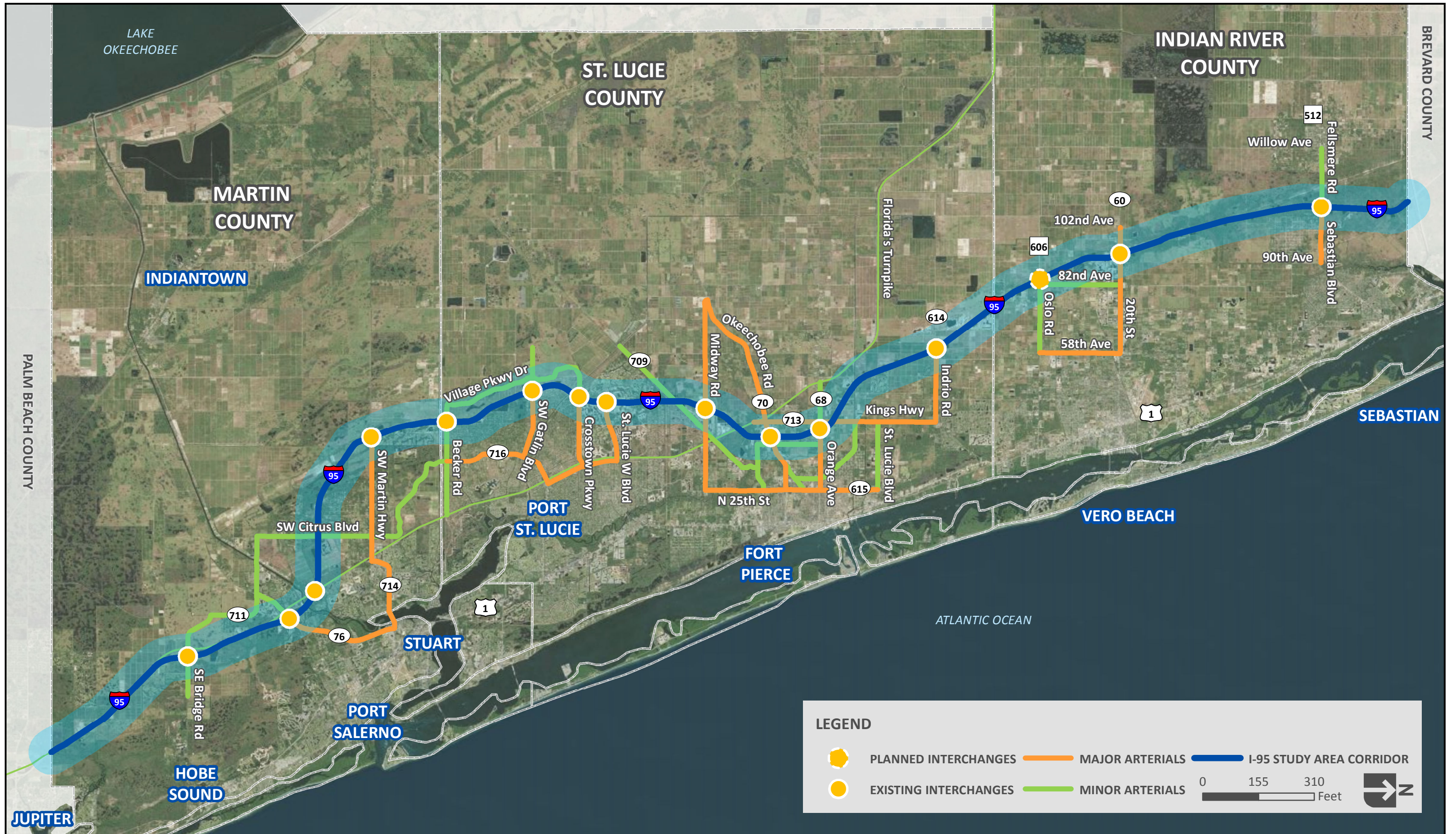
1. I-95/SR-9 from the Palm Beach/Martin County Line to the Indian River/Brevard County Line
2. CR-708/SE Bridge Road from the first intersection west of I-95 (at Frontage Road) to the first intersection east of I-95 (at 1760 Bridge Access Road) (Martin County)
3. SR-76/SW Kanner Highway from west of SW Jack James Drive to east of Cove Road (Martin County)
4. High Meadow Avenue from I-95 to north of Swallowtail Lane (Martin County)
5. CR-714/SR-714/SW Martin Highway from west of Green Farms Lane to east of Stuart Boulevard (Martin County)
6. Becker Road from Village Parkway Drive to east of Hallmark Street (Martin County)
7. SW Tradition Parkway/Gatlin Boulevard from west of Village Parkway Drive to east of Fondura Road (Martin County)
8. Crosstown Parkway from west of Visconti Way to east of California Boulevard (St. Lucie County)
9. Reserve Boulevard/St. Lucie West Boulevard from west of Commerce Centre Drive to east of Peacock Boulevard (St. Lucie County)
10. Midway Road from west of the first intersection west of I-95 (at Gordy Exd) to east of Glades Cut-Off Road (St. Lucie County)
11. SR-70/Okeechobee Road/Virginia Avenue from west of Kings Highway to east of Jenkins Road (St. Lucie County)
12. SR-68/Orange Avenue from west of Kings Highway to east of Jenkins Road (St. Lucie County)
13. SR-614/Indrio Road from the first intersection west of I-95 (at AICO Road) to east of Koblegard Road (St. Lucie County)
14. CR 606/Oslo Road from west of 90th Avenue to east of 82nd Avenue (Indian River County)
15. SR-60/20th Street from west of 98th Avenue to east of 90th Avenue (Indian River County)

16.CR-512/Fellsmere Road from west of Willow Street to east of 90th Avenue (Indian River County)

1.2 Purpose and Need

Purpose: The purpose of the Master Plan is to identify short-term and long-term capacity and operational improvements necessary to achieve SIS targets.

Need: There is a need to conduct the Master Plan to identify necessary improvements along the I-95 corridor, and the timeframes for when those improvements should occur. This information will be used by the Department to plan and program necessary improvements for the I-95 corridor through the year 2045 in appropriate Work Program and SIS funding plans. In addition, the Master Plan serves as a reference document to aid the Metropolitan/Transportation Planning Organizations in developing their 2045 Long Range Transportation Plans (LRTPs).



LEGEND

- PLANNED INTERCHANGES
- MAJOR ARTERIALS
- I-95 STUDY AREA CORRIDOR
- EXISTING INTERCHANGES
- MINOR ARTERIALS



I-95 Multimodal Master Plan
 FPID No.: 436577-1-22-01
 FDOT - District 4

Title: **STUDY AREA MAP**

Figure: **1**

2.0 Methodology

The methodology includes compiling existing environmental features from GIS database layers and conducting a desktop field review within the project corridor and assessing potential environmental impacts by the improvement alternatives under consideration. The existing environmental data gathered includes the following features and their recommended buffer distances for environmental screening:

- Special Activity Sites / Social and Cultural (400 Feet)
- Hydrological and Natural Features (400 Feet)
- Noise Impacts (1,000 Feet)
- Hazardous Materials and Potential Contamination Sites
 - Hazardous Waste Generators by Industry or Commercial Type (200 Feet)
 - Known Contaminated Sites (500 Feet)
 - Solid Waste Sites (1,000 Feet)
 - Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (1/2 mile)

The methodology applied for the environmental analysis was discussed and determined during the Environmental Assessment Methodology Meeting held with the project’s environmental team and FDOT and PD&E project managers on June 6, 2018.

The environmental data used in this analysis is discussed further in Section 2.1.

2.1 Data Collection

The project was evaluated based on a review of the project area using geographical information systems (GIS) and the following resources:

- Existing studies including: FM Number: 413064-1 (I-95 PD&E Study from South of Indrio Road to North of Fellsmere Road), FM Number: 413048-2 (I-95 and Oslo Road Interchange), and FM Number: 422681-1 (I-95 PD&E Study from South of SW High Meadow Avenue to North of Becker Road);

- ETDM Environmental Screening Tool (EST); and
- GIS data sets including Florida Geographical Data Library (FGDL), St. Johns River Water Management District (SJRWD), South Florida Water Management District (SFWMD), Florida Department of Environmental Protection (FDEP), Federal Emergency Management Agency (FEMA), and city and county data sources.

The environmental features identified in Section 2.0 and their data sources can be found in Table 2.1. Environmental features are subject to change over time. The most up-to-date data should be used in any future updates or analysis.

Wetlands and Other Surface Waters (OSWs) direct impacts are identified in this document. Secondary impacts were not identified and will need to be evaluated during the PD&E Phase. Stormwater management areas and agricultural ditching are present within the 400-foot Hydrological and Natural Features buffer throughout the project area. These hydrological features are commonly not identified in the existing GIS data. They will need to be field verified, identified, and assessed for potential impacts during a PD&E Study Phase in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Wetlands and OSWs were not delineated in the field.

In accordance with Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual, the following Section 4(f) Resources are identified within this report: publicly owned parks, recreation areas, and wildlife or waterfowl refuges, and historic and archaeological sites of national, state, or local significance in public or private ownership. Sidewalks that are designated as trails are not considered Section 4(f) Resources as they are for transportation use.

For contamination, risk rankings were assigned to each site identified within the designated buffer areas in accordance with Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. Facilities that have documented contamination discharges that have not been cleaned up and/or are active, as well as sites that were closed without any testing or cleanup, are ranked as High Risk. Closed waste cleanup sites with insufficient documentation and operating storage tanks and hazardous waste generators were ranked as Medium Risk. Additional testing may be necessary to verify

potential impacts of High and Medium risk sites. Sites with no documentation of contamination, or with documentation of cleanup being complete and no further action required, were classified as Low Risk. Bridges in the project area may contain Asbestos-Containing Materials (ACM). Any bridges where improvements are proposed should be tested for ACM prior to construction.

Noise sensitive receptor sites include properties where frequent exterior human use occurs and where a lowered noise level would be of benefit. This includes residential land use (Activity Category B); a variety of non-residential land uses not specifically covered in Activity Categories A or B including parks and recreational areas, medical facilities, schools, and places of worship (Activity Category C); and commercial and developed properties including offices, hotels, and restaurants with exterior areas of use (Activity Category E). Activity Category A, none of which exist in this I-95 Master Plan study area, focuses on the exterior impact criteria for lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential for the area to continue to serve its intended purpose. Noise sensitive sites also include interior use areas where no exterior activities occur for facilities such as auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, recording studios, schools, and television studios (Activity Category D). Activity Categories F and G, which include commercial and developed properties without exterior areas of use, do not have noise abatement criteria. Activity Category F includes land uses such as industrial and retail facilities that are not considered noise sensitive. Activity Category G includes undeveloped lands. The recreational trails that are not associated with roadways are considered Activity Category C. Noise Study Areas (NSAs) make up a grouping of noise sensitive sites with the same noise source conditions.

The environmental data was presented in two sets of environmental maps which include the I-95 Mainline Improvements (Figure 1-1 to 1-4) and the Interchange Influence Areas (IIA's) (Figure 2-1 to 2-4). These maps can be found in Appendix A.

Table 2.1 Environmental Features Data Sources

Layer Name	Data Source	Evaluation Criteria
Special Activity Sites		
<i>Medical Facilities</i>	FGDL / UF GeoPlan Center (2014)	HEALTH CARE FACILITIES IN FLORIDA
	FGDL / UF GeoPlan Center (2017)	HOSPITAL FACILITIES IN FLORIDA
	FGDL / UF GeoPlan Center (2017)	HOSPITAL FACILITY BOUNDARIES IN FLORIDA
<i>Educational Facilities</i>	FGDL / UF GeoPlan Center (2017)	SCHOOL FACILITIES (PUBLIC AND PRIVATE) BOUNDARIES IN FLORIDA
<i>Religious Institutions</i>	FGDL / UF GeoPlan Center (2015)	RELIGIOUS CENTER FACILITIES IN FLORIDA
	FGDL / UF GeoPlan Center (2015)	RELIGIOUS CENTER FACILITIES BOUNDARIES IN FLORIDA
<i>Cemeteries</i>	FGDL / Florida Department of Revenue (2010)	CEMETERY PARCELS IN FLORIDA
<i>Historic Cemeteries</i>	FGDL / Bureau of Archaeological Research (2019)	HISTORIC CEMETERIES IN FLORIDA
<i>Park and Recreation Areas</i>	FGDL / FDEP (2017)	FLORIDA STATE PARKS
	FGDL / UF GeoPlan Center (2017)	PARKS AND RECREATIONAL FACILITIES BOUNDARIES IN FLORIDA
	FGDL / UF GeoPlan Center (2017)	PARKS AND RECREATIONAL FACILITIES IN FLORIDA
<i>Wildlife Refuges</i>	FGDL / US Fish and Wildlife Services (2017)	NATIONAL WILDLIFE REFUGE BOUNDARIES IN FLORIDA
<i>Historic Districts and Sites</i>	FGDL / Bureau of Archaeological Research (2018)	HISTORICAL STRUCTURE LOCATIONS IN FLORIDA
	FGDL / Bureau of Archaeological Research (2018)	HISTORIC BRIDGES IN FLORIDA
<i>SHPO Resource Groups</i>	FGDL / Bureau of Archaeological Research (2019)	RESOURCE GROUPS IN FLORIDA
<i>American Indian Lands and Native Entities</i>	FGDL / UF Geoplan Center (2017)	AMERICAN INDIAN LANDS AND NATIVE ENTITIES IN FLORIDA
<i>Fire Stations</i>	FGDL / UF GeoPlan Center (2018)	FIRE DEPARTMENT AND RESCUE STATION FACILITIES IN FLORIDA
<i>Law Enforcement</i>	FGDL / UF GeoPlan Center (2012)	LAW ENFORCEMENT FACILITIES IN FLORIDA
<i>Libraries</i>	FGDL / UF GeoPlan Center (2015)	CULTURAL CENTER AND LIBRARY FACILITIES BOUNDARIES IN FLORIDA
	FGDL / UF GeoPlan Center (2015)	CULTURAL CENTER AND LIBRARY FACILITIES IN FLORIDA
<i>Civic Facilities</i>	FGDL / UF GeoPlan Center (2011)	CIVIC CENTERS IN FLORIDA
<i>Government Buildings</i>	FGDL / UF GeoPlan Center (2013)	LOCAL, STATE, AND FEDERAL GOVERNMENT BUILDINGS IN FLORIDA
<i>Commercial Activity Centers</i>	FGDL / Florida Department of Revenue (2010)	COMMUNITY CENTER PARCELS IN FLORIDA
<i>Florida Forever</i>	FGDL / FNAI (2018)	FLORIDA FOREVER BOT PROJECTS
<i>WMD Owned Land or Easement/ Potential WMD Owned Land or Easement</i>	FGDL / UF Geoplan Center (2019)	WATER MANAGEMENT DISTRICT LANDS IN FLORIDA

Table 2.1 Environmental Features Data Sources (Continued)

Layer Name	Data Source	Evaluation Criteria
<i>Shared-Use Nonmotorized (SUN) Trail Network</i>	FGDL / FDOT (2017)	SHARED-USE NONMOTORIZED (SUN) TRAIL NETWORK IN FLORIDA
<i>Existing Recreational trails</i>	FGDL / FDEP (2018)	EXISTING RECREATIONAL TRAILS IN FLORIDA
<i>FGTS Land Trail Opportunities</i>	FDEP / Office of Greenways of Trails (2018)	FLORIDA GREENWAYS AND TRAILS SYSTEM LAND TRAIL OPPORTUNITIES
Hydrological and Natural Features		
<i>Major Wetlands</i>	FGDL / US Fish and Wildlife Services (2018)	NATIONAL WETLANDS INVENTORY POLYGONS IN FLORIDA - SURFACE WATERS AND WETLANDS (VERSION 2)
<i>Wetlands and Other Surface Waters</i>	FGDL / SJRWMD (2014)	ST. JOHNS RIVER WATER MANAGEMENT DISTRICT LAND USE AND COVER
	FGDL / SFWMD (2009)	SOUTH FLORIDA WATER MANAGEMENT DISTRICT LAND USE AND COVER 2008 - 2009
	FGDL / SFWMD (2015)	SOUTH FLORIDA WATER MANAGEMENT DISTRICT LAND USE AND COVER 2014 - 2015
<i>Mid-Atlantic Essential Fish Habitat</i>	NOAA NMFS (2018)	MID-ATLANTIC ESSENTIAL FISH HABITAT
<i>National and State Wild and Scenic Rivers</i>	FGDL / UF GeoPlan Center (2018)	NATIONAL AND STATE WILD AND SCENIC RIVER SYSTEMS IN FLORIDA
<i>Outstanding Florida Waters (OFW)</i>	FGDL / FDEP (2017)	OUTSTANDING FLORIDA WATERS
<i>Base Floodplains</i>	FGDL / FEMA (2017)	COASTAL BARRIER RESOURCES SYSTEM (CBRS) POLYGONS OF THE DIGITAL FLOOD INSURANCE RATE MAP (DFIRM) IN THE STATE OF FLORIDA
		BASE FLOOD ELEVATION (BFE) LINES OF THE DIGITAL FLOOD INSURANCE RATE MAP (DFIRM) IN THE STATE OF FLORIDA
		FLOOD HAZARD ZONES OF THE DIGITAL FLOOD INSURANCE RATE MAP (DFIRM) IN THE STATE OF FLORIDA
<i>Critical Habitat</i>	NOAA / USFWS / ECOS (2018)	USFWS IPAC THREATENED AND ENDANGERED SPECIES IN FLORIDA
<i>Wood Stork Colonies</i>	USFWS (2018)	WOST COLONIES ACTIVE 2008-2017
<i>Wood Stork Core Foraging Areas</i>	USFWS (2018)	WOST FORAGING
<i>Farmlands</i>	FGDL/Department of Agriculture (2017)	PRIME FARMLAND IN FLORIDA
<i>Soils</i>	FGDL/Department of Agriculture (2017)	SOIL SURVEY GEOGRAPHIC (SSURGO) DATABASE FOR FLORIDA
Noise Impacts		
<i>Noise Barriers</i>	FGDL / FDOT (2018)	FLORIDA DEPARTMENT OF TRANSPORTATION NOISE ABATEMENT BARRIERS
<i>Noise Activity Categories</i>	FGDL (2018)	FLORIDA PARCEL DATA STATEWIDE
Hazardous Waste and Potential Contamination Sites		
<i>Hazardous Waste Facilities</i>	FGDL / FDEP (2018)	HAZARDOUS WASTE FACILITIES
<i>HAZ - Compliance and Enforcement Tracking for Hazardous Facilities</i>	FDEP Map Direct (2018) / FDEP (Division of Waste Management) (2006)	COMPLIANCE & ENFORCEMENT TRACKING - HAZARDOUS WASTE FACILITIES

Table 2.1 Environmental Features Data Sources (Continued)

Layer Name	Data Source	Evaluation Criteria
<i>Brownfields</i>	FGDL / FDEP (2016)	BROWNFIELD AREAS IN FLORIDA
<i>Solid Waste Facilities</i>	FGDL / FDEP (2018)	SOLID WASTE FACILITIES
<i>Wastewater Facilities</i>	FGDL / FDEP (2018)	WASTEWATER FACILITIES
<i>SQGS - Small Quantity Hazardous Waste Generators</i>	FDEP Map Direct / FDEP (Division of Waste Management) (1999)	SMALL QUANTITY HAZARDOUS WASTE GENERATORS (SQGS)
<i>LQGS - Large Quantity Hazardous Waste Generators</i>	FDEP Map Direct / FDEP (Division of Waste Management) (1999)	LARGE QUANTITY GENERATORS OF HAZARDOUS WASTE GENERATORS (LQGS)
	FGDL / FDEP (Division of Waste Management) (1999)	LARGE QUANTITY GENERATORS OF HAZARDOUS WASTE
<i>DRYCLEANERS - Drycleaning Solvent Program Cleanup Sites</i>	FDEP Map Direct / FDEP (Division of Waste Management) (2000)	DRYCLEANING SOLVENT PROGRAM CLEANUP SITES
	FGDL / FDEP (Division of Waste Management) (2000)	FDEP DRY CLEANING PROGRAM SITES
<i>PCTS - Petroleum Contamination Monitoring Discharges</i>	FDEP Map Direct / FDEP (Division of Waste Management) (2015)	PETROLEUM CONTAMINATION MONITORING (PCTS) DISCHARGES FROM STCM
	FGDL / FDEP (Division of Waste Management) (2015)	PETROLEUM CONTAMINATION MONITORING (PCTS) DISCHARGES FROM STCM
<i>STCM - Storage Tank Contamination Monitoring</i>	FDEP Map Direct / FDEP (Division of Waste Management) (1999)	STORAGE TANK CONTAMINATION MONITORING (STCM)
	FGDL / FDEP (Division of Waste Management) (1999)	STORAGE TANK CONTAMINATION MONITORING (STCM)
<i>SuperAct Risk Sources</i>	FGDL / Florida Department of Health (2011)	SUPER ACT RISK SOURCES IN FLORIDA
<i>SuperAct Wells</i>	FGDL / Florida Department of Health (2011)	SUPER ACT WELLS IN FLORIDA
<i>Waste Cleanup OPEN Responsible Party Sites</i>	FDEP Map Direct / FDEP (Division of Waste Management) (2010)	WASTE CLEANUP RESPONSIBLE PARTY SITES - OPEN
	FGDL / FDEP (Division of Waste Management) (2010)	WASTE CLEANUP RESPONSIBLE PARTY SITES - OPEN
<i>Waste Cleanup INACTIVE Responsible Party Sites</i>	FDEP Map Direct / FDEP (Division of Waste Management) 2012)	WASTE CLEANUP INACTIVE RESPONSIBLE PARTY SITES
	FGDL / FDEP (Division of Waste Management) (2012)	WASTE CLEANUP RESPONSIBLE PARTY SITES - INACTIVE
<i>Waste Cleanup CLOSED Responsible Party Sites</i>	FDEP Map Direct / FDEP (Division of Waste Management) 2013)	WASTE CLEANUP CLOSED RESPONSIBLE PARTY SITES
	FGDL / FDEP (Division of Waste Management) (2013)	WASTE CLEANUP RESPONSIBLE PARTY SITES - CLOSED
<i>Florida State Funded Cleanup Sites</i>	FDEP Map Direct / FDEP (Division of Waste Management) 2014)	FLORIDA FUNDED CLEANUP SITES
	FGDL / FDEP (Division of Waste Management) (2014)	STATE FUNDED CLEANUP SITES IN FLORIDA
<i>DEP Cleanup Sites</i>	FDEP Map Direct / FDEP (Division of Waste Management) 2014)	DEP CLEANUP SITES

X:\P\Noise_Studies\I-95_MasterPlan\Environmental_Technical_Document\Tables\Table2-1_I95_MasterPlan_PotentialGISLayersandSources_05-02-2019.xlsx\Environmental Screening (2)

3.0 Alternative Design Concepts

Future year 2030 and 2045 Build Condition design concepts were identified and are documented under a separate report. These design concepts are depicted as “Proposed Improvements” in Figures 1-1 through 1-4 and 2-1 through 2-4 in Appendix A. For more information regarding the 2030 and 2045 Build Condition design concepts, see the Facility Enhancement Element Report.

3.1 2030 Build Conditions

Improvements recommended, are based in part on the deficiencies identified by the 2030 No Build traffic analysis. The initial conceptual alternatives were developed and reviewed by FDOT through a series of workshops and meetings. The conceptual alternatives were also reviewed by the Technical Review Committee (TRC) made up of representatives from each of the three Treasure Coast counties and local municipalities. The improvement concepts were refined based on input from FDOT and the TRC.

3.1.1 2030 Build I-95 Freeway Operations Analysis

The recommended I-95 freeway and ramp improvements needed by 2030 are listed below.

1. Construct one additional northbound managed lane and one additional southbound managed lane on the I-95 mainline from the Palm Beach/Martin County line to SR 70/Okeechobee Road. Also, extend the existing fourth southbound managed lane that begins south of SR 614/Indrio Road further north to connect to the SR 614/Indrio Road southbound on-ramp. This provides a total of four managed lanes northbound and four managed lanes southbound from the county line to SR 614/Indrio Road.
2. Braid the northbound on-ramp from Crosstown Parkway to the St. Lucie West Boulevard off-ramp. Widen the northbound off-ramp to St. Lucie West Boulevard from one to two lanes and the northbound Crosstown Parkway on-ramp to two lanes and provide a northbound ramp roadway to accommodate local drivers traveling from Crosstown Parkway to St. Lucie West Boulevard.

3. Extend the northbound off-ramp deceleration lane at SR 76/Kanner Highway to 950 feet to improve the level of service from LOS E to LOS C in the PM peak hour.

3.1.2 2030 Build Cross Road Intersection Operations Analysis

The recommended interchange and intersection improvements for the year 2030 are listed below.

Bridge Road Interchange

1. I-95 Ramp Terminals: Signalize the I-95 northbound ramp terminal intersection and southbound ramp terminal intersection to address high delays in the AM and PM peak hours.
2. Implement actuated-coordinated signals at new signalized I-95 ramp terminal intersections.

SR 714 / Martin Highway Interchange

1. I-95 Ramp Terminals: Signalize the I-95 northbound ramp terminal intersection and southbound ramp terminal intersection to address high delays in the AM and PM peak hours.
2. Implement actuated-coordinated signals at new signalized I-95 ramp terminal intersections.
3. SW Stuart W Boulevard: Signalize the intersection to address high delays in the AM and PM peak hours.

Becker Road at Village Parkway Drive

1. Add a second southbound left-turn lane.

Gatlin Boulevard at Village Parkway Drive

1. Northbound: Channelize the right-turn lane and add a receiving lane.
2. Westbound: Channelize the right-turn lane.

St. Lucie West Boulevard at Peacock Boulevard

1. Eastbound: Add a third left-turn lane and third through lane.
2. Westbound: Add a second left-turn lane, third through lane, and second right-turn lane; and provide a protected right-turn overlap phase.
3. Northbound: Add a second through lane and provide a protected right-turn overlap phase.

4. Southbound: Add a second through lane and second right turn lane; and provide a protected right-turn overlap phase.

SR 70 / Okeechobee Road Interchange

1. I-95 Northbound Ramp Terminal intersection: On the westbound lanes between the northbound ramp terminal intersection and Jenkins Road, reconstruct and restripe the outer two lanes that provide access to the I-95 northbound and southbound on-ramps, just past the Jenkins Road intersection, to allow one dedicated on-ramp lane next to one choice through/right-turn lane for westbound or southbound on-ramp traffic, and a dedicated through lane for northbound on-ramp traffic only.
2. Jenkins Road: Provide a signal retiming improvement, including a protected right-turn overlap phase for the southbound right-turn movement.

SR 68 / Orange Avenue Interchange

1. Implement actuated-coordinated signals at the signalized I-95 ramp terminal intersections.
2. Relocate the eastbound to southbound on-ramp right-turn lane along SR 68/Orange Avenue further east to provide more distance between the SR 68/Orange Avenue intersection with Kings Highway and the on-ramp, allowing for heavy southbound Kings Highway traffic to turn onto SR 68/Orange Avenue and maneuver into the outside right turn lane leading to the southbound I-95 on-ramp.

SR 606 / Oslo Road at 82nd Avenue

1. Signalize the intersection.

3.2 2045 Build Conditions

Conceptual alternatives were identified based on the deficiencies noted from the 2045 No Build traffic analysis. As with the 2030 alternatives, the concepts developed to accommodate 2045 conditions were reviewed by FDOT and the TRC via a series of workshops and meetings. The 2045 conceptual improvements were refined based on input from FDOT and the TRC, and operational analysis and conceptual plans were completed for the final 2045 Build concepts.

3.2.1 2045 Build I-95 Freeway Operations Analysis

The I-95 mainline and ramp improvements recommended in Section 3.1.1 for the 2030 Build condition are assumed to be in place by 2045. However, those conceptual improvements alone do not address all of the 2045 I-95 freeway deficiencies. To address the remaining deficiencies, additional improvements were evaluated, including additional ramp acceleration and deceleration lane lengthening, ramp widening, and interchange modifications to combine ramps and reduce friction on the mainline.

The 2045 Build freeway analyses were conducted after incorporating the following conceptual alternatives:

Bridge Road Interchange

1. Extend the northbound off-ramp deceleration lane length from 214 feet to 475 feet.

SR 76 / Kanner Highway Interchange

1. Modify ramps into diverging diamond interchange configuration, eliminating the southbound loop on-ramp and combining it with the southbound slip on-ramp.
2. Widen the southbound on-ramp from one lane to two lanes at I-95 and extend the acceleration lane length to 1,500 feet (to the same mainline merge point of existing southbound slip on-ramp at I-95).
3. Widen the northbound off-ramp from one lane to two lanes and extend the deceleration lane length to 950 feet.
4. Widen the southbound off-ramp from one lane to two lanes at I-95.

Gatlin Boulevard Interchange

1. Modify ramps into diverging diamond interchange configuration.
2. Extend the northbound off-ramp deceleration lane length from 203 feet to 325 feet.
3. Widen the northbound on-ramp from one lane to two lanes at I-95 and extend the acceleration lane length to total of 1,500 feet.
4. Widen the southbound off-ramp from one lane to two lanes at I-95.

St. Lucie West Boulevard and Crosstown Parkway Interchanges

1. Braid the southbound on-ramp from St. Lucie West Boulevard and the Crosstown Parkway southbound off-ramp. The southbound on-ramp from St. Lucie West Boulevard will be widened to two lanes and the southbound Crosstown Parkway off-ramp will be widened to two lanes.

Midway Road Interchange

1. Extend the southbound off-ramp deceleration lane length from 222 feet to 450 feet.
2. Extend the southbound on-ramp acceleration lane length from 440 feet to 850 feet.
3. Extend the northbound off-ramp deceleration lane length to 400 feet.

SR 70 / Okeechobee Road Interchange

1. Modify ramps into diverging diamond interchange configuration, eliminating the southbound loop on-ramp and combining it with the southbound slip on-ramp, and eliminating the northbound loop on-ramp and combining it with the northbound slip on-ramp.
2. Extend the southbound off-ramp deceleration lane length to 1,500 feet.
3. Extend the two-lane southbound on-ramp acceleration lane length to a total of 1,500 feet.

SR 68 / Orange Ave Interchange

1. Extend the northbound off-ramp (two-lane ramp) total deceleration lane length to 1,500 feet.

Indrio Road Interchange

1. Extend the northbound off-ramp deceleration lane length to 1,500 feet.

SR 60 Interchange

1. Extend the northbound off-ramp deceleration lane length to 1,500 feet.

3.2.2 2045 Build Cross Road Intersection Operations Analysis

In 2045, there are additional deficiencies beyond those addressed by the 2030 conceptual alternatives. Consequently, additional intersection signal improvements, lane reconfigurations, and

turn lane improvements were identified to address the remaining long-term deficiencies. The following additional conceptual improvements are recommended for the year 2045 for the crossroad intersections to operate at LOS D or better.

Bridge Road Interchange

1. I-95 Southbound Ramp Terminal:
 - o Westbound: Add a second left-turn lane.
 - o Eastbound: Add a third and fourth through lane.
2. I-95 Northbound Ramp Terminal:
 - o Eastbound: Add a second left-turn lane.
 - o Westbound: Add a third through lane.

SR 76 / Kanner Highway Interchange

1. I-95 Northbound and Southbound Ramp Terminals: Modify to a Diverging Diamond Interchange (DDI) configuration, to accommodate heavy westbound left-turn (southbound on-ramp) traffic within existing footprint and provide better operation for heavy eastbound and westbound through traffic.
2. Cove Road: Add a second and third northbound left-turn lane and restripe the shared left and right-turn lane to an exclusive right-turn lane to accommodate heavy northbound right-turn traffic.

High Meadow Avenue Interchange

1. Swallowtail Highway: Signalize the intersection to address high delay in both peak hours.

SR 714 / Martin Highway Interchange

1. I-95 Southbound Ramp Terminal:
 - o Westbound: Add a second left-turn lane.
 - o Eastbound: Add a right-turn lane.
2. I-95 Northbound Ramp Terminal:
 - o Eastbound: Add a second left-turn lane.

- Westbound: Add a right-turn lane.

Becker Road Interchange

1. Village Parkway Drive:
 - Southbound: Add a third left-turn lane, and a right-turn lane.
 - Westbound: Channelize right-turn lane and add a second through lane.
 - Northbound: Add an exclusive right-turn lane and restripe shared lane to shared left/through lane.
2. I-95 Southbound Ramp Terminal: Add a second southbound right-turn lane.
3. I-95 Northbound Ramp Terminal: Add a second northbound left-turn lane.
4. Implement actuated-coordinated signals at the I-95 ramp terminal intersections.
5. SW Hallmark Street: Add a third eastbound and westbound through lane.

Gatlin Boulevard Interchange

1. Village Parkway Drive:
 - Southbound: Add a third left-turn lane.
 - Eastbound: Add a third through lane.
2. I-95 Northbound and Southbound Ramp Terminals: Modify to a DDI configuration to accommodate heavy westbound left (southbound on-ramp) and eastbound left (northbound on-ramp) traffic without needing more lanes and provide better operation for heavy eastbound and westbound through traffic,
3. Brescia Street: Add a fourth through lane in both eastbound and westbound direction,
4. Savage Boulevard: Add a fourth through lane in both eastbound and westbound direction to accommodate the heavy eastbound and westbound traffic in both AM and PM peak hours.

Crosstown Parkway Interchange

1. I-95 Southbound Ramp terminal:
 - Westbound: Add a third left-turn lane.
 - Eastbound: Add a sixth through lane.

2. I-95 Northbound Ramp terminal:
 - Eastbound: Add a third left-turn lane.
 - Northbound: Add a second left-turn lane.
 - Westbound: Add a second right-turn lane and add a sixth through lane.
3. Implement actuated-coordinated signals at I-95 ramp terminal intersections.
4. SW California Boulevard:
 - Eastbound: Provide a protected right-turn overlap phase.
 - Northbound: Add a second through lane.
 - Southbound: Add a second through lane and second right-turn lane and provide a protected right-turn overlap phase.

St. Lucie West Boulevard Interchange

1. I-95 Northbound Ramp terminal: Add a third westbound through lane.
2. Peacock Blvd: Southbound: Add a third left-turn lane.

Midway Road Interchange

1. I-95 Southbound Ramp terminal: Add a second southbound left-turn lane.
2. Glades Cut Off Road:
 - Eastbound: Add an exclusive right-turn lane and channelize the right-turn lane.
 - Westbound: Add a second westbound left-turn lane, add an exclusive right-turn lane and channelize the right-turn lane.

SR 70 / Okeechobee Road Interchange

1. Kings Highway:
 - Northbound: Add a third right-turn lane and provide a protected right-turn overlap phase.
2. Crosstown Parkway: Provide signal retiming improvements, including protected right-turn overlap phase for northbound right-turn, southbound right-turn, and westbound right-turn lane.

3. I-95 Northbound and Southbound Ramp Terminals: Modify to a DDI configuration to accommodate heavy westbound left (southbound on-ramp) and eastbound left (northbound on-ramp) traffic without more lanes and provide better operation for the heavy eastbound and westbound traffic.
4. Jenkins Road: Add third northbound left turn lane and provide a protected right-turn overlap phase.

SR 68 / Orange Avenue Interchange

1. Kings Highway:
 - Westbound: Add a second right-turn lane and provide a protected right-turn overlap phase.
 - Northbound: Provide a protected right-turn overlap phase.

SR 60 Interchange

1. 98th Avenue: Signal retiming, including modifying signal phasing.

CR 512 / Fellsmere Road Interchange

1. 108th Avenue: Add a southbound exclusive right-turn lane and restripe southbound shared lane to shared left/through lane and provide a protected eastbound right-turn overlap phase.

4.0 Environmental Analysis

The conceptual designs summarized in Section 3 were overlaid with the environmental features. The environmental features that are within the interchanges alternative design concept or designated buffer distance are discussed in the following sections.

4.1 Martin County

4.1.1 SE Bridge Road Interchange

The following summarizes the environmental features within the SE Bridge Road IIA. These features are depicted in Figures 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

The conceptual improvements to the SE Bridge Road IIA are not anticipated to impact special activity sites and social and cultural features. The following special activity site or social and cultural feature exists within the 400-foot buffer of the SE Bridge Road IIA but is not expected to be impacted by the conceptual design:

- SFWMD Potential Owned Lands

The Special Activity Sites and Social and Cultural Features Map for the SE Bridge Road IIA can be found in Figure 2-2, Page 1 of 27 in Appendix A.

Hydrological and Natural Features

The design concept proposes shifting the westbound SE Bridge Road sidewalk to the north between I-95 northbound and the I-95 northbound on ramp. This would result in wetland impacts (Freshwater Marshes / Graminoid Prairie – Marsh; Florida Land Use, Cover and Forms Classification System (FLUCFCS) 6410; ID: 13). The wetlands that would potentially be impacted by these proposed improvements are shown in Figure 2-1, Page 1 of 27 in Appendix A. In addition, stormwater management areas are present within the SE Bridge Road IIA and could potentially be impacted where interchange improvements are identified. These stormwater management areas are part of the permitted I-95 stormwater management system. Wetlands and OSWs will be identified and

assessed for potential impacts during the PD&E Study Phase in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the United States Army Corps of Engineers (USACE), SFWMD, and United States Fish and Wildlife Service (USFWS) will be necessary if there are potential impacts to these areas. Wetland impacts should be avoided and minimized to the maximum extent possible. Mitigation will be required for any wetland areas that are impacted, and if needed, agency coordination and the Uniform Mitigation Assessment Method (UMAM) can be used to help determine the amount of mitigation required.

The SE Bridge Road IIA is within the USFWS Consultation Area of the Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Florida scrub-jay (*Aphelocoma coerulescens*), red cockaded woodpecker (*Picoides borealis*), crested caracara (*Caracara cheriway*), Florida bonneted bat (*Eumops floridanus*) and the Florida grasshopper sparrow (*Ammodramus savannarum floridanus*). In addition, the IIA is within 3 (North Fork St. Lucie River, Sewal Point MC2 – Bird Island, and Ballen Isles) of the 18.6-mile Core Foraging Areas (CFA) of the wood stork (*Mycteria americana*). No critical habitat occurs within the SE Bridge Road IIA. A complete list of the USFWS endangered and threatened species found in Martin County can be found in Appendix B.

During the PD&E phase, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during the PD&E Phase of a project to identify the potential presence of these species. Coordination with the USFWS and Florida Fish and Wildlife Conservation Commission (FWC) will occur during the PD&E Study phase to confirm that no adverse impacts are anticipated to any of these listed species.

No other impacts to hydrological and natural features are anticipated as a result of the conceptual alternative prepared for the SE Bridge Road IIA. The following hydrological and natural features within the 400-foot buffer of the SE Bridge Road IIA are not expected to be impacted by the conceptual design concept:

- 7.8-acre Cypress Wetland (FLUCFCS 6210) (ID: 14)

- 1.6-acre Cypress Domes/Heads Wetland (FLUCFCS 6215) (ID: 12)
- Farmland
- Hydric Soils

The Hydrological and Natural Features Map SE Bridge Road IIA can be found in Figure 2-1, Page 1 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP's Electronic Document Management System (EDMS) OCULUS database was conducted to assign preliminary site risk rankings. No facilities were identified within the designated contamination buffers along the SE Bridge Road IIA that potentially have a High risk of contamination. One active generator tank in close proximity to the project right-of-way was classified as Medium Risk (ID: 3). Two additional closed storage tanks were located within the 1,000-foot buffer and classified as Low risk (IDs: 1 and 2). The Medium and Low risk sites identified within the contamination buffer areas of the SE Bridge Road IIA are included in Appendix E. Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the SE Bridge Road IIA can be found in Figure 2-3, Page 1 of 27 in Appendix A.

Noise Impacts

No noise sensitive sites or existing noise barriers are within the 1,000-foot buffer of the SE Bridge Road IIA. This interchange is rural and undeveloped with only Activity Category F: Non-Sensitive Developed and Activity Category G: Vacant Land; within the 1,000-foot buffer of the IIA. The Noise Analysis Map for the SE Bridge Road IIA can be found in Figure 2-4, Page 1 of 27 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual improvements to SE Bridge Road:

- USACE Nationwide Permit;

- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;
- SFWMD Environmental Resource Permit (ERP);
- SFWMD Water Use Permit;
- NPDES General Permit; and
- FDEP National Pollutant Discharge Elimination System (NPDES) General Permit.

Potential Relocation Impact Areas

No parcel relocations are required to accommodate the conceptual improvements to the SE Bridge Road IIA. In addition, no right-of-way is being acquired in this area.

Environmental Assessment Summary

Potential environmental impacts within the SE Bridge Road IIA are anticipated to be minimal. The area around the SE Bridge Road Interchange is primarily undeveloped. No impacts to special activity sites and social and cultural features, floodplains/regulatory floodways, relocation impacts, or noise are expected. The conceptual improvements to SE Bridge Road are not anticipated to impact contaminated sites since no High or Medium risk sites are identified to be impacted by the project. Impacts to wetlands and OSWs are expected to be minimal. Due to the natural habitats in this area, a PD&E Study would require assessment of and include listed species surveys and USFWS consultation.

4.1.2 SR 76/SW Kanner Highway Interchange

The following summarizes the environmental features within the SR 76/SW Kanner Highway IIA. These features are depicted in Figure 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

The conceptual design alternative developed for the SR 76/SW Kanner Highway IIA is anticipated to have minimal impacts to special activity sites and social and cultural features. The design concept includes widening of SW Kanner Highway over the St. Lucie River which contains the Martin County Blueway Trail (paddling trail within the St. Lucie River). Widening of SW Kanner Highway is also

proposed adjacent to Halpatiokee Regional Park. The Martin County Blueway Trail and Halpatiokee Regional Park appear to have a primary recreational function and, therefore, are considered Section 4(f) Resources. The proposed improvements are not anticipated to require additional right-of-way within the recreational trail or park. It is anticipated that there will be no permanent Section 4(f) use within the meaning of Section 4(f), in accordance with Section 4(f) of the USDOT Act of 1966. However, a Section 4(f) temporary occupancy of this trail and park may occur due to the temporary construction activities from the proposed widening of SW Kanner Highway. Therefore, access to the Martin County Blueway Trail and Halpatiokee Regional Park will continue to be provided except during a period of time during construction activities. An alternative temporary access should be considered during construction activities. During the PD&E Study phase, further evaluation of temporary use of these resources will need to be assessed following the latest version of Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual. Direct and indirect (e.g. change of access) impacts to potential Section 4(f) Resources should be avoided.

The trails that utilize the sidewalks (e.g., unnamed biking trail follows the SE Cove Road northern sidewalk and Cross Country Trail 1 section of the MC 20 – St. Lucie Canal Corridor) are not considered Section 4(f) Resources as they are for transportation use. The conceptual improvements will either maintain or replace the sidewalks that these trails utilize.

Access to social and cultural features inside of the SR 76/SW Kanner Highway IIA (Columbian Club of Martin County) will not be impacted by the conceptual design. If impacts to social and cultural features are anticipated due to a change in the conceptual design, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 4 (Sociocultural Effects Evaluation) of the FDOT PD&E Manual during a PD&E Study phase.

The State Historic Preservation Offices (SHPO) Resource Groups, historic bridge, and historic structures identified within the 400-foot buffer of the SR 76/SW Kanner Highway IIA are ineligible for National Register of Historic Places (NRHP) listing per previous SHPO evaluation. If the listing status for the SHPO Resource Groups, historic bridge, and historic structures changes, or the conceptual design changes and impacts to archaeological and historical resources are anticipated,

potential impacts to these features will be assessed following the latest version of Part 2, Chapter 8 (Archaeological and Historical Features) of the FDOT PD&E Manual during a PD&E Study phase. If any historic resources become eligible for or become listed within the NRHP, they will also have to be assessed as a Section 4(f) Resource.

The following special activity sites or social and cultural features exist within the 400-foot buffer of the SR 76/SW Kanner Highway IIA and are not expected to be impacted by the conceptual design concept:

- SFWMD Owned Lands
- unnamed biking trail
- Cross Country Trail 1 section of the MC 20 – St. Lucie Canal Corridor
- Hosford Park and Boat Ramp
- Columbian Club of Martin County (Cultural Center)
- SR 76/SW Kanner Highway – SHPO Resource Group (Ineligible for NRHP listing) (crosses under I-95)
- Old State Road 76 Historic Bridge – SHPO Resource Group (Ineligible for NRHP)
- Waterfront Houses – SHPO Resource Group (Ineligible for NRHP)
- 18 Historic Structures (14 Private Residences, 1 Mobile Home, 1 Office, and 1 Commercial) (Ineligible for NRHP)

The Special Activity Sites and Social and Cultural Features Map for the SR 76/SW Kanner Highway IIA can be found in Figure 2-2, Page 2 of 27 in Appendix A.

Hydrological and Natural Features

The design concept proposes widening of SR 76/SW Kanner Highway over the St. Lucie River which would result in wetland (Mixed Wetland Hardwoods; FLUCFCS 6170; ID: 40B and 40C) and OSW (Streams and Waterways; FLUCFCS 5110; ID: 40) impacts. The wetlands and OSW that would potentially be impacted by these proposed improvements are shown in Figure 2-1, Page 2 of 27 in Appendix A. In addition, stormwater management areas are present within the SR 76/SW

Kanner Highway IIA and could potentially be impacted where interchange improvements are proposed. One of these features identified in the SFWMD land use data (1.0-acre Reservoir; FLUCFCS 5300: ID: 32) is expected to be impacted.

Other stormwater management areas are present but are not identified in the SFWMD land use data. These are part of the permitted I-95 stormwater management system. During a PD&E phase, the potential impacts to any wetlands and OSWs will be assessed in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to wetland areas as a result of the Project. Wetland impacts should be avoided and minimized to the maximum extent possible. Mitigation will be required for any wetland areas that are impacted, and if needed, agency coordination and the UMAM can be used to help determine the amount of mitigation required.

According to National Marine Fisheries Service (NMFS) GIS data, the area of the St. Lucie River that flows underneath SR 76/SW Kanner Highway is not considered Essential Fish Habitat (EFH). EFH is present approximately 2.7 miles southeast of the noted study area within the South Fork of the St. Lucie River. If submerged aquatic vegetation (SAV) is present within the St. Lucie River that flows underneath SR 76/SW Kanner Highway, NMFS may consider the area EFH. Potential impacts to EFH will be assessed in accordance with the latest version of Part 2, Chapter 17 (Essential Fish Habitat) of the FDOT PD&E Manual. Widening of SR 76/SW Kanner Highway over the St. Lucie River, between SW Lost River Road and SE Cove Road, would result in impacts to Type AE floodplain (100-year floodplain). In addition, this section of the St. Lucie River is a regulatory floodway according to the FEMA Flood Map Service Center. Floodplain compensation may be required. During a PD&E phase, the potential impacts to floodplains will be assessed following the latest version of Part 2, Chapter 13 (Floodplains) of the FDOT PD&E Manual.

The SR76/SW Kanner Highway IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, red cockaded woodpecker, crested caracara, Florida bonneted bat, and the Florida grasshopper sparrow. In addition, the IIA is within 2 (North Fork St. Lucie River and Sewal

Point MC2 – Bird Island) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the SR 76/SW Kanner Highway IIA. A complete list of the USFWS endangered and threatened species found in Martin County can be found in Appendix B.

During a PD&E phase, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during a PD&E Study Phase to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during the PD&E phase to confirm that no adverse impacts are anticipated to any of these listed species.

No other impacts to hydrological and natural features are anticipated as a result of the design concept for the SR 76/SW Kanner Highway IIA. The following hydrological and natural features within the 400-foot buffer of the interchange influence area and are not expected to be impacted by the design concept:

- 4.6-acre Channelized Waterway (connects to St. Lucie River) (FLUCFCS 5120) (ID: 35)
- 1.0-acre Reservoir (FLUCFCS 5300) (ID: 32)
- 0.9-acre Reservoir (FLUCFCS 5300) (ID: 34)
- 0.8-acre Reservoir (FLUCFCS 5300) (ID: 33)
- 0.9-acre Reservoir (FLUCFCS 5300) (ID: 40D)
- 3.6-acre Mixed Wetland Hardwoods (FLUCFCS 6170) (ID: 40A)

The Hydrological and Natural Features Map for the SR 76/SW Kanner Highway IIA can be found in Figure 2-1, Page 2 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP’s EDMS OCULUS database was conducted to assign preliminary site risk rankings. Three facilities were identified within the designated contamination buffers along the SR 76/SW Kanner Highway IIA that potentially have a High risk of contamination (IDs: 4, 6, and 10). These three facilities are gas stations with either a documented discharge or a potential for a discharge to have occurred. Two facilities with Aboveground Storage Tanks (AST)

were classified as Medium risk (IDs: 5 and 7). High, Medium, and Low risk sites identified within the contamination buffer areas of the SR 76/SW Kanner Highway IIA are included in Appendix E. Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the SR 76/SW Kanner Highway IIA can be found in Figure 2-3, Page 2 of 27 in Appendix A.

Noise Impacts

Noise sensitive sites are present within the 1,000-foot buffer of the moderately developed SR 76/SW Kanner Highway IIA. These noise sensitive sites include:

- Activity Category B: Residential
- Activity Category C: Other Sensitive Land Use
- Activity Category D: Institutional (Interior)
- Activity Category E: Sensitive Commercial

The recreational trails that are not associated with roadways are considered Activity Category C. No existing noise barriers are within the 1,000-foot buffer of the SR 76/SW Kanner Highway IIA. There are five NSAs within the 1,000-foot buffer of the SR 76/SW Kanner Highway IIA. The conceptual improvements noted for SR 76/SW Kanner Highway will result in noise impacts and require consideration of noise abatement measures. Noise impacts will be evaluated during a PD&E Study in accordance with the FHWA's noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for the SR 76/SW Kanner Highway IIA can be found in Figure 2-4, Page 2 of 27 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual improvements to SR 76/SW Kanner Highway:

- USACE Nationwide Permit;
- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;
- SFWMD Right-of-Way Permit;
- SFWMD ERP; and
- FDEP NPDES General Permit.

Potential Relocation Impact Areas

No parcel relocations are required to accommodate the conceptual improvements to the SR 76/SW Kanner Highway IIA. In addition, no right-of-way is being acquired in this area.

Environmental Assessment Summary

Potential environmental impacts within the SR 76/SW Kanner Highway IIA are anticipated to be minimal. No social and cultural features or relocation impacts are expected. Due to the potential to impact contaminated sites within this interchange, a PD&E Study would require further evaluation of these sites for contamination potential. Impacts to Section 4(f) Resources, wetlands, OSWs, noise sensitive sites, and floodplains/regulatory floodways are anticipated. Due to the natural habitats in this area, a PD&E Study would require assessment of and include listed species surveys and USFWS consultation.

4.1.3 SW High Meadows Avenue Interchange

The following summarizes the environmental features within the SW High Meadows Avenue IIA. These features are depicted in Figure 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

Impacts to special activity sites and social and cultural features within the SW High Meadows Avenue IIA are not expected as no physical improvements are needed to this area at this time. The following special activity sites or social and cultural features exist within the 400-foot buffer of the SW High Meadows Avenue IIA and are not expected to be impacted:

- SFWMD Owned Lands
- Florida Turnpike - SHPO Resource Group (Ineligible for NRHP listing)

The Special Activity Sites and Social and Cultural Features Map for the SW High Meadows Avenue IIA can be found in Figure 2-2, Page 3 of 27 in Appendix A.

Hydrological and Natural Features

Wetlands are present within the SW High Meadows Avenue IIA but impacts are not expected as improvements are not identified to this area at this time. Stormwater management areas that are part of the permitted I-95 stormwater management system are also present within the SW High Meadows Avenue IIA. Wetlands and OSWs will be identified and assessed for potential impacts during a PD&E Study Phase in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Waters) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to these areas as a result of the Project. Wetland impacts should be avoided and minimized to the maximum extent possible.

The SW High Meadows Avenue IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, red cockaded woodpecker, West Indian manatee, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within 2 (North Fork St. Lucie River and Sewal Point MC2 – Bird Island) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the SW High Meadows Avenue IIA. A complete list of the USFWS endangered and threatened species found in Martin County can be found in Appendix B. During a PD&E phase, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys

should be conducted during a PD&E Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during a PD&E Study phase to confirm that no adverse impacts are anticipated to any of these listed species.

The following hydrological and natural features within the 400-foot buffer of the SW High Meadows Avenue IIA and are not expected to be impacted:

- Type AE Floodplain
- Hydric Soils

The Hydrological and Natural Features Map for the SW High Meadows Avenue IIA can be found in Figure 2-1, Page 3 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP's EDMS OCULUS database was conducted to assign preliminary site risk rankings. One site was identified within the designated contamination buffers within the SW High Meadows Avenue IIA that potentially has a High risk of contamination (ID: 11). A chemical spill of Roundup WeatherMAX herbicide occurred from a truck onto I-95 and surrounding soils. The High risk site identified within the contamination buffer areas of the SW High Meadows Avenue IIA are included in Appendix E.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the SW High Meadows Avenue IIA can be found in Figure 2-3, Page 3 of 27 in Appendix A.

Noise Impacts

The land use within the SW Meadows Avenue IIA is primarily rural and undeveloped (Activity Category G: Vacant Land) with some low-medium density residential development on the east side of I-95. Noise sensitive sites are present within the 1,000-foot buffer of the SW Meadows Avenue IIA. These noise sensitive sites include:

- Activity Category B: Residential
- Activity Category C: Other Sensitive Land Use

No existing noise barriers are within the 1,000-foot buffer of the SW High Meadows Avenue IIA. There are two NSAs within the 1,000-foot buffer of the SW High Meadows Avenue IIA. Improvements to SW High Meadows Avenue are not identified at this time; therefore, noise impacts are not anticipated. If widening is identified in the future, the resulting noise impacts will be evaluated during a PD&E Study in accordance with the FHWA's noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for the SW High Meadows Avenue IIA can be found in Figure 2-4, Page 3 of 27 in Appendix A.

Environmental Permits

No environmental permits are required as improvements to SW High Meadows Avenue are not identified at this time.

Potential Relocation Impact Areas

No parcel relocations or right-of-way are required as improvements to SW High Meadows Avenue are not identified at this time.

Environmental Assessment Summary

Potential environmental impacts are not anticipated as roadway improvements to SW High Meadows Avenue are not identified at this time.

4.1.4 SW Martin Highway Interchange

The following summarizes the environmental features within the SW Martin Highway IIA. These features are depicted in Figure 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

The conceptual improvements to the SW Martin Highway IIA are anticipated to have minimal impacts to special activity sites and social and cultural features. SW Martin Highway is a SHPO Resource Group but is ineligible for NRHP listing per previous SHPO evaluation. If the listing status for the highway changes, or the conceptual design changes and impacts to archaeological and historical resources are anticipated, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 8 (Archaeological and Historical Features) of the FDOT PD&E Manual during a PD&E Study phase. If any historic resources become eligible for the NRHP, they will also have to be assessed as a Section 4(f) Resource using the latest version of Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual.

The following special activity sites or social and cultural features exist within the 400-foot buffer of the SW Martin Highway IIA and are not expected to be impacted by the design concept:

- SFWMD Owned Lands
- SFWMD Potential Owned Lands

The Special Activity Sites and Social and Cultural Features Map for the SW Martin Highway IIA can be found in Figure 2-2, Page 4 of 27 in Appendix A.

Hydrological and Natural Features

Wetlands are present within the SW Martin Highway IIA but are not expected to be impacted by the conceptual improvements. Stormwater management areas are present within the SW Martin Highway IIA and could potentially be impacted where interchange improvements are identified. These are part of the permitted I-95 stormwater management system. Wetlands and OSWs will be identified and assessed for potential impacts during a PD&E Study Phase in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to these areas as a result of the project. Wetland impacts should be avoided and minimized to the maximum extent possible.

The SW Martin Highway IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within 3 (North Fork St. Lucie River, Sewal Point MC2 – Bird Island, and Cypress Creek Bluefield Road) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the SW Martin Highway IIA. A complete list of the USFWS endangered and threatened species found in Martin County can be found in Appendix B. During a PD&E phase, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during the PD&E Study Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during a PD&E phase to confirm that no adverse impacts are anticipated to any of these listed species.

No other impacts to hydrological and natural features are anticipated as a result of the design concept for the SW Martin Highway IIA. The following hydrological and natural features within the 400-foot buffer of the IIA and are not expected to be impacted by the design concept:

- 2.0-acre Reservoir (FLUCFCS 5300) (ID: 89)
- 4.5-acre Reservoir (FLUCFCS 5300) (ID: 90)
- 1.0-acre Reservoir (FLUCFCS 5300) (ID: 91)
- 0.8-acre Reservoir (FLUCFCS 5300) (ID: 92)
- 2.1-acre Reservoir (FLUCFCS 5300) (ID: 93)
- 3.6-acre Reservoir (FLUCFCS 5300) (ID: 94)
- 3.3-acre Mixed Wetland Hardwoods (FLUCFCS 6170) (ID: 94A)
- 7.8-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 94B)
- 2.9-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 94C)
- 23.3-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 94D)
- 6.6-acre Channelized Waterways, Canals (FLUCFCS 5120) (ID: 95)
- 1.4-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 96)
- Farmland

- Hydric Soils

The Hydrological and Natural Features Map for the SW Martin Highway IIA can be found in Figure 2-1, Page 4 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP’s EDMS OCULUS database was conducted to assign preliminary site risk rankings. Two facilities were identified within the designated contamination buffers along the SW Martin Highway IIA that potentially have a Medium risk of contamination (IDs: 12 and 14). These are FDOT facilities; one is a solid waste facility pre-authorized for hurricane debris staging, and the other is an aboveground generator tank. Medium and Low risk sites identified within the contamination buffer areas of the SW Martin Highway IIA are included in Appendix E.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the SW Martin Highway IIA can be found in Figure 2-3, Page 4 of 27 in Appendix A.

Noise Impacts

The land use within the SW Martin Highway IIA is primarily rural and undeveloped (Activity Category F: Non-Sensitive Developed and Activity Category G: Vacant Land) with some low-density residential development. Noise sensitive sites are present within the 1,000-foot buffer of the SW Martin Highway IIA. These noise sensitive sites include:

- Activity Category B: Residential

No existing noise barriers are within the 1,000-foot buffer of the SW Martin Highway IIA. There is one NSA within the 1,000-foot buffer of the SW Martin Highway IIA. The conceptual improvements to SW Martin Highway will result in noise impacts and require consideration of noise abatement measures. Noise impacts will be evaluated during a PD&E Study in accordance with the FHWA’s noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic

Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for the SW Martin Highway IIA can be found in Figure 2-4, Page 4 of 27 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual improvements to SW Martin Highway:

- USACE Nationwide Permit;
- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;
- SFWMD ERP; and
- FDEP NPDES General Permit.

Potential Relocation Impact Areas

No parcel relocations are required to accommodate the conceptual improvements to the SW Martin Highway IIA. In addition, no right-of-way is being acquired in this area.

Environmental Assessment Summary

Potential environmental impacts within the SW Martin Highway IIA are anticipated to be minimal. No impacts to special activity sites and social and cultural features, floodplains/regulatory floodways, or relocation impacts are expected. The conceptual improvements to SW Martin Highway IIA are not anticipated to impact contaminated sites since no High or Medium risk sites are identified to be impacted by the project. Impacts to wetlands are not anticipated while impacts to OSWs are expected to be minimal. Due to the natural habitats in this area, a PD&E Study would require assessment of and include listed species surveys and USFWS consultation. Noise impacts are anticipated and would require consideration of noise abatement measures.

4.1.5 I-95 Mainline Widening in Martin County

Widening of I-95 within Martin County is noted between Station 116+00 (Palm Beach County / Martin County Line) and 1425+00 / 3000+00 (Martin County Line / St. Lucie County Line). The beginning of the project at Station 116+00 connects to the FDOT Palm Beach County Master Plan to the south. The following summarizes the environmental features within the I-95 mainline widening area within Martin County. These features are depicted in Figure 1-1 through 1-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

Conceptual widening of I-95 to the outside between Station 116+00 and Station 146+00 and to the inside between Station 116+00 and 1425+00 / 3000+00 in Martin County is anticipated to impact special activity sites and social features. Jonathan Dickinson State Park is a designated Section 4(f) Resource located at the beginning of the project corridor. Based on the current design concept, widening of I-95 outside of the existing FDOT right-of-way may occur in the southernmost portion of the project (between Station 116+00 and 117+20) if the I-95 mainline, shoulders, and lane widths satisfy all design standards. This would result in permanent right-of-way acquisition of a segment of Jonathan Dickinson State Park. If impacts to this Section 4(f) Resource are unavoidable, some type of Section 4(f) Evaluation will be required. In addition, temporary use of this resource could occur during construction due to proposed bridge improvements. During the PD&E Study phase, further evaluation of the Section 4(f) use of Jonathan Dickinson State Park will be required consistent with the latest version of Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual. Additional coordination will be required between the FDOT, SFWMD, the Official With Jurisdiction (OWJ) over the park, and the Office of Environmental Management (OEM) concerning any permanent or temporary Section 4(f) uses from the proposed project.

The Northwest Fork of the Loxahatchee River that crosses I-95 is a National Park Service (NPS) designated Wild and Scenic River, and has a primary recreational function, and therefore considered to be a Section 4(f) resource. Additionally, the Loxahatchee River is designated as an Outstanding Florida Water (OFW). Widening of I-95 between Station 116+00 and 117+20 (project begin) would potentially impact the Northwest Fork of the Loxahatchee River. Potential impacts to

this Wild and Scenic River will need to be assessed in accordance with the latest version of Part 2, Chapter 12 (Wild and Scenic Rivers) of the FDOT PD&E Manual. Potential impacts to this OFW will need to be assessed in accordance with the latest version of Part 2, Chapter 10 (Aquatic Preserves and Outstanding Florida Waters) of the FDOT PD&E Manual.

Multiple recreational trails cross underneath I-95 where widening is proposed. These trails appear to have a primary recreational function and, therefore, are considered a Section 4(f) Resource. The recreational trails that cross underneath I-95 where widening is proposed include:

- Jupiter Waterway Trail within Cypress Creek (Station 183+00)
- Jessup Trail (Station 215+20)
- Martin County Blueway Trail within the St. Lucie Canal (Station 815+00)
- Robert B Jenkins Trail (Station 3000+00)
- Name Cross County Trail 2 (Station 3000+00)

The proposed improvements are not anticipated to require additional right-of-way within these recreational trails. Therefore, it is anticipated that there will be no permanent Section 4(f) use within the meaning of Section 4(f), in accordance with Section 4(f) of the USDOT Act of 1966. However, a Section 4(f) temporary occupancy of these trails may occur due to the temporary construction activities from proposed widening of I-95. Access to the Jupiter Waterway Trail, Jessup Trail, Martin County Blueway Trail, Robert B Jenkins Trail, and Name Cross County Trail 2 will continue to be provided except during construction activities. During the PD&E Study phase, further evaluation of temporary use of these resources will be needed consistent with the latest version of Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual. Direct and indirect (e.g. change of access) impacts to potential Section 4(f) Resources should be avoided.

The trail that utilizes the sidewalk (e.g., Cross Country Trail 1 section of the MC 20 – St. Lucie Canal Corridor) is not considered a Section 4(f) Resource as it is for transportation use.

The SHPO Resource Groups identified within the 400-foot buffer of I-95 mainline widening area in Martin County are ineligible for NRHP listing per previous SHPO evaluation. If the conceptual design changes and impacts to archaeological and historical resources are anticipated, potential

impacts to these features will be assessed following the latest version of Part 2, Chapter 8 (Archaeological and Historical Features) of the FDOT PD&E Manual during a PD&E Study phase. If any historic resources become eligible for the NRHP, they will also have to be assessed as a Section 4(f) Resource. If impacts to social and cultural features are anticipated due to a change in the conceptual design, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 4 (Sociocultural Effects Evaluation) of the FDOT PD&E Manual during a PD&E Study phase.

The following special activity sites and social & cultural features within the 400-foot buffer of I-95 mainline widening area in Martin County are not expected to be impacted by the design concept:

Palm Beach / Martin County Line to SE Bridge Road

- SFWMD Potential Owned Lands
- Pal-Mar Florida Forever BOT Project
- Loxahatchee River State Trail
- South Cypress Creek Canal - SHPO Resource Group (Ineligible for NRHP listing) (crosses under I-95)
- Florida Turnpike Kitching Canal - SHPO Resource Group (Ineligible for NRHP listing)
- Florida Turnpike - SHPO Resource Group (Ineligible for NRHP listing)

SE Bridge Road to SW Kanner Highway

- SFWMD Owned Lands
- SFWMD Potential Owned Lands
- Atlantic Ridge Ecosystem Florida Forever Board of Trustees (BOT) Project
- Florida Turnpike - SHPO Resource Group (Ineligible for NRHP listing)
- South Fork High School
- Halpatokee Regional Park
- Halpatokee Regional Park Biking Trail
- Cross Country Trail 1 section of the MC 20 – St. Lucie Canal Corridor

- Kanner Highway - SHPO Resource Group (Ineligible for NRHP listing) (crosses under I-95)

SW Kanner Highway to SW High Meadows Avenue

- SFWMD Owned Lands
- Martin County Blueway Trail (Paddling trail within St. Lucie River / Canal)
- St. Lucie Canal - SHPO Resource Group (Ineligible for NRHP listing) (crosses under I-95)

SW High Meadows Avenue to SW Martin Highway

- SFWMD Potential Owned Lands
- Florida Turnpike - SHPO Resource Group (Ineligible for NRHP listing) (crosses under I-95)
- St. Lucie Inlet Farms Canal - SHPO Resource Group (Ineligible for NRHP listing)
- Country Place Canal - SHPO Resource Group (Ineligible for NRHP listing)
- CR 76A - SHPO Resource Group (Ineligible for NRHP listing)
- SW 60th Avenue Canal - SHPO Resource Group (Ineligible for NRHP listing)
- SW Mistletoe Lane Canal - SHPO Resource Group (Ineligible for NRHP listing)
- SR 714 (Martin Highway) - SHPO Resource Group (Ineligible for NRHP listing)
- I-95 Trail Nature Park
- Hawks Hammock Nature Park
- Hawks Hammock Trail

SW Martin Highway to Martin County / St. Lucie County Line

- Fox Golf Club (members only)
- C-23 (County Line) Canal - SHPO Resource Group (Ineligible for NRHP listing)

The Special Activity Sites and Social and Cultural Features Map for I-95 in Martin County can be found in Figure 1-2, Pages 1 – 23 in Appendix A.

Hydrological and Natural Features

Conceptual widening of I-95 in Martin County to the outside between Station 116+00 and Station 146+00 and to the inside between Station 116+00 and 1425+00 / 3000+00 is anticipated to have

minimal impacts to hydrological and/or natural features. Four wetlands and three OSWs could potentially be impacted by the conceptual widening of the I-95 mainline.

Widening of I-95 outside of the existing FDOT right-of-way near the southern limits of the project (between Station 116+00 and 117+20) would impact the Northwest Fork of the Loxahatchee River, which is designated as a Wild and Scenic River in Florida (Wetland ID: 1) (FLUCFCS 6170 Wetland Hardwood Mixed). Widening of I-95 to the inside between Station 181+85.75 and 184+26.76 would impact Cypress Creek (Wetland IDs: 1 and 3) (FLUCFCS 6170 – Wetland Hardwood Mixed and FLUCFCS 6300 Wetland Forested Mixed). Widening of I-95 to the inside between Station 986+50 and 993+00 would impact Wetland ID: 52 (2.3 acres; FLUCFCS 6410 - Freshwater Marshes / Graminoid Prairie – Marsh). Widening of I-95 to the inside between Station 813+00 and 816+00 would potentially impact the St. Lucie River (ID: 40; FLUCFCS 5110, Natural River, Stream, Waterway). If new piers are placed within the hydrological features that flow underneath I-95 (ID: 40) or if new shading to wetland vegetation occurs, wetland and/or OSW impacts will be anticipated. Conceptual widening of I-95 to the inside at Station 568+00 would potentially impact OSW ID: 19A (8.1 acres; Channelized Waterways, Canals; FLUCFCS 5120) and at Stations 3000+00 to 3002+00 would potentially impact OSW ID: 117 / C-23 / County Line Canal (331.3 acres, Channelized Waterways, Canals. FLUCFCS 5120). The wetlands and OSWS that would potentially be impacted by these proposed improvements are shown in Figure 1-1, Pages 1, 2, 8, 12, 15 and 23 of 62 in Appendix A.

In addition, stormwater management areas that are part of the permitted I-95 stormwater management system are present where I-95 is conceptually widened and could potentially be impacted. Wetlands and OSWs will be identified and assessed for potential impacts during a PD&E Study Phase in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to these areas. Wetland impacts should be avoided and minimized to the maximum extent possible.

According to NMFS GIS data, the area of OSW ID: 194 and the St. Lucie River that flows underneath I-95 is not considered EFH. If SAV is present within the potentially impacted area that flows underneath I-95, NMFS may consider the area EFH. Potential impacts to EFH will be assessed in accordance with the latest version of Part 2, Chapter 17 (Essential Fish Habitat) of the FDOT PD&E Manual.

Widening of I-95 over the Northwest Fork of the Loxahatchee River between Station 116+00 and 117+20 would result in impacts to Type AE floodplain (100-year floodplain). Similarly, this widening over the St. Lucie Canal between Stations 812+00 and 817+00 (north of SW Kanner Highway) would also result in impacts to Type AE floodplain (100-year floodplain). This section of the St. Lucie River is not considered a regulatory floodway according to the FEMA Flood Map Service Center. Floodplain compensation may be required. During a PD&E phase, the potential impacts to floodplains will be assessed following the latest version of Part 2, Chapter 13 (Floodplains) of the FDOT PD&E Manual.

The I-95 mainline conceptual improvements between Station 116+00 and 1425+00 / 3000+00 in Martin County are within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, red cockaded woodpecker, West Indian manatee, crested caracara, Florida bonneted bat, and the Florida grasshopper sparrow. In addition, the I-95 widening area is within five (North Fork St. Lucie River, Sewal Point MC2 – Bird Island, Ballen Isles, Solid Waste Authority, and Cypress Creek Bluefield Road) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the 400-foot buffer of the I-95 mainline widening area in Martin County. A complete list of the USFWS endangered and threatened species found in Martin County can be found in Appendix B.

During a PD&E Study phase, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during a PD&E Phase to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during a PD&E Study phase to confirm that no adverse impacts are anticipated to any of these listed species.

The undeveloped, natural areas along the project corridor represent usable habitat for larger mammals (deer, hog, bears, etc.). When these lands are present on both sides of I-95, there is a higher risk of collisions with animals attempting to cross the interstate. To facilitate wildlife movement and reduce the risk of vehicular collisions with animals, any existing structure that could function as a wildlife crossing (i.e. culvert or bridge) should remain or be enhanced. In addition, it is recommended that a wildlife crossing structure be evaluated for further consideration during the PD&E Phase in the area of Jonathan Dickinson State Park and other areas where publicly owned lands exist on both side of I-95.

One hundred and twenty-four (124) wetlands and OSWs were identified within the 400-foot buffer of the I-95 mainline in Martin County. Four wetlands (ID: 1 – Loxahatchee River and Cypress Creek, 3, and 52) and three OSWs (IDs: 19A,40, and 117) could potentially be impacted by the conceptual widening of I-95. These wetlands and OSWs are listed in Table 4.1.5 and depicted in Figure 1-1, Pages 1 – 23 in Appendix A.

Table 4.1.5 Wetlands and OSWs within the 400-foot Buffer of the I-95 Mainline in Martin County

ID	FLUCFCS	Type	Acres	Location	Comment	Potential For Impact	Page
Palm Beach/Martin County Line to SE Bridge Road							
1	6170	Wetland Hardwood Mixed	> 166.1 acres	Flows under I-95	Northwest Fork of the Loxahatchee River	Yes	1
2	6210	Cypress Wetlands	6.8 acres	East side of I-95	Connects to Loxahatchee River	No	
1	6170	Wetland Hardwood Mixed	> 166.1 acres	East side of I-95	Cypress Creek (Connects to Loxahatchee River)	Yes	2
3	6300	Wetland Forested Mixed	57.0 acres	West side of I-95	Cypress Creek (Connects to Loxahatchee River)	Yes	
4	5120	Channelized Waterways, Canals	29.9 acres	Runs parallel to I-95 Northbound	Connects to Loxahatchee River	No	3 - 5
5	5300	Reservoirs	1.4 acres	East side of I-95	3 drainage features associated with the Martin I-95 Weigh Station Northbound	No	4
6			1.8 acres			No	
7			2.3 acres			No	
8	5300	Reservoirs	10.0 acres	East side of I-95	---	No	5
9	5300	Reservoirs	24.4 acres	Between I-95 and Florida's Turnpike	---	No	6 - 7
10	6410	Freshwater Marshes / Graminoid Prairie - Marsh	3.0 acres	East side of I-95	---	No	6
11	6215	Cypress - Domes/Heads	3.4 acres	West side of I-95	---	No	7
12			1.6 acres			No	
SE Bridge Road to SW Kanner Highway							
13	6410	Freshwater Marshes / Graminoid Prairie - Marsh	2.5 acres	East side of I-95	---	Yes	7
14	6210	Cypress Wetland	7.8 acres	West side of I-95	---	No	7
15	6210	Cypress Wetland	3.8 acres	East side of I-95	---	No	7
16	6210	Cypress Wetland	30.8 acres	West side of I-95	---	No	7 - 8
17	5300	Reservoirs	23.5 acres	West side of I-95	---	No	7 - 8
18	6215	Cypress - Domes/Heads	2.8 acres	West side of I-95	---	No	8
19	6216	Cypress - Mixed Hardwoods	2.4 acres	East side of I-95	---	No	8
19A	5120	Channelized Waterways, Canals	8.1 acres	Flows under I-95	---	Yes	8
20	6410	Freshwater Marshes / Graminoid Prairie - Marsh	4.2 acres	East side of I-95	---	No	9
21	5200	Lakes	2.5 acres	East side of I-95	---	No	9
21A	6215	Cypress - Domes/Heads	104 acres	East side of I-95	---	No	9

22	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.7 acres	East side of I-95	---	No	9
23	6170	Wetland Hardwood Mixed	178.9 acres	East side of I-95	Connects to St. Lucie River	No	9
24	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.6 acres	East side of I-95	---	No	10
25			5.9 acres			No	
26	5300	Reservoirs	0.2 acre	Between I-95 and Florida's Turnpike	---	No	10 - 11
27			0.4 acre			No	
28			1.0 acre			No	
29	5300	Reservoirs	40.5 acres	East side of I-95	---	No	10 - 11
30	6430	Wet Prairie	5.4 acres	East side of I-95	---	No	11
31	5300	Reservoirs	0.7 acre	West side of I-95	---	No	11
SW Kanner Highway to SW High Meadows Avenue							
32	5300	Reservoirs	1.0 acre	West side of I-95	---	No	11
33	5300	Reservoirs	0.8 acre	East side of I-95	---	No	11
34			0.9 acre			No	
35	5120	Channelized Waterways, Canals	4.6 acres	East side of I-95	Connects to St. Lucie River	No	11
36	5300	Reservoirs	27.9 acres	West side of I-95	---	No	11
37	5300	Reservoirs	1.3 acres	East side of I-95	---	No	11 - 12
37A	5300	Reservoirs	0.6 acre	East side of I-95	---	No	12
38	5300	Reservoirs	27.9 acres	West side of I-95	---	No	12
39	6170	Wetland Hardwood Mixed	14.0 acres	East side of I-95	---	No	12
40	5110	Natural River, Stream, Waterway	186.2 acres	Flows under I-95	St. Lucie River	Yes	12
41	6410	Freshwater Marshes / Graminoid Prairie - Marsh	3.9 acres	East side of I-95	---	No	12 - 13
42			2.4 acres			No	
43	6410	Freshwater Marshes / Graminoid Prairie - Marsh	4.6 acres	East side of I-95	---	No	13
SW High Meadows Avenue to SW Martin Highway							
44	6410	Freshwater Marshes / Graminoid Prairie - Marsh	2.6 acres	West side of I-95	---	No	13
45	6170	Wetland Hardwood Mixed	10.7 acres	East side of I-95	---	No	14
46	5300	Reservoirs	22.2 acres	East side of I-95	---	No	14
47	5300	Reservoirs	34.3 acres	West side of I-95	---	No	14 - 15
47A			1.2 acres			No	
48	5300	Reservoirs	12.5 acres	East side of I-95	---	No	15
49			11.2 acres			No	

Table 4.1.5 Wetlands and OSWs within the 400-foot Buffer of the I-95 Mainline in Martin County (Continued)

ID	FLUCFCS	Type	Acres	Location	Comment	Potential For Impact	Page
50	6410	Freshwater Marshes / Graminoid Prairie - Marsh	2.9 acres	East side of I-95	---	No	15
51	6410	Freshwater Marshes / Graminoid Prairie - Marsh	4.0 acres	West side of I-95	---	No	15
52	6410	Freshwater Marshes / Graminoid Prairie - Marsh	8.9 acres	Trisected by northbound and southbound I-95	---	Yes	15 - 16
53	6410	Freshwater Marshes / Graminoid Prairie - Marsh	7.1 acres	East side of I-95	---	No	16
54	5300	Reservoirs	0.7 acre	West side of I-95	---	No	16
55	5300	Reservoirs	0.4 acre	East side of I-95	4 drainage features associated with the Martin County Rest Area (Northbound)	No	16
56			0.2 acre			No	
57			0.4 acre			No	
58			0.3 acre			No	
59	6410	Freshwater Marshes / Graminoid Prairie - Marsh	3.6 acres	West side of I-95	---	No	16
60			1.5 acres			No	
61	5300	Reservoirs	0.3 acre	West side of I-95	3 drainage features associated with the Martin County Rest Area (Southbound)	No	16 - 17
62			0.3 acre			No	
63			0.6 acre			No	
64	6410	Freshwater Marshes / Graminoid Prairie - Marsh	3.5 acres	East side of I-95	---	No	16
65	6250	Wet Pinelands Hydric Pine	6.4 acres	West side of I-95	---	No	16 - 17
66	6410	Freshwater Marshes / Graminoid Prairie - Marsh	15.0 acres	West side of I-95	---	No	17
67	6410	Freshwater Marshes / Graminoid Prairie - Marsh	3.1 acres	East side of I-95	---	No	17
68			5.2 acres			No	
69			24.5 acres			No	
70	5300	Reservoirs	7.6 acres	West side of I-95	---	No	17
71	6410		7.1 acres	West side of I-95	---	No	17

72	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.4 acres	East side of I-95	---	No	17 - 18
73			46.3 acres			No	
74			1.4 acres			No	
75			2.5 acres			No	
76	6410	Freshwater Marshes / Graminoid Prairie - Marsh	20.5 acres	East side of I-95	---	No	17 - 18
77	5300	Reservoirs	12.0 acres	East side of I-95	---	No	18
78	6410	Freshwater Marshes / Graminoid Prairie - Marsh	5.9 acres	West side of I-95	---	No	18
79	5300	Reservoirs	7.8 acres	West side of I-95	---	No	18
80	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.7 acres	East side of I-95	---	No	18
81	6410	Freshwater Marshes / Graminoid Prairie - Marsh	5.6 acres	West side of I-95	---	No	18
82	6410	Freshwater Marshes / Graminoid Prairie - Marsh	15.9 acres	East side of I-95	---	No	18
83			7.4 acres			No	
84	6410	Freshwater Marshes / Graminoid Prairie - Marsh	3.3 acres	East side of I-95	---	No	18 - 19
85	5300	Reservoirs	13.5 acres	East side of I-95	---	No	19
86	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.7 acre	West side of I-95	---	No	19
87			7.4 acres			No	
88	5300	Reservoirs	4.2 acres	East side of I-95	---	No	19 - 20
89	5300	Reservoirs	2.0 acres	West of I-95	---	No	20
90	5300	Reservoirs	4.5 acres	Between northbound and southbound I-95	---	No	20
91	5300	Reservoirs	1.0 acres	East side of I-95	---	No	20
SW Martin Highway to Martin / St. Lucie County Line							
92	5300	Reservoirs	0.8 acres	West of I-95	---	No	20
93	5300	Reservoirs	2.1 acres	Between northbound and southbound I-95	---	No	20
94	5300	Reservoirs	3.6 acres	East side of I-95	---	No	20

Table 4.1.5 Wetlands and OSWs within the 400-foot Buffer of the I-95 Mainline in Martin County (Continued)

ID	FLUCFCS	Type	Acres	Location	Comment	Potential For Impact	Page
95	5120	Channelized Waterways, Canals	6.6 acres	East side of I-95	---	No	20
96	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.4 acres	West of I-95	---	No	20
97	5300	Reservoirs	2.5 acres	Between northbound and southbound I-95	---	No	20 - 21
98	5300	Reservoirs	27.4 acres	West of I-95	---	No	20 - 21
99	6410	Freshwater Marshes / Graminoid Prairie - Marsh	9.4 acres	East side of I-95	---	No	21
99A	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.5 acre	West of I-95	---	No	21
99B			1.1 acres			No	
100	5300	Reservoirs	15.1 acres	East side of I-95	---	No	21
101	6410	Freshwater Marshes / Graminoid Prairie - Marsh	15.5 acres	East side of I-95	---	No	21
102			1.6 acres			No	
103	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.3 acres	Between northbound and southbound I-95	---	No	21
104			4.9 acres			No	
105	6430	Wet Prairie	2.1 acres	West of I-95	---	No	21
106			0.9 acre			No	
107	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.4 acres	Between northbound and southbound I-95	---	No	21 - 22
108	5300	Reservoirs	3.2 acres	West of I-95	---	No	21 - 22
109	5300	Reservoirs	1.7 acres	West of I-95	3 drainage features associated with the Martin County WIM Station (Southbound I-95)	No	21 - 22
110			0.1 acre			No	
111			2.7 acres			No	
112	6410		0.2 acre		---	No	22

113		Freshwater Marshes / Graminoid Prairie - Marsh	10.8 acre	Between northbound and southbound I-95		No	
114	5300	Reservoirs	6.5 acres	East side of I-95	---	No	22
115	6410	Freshwater Marshes / Graminoid Prairie - Marsh	35.5 acres	East side of I-95	---	No	22
116	5300	Reservoirs	0.7 acre	East side of I-95	---	No	22 - 23
117	5120	Channelized Waterways, Canals	331.3 acres	Flows under I-95	C-23 / County Line Canal; Connected to C-24 Canal	Yes	23

Notes: FLUCFCS (Florida Land Use, Cover and Forms Classification System)

* Total system acreage.

In addition to wetlands and OSWs, the following hydrological and natural features within the 400-foot buffer of the I-95 mainline widening area in Martin County (See Figure 1-1, Pages 1 – 23 in Appendix A) are not expected to be impacted by the design concept:

- Type AE Floodplain (Not associated with the St. Lucie River)
- Farmland
- Hydric Soils

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP’s EDMS OCULUS database was conducted to assign preliminary site risk rankings. The majority of sites evaluated within the contamination buffer areas were fuel spills along Florida’s Turnpike and I-95. Two fuel spill sites were identified south of SE Bridge Road Interchange that potentially have a High risk of contamination (IDs: 1 and 4). Four additional fuel spill sites (IDs 4, 6, 8, and 19) and three industrial storage facilities (IDs: 11, 12, and 22) have been identified as Medium risk sites. High, Medium, and Low risk sites identified within the contamination buffer areas of the I-95 mainline widening area in Martin County are included in Appendix F.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study

in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for I-95 in Martin County can be found in Figure 1-3, Pages 1 – 23 of 62 in Appendix A.

Noise Impacts

The land use within the IIA of I-95 in Martin County is primarily rural with a majority of the existing land use being Activity Category F: Non-Sensitive Developed. Noise sensitive sites are present within the 1,000-foot buffer of I-95 in Martin County primarily on the east side of I-95 and in the vicinity of the interchanges. These noise sensitive sites include:

- Activity Category B: Residential
- Activity Category C: Other Sensitive Land Use
- Activity Category D: Institutional (Interior)
- Activity Category E: Sensitive Commercial

The recreational trails that are not associated with roadways are considered Activity Category C. No existing noise barriers are within the 1,000-foot buffer of I-95 in Martin County. There are 15 NSAs within the 1,000-foot buffer of I-95. The conceptual widening of I-95 to the inside between Station 116+00 and 1425+00 / 3000+00 in Martin County will result in noise impacts and require consideration of noise abatement measures. Noise impacts will be evaluated during a PD&E Study in accordance with the FHWA's noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for I-95 in Martin County can be found in Figure 1-4, Pages 1 – 23 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual widening of I-95 in Martin County:

- USACE Nationwide Permit;

- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;
- SFWMD Right-of-Way Permit;
- SFWMD ERP; and
- FDEP NPDES General Permit.

Potential Relocation Impact Areas

No parcel relocations are required to accommodate the conceptual I-95 mainline improvements between Station 116+00 and 1425+00 / 3000+00 in Martin County. In addition, no right-of-way is being acquired in this area.

Environmental Assessment Summary

Potential environmental impacts due to the widening of I-95 between Station 116+00 and 1425+00 / 3000+00 in Martin County are anticipated to be moderate. No impacts to social and cultural features, or regulatory floodways are expected. Right-of-way impacts are expected but no relocations will be anticipated. The conceptual improvements may impact contaminated sites within the right-of-way and would require further evaluation during a PD&E Study. Impacts to a Wild and Scenic River, OFW, Section 4(f) Resources, wetlands, OSWs, noise sensitive sites, and floodplains/regulatory floodways are anticipated. Due to the natural habitats in this area, a PD&E Study would require assessment of and include listed species surveys and USFWS consultation.

4.2 St. Lucie County

4.2.1 SW Becker Road Interchange

The following summarizes the environmental features within the SW Becker Road IIA. These features are depicted in Figure 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

The conceptual improvements to the SW Becker Road IIA are anticipated to have minimal impacts to special activity sites and social and cultural features. The Crosstown Parkway Corridor and unnamed multi-use trail follow the SW Becker Road and Village Parkway Drive sidewalks. These

trails that utilize the sidewalks are not considered Section 4(f) Resources as they are for transportation use. The conceptual improvements will either maintain or replace the sidewalks that these trails utilize.

The SHPO Resource Group (Canal 9) identified within the 400-foot buffer of the SW Becker Road IIA is ineligible for NRHP listing per previous SHPO evaluation. If the listing status for the canal changes, or the conceptual design changes and impacts to archaeological and historical resources are anticipated, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 8 (Archaeological and Historical Features) of the FDOT PD&E Manual during a PD&E Study phase. If any historic resources become eligible for the NRHP, they will also have to be assessed as a Section 4(f) Resource following the latest version of Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual.

The following special activity sites or social and cultural features exist within the 400-foot buffer of the SW Becker Road IIA and are not expected to be impacted by the design concept:

- Crosstown Parkway Corridor
- Unnamed multi-use trail
- C-23 / County Line Canal
- Robert B Jenkins C-23 Trail (Designated Section 4(f) Resource, See FM# 422681-1-22-01, I-95 from South of SW High Meadows Avenue to North of Becker Road)
- Woodland Trails Nature Park
- Canal 9 - SHPO Resource Group (Ineligible for NRHP listing)

The Special Activity Sites and Social and Cultural Features Map for the SW Becker Road IIA can be found in Figure 2-2, Pages 5 and 6 of 27 in Appendix A.

Hydrological and Natural Features

Wetlands are present within the SW Becker Road IIA but are not expected to be impacted by the conceptual improvements. Stormwater management areas that are part of the permitted I-95 stormwater management system are also present within the SW Becker Road IIA. Agricultural

ditching is present outside of the existing FDOT right-of-way but within the 400-foot buffer of the SW Becker Road IIA in St. Lucie County. No impacts to these features from the conceptual SW Becker Road IIA improvements are anticipated. Wetlands and OSWs will be identified and assessed for potential impacts during a PD&E Study Phase in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to these areas. Wetland impacts should be avoided and minimized to the maximum extent possible.

The SW Becker Road IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within 3 (North Fork St. Lucie River, Sewal Point MC2 – Bird Island, and Cypress Creek Bluefield Road) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the SW Becker Road IIA. A complete list of the USFWS endangered and threatened species found in St. Lucie County can be found in Appendix C. During a PD&E phase, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during a PD&E Study Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during a PD&E phase to confirm that no adverse impacts are anticipated to any of these listed species.

No other impacts to hydrological and natural features are anticipated as a result of the design concept for the SW Becker Road IIA. The following hydrological and natural features within the 400-foot buffer of the IIA are not expected to be impacted by the design concept:

- 3.1-acre Reservoir (FLUCFCS 5300) (ID: 118)
- 3.1-acre Reservoir (FLUCFCS 5300) (ID: 119)
- 4.7-acre Reservoir (FLUCFCS 5300) (ID: 120)
- 0.4-acre Reservoir (FLUCFCS 5300) (ID: 121)
- 2.9-acre Reservoir (FLUCFCS 5300) (ID: 122)
- 3.4-acre Reservoir (FLUCFCS 5300) (ID: 122A)

- 1.3-acre Channelized Waterways, Canals (FLUCFCS 5120) (ID: 122B)
- 3.4-acre Reservoir (FLUCFCS 5300) (ID: 122C)
- 17.3-acre Emergent Aquatic Vegetation (FLUCFCS 6440) (ID: 123)
- Farmland
- Hydric Soils

The Hydrological and Natural Features Map for the SW Becker Road IIA can be found in Figure 2-1, Pages 5 and 6 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

No potential contaminated facilities were identified within the designated contamination buffers of the SW Becker Road IIA (see Appendix E). Further evaluation of this intersection for contamination will be performed during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the SW Becker Road IIA can be found in Figure 2-3, Pages 5 and 6 of 27 in Appendix A.

Noise Impacts

The land use within the SW Becker Road IIA on the west side of I-95 is primarily rural, agricultural (Activity Category F: Non-Sensitive Developed) and the area on the east side is developed with medium density residential. Noise sensitive sites are present within the 1,000-foot buffer of the SW Becker Road IIA. These noise sensitive sites include:

- Activity Category B: Residential
- Activity Category C: Other Sensitive Land Use

The recreational trails that are not associated with roadways are considered Activity Category C. No existing noise barriers are within the 1,000-foot buffer of the SW Becker Road IIA. There are four NSAs within the 1,000-foot buffer of the SW Becker Road IIA. The conceptual improvements to SW Becker Road will result in noise impacts and require consideration of noise abatement measures. Noise impacts will be evaluated during a PD&E Study in accordance with the FHWA's noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic

Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for the SW Becker Road IIA can be found in Figure 2-4, Pages 5 and 6 of 27 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual improvements to SW Becker Road:

- USACE Nationwide Permit;
- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;
- SFWMD ERP; and
- FDEP NPDES General Permit.

Potential Relocation Impact Areas

Right-of-way will be required to facilitate the conceptual improvements to SW Becker Road. No parcel relocations will be required.

Environmental Assessment Summary

Potential environmental impacts within the SW Becker Road IIA are anticipated to be minimal. No impacts to special activity sites and social and cultural features, contaminated sites, or floodplains/regulatory floodways are expected. Impacts to wetlands are also not anticipated while impacts to OSWs are expected to be minimal. Right-of-way impacts are projected but no relocations will be required. Due to the natural habitats in this area, a PD&E Study would require assessment of and include listed species surveys and USFWS consultation. Noise impacts are anticipated and would require consideration of noise abatement measures.

4.2.2 SW Gatlin Boulevard Interchange

The following summarizes the environmental features within the SW Gatlin Boulevard IIA. These features are depicted in Figure 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

The conceptual improvements to the SW Gatlin Boulevard IIA are anticipated to have minimal impacts to special activity sites and social and cultural features. The Southwest Tradition Parkway Multi-Use Trail and Southwest Gatlin Boulevard Multi-Use Trail follow the SW Gatlin Boulevard sidewalk and the Crosstown Parkway Corridor and unnamed multi-use trail follow the Village Parkway Drive sidewalk within the Gatlin Boulevard IIA. These trails that utilize the sidewalks are not considered Section 4(f) Resources as they are for transportation use. The conceptual improvements will either maintain or replace the sidewalks that these trails utilize.

Access to social and cultural features inside of the SW Gatlin Boulevard IIA (Tradition Medical Center and Sunshine Pediatrics) will not be impacted by the conceptual design. If impacts to social and cultural features are anticipated due to a change in the design, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 4 (Sociocultural Effects Evaluation) of the FDOT PD&E Manual during a PD&E Study phase.

The following special activity sites or social and cultural features exist within the 400-foot buffer of the SW Gatlin Boulevard IIA and are not expected to be impacted by the design concept:

- Southwest Tradition Parkway Multi-Use Trail
- Southwest Gatlin Boulevard Multi-Use Trail
- Crosstown Parkway Corridor
- unnamed multi-use trail
- Tradition Medical Center
- Sunshine Pediatric Clinic

The Special Activity Sites and Social and Cultural Features Map for the SW Gatlin Boulevard IIA can be found in Figure 2-2, Pages 7 and 8 of 27 in Appendix A.

Hydrological and Natural Features

The design concept shifts the I-95 northbound on ramp from eastbound SW Gatlin Boulevard to the west which would result in wetland impacts (Freshwater Marshes / Graminoid Prairie – Marsh; FLUCFCS 6410; ID: 137B). The conceptual widening of SW Village Parkway to the west (west of I-95 and north of Gatlin Boulevard) would also result in OSW impacts (Channelized Waterways, Canals, FLUCFCS 5120; ID 139 and Reservoir; FLUCFCS 5300; ID: 139A). The wetland and OSW that would potentially be impacted by these proposed improvements are shown in Figure 2-1, Pages 7 and 8 of 27 in Appendix A. In addition, stormwater management areas are present within the SW Gatlin Boulevard IIA and could potentially be impacted where interchange improvements are identified. These are part of the permitted I-95 stormwater management system. During a PD&E phase, the potential impacts to any wetlands and OSWs will be assessed in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to wetland areas as a result of the Project. Wetland impacts should be avoided and minimized to the maximum extent possible. Mitigation will be required for any wetland areas that are impacted, and if needed, agency coordination and the UMAM can be used to help determine the amount of mitigation required.

The SW Gatlin Boulevard IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, red cockaded woodpecker, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within 3 (North Fork St. Lucie River, Sewal Point MC2 – Bird Island, and Cypress Creek Bluefield Road) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the SW Gatlin Boulevard IIA. A complete list of the USFWS endangered and threatened species found in St. Lucie County can be found in Appendix C. The potential impacts to listed species and their habitat will be assessed during a PD&E phase following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during a PD&E Study Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during a PD&E phase to confirm that no adverse impacts are anticipated to any of these listed species.

No other impacts to hydrological and natural features are anticipated as a result of the design concept for the SW Gatlin Boulevard IIA. The following hydrological and natural features within the 400-foot buffer of the interchange influence area are not expected to be impacted by the design concept:

- 2.4-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 137)
- 6.9-acre Channelized Waterway (connects to St. Lucie River) (FLUCFCS 5120) (ID: 138)
- 2.8-acre Reservoir (FLUCFCS 5300) (ID: 138A)
- 0.4-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 137A)
- 40.2-acre Channelized Waterway (connects to St. Lucie River) (FLUCFCS 5120) (ID: 139)
- Farmland
- Hydric Soils

The Hydrological and Natural Features Map for the SW Gatlin Boulevard IIA can be found in Figure 2-1, Pages 7 and 8 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP's EDMS OCULUS database was conducted to assign preliminary site risk rankings. Four facilities were identified within the designated contamination buffers of the SW Gatlin Boulevard IIA that potentially have a High risk of contamination (IDs: 18, 20, 22 and 23). These sites include three gas stations, two of which have had gasoline discharges, and a fuel spill. Three additional facilities were classified as Medium risk (IDs: 15, 21, and 24). High, Medium, and Low risk sites identified within the contamination buffer areas of the SW Gatlin Boulevard IIA are included in Appendix E.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the SW Gatlin Boulevard IIA can be found in Figure 2-3, Pages 7 and 8 of 27 in Appendix A.

Noise Impacts

Noise sensitive sites are present within the 1,000-foot buffer of the moderately developed SW Gatlin Boulevard IIA. These noise sensitive sites include:

- Activity Category B: Residential
- Activity Category C: Other Sensitive Land Use
- Activity Category C D: Institutional (Interior)
- Activity Category E: Sensitive Commercial

The recreational trails that are not associated with roadways are considered Activity Category C. No existing noise barriers are within the 1,000-foot buffer of the SW Gatlin Boulevard IIA. There are six NSAs within the 1,000-foot buffer of the SW Gatlin Boulevard IIA. The conceptual improvements to SW Gatlin Boulevard will result in noise impacts and require consideration of noise abatement measures. Noise impacts will be evaluated during a PD&E Study in accordance with the FHWA's noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for the SW Gatlin Boulevard IIA can be found in Figure 2-4, Pages 7 and 8 of 27 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual improvements to SW Gatlin Boulevard:

- USACE Nationwide Permit;
- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;
- SFWMD ERP; and
- FDEP NPDES General Permit.

Potential Relocation Impact Areas

Right-of-way will be required to facilitate the conceptual improvements to SW Gatlin Boulevard. No parcel relocations will be required.

Environmental Assessment Summary

Potential environmental impacts within the SW Gatlin Boulevard IIA are anticipated to be minimal. No impacts to special activity sites and social and cultural features, noise sensitive sites, or floodplains/regulatory floodways are anticipated. Impacts to wetlands, OSWS, and noise sensitive sites are anticipated. Due to the potential to impact contaminated sites within this interchange, the PD&E Study would require further evaluation of these sites for contamination potential. Right-of-way impacts are anticipated but no relocations will be required. Due to the natural habitats in this area, the PD&E Study would require assessment of and include listed species surveys and USFWS consultation.

4.2.3 Crosstown Parkway Interchange

The following summarizes the environmental features within the Crosstown Parkway IIA. These features are depicted in Figures 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

The conceptual improvements to the Crosstown Parkway IIA are anticipated to have minimal impacts to special activity sites and social and cultural features. The Crosstown Parkway Corridor and unnamed multi-use trail follow Crosstown Parkway sidewalk within the Crosstown Parkway IIA. These trails that utilize the sidewalks are not considered Section 4(f) Resources as they are for transportation use. The conceptual improvements will either maintain or replace the sidewalks that these trails utilize. The Western Greenway Trail appears to follow the eastern C-24 Canal right-of-way at the very western edge of the SW Gatlin Boulevard IIA 400-foot buffer. Impacts to this trail are not anticipated by the design concept and therefore, there will be no use within the meaning of Section 4(f) of the Western Greenway Trail within the Crosstown Parkway IIA. Direct and indirect (e.g. change of access) impacts to this potential Section 4(f) resource should be avoided. During a

PD&E Study phase, these potential Section 4(f) Resources will be assessed following the latest version of Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual. If these potential Section 4(f) Resources are potentially impacted, the Section 4(f) process in the latest version of the PD&E Manual should be followed.

The SHPO Resource Group (Canal C-24), identified within the 400-foot buffer of the SW Becker Road IIA is ineligible for NRHP listing per previous SHPO evaluation. If the listing status for the canal changes, or the conceptual design changes and impacts to archaeological and historical resources are anticipated, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 8 (Archaeological and Historical Features) of the FDOT PD&E Manual during a PD&E Study phase. If any historic resources become eligible for the NRHP, they will also have to be assessed as a Section 4(f) Resource.

The following special activity sites or social and cultural features exist within the 400-foot buffer of the Crosstown Parkway IIA and are not expected to be impacted by the design concept:

- Crosstown Parkway Corridor
- Unnamed multi-use trail
- Western Greenway Trail
- C-24 Canal - SHPO Resource Group (Ineligible for NRHP listing)

The Special Activity Sites and Social and Cultural Features Map for the Crosstown Parkway IIA can be found in Figure 2-2, Pages 9 and 10 of 27 in Appendix A.

Hydrological and Natural Features

Wetlands are present within the Crosstown Parkway IIA but are not expected to be impacted by the conceptual improvements. The shift of the braided I-95 southbound off-ramp to Crosstown Parkway to the west would result in an OSW impact (Reservoir; FLUCFCS 5300; ID: 149). Additionally, the provision of a local ramp roadway that allows drivers from Crosstown Parkway to travel directly to St Lucie West Boulevard would result in an OSW impact (Reservoir; FLUCFCS 5300; ID: 150). The OSWs that would potentially be impacted by these proposed improvements are shown in Figure 2-

1, Page 9 of 27 in Appendix A. Stormwater management areas are also present within the Crosstown Parkway IIA and could potentially be impacted where interchange improvements are identified. These are part of the permitted I-95 stormwater management system. During a PD&E phase, the potential impacts to any wetlands and OSWs will be assessed in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to wetland areas. Wetland impacts should be avoided and minimized to the maximum extent possible. Mitigation will be required for any wetland areas that are impacted, and if needed, agency coordination and the UMAM can be used to help determine the amount of mitigation required.

The Crosstown Parkway IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, red-cockaded woodpecker, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within 3 (North Fork St. Lucie River, Sewal Point MC2 – Bird Island, and Cypress Creek Bluefield Road) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the Crosstown Parkway IIA. A complete list of the USFWS endangered and threatened species found in St. Lucie County can be found in Appendix C. During a PD&E phase, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during a PD&E Study Phase to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during a PD&E phase to confirm that no adverse impacts are anticipated to any of these listed species.

No other impacts to hydrological and natural features are anticipated as a result of the design concept for the Crosstown Parkway IIA. The following hydrological and natural features within the 400-foot buffer of the IIA and are not expected to be impacted by the conceptual design concept:

- 6.5-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 145)
- 1.3-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 146)
- 0.3-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 147)
- 3.7-acre Reservoir (FLUCFCS 5300) (ID: 148)

- 1.9-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 148A)
- 2.2-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 148B)
- 331.3-acre Channelized Waterways, Canals (FLUCFCS 5120) (ID: 117)
- 9.1-acre Reservoir (FLUCFCS 5300) (ID: 148C)
- 1.6-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 148D)
- 2.8-acre Wet Pinelands Hydric Pineland (FLUCFCS 6250) (ID: 148E)
- 11.1-acre Wet Pinelands Hydric Pineland (FLUCFCS 6250) (ID: 148F)
- 4.0-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 148G)
- 1.0-acre Reservoir (FLUCFCS 5300) (ID: 148H)
- 0.5-acre Reservoir (FLUCFCS 5300) (ID: 148I)
- 0.9-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 148J)
- 4.2-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 148K)
- 47.9-acre Reservoir (FLUCFCS 5300) (ID: 150)
- Hydric Soils

The Hydrological and Natural Features Map for the Crosstown Parkway IIA can be found in Figure 2-1, Pages 9 and 10 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP’s EDMS OCULUS database was conducted to assign preliminary site risk rankings. One facility was identified within the designated contamination buffers of the Crosstown Parkway IIA that potentially has a Medium risk of contamination (ID:26). This site involves a Publix with an AST. Medium and Low risk sites identified within the contamination buffer areas of the Crosstown Parkway IIA are included in Appendix E.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E

Manual. The Contamination Map for the Crosstown Parkway IIA can be found in Figure 2-3, Page 9 and 10 of 27 in Appendix A.

Noise Impacts

Noise sensitive sites are present within the 1,000-foot buffer of the moderately developed Crosstown Parkway IIA. These noise sensitive sites include:

- Activity Category B: Residential
- Activity Category C: Other Sensitive Land Use

The recreational trails that are not associated with roadways are considered Activity Category C. No existing noise barriers are within the 1,000-foot buffer of the Crosstown Parkway IIA. There are ten NSAs within the 1,000-foot buffer of the Crosstown Parkway IIA. The conceptual improvements to Crosstown Parkway will result in noise impacts and require consideration of noise abatement measures. Noise impacts will be evaluated during a PD&E Study in accordance with the FHWA's noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for the Crosstown Parkway IIA can be found in Figure 2-4, Pages 9 and 10 of 27 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual improvements to Crosstown Parkway:

- USACE Nationwide Permit;
- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;
- SFWMD ERP; and
- FDEP NPDES General Permit.

Potential Relocation Impact Areas

Right-of-way will be required to facilitate the conceptual improvements to Crosstown Parkway. No parcel relocations will be required.

Environmental Assessment Summary

Potential environmental impacts within the Crosstown Parkway IIA are anticipated to be minimal. No impacts to special activity sites and social and cultural features, floodplains, or relocation impacts are expected. The conceptual improvements to Crosstown Parkway IIA are not anticipated to impact contaminated sites since no High or Medium risk sites are identified to be impacted by the project. Impacts to wetlands are not anticipated and impacts to OSWs are expected to be minimal. Right-of-way impacts are expected but no relocations will be required. Due to the natural habitats in this area, the PD&E Study would require assessment of and include listed species surveys and USFWS consultation. Noise impacts are anticipated and would require consideration of noise abatement measures.

4.2.4 St. Lucie West Boulevard Interchange

The following summarizes the environmental features within the St. Lucie West Boulevard IIA. These features are depicted in Figures 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

The conceptual improvements to the St. Lucie West Boulevard IIA are not anticipated to impact special activity sites and social and cultural features. Access to social and cultural features inside of the St. Lucie West Boulevard IIA (Pediatric Associates of St. Lucie) will not be impacted by the conceptual design. If impacts to social and cultural features are anticipated due to a change in the design, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 4 (Sociocultural Effects Evaluation) of the FDOT PD&E Manual during a PD&E Study phase.

The following special activity site or social and cultural feature exists within the 400-foot buffer of the St. Lucie West Boulevard IIA and is not expected to be impacted by the design concept:

- Pediatric Associates of St. Lucie

The Special Activity Sites and Social and Cultural Features Map for the St. Lucie West Boulevard IIA can be found in Figure 2-2, Pages 11 and 12 of 27 in Appendix A.

Hydrological and Natural Features

Wetlands are present within the St. Lucie West Boulevard IIA but are not expected to be impacted by the conceptual improvements. An OSW (Reservoir; FLUCFCS 5300; ID: 151) would potentially be impacted by the I-95 off-ramp to Crosstown Parkway. Stormwater management areas are present within the St. Lucie West Boulevard IIA and could potentially be impacted where interchange improvements are identified. These are part of the permitted I-95 stormwater management system.

During a PD&E phase, the potential impacts to any wetlands and OSWs will be assessed in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to wetland areas. Wetland impacts should be avoided and minimized to the maximum extent possible.

The St. Lucie West Boulevard IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, red cockaded woodpecker, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within three (North Fork St. Lucie River, Sewal Point MC2 – Bird Island, and Cypress Creek Bluefield Road) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the St. Lucie West Boulevard IIA. A complete list of the USFWS endangered and threatened species found in St. Lucie County can be found in Appendix C.

The potential impacts to listed species and their habitat will be assessed during a PD&E phase, following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during a PD&E Study Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during the PD&E phase to confirm that no adverse impacts are anticipated to any of these listed species.

No other impacts to hydrological and natural features are anticipated as a result of the design concept for the St. Lucie West Boulevard IIA. The following hydrological and natural features within the 400-foot buffer of the interchange influence area and are not expected to be impacted by the design concept:

- 47.9-acre Reservoir (FLUCFCS 5300) (ID: 150)
- 0.1-acre Reservoir (FLUCFCS 5300) (ID: 152)
- 1.0-acre Reservoir (FLUCFCS 5300) (ID: 153)
- 2.9-acre Reservoir (FLUCFCS 5300) (ID: 154)
- 5.4-acre Reservoir (FLUCFCS 5300) (ID: 155)
- 5.4-acre Reservoir (FLUCFCS 5300) (ID: 155)
- 0.8-acre Reservoir (FLUCFCS 5300) (ID: 155A)
- 2.9-acre Reservoir (FLUCFCS 5300) (ID: 156)
- 29.1-acre Reservoir (FLUCFCS 5120) (ID: 157)
- 0.3-acre Reservoir (FLUCFCS 5300) (ID: 157A)
- Hydric Soils

The Hydrological and Natural Features Map for St. Lucie West Boulevard can be found in Figure 2-1, Pages 11 and 12 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP's EDMS OCULUS database was conducted to assign preliminary site risk rankings. One facility was identified within the designated contamination buffers of the St. Lucie West Boulevard IIA that potentially has a High risk of contamination (ID: 28). This site is a gas station with a gasoline discharge. Three additional facilities were classified as Medium risk (IDs: 29, 30, and 31). High, Medium, and Low risk sites identified within the contamination buffer areas of the St. Lucie West Boulevard IIA are included in Appendix E.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study

in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the St. Lucie West Boulevard IIA can be found in Figure 2-3, Pages 11 and 12 of 27 in Appendix A.

Noise Impacts

Noise sensitive sites are present within the 1,000-foot buffer of the moderately developed St. Lucie West Boulevard IIA. These noise sensitive sites include:

- Activity Category B: Residential
- Activity Category C: Other Sensitive Land Use
- Activity Category D: Institutional (Interior)
- Activity Category E: Sensitive Commercial

No existing noise barriers are within the 1,000-foot buffer of the St. Lucie West Boulevard IIA. There are eight NSAs within the 1,000-foot buffer of the St. Lucie West Boulevard IIA. The conceptual improvements to St. Lucie West Boulevard will result in noise impacts and require consideration of noise abatement measures. Noise impacts will be evaluated during a PD&E Study in accordance with the FHWA's noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for the St. Lucie West Boulevard IIA can be found in Figure 2-4, Pages 11 and 12 of 27 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual improvements to St. Lucie West Boulevard:

- USACE Nationwide Permit;
- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;

- SFWMD ERP; and
- FDEP NPDES General Permit.

Potential Relocation Impact Areas

Right-of-way will be required to facilitate the conceptual improvements to St. Lucie West Boulevard. No parcel relocations will be anticipated.

Environmental Assessment Summary

Potential environmental impacts within the St. Lucie West Boulevard IIA are anticipated to be minimal. No impacts to special activity sites and social and cultural features, or floodplains/regulatory floodways are expected. Due to the potential to impact contaminated sites within this interchange, the PD&E Study would require further evaluation of these sites for contamination potential. Impacts to wetlands are not anticipated and impacts to OSWs are expected to be minimal. Right-of-way impacts are anticipated but no relocations will be required. Due to the natural habitats in this area, the PD&E Study would require assessment of and include listed species surveys and USFWS consultation. Noise impacts are anticipated and would require consideration of noise abatement measures.

4.2.5 West Midway Road Interchange

The following summarizes the environmental features within the West Midway Road IIA. These features are depicted in Figures 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

The conceptual improvements to the West Midway Road IIA are anticipated to have minimal impacts to special activity sites and social and cultural features. The Midway Road Connector Corridor follows the Midway Road sidewalk within the West Midway Road IIA. The Treasure Coast N-S Rural to Urban Connector Corridor follows the Glades Cut-off Road sidewalk at the eastern end of the IIA. These trails that utilize the sidewalks are not considered Section 4(f) Resources as they are for transportation use. The conceptual improvements will either maintain or replace the sidewalks that these trails utilize.

The SHPO Resource Groups identified within the 400-foot buffer of the West Midway Road IIA are ineligible for NRHP listing per previous SHPO evaluation. If the listing status for the SHPO Resource Groups changes, or the conceptual design changes and impacts to archaeological and historical resources are anticipated, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 8 (Archaeological and Historical Features) of the FDOT PD&E Manual during a PD&E Study phase. If any historic resources become eligible for the NRHP, they will also have to be assessed as a Section 4(f) Resource following the latest version of Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual.

The following special activity sites or social and cultural features exist within the 400-foot buffer of the West Midway Road IIA and are not expected to be impacted by the design concept:

- Midway Road Connector Corridor
- Treasure Coast N-S Rural to Urban Connector Corridor
- Midway Road - SHPO Resource Group (Ineligible for NRHP listing)
- Canal 103 - SHPO Resource Group (Ineligible for NRHP listing)
- CR 709 (Glades Cutoff Road) - SHPO Resource Group (Ineligible for NRHP listing)
- FEC RR – Lake Harbor Branch - SHPO Resource Group (Ineligible for NRHP listing)

The Special Activity Sites and Social and Cultural Features Map for the West Midway Road IIA can be found in Figure 2-2, Pages 13 and 14 of 27 in Appendix A.

Hydrological and Natural Features

Wetlands are present within the West Midway Road IIA but are not expected to be impacted by the conceptual improvements. Stormwater management areas are present within the West Midway Road IIA and could potentially be impacted where interchange improvements are identified at West Midway Road and Glades Cut-Off Road. These are part of the permitted I-95 stormwater management system. During a PD&E phase, the potential impacts to any wetlands and OSWs will be assessed in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be

necessary if there are potential impacts to wetland areas. Wetland impacts should be avoided and minimized to the maximum extent possible.

The West Midway Road IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, red cockaded woodpecker, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within 3 (North Fork St. Lucie River, Sewal Point MC2 – Bird Island, and Cypress Creek Bluefield Road) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the West Midway Road IIA. A complete list of the USFWS endangered and threatened species found in St. Lucie County can be found in Appendix C. The potential impacts to listed species and their habitat will be assessed during a PD&E phase, following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during a PD&E Study Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during the PD&E phase to confirm that no adverse impacts are anticipated to any of these listed species.

No other impacts to hydrological and natural features are anticipated as a result of the design concept for the West Midway Road IIA. The following hydrological and natural features within the 400-foot buffer of the IIA and are not expected to be impacted by the design concept:

- 9.0-acre Reservoir (FLUCFCS 5300) (ID: 172)
- 2.8-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 173)
- 1.0-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 173A)
- Farmland
- Hydric Soils

The Hydrological and Natural Features Map for the West Midway Road IIA can be found in Figure 2-1, Pages 13 and 14 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP's EDMS OCULUS database was conducted to assign preliminary site risk rankings. Two facilities were identified within the designated contamination

buffers of the West Midway Road IIA that potentially have a High risk of contamination (IDs: 34 and 36). These sites include a gas station with a previous discharge with remedial cleanup activities in progress and a previous fuel spill along I-95. High and Low risk sites identified within the contamination buffer areas of the W Midway Road IIA are included in Appendix E.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the West Midway Road IIA can be found in Figure 2-3, Pages 13 and 14 of 27 in Appendix A.

Noise Impacts

The land use within the West Midway Road IIA is primarily rural, agricultural (Activity Category F: Non-Sensitive Developed) with some medium density residential at the very east end of the IIA. Noise sensitive sites are present at the east end of the 1,000-foot buffer of the SW Meadows Avenue IIA. These noise sensitive sites include:

- Activity Category B: Residential

No existing noise barriers are within the 1,000-foot buffer of the West Midway Road IIA. There is one NSA within the 1,000-foot buffer of the West Midway Road IIA. The conceptual improvements to West Midway Road will result in noise impacts and require consideration of noise abatement measures. Noise impacts will be evaluated during a PD&E Study in accordance with the FHWA's noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for the West Midway Road IIA can be found in Figure 2-4, Pages 13 and 14 of 27 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual improvements to West Midway Road:

- USACE Nationwide Permit;
- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;
- SFWMD ERP; and
- FDEP NPDES General Permit.

Potential Relocation Impact Areas

Right-of-way will be required to facilitate the conceptual improvements to West Midway Road. No parcel relocations will be required.

Environmental Assessment Summary

Potential environmental impacts within the West Midway Road IIA are anticipated to be minimal. No impacts to special activity sites and social and cultural features, or floodplains/regulatory floodplains are expected. Due to the potential to impact contaminated sites within this interchange, a PD&E Study would require further evaluation of these sites for contamination potential. Impacts to wetlands are not anticipated and impacts to OSWs are expected to be minimal. Right-of-way impacts are anticipated but no relocations will be required. Due to the natural habitats in this area, the PD&E Study would require assessment of and include listed species surveys and USFWS consultation. Noise impacts are anticipated and would require consideration of noise abatement measures.

4.2.6 SR 70 / Okeechobee Road Interchange

The following summarizes the environmental features within the Okeechobee Road / SR 70 IIA. These features are depicted in Figures 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

The conceptual improvements to the SR 70/Okeechobee Road IIA are anticipated to have minimal impacts to special activity sites and social and cultural features. The Okeechobee Road Trail Corridor follows the Okeechobee Road sidewalk and the Kings Highway Corridor follows the Kings Highway sidewalk at the western end of the IIA. These trails that utilize the sidewalks are not considered Section 4(f) Resources as they are for transportation use. The conceptual improvements will either maintain or replace the sidewalks that these trails utilize.

Access to social and cultural features outside of the Okeechobee Road / SR 70 IIA but whose access is from Okeechobee Road / SR 70 (Holiday Inn Express & Suites Fort Pierce West – Civic Center), will not be impacted by the conceptual design. If impacts to social and cultural features are anticipated due to a change in the design, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 4 (Sociocultural Effects Evaluation) of the FDOT PD&E Manual during a PD&E Study phase.

The SHPO Resource Groups and historic structures identified within the 400-foot buffer of the SR 70/Okeechobee Road IIA are ineligible for NRHP listing per previous SHPO evaluation. If the listing status for the SHPO Resource Groups or historic structures changes, or the conceptual design changes and impacts to archaeological and historical resources are anticipated, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 8 (Archaeological and Historical Features) of the FDOT PD&E Manual during a PD&E Study phase. If any historic resources become eligible for the NRHP, they will also have to be assessed as a Section 4(f) Resource following the latest version of Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual.

The following special activity sites or social and cultural features exist within the 400-foot buffer of the Okeechobee Road / SR 70 IIA and are not expected to be impacted by the design concept:

- Okeechobee Road Trail Corridor
- Kings Highway Corridor
- Okeechobee Road - SHPO Resource Group (Ineligible for NRHP listing)

- Kings Highway - SHPO Resource Group (Ineligible for NRHP listing)
- Canal No. 46 - SHPO Resource Group (Ineligible for NRHP listing)
- Florida Turnpike - SHPO Resource Group (Ineligible for NRHP listing)
- Jenkins Road – SHPO Resource Group (Ineligible for NRHP listing)
- 2 Historic Structures (1 Service Station and 1 Commercial) (Ineligible for NRHP listing)

The Special Activity Sites and Social and Cultural Features Map for the Okeechobee Road / SR 70 IIA can be found in Figure 2-2, Pages 15 and 16 of 27 in Appendix A.

Hydrological and Natural Features

The proposed ramp from northbound I-95 to westbound SR 70/Okeechobee Road would result in wetland impacts (Freshwater Marshes / Graminoid Prairie – Marsh; FLUCFCS 6410; ID: 188). The proposed SR 70/Okeechobee Road eastbound on-ramp to northbound I-95 would result in wetland impacts (Freshwater Marshes / Graminoid Prairie – Marsh; FLUCFCS 6410; ID: 189). Wetland ID: 187C (Freshwater Marshes / Graminoid Prairie – Marsh; FLUCFCS 6410) would also be impacted by the widening of SR 70/Okeechobee Road to the west of Kings Highway and by the improvements to Kings Highway/Florida’s Turnpike ingress and egress south of SR 70/Okeechobee Road. The wetlands and OSW that would potentially be impacted by these proposed improvements are shown in Figure 2-1, Pages 15 and 16 of 27 in Appendix A. In addition, stormwater management areas are present within the SR 70/Okeechobee Road IIA and could potentially be impacted where interchange improvements are identified. These are part of the permitted I-95 stormwater management system.

During a PD&E phase, the potential impacts to any wetlands and OSWs will be assessed in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to wetland areas as a result of the Project. Wetland impacts should be avoided and minimized to the maximum extent possible. Mitigation will be required for any wetland areas that are impacted, and if needed, agency coordination and the UMAM can be used to help determine the amount of mitigation required.



The SR 70/Okeechobee Road IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within 2 (North Fork St. Lucie River and Cypress Creek Bluefield Road) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the SR 70/Okeechobee Road IIA. A complete list of the USFWS endangered and threatened species found in St. Lucie County can be found in Appendix C. During a PD&E phase, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during the PD&E Study Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during the PD&E phase to confirm that no adverse impacts are anticipated to any of these listed species.

No other impacts to hydrological and natural features are anticipated as a result of the design concept for the SR 70/Okeechobee Road. The following hydrological and natural features within the 400-foot buffer of the IIA and are not expected to be impacted by the design concept:

- 3.4-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 187)
- 1.0-acre Reservoir (FLUCFCS 5300) (ID: 187A)
- 1.7-acre Reservoir (FLUCFCS 5300) (ID: 187B)
- 9.1-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 187C)
- 0.8-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 188)
- 1.7-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 189)
- Farmland
- Hydric Soils

These Hydrological and Natural Features Map for the SR 70/Okeechobee Road IIA can be found in Figure 2-1, Pages 15 and 16 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP’s EDMS OCULUS database was conducted to assign preliminary site risk rankings. Ten facilities were identified within the designated buffers of the SR 70/Okeechobee Road IIA that potentially have a High risk of contamination (IDs: 37, 38, 39, 40, 41, 44, 45, 47, 52, and 55). These sites include discharges from six gas stations with cleanup ongoing, two additional sites with fuel discharges, and two roadside fuel spills. Two additional facilities were classified as Medium risk (IDs: 42 and 49). These sites include a gas station, with a previous gasoline discharge that has been granted a No Further Action, and a roadside FDOT generator tank. High, Medium, and Low risk sites identified within the contamination buffer areas of the SR 70/Okeechobee Road IIA are included in Appendix E.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the SR 70/Okeechobee Road IIA can be found in Figure 2-3, Page 15 and 16 of 27 in Appendix A.

Noise Impacts

Noise sensitive sites are present within the 1,000-foot buffer of the moderately developed Okeechobee Road / SR 70 IIA. These noise sensitive sites include:

- Activity Category B: Residential
- Activity Category E: Sensitive Commercial

A majority of the noise sensitive sites within the IIA are Activity Category E and include pool areas associated with hotels and outdoor seating associated with restaurants. No existing noise barriers are within the 1,000-foot buffer of the SR 70/Okeechobee Road IIA. There are six NSAs within the 1,000-foot buffer of the SR 70/Okeechobee Road IIA. The conceptual improvements to SR 70/Okeechobee Road will result in noise impacts and require consideration of noise abatement measures. Noise impacts will be evaluated during a PD&E Study in accordance with the FHWA’s

noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for the SR 70/Okeechobee Road IIA can be found in Figure 2-4, Pages 15 and 16 of 27 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual improvements to SR 70/Okeechobee Road:

- USACE Nationwide Permit;
- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;
- SFWMD ERP; and
- FDEP NPDES General Permit.

Potential Relocation Impact Areas

Right-of-way will be required to facilitate the conceptual improvements to SR 70/Okeechobee Road. No parcel relocations will be required.

Environmental Assessment Summary

Potential environmental impacts within the SR 70/Okeechobee Road IIA are anticipated to be minimal. No impacts to special activity sites and social and cultural features, or floodplains/regulatory floodways are expected. Due to the potential to impact contaminated sites within this interchange, a PD&E Study would require further evaluation of these sites for contamination potential. Impacts to wetlands and OSWs are expected to be minimal. Right-of-way impacts are anticipated but no relocations will be required. Due to the natural habitats in this area, the PD&E Study would require assessment of and include listed species surveys and USFWS

consultation. Noise impacts are anticipated and would require consideration of noise abatement measures.

4.2.7 SR 68/Orange Avenue Interchange

The following summarizes the environmental features within the SR 68/Orange Avenue IIA. These features are depicted in Figures 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

The conceptual improvements to the SR 68/Orange Avenue IIA are anticipated to have minimal impacts to special activity sites and social and cultural features. The Florida Cracker Trail Corridor follows the SR 68/Orange Avenue sidewalk within the IIA. The Kings Highway Corridor follows the Kings Highway sidewalk at the western end of the IIA. The SR 68/Orange Avenue Trail starts at the intersection of SR 68/Orange Avenue and Kings Highway and follows the SR 68/Orange Avenue sidewalk to the west. These trails that utilize the sidewalks are not considered Section 4(f) Resources as they are for transportation use. The conceptual improvements will either maintain or replace the sidewalks that these trails utilize.

The SHPO Resource Groups and historic structures identified within the 400-foot buffer of the SR 68/Orange Avenue IIA are ineligible for NRHP listing per previous SHPO evaluation. If the listing status for the SHPO Resource Groups or historic structures changes, or the conceptual design changes and impacts to archaeological and historical resources are anticipated, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 8 (Archaeological and Historical Features) of the FDOT PD&E Manual during the PD&E Study phase. If any historic resources become eligible for the NRHP, they will also have to be assessed as a Section 4(f) Resource following the latest version of Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual.

The following special activity sites or social and cultural features exist within the 400-foot buffer of the SR 68/Orange Avenue IIA and are not expected to be impacted by the design concept:

- Florida Cracker Trail Corridor

- Kings Highway Corridor
- SR 68/Orange Avenue Trail
- SR 68/Orange Avenue - SHPO Resource Group (Ineligible for NRHP listing)
- Kings Highway - SHPO Resource Group (Ineligible for NRHP listing)
- Jenkins Road - SHPO Resource Group (Ineligible for NRHP listing)
- 5 Historic Structures (3 Private Residences, 1 Commercial, and 1 Other – Residence) (Ineligible for NRHP listing)

The Special Activity Sites and Social and Cultural Features Map for the Orange Avenue IIA can be found in Figure 2-2, Pages 17 and 18 of 27 in Appendix A.

Hydrological and Natural Features

Wetlands are present within the SR 68/Orange Avenue IIA but are not expected to be impacted by the conceptual improvements. Stormwater management areas are present within the SR 68/Orange Avenue IIA and could potentially be impacted where interchange improvements are identified at SR 68/Orange Avenue, west of S. Kings Highway. These are part of the permitted I-95 stormwater management system. Agricultural ditching is also present outside of the existing FDOT right-of-way but within the 400-foot buffer of the SR 68/Orange Avenue IIA. No impacts to these features from the conceptual SR 68/Orange Avenue IIA improvements are anticipated. Wetlands and OSWs will be identified and assessed for potential impacts during a PD&E Study Phase in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to these areas. Wetland impacts should be avoided and minimized to the maximum extent possible.

The SR 68/Orange Avenue IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within 2 (North Fork St. Lucie River and Cypress Creek Bluefield Road) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the SR 68/Orange Avenue IIA. A complete list of the USFWS endangered and threatened species found in St. Lucie County can be found in

Appendix C. The potential impacts to listed species and their habitat will be assessed during a PD&E phase, following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during a PD&E Study Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during the PD&E phase to confirm that no adverse impacts are anticipated to any of these listed species.

No other impacts to hydrological and natural features are anticipated as a result of the conceptual design concept for the SR 68/Orange Avenue IIA. The following hydrological and natural features within the 400-foot buffer of the IIA and are not expected to be impacted by the design concept:

- 0.7-acre Freshwater Marshes / Graminoid Prairie – Marsh (FLUCFCS 6410) (ID: 192)
- 5.2-acre Reservoir (FLUCFCS 5300) (ID: 191)
- 2.4-acre Reservoir (FLUCFCS 5300) (ID: 191A)
- 0.6-acre Reservoir (FLUCFCS 5300) (ID: 193)
- Farmland
- Hydric Soils

The Hydrological and Natural Features Map for the SR 68/Orange Avenue IIA can be found in Figure 2-1, Pages 17 and 18 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP's EDMS OCULUS database was conducted to assign preliminary site risk rankings. Three facilities were identified within the designated contamination buffers of the SR 68/Orange Avenue IIA that potentially have a High risk of contamination (IDs: 60 and 62). These sites include discharges from two gas stations and a truck repair facility with ongoing cleanup. Two additional facilities were classified as Medium risk (IDs: 59 and 64). These sites include a gas station with ongoing remedial activities and a tractor company within the 200-foot buffer. High, Medium, and Low risk sites identified within the contamination buffer areas of the SR 68/Orange Avenue IIA are included in Appendix E.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the SR 68/Orange Avenue IIA can be found in Figure 2-3, Page 17 and 18 of 27 in Appendix A.

Noise Impacts

The land use within the SR 68/Orange Avenue IIA is primarily rural, agricultural (Activity Category F: Non-Sensitive Developed) with some medium density residential at the very east end of the IIA. Noise sensitive sites are present at the east end of the 1,000-foot buffer of the SR 68/Orange Avenue IIA. These noise sensitive sites include:

- Activity Category B: Residential
- Activity Category E: Sensitive Commercial

No existing noise barriers are within the 1,000-foot buffer of the SR 68/Orange Avenue IIA. There are two NSAs within the 1,000-foot buffer of the SR 68/Orange Avenue IIA. The conceptual improvements to SR 68/Orange Avenue will result in noise impacts and require consideration of noise abatement measures. Noise impacts will be evaluated during a PD&E Study in accordance with the FHWA's noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for the SR 68/Orange Avenue IIA can be found in Figure 2-4, Pages 17 and 18 of 27 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual improvements to SR 68/Orange Avenue:

- USACE Nationwide Permit;

- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;
- SFWMD ERP; and
- FDEP NPDES General Permit.

Potential Relocation Impact Areas

Right-of-way will be required to facilitate the conceptual improvements to SR 68/Orange Avenue. No parcel relocations will be required.

Environmental Assessment Summary

Potential environmental impacts within the SR 68/Orange Avenue IIA are anticipated to be minimal. No impacts to special activity sites and social and cultural features, or floodplains/regulatory floodways are expected. Due to the potential to impact contaminated sites within this interchange, the PD&E Study would require further evaluation of these sites for contamination potential. Impacts to wetlands are not anticipated and impacts to OSWs are expected to be minimal. Right-of-way impacts are anticipated but no relocations will be required. Due to the natural habitats in this area, the PD&E Study would require assessment of and include listed species surveys and USFWS consultation. Noise impacts are anticipated and would require consideration of noise abatement measures.

4.2.8 SR 614/Indrio Road Interchange

The following summarizes the environmental features within the SR 614/Indrio Road IIA. These features are depicted in Figure 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

Impacts to special activity sites and social and cultural features within the SR 614/Indrio Road IIA are not expected as conceptual improvements are not identified within this area. The following special activity sites or social and cultural features exist within the 400-foot buffer of the SR 614/Indrio Road IIA and are not expected to be impacted:

- Fort Pierce Farms Water Control District – SHPO Resource Group (Insufficient information on individual segment to make eligibility recommendation)
- SR 614/Indrio Road - SHPO Resource Group (Ineligible for NRHP listing)
- 1 Historic Structure (1 Private Residence)

The Special Activity Sites and Social and Cultural Features Map for the SR 614/Indrio Road IIA can be found in Figure 2-2, Page 19 of 27 in Appendix A.

Hydrological and Natural Features

No wetlands are identified within the SR 614/Indrio Road IIA. Stormwater management areas that are part of the permitted I-95 stormwater management system are present within the SR 614/Indrio Road IIA. Agricultural ditching is also present outside of the existing FDOT right-of-way but within the 400-foot buffer of the SR 614/Indrio Road IIA. Impacts are not expected as improvements are not noted for this area. Wetlands and OSWs will be identified and assessed for potential impacts during a PD&E Study Phase in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to these areas. Wetland impacts should be avoided and minimized to the maximum extent possible.

The SR 614/Indrio Road IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, red cockaded woodpecker, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within 1 (Wabasso) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the Indrio Road IIA. A complete list of the USFWS endangered and threatened species found in St. Lucie County can be found in Appendix C. During a PD&E phase, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during the PD&E Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during a PD&E Study phase to confirm that no adverse impacts are anticipated to any of these listed species.

No other impacts to hydrological and natural features are anticipated as a result of the design concept for the SR 614/Indrio Road IIA. The following hydrological and natural features within the 400-foot buffer of the IIA and are not expected to be impacted:

- Type AE Floodplain
- Hydric Soils

The Hydrological and Natural Features Map for the SR 614/Indrio Road IIA can be found in Figure 2-1, Page 19 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP's EDMS OCULUS database was conducted to assign preliminary site risk rankings. One facility, an FDOT roadside generator tank, was classified as Medium risk within the designated contamination buffers of the SR 614/Indrio Road IIA (ID: 69). Medium and Low risk sites identified within the contamination buffer areas of the SR 614/Indrio Road IIA are included in Appendix E.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the SR 614/Indrio Road IIA can be found in Figure 2-3, Page 19 of 27 in Appendix A.

Noise Impacts

No noise sensitive sites or existing noise barriers are within the 1,000-foot buffer of the SR 614/Indrio Road IIA. This interchange is rural, agricultural (Activity Category F: Non-Sensitive Developed) within the 1,000-foot buffer of the IIA. In addition, improvements are not identified for this area. The Noise Analysis Map for the SR 614/Indrio Road IIA can be found in Figure 2-4, Page 19 of 27 in Appendix A.

Environmental Permits

No environmental permits are required as conceptual improvements to SR 614/Indrio Road are not identified.

Potential Relocation Impact Areas

No parcel relocations or right-of-way are required as conceptual improvements to SR 614/Indrio Road are not identified.

Environmental Assessment Summary

Potential environmental impacts are not anticipated as conceptual roadway improvements to SR 614/Indrio Road are not identified.

4.2.9 I-95 Mainline Widening in St. Lucie County

Widening of I-95 to the inside within St. Lucie County is identified between Station 1425+00 / 3000+00 (Martin County / St. Lucie County Line) to Station 3786+00. No widening is identified between Station 3786+00 to Station 4442+00 / 8000+00 (St. Lucie County / Indian River County Line). The following summarizes the environmental features within the I-95 mainline widening area within St. Lucie County. These features are depicted in Figures 1-1 through 1-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

The conceptual widening of I-95 to the inside between Station 1425+00 / 3000+00 to Station 3786+00 in St. Lucie County is anticipated to have minimal impacts to special activity sites and social features. Two trails cross underneath I-95 where widening is proposed. These trails appear to have a primary recreational function and, therefore, are considered Section 4(f) Resources. The recreational trails that cross underneath I-95 where widening is proposed include:

- Saint Lucie River Trail within Tenmile Creek (Station 3764+00) and
- Jenkins Road Connector (3764+00).

The proposed improvements are not anticipated to require additional right-of-way within these recreational trails. It is anticipated that there will be no permanent Section 4(f) use within the

meaning of Section 4(f), in accordance with Section 4(f) of the USDOT Act of 1966. However, a Section 4(f) temporary occupancy of these trails may occur due to the temporary construction activities from proposed widening of I-95. Therefore, access to the Saint Lucie River Trail and Jenkins Road Connector will continue to be provided except during construction activities. Temporary access should be considered during construction. During the PD&E Study phase, further evaluation of temporary use of these resources will be necessary consistent with the latest version of Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual. Direct and indirect (e.g. change of access) impacts to potential Section 4(f) Resources should be avoided.

The trails that utilize the sidewalks (e.g., Multi-use Trail along SW Becker Road, Crosstown Parkway Corridor, Southwest Tradition Parkway Trail, multi-use trail along Crosstown Parkway, Crosstown Parkway Corridor, Treasure Coast N-S Rural to Urban Connector Corridor, Midway Road Connector Corridor, Okeechobee Road Trail Corridor) are not considered Section 4(f) Resources as they are for transportation use.

The SHPO Resource Groups and historic structures identified within the 400-foot buffer of I-95 mainline widening area in St. Lucie County are ineligible for NRHP listing per previous SHPO evaluation. If the conceptual design changes and impacts to archaeological and historical resources are anticipated, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 8 (Archaeological and Historical Features) of the FDOT PD&E Manual during a PD&E Study phase. If any historic resources become eligible for the NRHP, they will also have to be assessed as a Section 4(f) Resource. If impacts to social and cultural features are anticipated due to a change in the conceptual design, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 4 (Sociocultural Effects Evaluation) of the FDOT PD&E Manual during a PD&E Study phase.

The following special activity sites and social & cultural features within the 400-foot buffer of I-95 mainline widening area in St. Lucie County and are not expected to be impacted by the design concept:

Martin County / St. Lucie County Line to SW Becker Road

- Multi-use Trail (along SW Becker Road)
- Crosstown Parkway Corridor
- Canal 9 (Ineligible for NRHP listing)

SW Becker Road to SW Gatlin Boulevard

- SFWMD Owned Lands
- OI Peacock Sr Park
- SW Tradition Parkway Multi-Use Trail

SW Gatlin Boulevard to Crosstown Parkway

- SFWMD Owned Lands
- Multi-Use Trail (along Crosstown Parkway)
- Crosstown Parkway Corridor
- C-24 Canal (Ineligible for NRHP listing)

Crosstown Parkway to St. Lucie West Boulevard

- No special activity sites or social & cultural features

St. Lucie West Boulevard to W Midway Road

- SFWMD Owned Lands
- AMC Port St. Lucie (Cultural Center)
- Treasure Coast N-S Rural to Urban Connector Corridor
- Midway Road Connector Corridor
- Canal No. 108 (Ineligible for NRHP listing)
- Canal No. 107 (Ineligible for NRHP listing)
- Canal No. 106 (Ineligible for NRHP listing)
- FEC RR – Lake Harbor Branch Canal No. 107 (Ineligible for NRHP listing)
- SR 709 (Glades Cutoff Road) Canal No. 107 (Ineligible for NRHP listing)

- Canal No. 105 (Ineligible for NRHP listing)
- Canal No. 104 (Ineligible for NRHP listing)
- Canal No. 103 (Ineligible for NRHP listing)
- Midway Road (Ineligible for NRHP listing)

W Midway Road to SR 70/Okeechobee Road

- SFWMD Owned Lands
- SFWMD Potential Owned Lands
- Gordy Road Recreation Area
- Westside Baptist Church
- Okeechobee Road Trail Corridor
- Canal No. 102 (Ineligible for NRHP listing)
- Canal No. 96 (Ineligible for NRHP listing)
- Florida's Turnpike (Ineligible for NRHP listing)
- Canal No. 39 (Ineligible for NRHP listing)
- Okeechobee Road (Ineligible for NRHP listing)

Sr 70/Okeechobee Road to SR 68/Orange Avenue

- Four Historic Structures (4 Private Residences) (Ineligible for NRHP listing)
- Canal No. 37 (Ineligible for NRHP listing)
- Orange Avenue (Ineligible for NRHP listing)

SR 68/Orange Avenue to SR 614/Indrio Road

- Florida Cracker Trail Corridor
- Kings Highway Corridor
- Missionary Faith Baptist Church
- Western Greenway Corridor
- Meadowood Golf Course
- One Historic Structures (1 Private Residences) (Ineligible for NRHP listing)

- North Emergency Canal (Ineligible for NRHP listing)
- Kings Highway (Ineligible for NRHP listing)
- Belcher Canal (Ineligible for NRHP listing)
- Fort Pierce Farms Water Control District (Insufficient Information)
- Canal No. 19 (Ineligible for NRHP listing)
- Canal No. 18 (Ineligible for NRHP listing)
- Indrio Road (Ineligible for NRHP listing)

SR 614/Indrio Road to St. Lucie County / Indian River County Line

- Spanish Lakes Community Golf Course (only for Spanish Lakes Residences)
- No special activity sites or social & cultural features
- Fort Pierce Farms Water Control District (Insufficient Information)

The Special Activity Sites and Social and Cultural Features Map for I-95 in St. Lucie County can be found in Figure 1-2, Pages 23 – 46 in Appendix A.

Hydrological and Natural Features

Conceptual widening of I-95 to the inside between Station 1425+00 / 3000+00 to Station 3786+00 is anticipated to have minimal impacts to hydrological and/or natural features. Two wetlands and five OSWs could potentially be impacted by the widening of I-95 in St. Lucie County. Widening to the inside between Station 3762+00 and 3770+00 in the vicinity of Tenmile Creek would impact the Tenmile Creek OSW ID: 181 (Natural River, Stream, Waterway: FLUCFCS: 5110) and adjacent Wetland IDs: 182 and 184 (Mixed Wetland Hardwoods; FLUCFCS 6170). Widening of I-95 to the inside between Station 3326+00 and 3328+00 would potentially impact the C-24 Canal (OSW ID: 117; FLUCFCS: 5120; Channelized Waterways, Canals). In addition, widening of I-95 to the inside between Station 4247+00 and 4248+00 would potentially impact OSW ID: 207 (FLUCFCS: 5120; Channelized Waterways, Canals). If new piers are placed within OSW IDs: 182 and 184 (Tenmile Creek) or if new shading to wetland vegetation occurs, wetland impacts would be anticipated. The

wetlands and OSWs that would potentially be impacted by these proposed improvements are shown in Figure 1-1, Pages 23, 35, and 43 of 62 in Appendix A.

The braided ramps conceptual alternative between Crosstown Parkway and St. Lucie West Boulevard could potentially impact 2 stormwater management areas (OSW IDs: 149 and 150; FLUCFCS: 5300; Reservoirs). In addition, stormwater management areas are present within the conceptually widened areas along I-95 and could potentially be impacted. These are part of the permitted I-95 stormwater management system. During a PD&E phase, the potential impacts to any wetlands and OSWs will be assessed in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to wetland areas. Wetland impacts should be avoided and minimized to the maximum extent possible. Mitigation will be required for any wetland areas that are impacted, and if needed, agency coordination and the UMAM can be used to help determine the amount of mitigation required.

According to NMFS GIS data, the area of the C-24 canal and Tenmile Creek that flows under I-95 where widening is identified is not considered EFH. If SAV is present within the C-24 canal or Tenmile Creek that flows under I-95 where widening occurs, NMFS may consider the area EFH. Potential impacts to EFH will be assessed in accordance with the latest version of Part 2, Chapter 17 (Essential Fish Habitat) of the FDOT PD&E Manual. Widening of I-95 over Tenmile Creek would result in impacts to Type AE floodplain (100-year floodplain). In addition, this section of Tenmile Creek is considered a regulatory floodway according to the FEMA Flood Map Service Center. Floodplain compensation may be required. During a PD&E phase, the potential impacts to floodplains will be assessed following the latest version of Part 2, Chapter 13 (Floodplains) of the FDOT PD&E Manual.

The conceptual I-95 mainline widening between Station 1425+00 / 3000+00 to Station 3786+00 in St. Lucie County is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, red cockaded woodpecker, crested caracara, and the Florida grasshopper sparrow. In addition, the I-95 widening area is within three (North Fork St. Lucie River, Sewal Point MC2 – Bird Island,

and Cypress Creek Bluefield Road) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the 400-foot buffer of the I-95 mainline widening area in St. Lucie County. A complete list of the USFWS endangered and threatened species found in St. Lucie County can be found in Appendix C. During a PD&E Study phase, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during a PD&E Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during a PD&E Study phase to confirm that no adverse impacts are anticipated to any of these listed species.

The undeveloped, natural areas along the project corridor represent usable habitat for larger mammals (deer, hog, bears, etc.). When these lands are present on both sides of I-95, there is a higher risk of collisions with animals attempting to cross the interstate. To facilitate wildlife movement and reduce the risk of vehicular collisions with animals, any existing structure that could function as a wildlife crossing (i.e. culvert or bridge) should remain or be enhanced.

Agricultural ditching is present outside of the existing FDOT right-of-way but within the 400-foot buffer of the I-95 mainline widening area in St. Lucie County. No impacts to these features from the conceptual I-95 widening is anticipated. One hundred and one (101) wetlands and OSWs were identified within the 400-foot buffer of the I-95 mainline in St. Lucie County. Two wetlands (Wetland IDs: 182 and 184) and five OSWs (OSW IDs: 181, 117, 149, 150, and 207) could potentially be impacted by the conceptual widening of I-95 in St. Lucie County. These wetlands and OSWs are listed in Table 4.2.9 and depicted in Figure 1-1, Pages 23 – 46 in Appendix A.

Table 4.2.9 Wetlands and OSWs within the 400-foot Buffer of the I-95 Mainline in St. Lucie County

ID	FLUCFCS	Type	Acres	Location	Comment	Potential For Impact	Page
Martin County/St. Lucie County Line to SW Becker Road							
118	5300	Reservoirs	3.1 acres	West side of I-95	---	No	23
119			3.1 acres			No	
120	5300	Reservoirs	4.7 acres	East side of I-95	---	No	23
121			0.4 acre			No	
SW Becker Road to SW Gatlin Boulevard							
122	5300	Reservoirs	2.5 acres	East side of I-95	---	No	23
123	6410	Freshwater Marshes / Graminoid Prairie - Marsh	17.3 acres	West side of I-95	---	No	23 - 24
124	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.9 acre	Between northbound and southbound I-95	---	No	7
125	5300	Reservoirs	25.4 acres	East side of I-95	---	No	24
126			26.1 acres			No	
127			0.7 acre			No	
128	6430	Wet Prairie	3.1 acres	Between northbound and southbound I-95	---	No	24
129	5300	Reservoirs	5.6 acres	West side of I-95	---	No	24 - 25
130	5300	Reservoirs	105.9 acre	East side of I-95	---	No	24 - 25
131	6440	Emergent Aquatic Vegetation	4.4 acres	West side of I-95	---	No	24 - 25
132	6410	Freshwater Marshes / Graminoid Prairie - Marsh	3.6 acres	Between northbound and southbound I-95	---	No	25
133	6410	Freshwater Marshes / Graminoid Prairie - Marsh	2.5 acres	East side of I-95	---	No	25
134						No	
135	6410	Freshwater Marshes / Graminoid Prairie - Marsh	6.8 acres	East side of I-95	---	No	25 - 26
136	6410	Freshwater Marshes / Graminoid Prairie - Marsh	12.5 acres	East side of I-95	---	No	26
137			2.4 acres			No	
137A	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.4 acre	East side of I-95	---	No	26

137B	6410	Freshwater Marshes / Graminoid Prairie - Marsh	2.6 acres	East side of I-95	---	No	26
138	5120	Channelized Waterways, Canals	6.9 acres	West side of I-95	---	No	26
SW Gatlin Boulevard to Crosstown Parkway							
139	5120	Channelized Waterways, Canals	40.2 acres	West side of I-95	---	No	26 - 27
140	5300	Reservoirs	21.7 acres	East side of I-95	---	No	26 - 27
141	5300	Reservoirs	16.5 acres	East side of I-95	---	No	27
142	6410	Freshwater Marshes / Graminoid Prairie - Marsh	9.0 acres	East side of I-95	---	No	27
143	5300	Reservoirs	27.8 acres	West side of I-95	---	No	27
144			5.2 acres			No	
117	5120	Channelized Waterways, Canals	27.9 acres	Flows under I-95	C-24 Canal, Connected to C-23 / County Line Canal	Yes	27 - 28
145	6410	Freshwater Marshes / Graminoid Prairie - Marsh	6.5 acres	East side of I-95	---	No	28
146	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.3 acres	West side of I-95	---	No	28
147			0.3 acre			No	
148	5300	Reservoirs	3.7 acres	West side of I-95	---	No	28
Crosstown Parkway to St. Lucie West Boulevard							
149	5300	Reservoirs	0.5 acre	West side of I-95	---	Yes	28
150	5300	Reservoirs	47.9 acres	East side of I-95	---	Yes	28 - 29
151	5300	Reservoirs	0.1 acre	West side of I-95	---	No	29
152			0.1 acre			No	
153			1.0 acres			No	
154	5300	Reservoirs	2.9 acres	East side of I-95	---	No	29
St. Lucie West Boulevard to W Midway Road							
155	5300	Reservoirs	5.4 acres	West side of I-95	---	No	29

Table 4.2.9 Wetlands and OSWs within the 400-foot Buffer of the I-95 Mainline in St. Lucie County (Continued)

ID	FLUCFCS	Type	Acres	Location	Comment	Potential For Impact	Page
156	5300	Reservoirs	2.8 acres	East side of I-95	---	No	29
157	5120	Channelized Waterways, Canals	29.2 acres	East side of I-95	---	No	29 - 32
158	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.9 acres	Between northbound and southbound I-95	---	No	29 - 30
159	6410	Freshwater Marshes / Graminoid Prairie - Marsh	5.6 acres	Between northbound and southbound I-95	---	No	30
160	6250	Wet Pinelands Hydric Pine	4.2 acres	Between northbound and southbound I-95	---	No	30
161	6410	Freshwater Marshes / Graminoid Prairie - Marsh	4.4 acres	Between northbound and southbound I-95	---	No	30
162	6410	Freshwater Marshes / Graminoid Prairie - Marsh	4.4 acres	West side of I-95	---	No	30
163	5120	Channelized Waterways, Canals	5.7 acres	East side of I-95	---	No	31
164	6410	Freshwater Marshes / Graminoid Prairie - Marsh	2.9 acres	West side of I-95	---	No	31
165	5120	Channelized Waterways, Canals	10.0 acre	East side of I-95	---	No	31
166	6410	Freshwater Marshes / Graminoid Prairie - Marsh	2.5 acres	East side of I-95	---	No	31
167	5120	Channelized Waterways, Canals	8.5 acres	East side of I-95	---	No	31
168	6410	Freshwater Marshes / Graminoid Prairie - Marsh	11.1 acres	West side of I-95	---	No	31 - 32
169	6410	Freshwater Marshes / Graminoid Prairie - Marsh	7.0 acres	East side of I-95	---	No	32
170	5300	Reservoirs	14.2 acres	East side of I-95	---	No	32
171	6410	Freshwater Marshes / Graminoid Prairie - Marsh	3.8 acres	Between northbound and southbound I-95	---	No	32 - 33
172	5300	Reservoirs	9.0 acres	West side of I-95	---	No	32 - 33

W Midway Road to Okeechobee Road							
173	6410	Freshwater Marshes / Graminoid Prairie - Marsh	2.8 acres	East side of I-95	---	No	33
174	5300	Reservoirs	42.7 acres	East side of I-95	---	No	33 - 34
175	5300	Reservoirs	15.2 acres	East side of I-95	---	No	34
176	5300	Reservoirs	9.7 acres	East side of I-95	---	No	34
177	6410	Freshwater Marshes / Graminoid Prairie - Marsh	133.9 acres	West of I-95	---	No	34
178	5300	Reservoirs	6.1 acres	West of I-95	---	No	34
179	5300	Reservoirs	3.2 acres	East side of I-95	---	No	34 - 35
180	5300	Reservoirs	12.1 acres	West side of I-95	---	No	35
181	5110	Natural River, Stream, Waterway	23.4 acres	Flows under I-95	Tenmile Creek	Yes	35
182	6170	Mixed Wetland Hardwood	24.7 acres	Flows under I-95	Southwest area of Tenmile Creek and I-95	Yes	35
183	6170	Mixed Wetland Hardwood	3.0 acres	Flows under I-95	Southeast area of Tenmile Creek and I-95	No	35
184	6170	Mixed Wetland Hardwood	58.1 acres	Flows under I-95	Tenmile Creek	Yes	35
185	5300	Reservoirs	3.3 acres	East side of I-95	---	No	35
186	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.4 acre	East side of I-95	---	No	35 - 36
187	6410	Freshwater Marshes / Graminoid Prairie - Marsh	3.4 acres	East side of I-95	---	No	36
188	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.8 acre	East side of I-95	---	No	36
Okeechobee Road to Orange Avenue							
189	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.7 acres	East side of I-95	---	No	36
190	5300	Reservoirs	0.1 acre	East side of I-95	---	No	36
191	5300	Reservoirs	5.2 acres	West side of I-95	---	No	38
192	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.7 acre	West side of I-95	---	No	38
Orange Avenue to Indrio Road							
193	5300	Reservoirs	0.6 acre	West side of I-95	---	No	38
194	5120	Channelized Waterways, Canals	27.2	Flows under I-95	Connected to C-23 / County Line Canal	Yes	38 - 39

Table 4.2.9 Wetlands and OSWs within the 400-foot Buffer of the I-95 Mainline in St. Lucie County (Continued)

ID	FLUCFCS	Type	Acres	Location	Comment	Potential For Impact	Page
195	5300	Reservoirs	16.1 acres	West side of I-95	---	No	39
196	5300	Reservoirs	0.4 acre	East side of I-95	---	No	39
197	5120	Channelized Waterways, Canals	51.1 acres	Flows under I-95	Belcher Canal; Connected to C-23 / County Line Canal	No	40
198	5300	Reservoirs	0.5 acre	West side of I-95	---	No	40
199	6300	Wetland Forested Mixed	3.9 acres	East side of I-95	---	No	40
200	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.2 acre	West side of I-95	---	No	40
201	5120	Channelized Waterways, Canals	15.1 acres	East side of I-95	Connected to C-23 / County Line Canal	No	40
202	6440	Emergent Aquatic Vegetation	7.0 acres	Flows under I-95	---	No	40 - 41
203	5120	Channelized Waterways, Canals	5.2 acres	Flows under I-95	---	No	41
204	5120	Channelized Waterways, Canals	5.9 acres	Flows under I-95	---	No	41
205	5120	Channelized Waterways, Canals	6.2 acres	Flows under I-95	---	No	42
206	5120	Channelized Waterways, Canals	3.9 acres	Flows under I-95	---	No	42
207	5120	Channelized Waterways, Canals	5.8 acres	Flows under I-95	---	Yes	43
Indrio Road to St. Lucie County/Indian River County Line							
208	5120	Channelized Waterways, Canals	4.9 acres	Flows under I-95	---	No	43-44
209	5300	Reservoirs	15.1 acres	East side of I-95	---	No	43-44
210	5120	Channelized Waterways, Canals	6.0 acres	Flows under I-95	---	No	44
211	5120	Channelized Waterways, Canals	3.7 acres	West side of I-95	---	No	44 - 45
212	5300	Reservoirs	2.7 acres	East side of I-95	---	No	44 - 45
213	5300	Reservoirs	18.2	East side of I-95	---	No	45
214			3.9			No	
215			14.9			No	

Notes: FLUCFCS (Florida Land Use, Cover and Forms Classification System)

* Total system acreage.

In addition to wetlands and OSWs, the following hydrological and natural features within the 400-foot buffer of I-95 mainline in St. Lucie County (See Figure 1-1, Pages 23 – 46 in Appendix A) and are not expected to be impacted by the design concept:

- Type AE Floodplain (not associated with Tenmile Creek)
- Farmland
- Hydric Soils

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP’s EDMS OCULUS database was conducted to assign site risk rankings. Two fuel spills were identified within the designated buffers along I-95 within St. Lucie County that potentially have a High risk of contamination (IDs: 32 and 34). One landfill within the 500-foot buffer was classified as Medium risk (ID: 30). High, Medium, and Low risk sites identified within the contamination buffer areas of the I-95 mainline widening area in St. Lucie County are included in Appendix F.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the I-95 widening area in St. Lucie County can be found in Figure 1-3, Pages 24 – 47 of 62 in Appendix A.

Noise Impacts

The land use within the IIA of I-95 in southern and northern St. Lucie County is primarily rural with a majority of the existing land use being Activity Category F: Non-Sensitive Developed. The land is more developed and a higher number of noise sensitive sites exist between SW Gatlin Boulevard and Glades Cut-Off Road. Noise sensitive sites within the 1,000-foot buffer of I-95 in St. Lucie County include:

- Activity Category B: Residential
- Activity Category C: Other Sensitive Land Use

- Activity Category D: Institutional (Interior)
- Activity Category E: Sensitive Commercial

The recreational trails that are not associated with roadways are considered Activity Category C. There are two existing noise barriers within St. Lucie County; one is for the Golden Ponds Manufactured Homes, directly west of Belcher Canal; and one is for the Spanish Lakes Community just south of Indian River / St. Lucie County Boundary. There are 25 NSAs within the 1,000-foot buffer of I-95. The conceptual widening of I-95 to the inside between Station 1425+00 / 3000+00 to Station 3786+00 in St. Lucie County will result in noise impacts and require consideration of noise abatement measures. Noise impacts will be evaluated during a PD&E Study in accordance with the FHWA's noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for I-95 in St. Lucie County can be found in Figure 1-4, Pages 23 – 46 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual widening of I-95 in St. Lucie County:

- USACE Nationwide Permit;
- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;
- SFWMD Right-of-Way Permit;
- SFWMD ERP; and
- FDEP NPDES General Permit.

Potential Relocation Impact Areas

Right-of-way will be required to accommodate the conceptual braided ramps alternative between Crosstown Parkway and St. Lucie West Boulevard. No parcel relocations will be required.

Environmental Assessment Summary

Potential environmental impacts due to the widening of I-95 from Station 1425+00 / 3000+00 to Station 3786+00 in St. Lucie County are anticipated to be minimal. No impacts to special activity sites or social and cultural features are expected. The project may impact contaminated sites within the project right-of-way and would require further evaluation during the PD&E Study. Impacts to Section 4(f) Resources, wetlands, OSWs, floodplains/regulatory floodways, and noise sensitive sites are anticipated. Due to the natural habitats in this area, the PD&E Study would require assessment of and include listed species surveys and USFWS consultation.

4.3 Indian River County

4.3.1 Oslo Road Interchange

The following summarizes the environmental features within the Oslo Road IIA. The interchange configuration shown at Oslo Road (FM# 413048-2-52-01; I-95 and Oslo Road Interchange) has already been designed and permitted and has a production date of December 7, 2020. No changes to the Build Alternative at the I-95 and Oslo Road Interchange are identified as part of this Master Plan study. The environmental features near this interchange are depicted in Figures 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

Impacts to special activity sites and social and cultural features within the Oslo Road IIA are not expected as additional improvements are not identified. The following special activity sites or social and cultural features exist within the 400-foot buffer of the Oslo Road IIA and are not expected to be impacted:

- Oslo Road - SHPO Resource Group (Ineligible for NRHP listing)

The Special Activity Sites and Social and Cultural Features Map for the Oslo Road IIA can be found in Figure 2-2, Page 20 of 27 in Appendix A.

Hydrological and Natural Features

Wetlands are present within the Oslo Road IIA but are not expected to be impacted. Stormwater management areas that are part of the permitted I-95 stormwater management system are present within the Oslo Road IIA. Agricultural ditching is also present outside of the existing FDOT right-of-way but within the 400-foot buffer of the Oslo Road IIA. Impacts to stormwater management areas or agricultural ditching are not anticipated. Wetlands and OSWs will be identified and assessed for potential impacts during a PD&E Study Phase in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to these areas as a result of the Project. Wetland impacts should be avoided and minimized to the maximum extent possible. Type A floodplain (100-year floodplain) is present within the Oslo Road IIA but not expected to be impacted. During a PD&E phase, the potential impacts to floodplains will be assessed following the latest version of Part 2, Chapter 13 (Floodplains) of the FDOT PD&E Manual.

The Oslo Road IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within 2 (Wabasso and Pelican Island) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the Oslo Road IIA. A complete list of the USFWS endangered and threatened species found in Indian River County can be found in Appendix D. The potential impacts to listed species and their habitat will be assessed during a PD&E phase, following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during the PD&E Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during the PD&E Study phase to confirm that no adverse impacts are anticipated to any of these listed species.

The following hydrological and natural features within the 400-foot buffer of the Oslo Road IIA and are not expected to be impacted:

- 4.7-acre Wet Prairies (FLUCFCS 6430) (ID: 230)
- 1.1-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 233)
- 0.9-acre Wet Prairies (FLUCFCS 6430) (ID: 231)
- 2.1-acre Wet Prairies (FLUCFCS 6430) (ID: 232)
- 3.1-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 234)
- 2.5-acre Reservoir (FLUCFCS 5300) (ID: 234A)
- 5.2-acre Channelized Waterway, Canals (FLUCFCS 5120) (ID: 238)
- 0.9-acre Reservoir (FLUCFCS 5300) (ID: 235)
- 13.2-acre Reservoir (FLUCFCS 5300) (ID: 236)
- Type A Floodplain
- Farmland
- Hydric Soils

The Hydrological and Natural Features Map can be found in Figure 2-1, Page 20 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

No potential contaminated sites were identified within the designated contamination buffers of the Oslo Road IIA. Further evaluation of this intersection for contamination will be performed during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the Oslo Road IIA can be found in Figure 2-3, Page 20 of 27 in Appendix A.

Noise Impacts

No noise sensitive sites or existing noise barriers are within the 1,000-foot buffer of the Oslo Road IIA. This interchange is rural, agricultural (Activity Category F: Non-Sensitive Developed) within the 1,000-foot buffer of the IIA. In addition, additional conceptual improvements are not identified for this area. Therefore, noise impacts are not anticipated. The Noise Analysis Map for the Oslo Road IIA can be found in Figure 2-4, Page 19 of 27 in Appendix A.

Environmental Permits

No environmental permits are required as additional improvements to Oslo Road are not noted.

Potential Relocation Impact Areas

No parcel relocations or right-of-way are required as additional improvements to Oslo Road are not identified.

Environmental Assessment Summary

Potential environmental impacts are not anticipated as additional roadway improvements to Oslo Road are not identified.

4.3.2 SR 60/20th Street Interchange

The following summarizes the environmental features within the SR 60/20th Street IIA. These features are depicted in Figure 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

Impacts to special activity sites and social and cultural features within the SR 60/20th Street IIA are not expected as improvements are not identified to this area at this time. In addition, no special activity sites or social and cultural features exist within the 400-foot buffer of the SR 60/20th Street IIA. The Special Activity Sites and Social and Cultural Features Map for the SR 60/20th Street IIA can be found in Figure 2-2, Page 21 and 22 of 27 in Appendix A.

Hydrological and Natural Features

Wetlands are present within the SR 60/20th Street IIA but are not expected as improvements are not identified to this area at this time. Stormwater management areas that are part of the permitted I-95 stormwater management system are also present within the SR 60/20th Street IIA. Impacts to these features are not anticipated. Wetlands and OSWs will be identified and assessed for potential impacts during a PD&E Study Phase in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to these areas. Wetland

impacts should be avoided and minimized to the maximum extent possible. Type A floodplain (100-year floodplain) is present within the SR 60/20th Street IIA but not expected to be impacted. During a PD&E phase, the potential impacts to floodplains will be assessed following the latest version of Part 2, Chapter 13 (Floodplains) of the FDOT PD&E Manual.

The SR 60/20th Street IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within 5 (Grange Island BC49, Micco North BC51, Micco South BC52, Pelican Island, and Wabasso) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the SR 60/20th Street IIA. A complete list of the USFWS endangered and threatened species found in Indian River County can be found in Appendix D. During a PD&E phase, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during a PD&E Phase to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during a PD&E Study phase to confirm that no adverse impacts are anticipated to any of these listed species.

The following hydrological and natural features within the 400-foot buffer of the SR 60/20th Street IIA and are not expected to be impacted:

- 11.4-acre Reservoir (FLUCFCS 5300) (ID: 250)
- 1.7-acre Freshwater Marshes / Gramanoid Prairie – Marsh (FLUCFCS 6410) (ID: 251)
- 3.0-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 252)
- 12.0-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 252A)
- 2.3-acre Mixed Hardwood Wetland (FLUCFCS) 6170) (ID: 252B)
- 0.5-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 252C)
- 1.6-acre Reservoir (FLUCFCS 5300) (ID: 253)
- 3.6-acre Surface Water Collection Basin (FLUCFCS 8370) (ID: 254)
- 17.0-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 254A)
- 1.3-acre Freshwater Marshes / Gramanoid Prairie – Marsh (FLUCFCS 6410) (ID: 254B)

- 1.7-acre Surface Water Collection Basin (FLUCFCS 8370) (ID: 255)
- Type A Floodplain
- Farmland
- Hydric Soils

The Hydrological and Natural Features Map for the SR 60/20th Street IIA can be found in Figure 2-1, Page 21 and 22 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP's EDMS OCULUS database was conducted to assign preliminary site risk rankings. Five facilities were identified within the designated buffers of the SR 60/20th Street IIA that potentially have a High risk of contamination (IDs: 77, 80, 81, 92, and 83). One of these sites is a diesel fuel truck spill and the remaining four include gas stations that have had underground storage tank discharges. Four facilities, including three gas stations and an FDOT roadside generator tank, were classified as Medium risk (IDs: 74, 78, 79, and 84). High, Medium, and Low risk sites identified within the contamination buffer areas of the SR 60/20th Street IIA are included in Appendix E.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the SR 60/20th Street IIA can be found in Figure 2-3, Page 21 and 22 of 27 in Appendix A.

Noise Impacts

The land use within the SR 60/20th Street IIA is primarily rural (Activity Category G: Vacant Land) with some minimal development surrounding the interchange. Noise sensitive sites are present within the 1,000-foot buffer of the 20th Street IIA. These noise sensitive sites include:

- Activity Category B: Residential
- Activity Category E: Sensitive Commercial

No existing noise barriers are within the 1,000-foot buffer of the SR 60/20th Street IIA. There are three NSAs within the 1,000-foot buffer of the SR 60/20th Street IIA. Conceptual improvements are not noted for this area; therefore, noise impacts are not anticipated.

The Noise Analysis Map for the SR 60/20th Street IIA can be found in Figure 2-4, Page 21 and 22 of 27 in Appendix A.

Environmental Permits

No environmental permits are required as improvements to SR 60/20th Street are not identified.

Potential Relocation Impact Areas

No parcel relocations or right-of-way are required as roadway improvements to SR 60/20th Street are not identified.

Environmental Assessment Summary

Potential environmental impacts are not anticipated as roadway improvements to SR 60/20th Street are not identified.

4.3.3 Fellsmere Road Interchange

The following summarizes the environmental features within the Fellsmere Road / Sebastian Boulevard IIA. These features are depicted in Figures 2-1 through 2-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

The conceptual improvements to the Fellsmere Road IIA are not anticipated to impact special activity sites and social and cultural features. The St. Sebastian River Preserve State Park Trail is within St. Sebastian River Preserve State Park west of I-95. The Ten Mile Ridge / Sand Lakes Conservation Area Corridor connects the area to the north (St. Sebastian River Preserve State Park) and south of Fellsmere Road. The Trans-Florida Railroad Corridor is at the eastern end of the IIA and runs parallel and north of Fellsmere Road. No improvements are noted in these areas so no impacts to these trails are anticipated. In addition, improvements will not impact St. Sebastian River Preserve State Park, Fellsmere Trailhead Preserve, or North County Regional Park, or access

to these sites, and therefore, there will be no use within the meaning of Section 4(f). Direct and indirect (e.g. change of access) impacts to these potential Section 4(f) Resources should be avoided.

During a PD&E Study phase, these potential Section 4(f) Resources will be assessed following the latest version of Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual. If these potential Section 4(f) Resources are potentially impacted, the Section 4(f) process in the latest version of the PD&E Manual should be followed. Access to social and cultural features inside of the Fellsmere Road IIA (Our Lady of Guadalupe Mission, Treasure Coast Community Health, and Sebastian River Middle School), and outside of the Fellsmere Road IIA but whose access is from Fellsmere Road (Mesa Park), will not be impacted by the conceptual design. If impacts to social and cultural features are anticipated due to a change in the concept, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 4 (Sociocultural Effects Evaluation) of the FDOT PD&E Manual during a PD&E Study phase.

The SHPO Resource Groups and historic structures identified within the 400-foot buffer of the Fellsmere Road IIA are ineligible for NRHP listing per previous SHPO evaluation. If the listing status for the SHPO Resource Groups or historic structures changes or the conceptual design changes and impacts to archaeological and historical resources are anticipated, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 8 (Archaeological and Historical Features) of the FDOT PD&E Manual during a PD&E Study phase. If any historic resources become eligible for the NRHP, they will also have to be assessed as a Section 4(f) Resource.

The following special activity sites or social and cultural features exist within the 400-foot buffer of the Fellsmere Road IIA and are not expected to be impacted by the conceptual design concept:

- Our Lady of Guadalupe Mission
- Treasure Coast Community Health
- St. Sebastian River Preserve State Park
- St. Sebastian River Preserve State Park Trail

- Ten Mile Ridge / Sand Lakes Conservation Area Corridor
- SJRWMD Owned Lands
- Fellsmere Trailhead Preserve
- North County Regional Park
- Sebastian River Middle School
- Dinky Line – SHPO Historic Resource (Ineligible for NRHP listing)
- 7 Historic Structures (4 Private Residences, 1 Commercial and Residence, 1 Mobile Home Trailer Home, and 1 Warehouse) (Ineligible for NRHP listing)

The Special Activity Sites and Social and Cultural Features Map for the Fellsmere Road IIA can be found in Figure 2-2, Page 23 through 27 of 27 in Appendix A.

Hydrological and Natural Features

The design concept proposes improvements on the north side of Fellsmere Road that would result in wetland impacts (Freshwater Marshes / Gramanoid Prairie – Marsh; FLUCFCS 6410; ID: 322A). The wetland that would potentially be impacted by these proposed improvements are shown in Figure 2-1, Page 25 of 27 in Appendix A. In addition, stormwater management areas are present within the Fellsmere Road IIA and could potentially be impacted where interchange improvements are noted. These are part of the permitted I-95 stormwater management system. The potential impacts to any wetlands and OSWs will be assessed during a PD&E phase in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to wetland areas as a result of the Project. Wetland impacts should be avoided and minimized to the maximum extent possible. Mitigation will be required for any wetland areas that are impacted, and if needed, agency coordination and the UMAM can be used to help determine the amount of mitigation required.

The Fellsmere Road IIA is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, red cockaded woodpecker, crested caracara, and the Florida grasshopper sparrow. In addition, the IIA is within 6 (Grange Island BC49, Grange Farm Island BC46, Micco North BC51,

Micco South BC52, Pelican Island, and Wabasso) of the 18.6-mile CFAs of the wood stork. No critical habitat occurs within the Fellsmere Road IIA. A complete list of the USFWS endangered and threatened species found in Indian River County can be found in Appendix D. During a PD&E phase, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during a PD&E Study Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur during a PD&E phase to confirm that no adverse impacts are anticipated to any of these listed species.

No other impacts to hydrological and natural features are anticipated as a result of the conceptual design concept for the Fellsmere Road IIA. The following hydrological and natural features within the 400-foot buffer of the interchange influence area and are not expected to be impacted by the design concept:

- 6.8 acre Mixed Forested Wetland (FLUCFCS 6300) (ID: 319)
- 17.9-acre Hydric Pine Wetland (FLUCFCS 6250) (ID: 321)
- 2.9-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 322)
- 39.1 acre Mixed Forested Wetland (FLUCFCS 6300) (ID: 318)
- 1.9-acre Mixed Hardwood Wetland (FLUCFCS) 6170) (ID: 322B)
- 110.0 acre Mixed Forested Wetland (FLUCFCS 6300) (ID: 322C)
- 1.3-acre Wet Prairie (FLUCFCS 6430) (ID: 322D)
- 0.9-acre Freshwater Marshes / Gramanoid Prairie – Marsh (FLUCFCS 6410) (ID: 322E)
- 19.1-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 322F)
- 5.4-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 322G)
- 3.1 acre Mixed Forested Wetland (FLUCFCS 6300) (ID: 322H)
- 1.3-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 322I)
- 2.3-acre Freshwater Marshes / Gramanoid Prairie – Marsh (FLUCFCS 6410) (ID: 322J)
- 2.1-acre Freshwater Marshes / Gramanoid Prairie – Marsh (FLUCFCS 6410) (ID: 322K)
- 6.9-acre Freshwater Marshes / Gramanoid Prairie – Marsh (FLUCFCS 6410) (ID: 322L)

- 7.2-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 322M)
- 3.1-acre Mixed Hardwood Wetland (FLUCFCS) 6170) (ID: 322N)
- 1.3-acre Freshwater Marshes / Gramanoid Prairie – Marsh (FLUCFCS 6410) (ID: 322O)
- 0.5-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 322P)
- 2.8-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 322Q)
- 1.3-acre Reservoir (FLUCFCS 5300) (ID: 322R)
- 1.7-acre Reservoir (FLUCFCS 5300) (ID: 321A)
- 4.2-acre Wet Prairie (FLUCFCS 6430) (ID: 321B)
- 3.2-acre Reservoir (FLUCFCS 5300) (ID: 321C)
- 4.0-acre Mixed Scrub-Shrub Wetland (FLUCFCS 6460) (ID: 321D)
- 1.2-acre Reservoir (FLUCFCS 5300) (ID: 321E)
- 1.5-acre Emergent Aquatic Vegetation (FLUCFCS 6440) (ID: 321F)
- 4.3-acre Emergent Aquatic Vegetation (FLUCFCS 6440) (ID: 321G)
- 7.4-acre Reservoir (FLUCFCS 5300) (ID: 321H)
- 1.4-acre Freshwater Marshes / Gramanoid Prairie – Marsh (FLUCFCS 6410) (ID: 321I)
- 0.8-acre Reservoir (FLUCFCS 5300) (ID: 321J)
- 1.5-acre Surface Water Collection Basin (FLUCFCS 8370) (ID: 321K)
- 0.3-acre Reservoir (FLUCFCS 5300) (ID: 321L)
- Type A Floodplain
- Farmland
- Hydric Soils

The Hydrological and Natural Features Map for the Fellsmere Road IIA can be found in Figure 2-1, Page 23 through 27 of 27 in Appendix A.

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP’s EDMS OCULUS database was conducted to assign preliminary site risk rankings. A gas station that had a prior discharge of gasoline was identified

within the designated contamination buffers of the Fellsmere Road IIA that potentially has a High risk of contamination (ID 89). Six facilities, including four gas stations, an aquatic center with a chlorine discharge, and an FDOT roadside generator tank were classified as Medium risk (IDs: 86, 87, 88, 90, 91, and 92). High, Medium, and Low risk sites identified within the contamination buffer areas of the Fellsmere Road/Sebastian Boulevard IIA are included in Appendix E.

Field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the Fellsmere Road IIA can be found in Figure 2-3, Page 23 through 27 of 27 in Appendix A.

Noise Impacts

Noise sensitive sites are present within the 1,000-foot buffer of the moderately developed Fellsmere Road IIA. These noise sensitive sites include:

- Activity Category B: Residential
- Activity Category C: Other Sensitive Land Use
- Activity Category D: Institutional (Interior)
- Activity Category E: Sensitive Commercial

The recreational trails that are not associated with roadways are considered Activity Category C. No existing noise barriers are within the 1,000-foot buffer of the Fellsmere Road IIA, but there are ten NSAs within the buffer. The conceptual improvements to Fellsmere Road will result in noise impacts and require consideration of noise abatement measures. Noise impacts will be evaluated during a PD&E Study in accordance with the FHWA's noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for the Fellsmere Road IIA can be found in Figure 2-1, Pages 23 through 27 of 27 in Appendix A.

Environmental Permits

The following permits are anticipated as a result of the conceptual improvements to Fellsmere Road:

- USACE Nationwide Permit;
- USACE Section 404 Federal Dredge and Fill Permit;
- USACE Section 408 Determination;
- SFWMD ERP; and
- FDEP NPDES General Permit.

Potential Relocation Impact Areas

Right-of-way will be required to facilitate the conceptual improvements to Fellsmere Road. No parcel relocations will be required.

Environmental Assessment Summary

Potential environmental impacts within the Fellsmere Road / Sebastian Boulevard IIA are anticipated to be minimal. No impacts to special activity sites and social and cultural features, or floodplains/regulatory floodways are expected. Due to the potential to impact contaminated sites within this interchange, the PD&E Study would require further evaluation of these sites for contamination potential. Impacts to wetlands are not anticipated and impacts to OSWs are expected to be minimal. Right-of-way impacts are anticipated but no relocations will be required. Due to the natural habitats in this area, the PD&E Study would require assessment of and include listed species surveys and USFWS consultation. Noise impacts are anticipated and would require consideration of noise abatement measures.

4.3.4 I-95 Mainline Widening in Indian River County

No physical widening of I-95 has been identified within Indian County. The interchange configuration and ramp connections to I-95 shown at Oslo Road (FM# 413048-2-52-01; I-95 and Oslo Road

Interchange) have already been designed and permitted. The interchange project has a production date of December 7, 2010. The following summarizes the environmental features within the 400-foot buffer of the I-95 mainline in Indian River County. These features are depicted in Figures 1-1 through 1-4 in Appendix A.

Special Activity Sites and Social & Cultural Features

No widening of I-95 has been identified in Indian River County, therefore impacts to special activity sites and social & cultural features are not anticipated. Direct and indirect (e.g. change of access) impacts to potential Section 4(f) Resources should be avoided. If an improvement to the I-95 mainline is identified in the future which impacts Section 4(f) Resources, the potential Section 4(f) Resources and recreational and public lands will be assessed following the latest version of Part 2, Chapter 7 (Section 4(f) Resources) of the FDOT PD&E Manual during a PD&E Study phase. If Section 4(f) Resources are potentially impacted, the Section 4(f) process in the latest version of the PD&E Manual should be followed.

If an improvement to the I-95 mainline is identified in the future and it impacts archaeological and historical resources, these features will be assessed following the latest version of Part 2, Chapter 8 (Archaeological and Historical Features) of the FDOT PD&E Manual during a PD&E Study phase. If any historic resources become eligible for the NRHP, they will also have to be assessed as a Section 4(f) Resource. If impacts to social and cultural features are anticipated, potential impacts to these features will be assessed following the latest version of Part 2, Chapter 4 (Sociocultural Effects Evaluation) of the FDOT PD&E Manual during a PD&E Study phase.

The following special activity sites and social & cultural features can be found within the 400-foot buffer of I-95 in Indian River County. No impacts are anticipated to these features as no physical widening of I-95 has been identified within Indian County:

St. Lucie County / Indian River County Line to Oslo Road

- No special activity sites or social & cultural features
- Oslo Road (Ineligible for NRHP listing)

Oslo Road to SR 60/20th Street

- No special activity sites or social & cultural features

SR 60/20th Street to Fellsmere Road

- No special activity sites or social & cultural features
- Quay to Ft. Drum Road (Ineligible for NRHP listing)
- Corrigan Canal (Ineligible for NRHP listing)

Fellsmere Road to Indian River County / Brevard County Line

- SJRWMD Owned Lands
- Fellsmere Trailhead Preserve
- Trans-Florida Railroad Corridor/Trans-Florida Multi-Use Rail-Corridor
- St. Sebastian River Preserve State Park
- St. Sebastian River Preserve State Park Trail
- Hernandez Trail
- Dinky Line (Ineligible for NRHP listing)
- Fellsmere Drainage (Ineligible for NRHP listing)
- Hernandez-Capron Trail (Ineligible for NRHP listing)

The Special Activity Sites and Social and Cultural Features Map for I-95 in Indian River County can be found in Figure 1-2, Pages 46 – 62 in Appendix A.

Hydrological and Natural Features

No widening is identified to I-95 in Indian River County, therefore impacts to hydrological and/or natural features are not anticipated. Stormwater management areas are present within the 400-foot buffer of the I-95 mainline in Indian River County. These are part of the permitted I-95 stormwater management system. In addition, agricultural ditching is present outside of the existing FDOT right-of-way but within the 400-foot buffer of the I-95 mainline area in Indian River County.

If an improvement to the I-95 mainline is identified in the future, the potential impacts to any wetlands and OSWs will be assessed in accordance with the latest version of Part 2, Chapter 9 (Wetland and Other Surface Water) of the FDOT PD&E Manual. These areas will be identified and assessed for potential impacts during a PD&E Study Phase. Coordination with the USACE, SFWMD, and USFWS will be necessary if there are potential impacts to these areas. Wetland impacts should be avoided and minimized to the maximum extent possible. Type A floodplain (100-year floodplain) is present within the I-95 mainline area in Indian River County. During a PD&E phase, the potential impacts to floodplains will be assessed following the latest version of Part 2, Chapter 13 (Floodplains) of the FDOT PD&E Manual.

The 400-foot buffer of the I-95 mainline in Indian River County is within the USFWS Consultation Area of the Everglade snail kite, Florida scrub-jay, red-cockaded woodpecker, crested caracara, and the Florida grasshopper sparrow. In addition, the 400-foot buffer of the I-95 mainline in Indian River County is within six (Pelican Island, Wabasso, Micco South BC52, Micco North BC51, Grange Island BC49, and Grant Farm Island BC46) of the 18.6 mile CFAs of the wood stork. No critical habitat occurs within the 400-foot buffer of the I-95 mainline area in Indian River County. A complete list of the USFWS endangered and threatened species found in Indian River County can be found in Appendix D. If an improvement to the I-95 mainline is identified in the future, the potential impacts to listed species and their habitat will be assessed following the latest version of Part 2, Chapter 16 (Protected Species and Habitat) of the FDOT PD&E Manual. Species-specific surveys should be conducted during a PD&E Phase of the project to identify the potential presence of these species. Coordination with the USFWS and FWC will occur to confirm that no adverse impacts are anticipated to any of these listed species.

The undeveloped, natural areas along the project corridor represent usable habitat for larger mammals (deer, hog, bears, etc.). When these lands are present on both sides of I-95, there is a higher risk of collisions with animals attempting to cross the interstate. To facilitate wildlife movement and reduce the risk of vehicular collisions with animals, any existing structure that could function as a wildlife crossing (i.e. culvert or bridge) should remain or be enhanced. In addition, it is recommended that a wildlife crossing structure be evaluated for further consideration during the

PD&E Phase in the area of St. Sebastian River Preserve State Park and other areas where publicly owned lands exist on both side of I-95.

One hundred and thirty-eight (138) wetlands and OSWs were identified within the 400-foot buffer of the I-95 mainline in Indian River County. These wetlands and OSWs are listed in Table 4.3.4 and depicted in Figure 1-1, Pages 46 – 62 in Appendix A.

Table 4.3.4 Wetlands and OSWs within the 400-foot Buffer of the I-95 Mainline in Indian River County

ID	FLUCFCS	Type	Acres	Location	Comment	Potential For Impact	Page
St. Lucie County/Indian River County Line to Oslo Road							
216	5300	Reservoirs	0.3 acre	West side of I-95	---	No	46
217			0.5 acre			No	
218			7.2 acres			No	
216A	5120	Channelized Waterways, Canals	11.9 acres	Flows under I-95	---	No	46
218A	5120	Channelized Waterways, Canals	6.0 acres	Flows under I-95	---	No	46
219	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.8 acre	East side of I-95	---	No	46
220	6410	Freshwater Marshes / Graminoid Prairie - Marsh	7.2 acres	East side of I-95	---	No	46 - 47
221	6460	Mixed Scrub-Scrub Wetland	4.6 acres	West side of I-95	---	No	46 - 47
222	6430	Wet Prairies	1.9 acres	East side of I-95	---	No	47
223	6460	Mixed Scrub-Scrub Wetland	1.5 acres	East side of I-95	---	No	47
224	5300	Reservoirs	5.2 acres	East side of I-95	---	No	47
225	5300	Reservoirs	8.1 acres	West side of I-95	---	No	47
226	6430	Wet Prairies	2.1 acres	West side of I-96	---	No	47
227	6400	Freshwater Marsh	3.2 acres	East side of I-95	---	No	47
227	5300	Reservoirs	28.2 acres	East side of I-95	---	No	47
228	6410	Freshwater Marshes / Graminoid Prairie - Marsh	5.0 acres	West side of I-95	---	No	47
229			2.7 acres				
230	6430	Wet Prairies	4.7 acres	West side of I-95	---	No	48
231			0.9 acre				
232			2.1 acres				
233	6460	Mixed Scrub-Scrub Wetland	1.1 acres	East side of I-95	---	No	48
234			3.1 acres				
234A	5300	Reservoirs		Flows under I-95	---	No	48
Oslo Road to 20th Street							
235	5300	Reservoirs	0.9 acre	East side of I-95	---	No	48
236			13.2 acre				
237			2.9 acres				
238	5120	Channelized Waterways, Canals	5.2 acres	Flows under I-95	---	No	48 - 49
239	6460	Mixed Scrub-Scrub Wetland	2.0 acres	West side of I-95	---	No	48

240	5120	Channelized Waterways, Canals	2.2 acres	Flows under I-95	---	No	49
241	5120	Channelized Waterways, Canals	9.0 acres	Flows under I-95	---	No	49
242	5300	Reservoirs	142.5 acres	East side of I-95	---	No	49 - 50
243	5300	Reservoirs	0.6 acre	East side of I-95	---	No	50
244	6170	Mixed Wetland Hardwood	7.7 acres	East side of I-95	---	No	50
245	6170	Mixed Wetland Hardwood	9.7 acres	West side of I-95	---	No	50
246	6460	Mixed Scrub-Scrub Wetland	5.4 acres	West side of I-95	---	No	50
247	5300	Reservoirs	0.6 acre	East side of I-95	---	No	50
248	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.8 acre	West side of I-95	---	No	50
249	5300	Reservoirs	3.2 acres	East side of I-95	---	No	50
250	5300	Reservoirs	11.4 acres	West side of I-95	---	No	51
251	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.7 acres	West side of I-95	---	No	51
252	6460	Mixed Scrub-Scrub Wetland	3.0 acres	West side of I-96	---	No	51
253	5300	Reservoirs	1.6 acres	East side of I-95	---	No	51
20th Street to Sebastian Boulevard / Fellsmere Road							
254	8370	Surface Water Collection Basins	3.6 acres	West side of I-95	---	No	51
255			1.7 acres			No	
256	6460	Mixed Scrub-Scrub Wetland	3.1 acres	West side of I-95	---	No	51
257	5300	Reservoirs	26.7 acres	West side of I-95	---	No	51 - 52
258	6170	Mixed Wetland Hardwood	4.5 acres	East side of I-95	---	No	51 - 52
259	5300	Reservoirs	1.0 acre	West side of I-95	---	No	52
260	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.5 acres	East side of I-95	---	No	52
261			0.7 acre			No	
262	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.6 acres	West side of I-95	---	No	52
263			1.4 acres				
264			1.3 acres				
265	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.3 acres	Between northbound and southbound I-95	---	No	52

Table 4.3.4 Wetlands and OSWs within the 400-foot Buffer of the I-95 Mainline in Indian River County (Continued)

ID	FLUCFCS	Type	Acres	Location	Comment	Potential For Impact	Page
266	6170	Mixed Wetland Hardwood	37.8 acres	West side of I-95	---	No	52 - 53
267	6170	Mixed Wetland Hardwood	14.9 acres	West side of I-95	---	No	53
268	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.6 acre	East side of I-95	---	No	53
269			1.1 acres			No	
269A	5300	Reservoirs	5.6 acres	East side of I-95	---	No	53
270	6410	Freshwater Marshes / Graminoid Prairie - Marsh	8.4 acres	West side of I-95	---	No	53
271	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.0 acre	West side of I-95	---	No	54
272	6410	Freshwater Marshes / Graminoid Prairie - Marsh	2.1 acres	East side of I-95	---	No	54
273	6440	Emergent Aquatic Vegetation	19.9 acres	East side of I-95	---	No	54
274	6170	Mixed Wetland Hardwood	193.0 acres	East side of I-95	---	No	54
275	6170	Mixed Wetland Hardwood	32.1 acres	West side of I-95	---	No	54
276	6430	Wet Prairies	4.6 acres	West side of I-95	---	No	54
277			2.6 acres				
278	6460	Mixed Scrub-Scrub Wetland	16.4 acres	West side of I-95	---	No	54
279	5120	Channelized Waterways, Canals	9.4 acres	Flows under I-95	---	No	54 - 55
280	6430	Wet Prairies	1.8 acres	West side of I-95	---	No	55
281	6410	Freshwater Marshes / Graminoid Prairie - Marsh	6.7 acres	West side of I-95	---	No	55
282	6410	Freshwater Marshes / Graminoid Prairie - Marsh	6.1 acres	East side of I-95	---	No	55
283	6460	Mixed Scrub-Scrub Wetland	6.4 acres	East side of I-95	---	No	55
284	6170	Mixed Wetland Hardwood	3.0 acres	West side of I-95	---	No	55
285	6430	Wet Prairies	3.1 acres	West side of I-95	---	No	55
286	6170	Mixed Wetland Hardwood	41.1 acres	East side of I-95	---	No	55
287	6460	Mixed Scrub-Scrub Wetland	2.2 acres	East side of I-95	---	No	55

288	6300	Mixed Forested Wetland	23.7 acres	West side of I-95	---	No	55 - 56
289	6460	Mixed Scrub-Scrub Wetland	1.7 acres	West side of I-95	---	No	56
290	6430	Wet Prairies	0.7 acre	West side of I-95	---	No	56
291	6170	Mixed Wetland Hardwood	1.8 acres	West side of I-95	---	No	56
292	6460	Mixed Scrub-Scrub Wetland	23.8 acres	West side of I-95	---	No	56
293	6430	Wet Prairies	1.2 acres	East side of I-95	---	No	56
294	6170	Mixed Wetland Hardwood	6.7 acres	East side of I-95	---	No	56
295	5300	Reservoirs	7.1 acres	East side of I-95	---	No	56
296	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.8 acres	East side of I-95	---	No	56
297	6170	Mixed Wetland Hardwood	2.5 acres	East side of I-95	---	No	56 - 57
298	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.1 acres	East side of I-95	---	No	57
299	6460	Mixed Scrub-Scrub Wetland	0.9 acre	East side of I-95	---	No	57
300	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.6 acre	East side of I-95	---	No	57
301	6170	Mixed Wetland Hardwood	9.8 acres	East side of I-95	---	No	57
302	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.7 acres	East side of I-95	---	No	57
303			1.3 acres				
304	6410	Freshwater Marshes / Graminoid Prairie - Marsh	14.8 acres	West side of I-95	---	No	57
305	6170	Mixed Wetland Hardwood	8.4 acres	East side of I-95	---	No	57
306	6410	Freshwater Marshes / Graminoid Prairie - Marsh	1.5 acres	East side of I-95	---	No	57
307			1.0 acre				
308	6460	Mixed Scrub-Scrub Wetland	3.9 acres	East side of I-95	---	No	57
309	6170	Mixed Wetland Hardwood	11.2 acres	East side of I-95	---	No	57-58
310	6170	Mixed Wetland Hardwood	1.5 acres	East side of I-95	---	No	57-58
311	6460	Mixed Scrub-Scrub Wetland	6.5 acres	East side of I-95	---	No	57-58
312	5300	Reservoirs	10.9 acres	West side of I-95	---	No	57
313	6170	Mixed Wetland Hardwood	1.3 acres	East side of I-95	---	No	58

Table 4.3.4 Wetlands and OSWs within the 400-foot Buffer of the I-95 Mainline in Indian River County (Continued)

ID	FLUCFCS	Type	Acres	Location	Comment	Potential For Impact	Page
314	6170	Mixed Wetland Hardwood	24.9 acres	East side of I-95	---	No	58
315	6300	Mixed Forested Wetland	12.2 acres	West side of I-95	---	No	58
316	6430	Wet Prairies	0.6 acre	West side of I-95	---	No	58
317	6460	Mixed Scrub-Scrub Wetland	0.8 acre	West side of I-95	---	No	58
318	6300	Mixed Forested Wetland	39.1 acres	West side of I-95	---	No	58 - 59
319	6300	Mixed Forested Wetland	6.8 acres	West side of I-95	---	No	58 - 59
320	6430	Wet Prairies	1.0 acre	East side of I-95	---	No	58
321	6250	Hydric Pine Flatwoods	17.9 acres	West side of I-95	---	No	59
322	6460	Mixed Scrub-Scrub Wetland	2.9 acres	West side of I-95	---	No	59
Sebastian Boulevard / Fellsmere Road to Indian River / Brevard County Line							
323	6410	Freshwater Marshes / Graminoid Prairie - Marsh	0.8 acre	West side of I-95	---	No	59
323A	5300	Reservoirs	0.5 acre	West side of I-95	---	No	59
324	6300	Mixed Forested Wetland	66.9 acres	West side of I-95	---	No	59 - 60
325	6460	Mixed Scrub-Scrub Wetland	5.2 acres	East side of I-95	---	No	59 - 60
326	6300	Mixed Forested Wetland	28.3 acres	East side of I-95	---	No	60
327	6460	Mixed Scrub-Scrub Wetland	2.9 acres	West side of I-95	---	No	60
328	6410	Freshwater Marshes / Graminoid Prairie - Marsh	10.7 acres	West side of I-95	---	No	60
329	6250	Hydric Pine Flatwoods	5.5 acres	West side of I-95	---	No	60
330	6460	Mixed Scrub-Scrub Wetland	10.2 acres	East side of I-95	---	No	60
331	6460	Mixed Scrub-Scrub Wetland	5.5 acres	West side of I-95	---	No	60 - 61
332	6250	Hydric Pine Flatwoods	14.1 acres	West side of I-95	---	No	60
333	6410	Freshwater Marshes / Graminoid Prairie - Marsh	9.6 acres	West side of I-95	---	No	60 - 61
334	6460	Mixed Scrub-Scrub Wetland	12.9 acres	East side of I-95	---	No	60 - 61
335	6430	Wet Prairies	16.7 acres	East side of I-95	---	No	61

336	6410	Freshwater Marshes / Graminoid Prairie - Marsh	24.2 acres	West side of I-95	---	No	61
337	8370	Surface Water Collection Basins	30.9 acres	West side of I-95	---	No	61
338	6410	Freshwater Marshes / Graminoid Prairie - Marsh	10.2 acres	East side of I-95	---	No	61
339	6250	Hydric Pine Flatwoods	44.0 acres	East side of I-95	---	No	61
340	6410	Freshwater Marshes / Graminoid Prairie - Marsh	4.7 acres	West side of I-95	---	No	61
341	6250	Hydric Pine Flatwoods	6.4 acres	West side of I-95	---	No	61
342	6430	Wet Prairies	3.3 acres	West side of I-95	---	No	61
343	6210	Cypress	22.7 acres	West side of I-95	---	No	61 - 62
344	6410	Freshwater Marshes / Graminoid Prairie - Marsh	9.4 acres	West side of I-95	---	No	61 - 62
345	6250	Hydric Pine Flatwoods	4.4 acres	Between northbound and southbound I-95	---	No	61 - 62
346	6250	Hydric Pine Flatwoods	12.0 acres	East side of I-95	---	No	62
347	6430	Wet Prairies	1.2 acres	West side of I-95	---	No	62

Notes: FLUCFCS (Florida Land Use, Cover and Forms Classification System)

* Total system acreage.

In addition to wetlands and OSWs, the following hydrological and natural features can be found within the 400-foot buffer of I-95 in Indian River County (See Figure 1-1, Pages 46 – 62 in Appendix A):

- Type A Floodplain
- Farmland
- Hydric Soils

Hazardous Waste and Potential Contamination Sites

Preliminary records review of FDEP’s EDMS OCULUS database was conducted to assign preliminary site risk rankings. Two sites, a landfill and a property with five UST’s, were identified within the designated buffers along I-95 within Indian River County that potentially have a High risk of contamination (IDs: 42 and 43). One former wastewater facility previously authorized for biosolid land application in close proximity to the right of way was classified as a Medium risk (ID: 47). High,

Medium, and Low risk sites identified within the contamination buffer areas of the I-95 mainline in Indian River County are included in Appendix F.

If an improvement to the I-95 mainline is identified in the future, field reconnaissance would be necessary to verify that the assigned risk rating for each site is appropriate. Impacts to these potential contamination sites will be evaluated during a PD&E Study in accordance with the latest version of Part 2, Chapter 20 (Contamination) of the FDOT PD&E Manual. The Contamination Map for the I-95 mainline in Indian River County can be found in Figure 1-3, Pages 48 – 62 of 62 in Appendix A.

Noise Impacts

The land use within the IIA of I-95 in Indian River County is primarily rural with a majority of the existing land use being Activity Category F: Non-Sensitive Developed. Noise sensitive sites are present within the 1,000-foot buffer of I-95 in Indian River County primarily in the vicinity of the interchanges and in the St. Sebastian River Preserve State Park in the northern section of the county. These noise sensitive sites include:

- Activity Category B: Residential
- Activity Category C: Other Sensitive Land Use
- Activity Category E: Sensitive Commercial

The recreational trails that are not associated with roadways are considered Activity Category C. No existing noise barriers are within the 1,000-foot buffer of I-95 in Indian River County. There are 9 NSAs within the 1,000-foot buffer of I-95. Since widening of I-95 is not identified in Indian River County; noise impacts are not anticipated. If widening is identified in the future, the resulting noise impacts will be evaluated during a PD&E Study in accordance with the FHWA's noise regulations (23 CFR Part 772) and the latest version of Part 2, Chapter 18 (Highway Traffic Noise) of the FDOT PD&E Manual. The latest version of the FHWA's TNM will be used to evaluate noise impacts as well as the feasibility and reasonableness of noise abatement for sites predicted to be impacted.

The Noise Analysis Map for I-95 in Indian River County can be found in Figure 1-4, Pages 46 – 62 in Appendix A.

Environmental Permits

No environmental permits are required as improvements to I-95 in Indian River County are not identified.

Potential Relocation Impact Areas

No parcel relocations or right-of-way are required as improvements to I-95 in Indian River County are not identified.

Environmental Assessment Summary

Potential environmental impacts are not anticipated as improvements to I-95 in Indian River County are not identified.

5.0 Documentation of Meetings and Agency Comments

During development of the Environmental Element Report for the I-95 Multimodal Master Plan study, coordination with the regulatory agencies was not performed. The purpose of the Environmental Element Report is to determine the existing and project-related environmental conditions and constraints. These findings will support the ETDM Process to aid in identifying major environmental issues for subsequent analysis in future PD&E Study phases. Coordination with the relevant regulatory agencies, including USACE, USFWS, NMFS, and SFWMD will commence via the ETDM Screening Tool during later phases.

APPENDICES

- Appendix A I-95 Mainline Improvement Maps (Figures 1-1 to 1-4)
 - Figure 1-1 Hydrological and Natural Features Map
 - Figure 1-2 Special Activity Sites Map
 - Figure 1-3 Contamination Map
 - Figure 1-4 Noise Analysis Map
- Interchange Influence Areas Maps (Figures 2-1 to 2-4)
 - Figure 2-1 Hydrological and Natural Features Map
 - Figure 2-2 Special Activity Sites Map
 - Figure 2-3 Contamination Map
 - Figure 2-4 Noise Analysis Map
- Appendix B USFWS Endangered and Threatened Species found in Martin County (March 2019)
- Appendix C USFWS Endangered and Threatened Species found in St. Lucie County (March 2019)
- Appendix D USFWS Endangered and Threatened Species found in Indian River County (March 2019)
- Appendix E Contaminated Sites within Interchange Influence Areas in the Project Area
- Appendix F Contaminated Sites within I-95 Mainline in the Project Area



Appendix A

I-95 Mainline Improvement Maps (Figures 1-1 to 1-4)

Figure 1-1 Hydrological and Natural Features Map

Figure 1-2 Special Activity Sites Map

Figure 1-3 Contamination Map

Figure 1-4 Noise Analysis Map

Interchange Influence Areas Maps (Figures 2-1 to 2-4)

Figure 2-1 Hydrological and Natural Features Map

Figure 2-2 Special Activity Sites Map

Figure 2-3 Contamination Map

Figure 2-4 Noise Analysis Map



Appendix B

USFWS Endangered and Threatened Species found in Martin County (March 2019)



Appendix C

USFWS Endangered and Threatened Species found in St. Lucie County (March 2019)



Appendix D

USFWS Endangered and Threatened Species found in Indian River County (March 2019)



Appendix E

Contaminated Sites within Interchange Influence Areas in the Project Area



Appendix F

Contaminated Sites within I-95 Mainline in the Project Area