

Appendix A

Agency Correspondence



Environmental Assessment
LPGA BLVD EXTENSION PD&E STUDY

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Seventh Coast Guard District

909 S. E. First Avenue
Miami, FL 33131
Staff Symbol: (obr)
Phone: 305-415-6749
Fax: 305-415-6763
Email: roverton@07.uscg.mil

16211/FL
1267
August 27, 2004

Mr. Robert Gleason
District Environmental Administrator
Florida Department of Transportation – District Five
719 South Woodland Blvd, MS 501
Deland, Florida 32720

Mr. Gleason,

I have reviewed your Advance Notification dated August 10, 2004 for the *LPGA Boulevard Extension Project Development and (PD&E) Study*, Federal Aid Project Number: 7777 100A.

A preliminary review indicates there are no navigable waterways within the scope of the project. Therefore a Coast Guard Bridge Permit will not be required.

If you have any questions about our jurisdiction determination, please call me at (305) 415-6749.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Overton", written over a horizontal line.

RANDALL D OVERTON
Bridge Management Specialist
U. S. Coast Guard Seventh District
By direction



Miccosukee Tribe of Indians of Florida

Business Council Members

Billy Cypress, Chairman

Jasper Nelson, Ass't. Chairman

Max Billie, Treasurer

Andrew Bert Sr., Secretary

Jerry Cypress, Lawmaker

August 30, 2004

Mr. Robert Gleason
District Environmental Administrator
FDOT - District Five
719 South Woodland Boulevard, MS 501
DeLand, FL 32720

RE: PD&E Study, LPGA Boulevard Extension, CR 415 to SR 600

Dear Mr. Gleason:

The Miccosukee Tribe received your letters concerning the above referenced proposed project. The Tribal Chairman referred your letter to me as I am the Tribal Representative for Native American Graves Protection and Repatriation and Section 106 Consultation. Mr. Fred Dayhoff is a Tribal Consultant on these matters. Please direct all future correspondence to me.

We have no direct knowledge of any cultural, religious, or traditional sites at the proposed project location. We suggest that a cultural resources survey be conducted of the project area. We further request that we be kept informed of this project and receive a copy of the cultural resources survey.

Thank you for consulting with us. Please call me at (305) 223-8380, Ext. 2244, if you require further information.

Sincerely,

Steve Terry
NAGPRA & Section 106 Representative

FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION



RODNEY BARRETO
Miami

SANDRA T. KAUPÉ
Palm Beach

H.A. "HERKY" HUFFMAN
Enterprise

DAVID K. MEEHAN
St. Petersburg

KATHY BARCO
Jacksonville

RICHARD A. CORBETT
Tampa

BRIAN S. YABLONSKI
Tallahassee

KENNETH D. HADDAD, Executive Director
VICTOR J. HELLER, Assistant Executive Director

BRIAN S. BARNETT, DIRECTOR
OFFICE OF POLICY AND STAKEHOLDER COORDINATION
(850)488-6661 TDD (850)488-9111
FAX (850)922-5111

October 1, 2004

RECEIVED

OCT 04 2004

OIP/OLGA

Ms. Lauren Milligan
Environmental Consultant
Department of Environmental Protection
3900 Commonwealth Blvd., Mail Station 47
Tallahassee, Florida 32399-3000

Re: SAI #FL200408199200C, Department of
Transportation, LPGA Boulevard Extension
Project PD&E Study, From CR-415 to US-92,
FDOT, Volusia County

Dear Ms. Milligan:

The Office of Policy and Stakeholder Coordination of the Florida Fish and Wildlife Conservation Commission has reviewed the above-referenced project in terms of impacts to fish and wildlife resources, and offers the following comments.

This project involves the construction of a 3.8-mile-long extension of the LPGA Boulevard to either two or four lanes from its present terminus at US-92 to CR-415. The majority of the new route would cross public lands associated with the Port Orange portion of the Tiger Bay State Forest complex, and impact high quality wooded wetlands and freshwater marsh systems associated with the headwaters of the Tomoka River. The Tomoka Marsh Aquatic Preserve occurs downstream of the project area. Furthermore, a significant portion of the project area lies within the Tomoka River floodplain, and portions of the river and basin north of I-4 are classified as a Wild and Scenic River, and an Outstanding Florida Water.

Wildlife species officially listed by our agency that have a moderate probability of occurrence within and adjacent to the project area based on range and habitat preference include the eastern indigo snake (Threatened - T), southeastern American kestrel (T), Florida scrub jay (T), bald eagle (T), Florida sandhill crane (T), red-cockaded woodpecker (Species of Special Concern - SSC), Sherman's fox squirrel (SSC), gopher tortoise (SSC), Florida pine snake (SSC), and gopher frog (SSC). At least four eagle nests occur within about two miles of the proposed project area, while approximately 14 bear roadkills have been recorded by our agency on roads such as US-92, I-4, and LPGA Boulevard to the immediate north and west near the proposed road extension. In addition, wading birds such as the little blue heron

(SSC), white ibis (SSC), snowy egret (SSC), tri-colored heron, and the wood stork (Endangered) may frequent wetland systems within and adjacent to the alignment.

Impacts from the project will result in loss of important public lands. Habitat will be lost from both direct impacts within the new road alignment, and from secondary and cumulative impacts due to urban sprawl in this regional area due to residential and commercial development that will be facilitated by the road. Early coordination with CH2MHill shows that approximately 13 to 20 acres of predominately forested wetlands would be lost within either a 100-foot or 150-foot road corridor, respectively. Furthermore, the project will also result in the loss of a sizable area of quality bear habitat within this region. In addition, the LPGA Boulevard extension will isolate a sizable triangular-shaped area of habitat around the Tomoka River formed by the LPGA Boulevard Extension, I-95, US-92, and CR-415. The project will also cause increased roadkills of all species, including the black bear.

Mitigation for wetlands impacts is proposed to be accommodated under the provisions of Senate bill 1986, and maintenance of habitat connectivity may include the construction of a 50-foot-wide x 8-foot-high wildlife underpass, and chain link exclusionary and funnel fencing for the black bear along the LPGA extension.

The following recommendations are offered to avoid, minimize, or mitigate project impacts to fish and wildlife resources.

- 1 We respectively do not support the use of public lands as right-of-way for transportation projects since these lands were purchased for the expressed purpose of protecting wildlife habitat, quality and quantity of surface and ground water resources, and recreation. Our biologists are prepared to offer technical assistance to assist in the evaluation and determination of alternative alignments that can resolve the transportation issue with lower impacts to fish and wildlife resources.
2. The Environmental Assessment should include a complete accounting by acres of all upland and wetland habitats impacted as a result of the project. A field assessment should be made of potential impacts to wildlife species listed by our agency. The mitigation plan should include measures to avoid or offset those impacts.
- 3 Requirements for permits from our agency for the gopher tortoise, and the U.S. Fish and Wildlife Service for possible taking of listed species or their nests, should be evaluated.
4. Construction staging areas and the storage of equipment, construction materials, fuels, oils, etc., should be limited to previously disturbed upland areas far removed from areas which drain to tributary streams and wetlands

- 5 Sites within the area slated as drainage retention areas (DRAs), and borrow sites should be surveyed for the presence of listed species, and if possible, ponds should be located in previously disturbed areas to avoid habitat loss. Treatment of stormwater within roadside swales could reduce land clearing and habitat loss, and reduce project costs.
6. A compensatory mitigation plan should be formulated which considers the type and quality of impacted upland and wetland plant communities found on public lands in the project area. Land acquisition adjacent to existing public lands such as the Tiger Bay State Forest would be viewed by our agency as a high priority for appropriate mitigation.
7. An important part of the PD&E Study should be an expanded evaluation of habitat landscape linkage needs for the black bear and other affected wildlife species within, and adjacent to the project area that was briefly mentioned in the draft environmental evaluation for this project. Resolving problems associated with the bear could provide positive benefits for other important species within these habitat systems such as the bobcat, river otter, whitetail deer, and various amphibians and reptiles. Protection of productivity and functionality within these upland and wetland habitat systems is paramount. This effort should include an in-depth study and analysis of the use of multiple wildlife underpasses, bridge extensions over wetlands or small streams, large double box culverts, small-mesh exclusionary fencing, metal or concrete barriers, and funnel fencing to reduce roadkills and promote habitat connectivity. Properly designed and strategically placed structures could reduce roadkills, and provide or enhance access to these habitat systems.

For additional information or further coordination on this project, please contact me, or Mr. Terry Gilbert at (850) 488-6661.

Sincerely,



Brian S. Barnett, Director
Office of Policy and Stakeholder Coord.

bsb/tg

ENV-1-13-2

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cc: Ms. Stephanie Simek – Bear Management Section Leader, Tallahassee
Mr. Robert Gleason - FDOT District 5, Deland
Mr. David Stites – CH2M Hill, Gainesville



Department of Environmental Protection

Jeb Bush
Governor

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Colleen M. Castille
Secretary

October 19, 2004

Received

OC 25 2004

Mr. Robert B. Gleason
District Environmental Administrator
Florida Dept. of Transportation, District V
719 South Woodland Boulevard, MS 501
DeLand, Florida 32720

FDOT
Environmental Management

RE: Department of Transportation – Advance Notification – LPGA Boulevard Extension
Project PD&E Study, from CR 415 (Tomoka Farms Road) to SR 600/US 92, Federal Aid
Project No. 7777 100A, Financial Project No.: 410252-1-22-01 – Volusia County, Florida

SAI # FL200408199200C

Dear Mr. Gleason:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced Advance Notification.

The Florida Fish and Wildlife Conservation Commission (FWCC) states that the proposed road project would cross public lands associated with the Port Orange portion of the Tiger Bay State Forest complex, and impact high quality wooded wetlands and freshwater marsh systems associated with the headwaters of the Tomoka River. It asserts that several wildlife species officially listed by FWCC have a moderate probability of occurrence within and adjacent to the proposed project area. Please refer to the enclosed three page letter from FWCC citing its concerns.

The Department of Environmental Protection (DEP) also notes that the proposed road project traverses a portion of the Tiger Bay State Forest complex and numerous wetlands within the Tomoka River floodplain. The DEP advises that the Tomoka River is designated Outstanding Florida Waters (OFWs), which are afforded a high level of protection under sections 62-4.242(2) and 62-302.700, *Florida Administrative Code (F.A.C.)*. Because a large portion of the project area lies within the Tomoka River floodplain, every effort should be made to maximize the treatment of stormwater runoff, as stormwater running off of the project site ultimately discharges to the river. The permit applicant may be required to demonstrate that the proposed stormwater system meets the design and performance criteria established for the

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Mr. Robert B. Gleason
October 19, 2004
Page 2 of 2

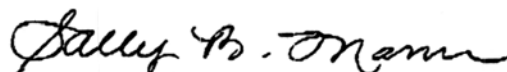
treatment/attenuation of discharges to OFWs, pursuant to Rule 40C-4, *F.A.C.*, and the St. Johns River Water Management District's Applicant's Handbook: MSSW.

The St. Johns River Water Management District (SJRWMD) notes that its staff has held preapplication meetings with the applicant on this project, which will require an Environmental Resource Permit from the agency. The project is located within the Tomoka and Spruce Creek Hydrologic Basins, but does not impact the Riparian Habitat Protection Zone. The applicant is advised to contact Mr. Lee Kissick, Senior Regulatory Scientist, in the Altamonte Springs service center at (407) 659-4850 or lkissick@sjrwmd.com for further details.

Based on the information contained in the advance notification and the enclosed state agency comments, the state has determined that the allocation of federal funds for the above-referenced project is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by agency staff as described herein and in the enclosed comments. The state's continued concurrence with the project will be based, in part, on the adequate resolution of any issues identified during subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review this project. If you have any questions regarding this letter, please contact Ms. Suzanne E. Ray at (850) 245-2172.

Yours sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/ser
Enclosures

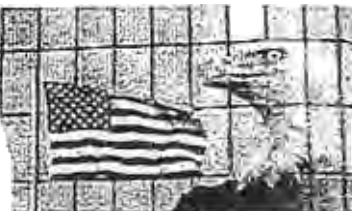
cc Brian Barnett, FWCC
Geoffrey Sample, SJRWMD
Barbara Bess, DEP, Central District



Florida

Department of Environmental Protection

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Categories

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Project Information	
Project:	FL200408199200C
Comments Due:	September 17, 2004
Letter Due:	October 17, 2004
Description:	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - LPGA BOULEVARD EXTENSION PROJECT PD&E STUDY, FROM CR 415 (TOMOKA FARMS ROAD) TO SR 600/US 92, FEDERAL AID PROJECT NO. 7777 100A, FINANCIAL PROJECT ID NO. 410252-1-22-01 - VOLUSIA COUNTY, FLORIDA
Keywords:	DOT - LPGA BOULEVARD EXTENSION PROJECT PD&E STUDY - VOLUSIA CO.
CFDA #:	20.205
Agency Comments:	
AGRICULTURE - FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES	
No comment	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
Released Without Comment	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
<p>The DEP notes that the proposed road project traverses a portion of the Tiger Bay State Forest complex and numerous wetlands within the Tomoka River floodplain. DEP advises that the Tomoka River is designated Outstanding Florida Waters (OFWs), which are afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. Because a large portion of the project area lies within the Tomoka River floodplain, every effort should be made to maximize the treatment of stormwater runoff, as stormwater running off of the project site ultimately discharges to the river. The permit applicant may be required to demonstrate that the proposed stormwater system meets the design and performance criteria established for the treatment/attenuation of discharges to OFWs, pursuant to Rule 40C-4, F.A.C., and the SJRWMD Applicant's Handbook: MSSW.</p>	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
3-PAGE LETTER BY BRIAN BARNETT DATED 10/1/04.	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comment	
ST. JOHNS RIVER WMD - ST. JOHNS RIVER WATER MANAGEMENT DISTRICT	
<p>SJRWMD staff has had preapplication meetings on this project. It will require an Environmental Resource Permit, but it does not appear that there are unusual features to be addressed in permitting. It is in the Tomoka and Spruce Creek Hydrologic Basins, but includes no part of the Riparian Habitat Protection Zone. Please contact Lee Kissick, Senior Regulatory Scientist, in the Altamonte Springs service center at (407)659-4850 or lkissick@sjrwmd.com if there are any questions.</p>	
ENVIRONMENTAL POLICY UNIT - OFFICE OF POLICY AND BUDGET, ENVIRONMENTAL POLICY UNIT	
No comment.	
E. CENTRAL FL RPC - EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL	
N/C	
VOLUSIA -	

For more information please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161

FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION



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BRIAN S. YABLONSKI
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KENNETH D. HADDAD, Executive Director
VICTOR J. HELLER, Assistant Executive Director

MARY ANN POOLE, DIRECTOR
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(850)488-6661 TDD (850)488-9542
FAX (850)922-5679

March 17, 2005

Ms. Rosanne Prager
CH2M Hill
3011 Williston Rd.
Gainesville, FL 32608

Re: LPGA Boulevard Extension,
Volusia County

Dear Ms. Prager:

First, thank you for the opportunity to provide additional input on the potential impacts to fish and wildlife resources on this proposed highway project. My initial letter to the Florida State Clearinghouse was an attempt to provide our overall concerns on potential wildlife and habitat issues in this developing area adjacent to important state land holdings so that potential impacts are thoroughly addressed in the PD&E study and avoidance, minimization or mitigation measures could be formulated. We remain concerned about direct, secondary and cumulative impacts to fish and wildlife resources, including the bear, from the proposed LPGA Boulevard Extension, and are hopeful that the following issues are addressed in the PD&E. The discussion below is a follow-up to our phone conversation on February 15, 2005, which I have also discussed with FWC Biologist Brian Scheick.

The western portion of the existing LPGA Boulevard, and the proposed southern extension, could create a formidable barrier, and potentially fragment and eventually isolate a local portion of the primary range of the St. John's bear population. We are currently dealing with these types of chronic problems in many areas of the state, including Franklin and Gulf counties in north Florida where the bear is affected, and in Collier County in southwest Florida where both the Florida panther and bear are being impacted. This is occurring statewide as development moves inland due to the build out of coastal areas. A new (2004) primary range map has been determined based on a 3-year statewide study performed by our Bear Management Section (Stephanie Simek Personal Communication) with funding provided from the Florida Department of Transportation. The study report is currently being finalized by our Bear Management Section in Tallahassee.

An existing bear roadkill problem area has been documented on the existing western portion of the LPGA Boulevard. The possible connection of the proposed extension to Madeline Avenue on the south as part of a regional transportation objective will create a new circumvential route on the west resulting in increased levels of traffic, and could facilitate additional secondary and cumulative impacts resulting in habitat loss or degradation from increased development. Increased bear roadkills on the entire road, including the proposed extension could occur due to

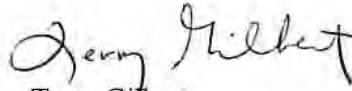
future traffic increases. The eventual need to multi-lane this road in the distant future could also exacerbate these problems and further contribute to long-term cumulative impacts.

Additionally, our Ranked Florida Black Bear Habitat Map shows the quality of bear habitat east of the existing LPGA Boulevard north of US-92 is good (5 to 7 scale: 1= low and 10 = high). This area is also part of a very large Strategic Habitat Conservation Area for the bear as determined by our agency. Portions of the habitat adjacent to, and east of the existing and proposed LPGA road project are also shown as Biodiversity Hot Spots with a score of 5 to 6 focal species on the north, and 7+ species on the south.

Selection of a final LPGA Boulevard Extension alignment further to the west in a more rural area will result in far greater degradation of habitat due to human induced land use changes, than an eastern route. Additionally, improvement of CR-415 should be considered as a viable transportation alternative to the proposed project.

Thank you for the opportunity to provide input on this project. If you feel that a field trip to the area would be appropriate, I will coordinate with Brian Scheick and get back with you. It would probably have to be in mid-April.

Sincerely,


Terry Gilbert
Biological Scientist IV

TG

ENV 1-13-1

CC: Ms. Stephanie Simek – FWC Bear Management Section Leader, Tallahassee
Mr. Brian Scheick – FWC Fish and Wildlife Research Institute, Deltona
Mr. Walt McCown – FWC Fish and Wildlife Research Institute, Gainesville



United States Department of the Interior

FISH AND WILDLIFE SERVICE

6620 Southpoint Drive, South
Suite 310
Jacksonville, Florida 32216-0912

IN REPLY REFER TO:

FWS/R4/ES-JAFL/05-1973

September 20, 2005

Florida Department of Transportation
719 South Woodland Boulevard, Mail Station 501
DeLand, Florida 32720

Attn: Bob Gleason, District Environmental Administrator
FWS Log. No: 05-1973
Applicant: Florida Dept. of Transportation
Project Name: LPGA Boulevard Extension from County Road 415 to State Road 600
County: Volusia

Dear Mr. Gleason:

Thank you for the opportunity to review documentation regarding the project mentioned above. The U.S. Fish & Wildlife Service (Service) received a copy of your Draft Endangered Species Biological Assessment for the proposed project on July 22, 2005 and a copy of the project's Wetland Evaluation Report on August 23, 2005. We submit the following comments in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*), Section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), and the Marine Mammal Protection Act of 1972 (MMPA), as amended (16 U.S.C. 1361 *et seq.*).

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to address a proposed 3.2 mile 2-lane extension of LPGA Boulevard from County Road (CR) 415 (Tomoka Farms Road) to the existing southern terminus of LPGA Boulevard at State Road (SR) 600/US 92, in Volusia County, Florida. The study also includes access management, drainage and stormwater treatment infrastructure and an evaluation of an additional multi-use recreational trail. The proposed extension is to serve as an alternate regional north-south corridor to Interstate-95 as well as serve commuter traffic generated by existing and future developments that are already planned.

Existing wetland habitat in the proposed project area consists primarily of hydric pine flatwoods (*Florida Land Use Cover & Forms Classification System* (FLUCFCS) 625), cypress, pine and cabbage palm swamp wetlands (FLUCFCS 624), wetland forested mixed (FLUCFCS 630), freshwater marsh (FLUCFCS 641), wet prairie (FLUCFCS 643), and wetlands that are interspersed within planted pine plantations, some of which have been recently harvested (FLUCFCS 441/643). The project is within the Tomoka River watershed, but does not cross the river channel. Primary upland habitats along the

proposed corridor consist of pine flatwoods (FLUCFCS 411) and pine plantations (FLUCFCS 441). The Tomoka Farms landfill borders the project's study area to the east and is the only existing commercial land use near the proposed project.

Two alignment alternatives are being evaluated during the PD&E study, both with the addition of the recreation trail and without. Alignment B-4 (B-4) is the more westerly alignment, is more direct, and crosses the Tomoka Farms Landfill at its northeast corner. The more easterly of the two alignments, Alignment B-3 (B-3), has been designed to circumvent the landfill and a local drainage canal, but will impact more wetlands than B-4.

ENDANGERED SPECIES ACT

Field surveys were conducted by FDOT's consultants for federally listed plant and animal species from September to December of 2004. Based on the results of the surveys completed during the site visits, FDOT has determined that the proposed project will either have "no effect" or that the project "may affect, but not likely adversely affect" the following federally listed species or federally designated critical habitat:

- 1) Bald eagle (*Haliaeetus leucocephalus*) – There is one known bald eagle nest (VO085) near the proposed project corridor, approximately 1360 feet from the proposed alignments. The nest was last active in 2000 and no nesting activity has been reported at this nest by the Florida Fish and Wildlife Conservation Commission in the years since, including 2005 (John White, 8/5/2005 email to Rosanne Prager of CH2M Hill). Because no bald eagle activity has been reported at the nest or in the vicinity of the nest, for a period of five years, the Service would consider this nest abandoned and thereby, would concur with FDOT's determination that this project "may affect, but not adversely affect" the bald eagle.
- 2) Red-cockaded woodpecker (*Picoides borealis*) (RCW) – No RCW nesting sites were identified near the proposed project site. A review of the Service's 2004 RCW database of locations of known active RCW clusters shows no active clusters within the proposed project limits. The Service concurs with FDOT's determination that this project "may affect, but not adversely affect" the red-cockaded woodpecker.
- 3) Wood stork (*Mycteria americana*) – Wood storks were seen foraging at the edge of ponds associated with the Tomoka Farms Landfill. The nearest wood stork nesting colonies are located well away from the proposed project (40 miles north and 40 miles southwest of the proposed project). This has been confirmed by a review of the Service's wood stork colony database. As long as FDOT would commit to offsetting all wetland impacts from the proposed project with in-kind and in-basin wetland impact mitigation to maintain the amount of foraging habitat available, then the Service would concur with FDOT's determination that the project "may affect, but is not likely to adversely affect."
- 4) Eastern indigo snake (*Drymarchon corais couperi*) – The Service recommends that during the construction of the proposed project, FDOT utilize the provisions

outlined in the Service's Standard Protection Measures for the Eastern Indigo Snake (enclosed). FDOT will need to work with their contractors to incorporate these measures into the construction process. The incorporation of wildlife crossings, such as wildlife box culverts, minimizes adverse impacts on several terrestrial species, such as the Eastern indigo, and should be considered during the final design of the proposed project. With the aforementioned provisions in place, the Service concurs with FDOT's determination that the project "may affect, but not adversely affect" the Eastern indigo snake.

Although this does not represent a biological opinion as described in Section 7 of the Act, it does fulfill the requirements of the Act and no further action is required. If modifications are made in the project or additional information becomes available on listed species, re-initiation of consultation may be required.

FISH & WILDLIFE COORDINATION ACT

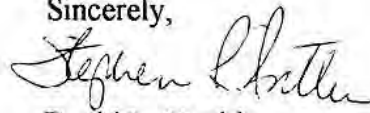
The Service received a copy of the proposed project's Draft Wetland Evaluation Report on August 23, 2005. The report identified a number of wetlands that may be impacted by the construction of the proposed project, ranging from mid-quality to high-quality wetlands, based on Wetland Rapid Assessment Procedure (WRAP) analysis. The estimated direct impacts to wetlands were 103.41 acres for Alignment B-3 and 92.31 acres for Alignment B-4. With WRAP scores figured in, the functional loss of wetland acreage is 68.76 acres (B-3) and 64.00 acres (B-4), respectively. These estimations include the impacts to wetlands if the associated recreational trail is constructed. Without the trail, the total impacted acreage would be 6.2 acres (B-3) and 5.35 acres (B-4) less. The Service would recommend that consideration be given to the alternative that avoids or minimizes to the greatest extent practicable.

Two previously considered alternatives (B-1 and B-2) showed a larger impact to affiliated wetlands and, consequently, are no longer being considered as viable alternatives. Other minimization efforts FDOT is considering during the design phase are the use of steeper front slopes through wetland areas, such as 2:1 or 3:1, versus the standard 4:1 or 6:1 slopes. The steeper sloped roadbeds would result in a reduction of 21 feet of median width, and thereby, a reduction in wetland impacts. Increased wetland impacts may also be avoided without the construction of the associated recreational trail. The Service recommends that FDOT utilize the integration of steeper front and back roadbed slopes as a minimization effort. As an additional minimization measure, the Service would also recommend that the recreational trail not be considered as an option during the design phase.

Impacts to wetlands that are unavoidable will be offset with mitigation monies according to Senate Bill 1986 and will be based on the analysis of the wetland functional values (WRAP). Since no definitive mitigation area has been specified yet to offset this project's impacts, the Service would like to remain involved with the development of the project, and will provide additional comments through the U.S. Army Corps of Engineers Clean Water Act, Section 404 Dredge and Fill permitting process as information is gathered and final project design and pond siting have been determined.

If you have any questions regarding this response, please contact Mr. CalLee Davenport of my staff at (904) 232-2580, ext. 106, or via email at callee_davenport@fws.gov.

Sincerely,



David L. Hankla
Field Supervisor

for

cc: Dan Sullivan, FFWCC, Tallahassee
John White, FFWCC, Eustis
Rosanne Prager, CH2M Hill
Karen Snyder, CH2M Hill



FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Bob Gleason
District Environmental Administrator
Florida Department of Transportation, District 5
719 South Woodland Blvd.
Deland, FL 32720-6834

September 27, 2005

RE: DHR Project File Number: 2005-9802
Received by DHR: August 29, 2005
Project: *LPGA Boulevard Extension PD&E Study from SR 415 near Landfill Entrance to SR 600 (US 92) at LPGA Blvd.*
Federal-aid Project No.: 777 100 A
Financial Project ID #: 410252-1-22-01
County: Volusia

Dear Mr. Gleason:

Our office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, Chapter 267, Florida Statutes, and applicable local ordinances. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies and local governments in carrying out their historic preservation responsibilities; to cooperate with Federal and State agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate Federal agencies in accordance with the National Historic Preservation Act of 1966 as amended, on Federal undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

A cultural resources assessment survey was conducted and no archaeological sites or historic buildings were identified during the investigation. As a result, the Florida Department of Transportation concluded that the proposed project will have no effect on any historic properties listed or eligible for listing in the National Register of Historic Places. Based on the information provided, our office finds the submitted report complete and sufficient and concurs with the findings.

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

☐ Director's Office
(850) 245-6300 • FAX: 245-6435

☐ Archaeological Research
(850) 245-6444 • FAX: 245-6436

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

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

☐ Palm Beach Regional Office
(561) 279-1475 • FAX: 279-1476

☐ St. Augustine Regional Office
(904) 825-5045 • FAX: 825-5044

☐ Tampa Regional Office
(813) 272-3843 • FAX: 272-2340

Mr. Bob Gleason
September 27, 2005
Page 2

If you have any questions concerning our comments, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, by email sanderson@dos.state.fl.us, or at 850-245-6432.

Sincerely,

A handwritten signature in black ink, appearing to read "Frederick P. Gaske". The signature is fluid and cursive, with a long horizontal stroke at the end.

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

XC: Derek Fusco, FHWA
Bill Walsh, FDOT, District 5
Jack Freeman, Kittelson & Associates, Inc.

Appendix B

References



Environmental Assessment
LPGA BLVD EXTENSION PD&E STUDY

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Appendix C

Advance Notification Mailing List



Environmental Assessment
LPGA BLVD EXTENSION PD&E STUDY



Florida Department of Transportation

JEB BUSH
GOVERNOR

719 South Woodland Boulevard
DeLand, FL 32720

JOSE ABREU
SECRETARY

August 10, 2004

Ms. Cindy Cranick, State Clearinghouse Coordinator
Department of Environmental Protection
Florida State Clearinghouse
3900 Commonwealth Boulevard, MS 47
Tallahassee, FL 32399-3000

Subject: **Advance Notification for LPGA Boulevard Extension Project Development and (PD&E) Study**

From CR 415 (Tomoka Farms Road) near the entrance to the Volusia County landfill to SR 600 (US 92)
Volusia County, Florida
Federal Aid Project No: 7777 100A
Financial Project ID No: 410252-1-22-01

Dear Ms. Cranick:

The attached Advance Notification Package is forwarded to your office for processing through appropriate State agencies in accordance with Executive Order 95-359. Distribution to local and federal agencies is being made as noted.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever general comments they consider pertinent at this time.

This is a Federal-aid action and the Florida Department of Transportation, in consultation with Federal Highway Administration, will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review this improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdiction(s) pursuant to Chapter 163, Florida Statutes.

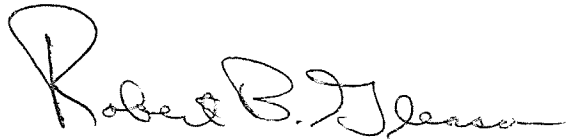
We are looking forward to receiving your comments on the project within 45 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 45-day comment period.

Your comments should be addressed to:

Mr. Robert B. Gleason
District Environmental Administrator
Florida Department of Transportation - District Five
719 South Woodland Boulevard, MS 501
DeLand, Florida 32720

Your expeditious handling of this notice will be appreciated.

Sincerely,

A handwritten signature in black ink that reads "Robert B. Gleason". The signature is written in a cursive style with a large, stylized "R" at the beginning.

Robert B. Gleason
District Environmental Administrator

WW/dd

Attachments: Advance Notification Fact Sheet
Advance Notification Mailing List
Application for Federal Assistance
Project Location Map

C: Mr. James E. St. John, Federal Highway Administration w/ mailing list
Mr. James Jobe, Federal Aid Program Coordinator (MS 7) w/ mailing list
Ms. Carolyn Ismart, Central Environmental Management Office (MS 37)
w/ mailing list

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ADVANCE NOTIFICATION FACT SHEET

1. Need for Project

The Florida Department of Transportation (FDOT) conducted a Feasibility Study for the proposed extension of LPGA Boulevard from CR 415 (Tomoka Farms Road) near the entrance to the Volusia County Landfill to its current terminus at US 92 in Volusia County. A detailed traffic analysis conducted for this new roadway extension indicates that there is a need for a two-lane, and possibly a four-lane roadway between CR 415 and the current terminus of LPGA Boulevard at US 92. This extension would complete a north-south corridor which would serve as an alternative to I-95 for commuter traffic and local residents. As a result, the main factor that constitutes the need to provide this extension of LPGA Boulevard is projected capacity demand.

The need for the improvement is recognized by local and regional long range transportation plans. The project is consistent with the Volusia County Metropolitan Planning Organization's (MPO) *2020 Long Range Transportation Plan Refinement* (ranked third on the priority list), Volusia County's Thoroughfare Plan, and the Comprehensive Plans of both the City of Port Orange and the City of Daytona Beach.

2. Description of the Project

The study area for the proposed extension of LPGA Boulevard extends from CR 415 (Tomoka Farms Road) near the entrance to the Volusia County Landfill to the current southern terminus of LPGA Boulevard at US 92 in Volusia County. The total project length is approximately 3.8 miles (refer to the attached project location map). Improvements will include a new roadway alignment of either two or four lanes; evaluating several typical sections with and without a divided median, accommodations for bicycle and pedestrian facilities, access and stormwater management.

3. Environmental Information

a. Land Uses

The majority of the project corridor is undeveloped, publicly owned land. Two existing landfill operations are located near the corridor and a number of developments are planned near the corridor. Several single family residences are located along CR 415 near the southern end of the corridor. The LPGA Boulevard Extension corridor passes through unincorporated Volusia County and is adjacent to the cities of Port Orange and Daytona Beach.

b. Wetlands

There are numerous natural wetlands within the project corridor and many are associated with the headwaters of the Tomoka River. Wetland forest and freshwater marsh are the prevalent wetland habitats crossed by the proposed project. Agency coordination conducted during the LPGA Boulevard Feasibility Study expressed the following concerns:

- The habitat is generally relatively high quality forested wetland that is becoming increasingly scarce in that basin and region.
- There is a lack of sites available in the immediate area to mitigate the project impacts.

A Wetland Evaluation Report will be conducted for the project. The potential wetland impacts that are anticipated will be evaluated further during the study. Impacts to wetlands and critical uplands will be minimized and avoided to the maximum extent possible, based on safe and sound engineering and construction practices.

The amount and type of mitigation required for the project relative to wetland impacts will be based on further analysis of the wetlands' functional values during subsequent project development phases and the permitting process.

c. Floodplains

The proposed project is located within the floodplain associated with the Tomoka River. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), the proposed project will involve work in areas of the 100-year floodplain designated as Zone A.

The elevation of the 100-year floodplain was estimated at 25 feet NGVD and the existing average ground elevation and seasonal high water table is 24.5 feet. The area of the corridor that is located within the 100-year floodplain is estimated at 18,000 linear feet. Therefore, a 100-foot road corridor would result in an impact area of 41.32 acres and a volume of floodplain impact of approximately 21 ac-ft. The proposed PD&E study will further evaluate potential impacts to the floodplains and will identify measures to mitigate these impacts.

d. Wildlife and Habitat

A wildlife and habitat assessment will be conducted to evaluate the potential for any adverse impacts to listed threatened and endangered species during the PD&E study. The assessment will include measures necessary to avoid and minimize impacts and evaluate appropriate mitigation measures for any impacts to listed species. FDOT has initiated coordination with the U.S. Fish and Wildlife Service (USFWS) and the Florida Fish & Wildlife Conservation Commission (FWC) during the LPGA Boulevard Extension Feasibility Study and will continue this coordination during the PD&E Study.

There are a number of federally listed species found in Volusia County and only the Southern Bald Eagle (*Haliaeetus leucocephalus*) is known to be present or potentially impacted by the proposed improvements. There are several bald eagle nests within the project area. The northern terminus of the project is approximately 1500 feet from an eagle nest and all other nests are located at least one mile from the proposed corridor. It should be noted that a large number of bald eagles, both adults and immature birds, are reported to regularly use the Tomoka Landfill as a hunting area.

While not federally listed as a threatened or endangered species, the Florida black bear (*Ursus americanus floridanus*) is recognized by the State of Florida as a species of special concern. The project area is considered secondary range for the bear. Preliminary coordination with FFWCC resulted in consideration of a wildlife crossing along the alignment which will be further evaluated during the PD&E Study.

The proposed improvements are not anticipated to adversely impact the regional populations of federally and state listed faunal or flora species. Coordination with federal and state agencies will continue and specific mitigation measures will be developed during the permitting phases of the project.

e. Outstanding Florida Waters

The Tomoka River, immediately downstream (north) of the I-4 corridor and bridge over the Tomoka River Basin, is designated as an Outstanding Florida Water.

f. Aquatic Preserves

There are no designated Aquatic Preserves within the project study area. However, the Tomoka Marsh Aquatic Preserve is downstream of the project area in the estuary of the Tomoka River. The Preserve will likely have to be considered in any cumulative impact

analysis of the roadway on water quality. No direct impacts to the Aquatic Preserve are expected to result from project activities.

g. **Coastal Zone Consistency Determination is Required:** X Yes No

h. Cultural Resources

As part of the study, a Cultural Resource Assessment Survey (CRAS) will be conducted to identify all historic and archaeological findings that are or may be eligible for listing in the National Register of Historic Places (NRHP). The proposed improvements are not expected to adversely affect any of the cultural resources within the project vicinity.

In addition, there are no Section 4(f) resources within the project vicinity. Therefore, the proposed improvements are not expected to adversely affect Section 4(f) resources.

i. Coastal Barrier Resources

This project is not located in or near a coastal barrier resource as defined by the Governor's Executive Order 81-105 and the Federal Coastal Barrier Resources Act.

j. Contamination

A preliminary investigation of the presence of potential hazardous materials/petroleum contamination sites exists within the project limits. Two regulated landfills are located adjacent to the proposed corridor.

A Contamination Screening Evaluation (CSER) will be conducted during the PD&E Study. The CSER will rank each site with regard to the risk of contamination per the methodology identified in Part 2, Chapter 22, of the FDOT's *PD&E Manual*. The proposed improvements are not expected to significantly impact potential contamination sites within the project study area.

k. Sole Source Aquifer

This project falls within the boundaries of the Volusia-Floridan Sole Source Aquifer, which has been designated by the U.S. EPA as a sole source aquifer.

l. Noise

There are a limited number of potential noise sensitive receivers along the project corridor. These consist mainly of single-family residences. A detailed Noise Study Report will be conducted during the PD&E study to determine noise impacts and evaluate the feasibility of mitigating the expected noise impacts.

m. Other Comments

An air quality analysis, in accordance with Part 2, Chapter 16, of the FDOT's *PD&E Manual*, will be conducted during the project study. It is not anticipated that the proposed improvements will have any significant impacts to air quality.

4. Navigable Waterway Crossing? Yes X No

5. Required Permits

Various permit applications may be required to be filed and approved prior to construction. The list of potential agencies and permits required include, but may not be limited to the following:

- St. Johns River Water Management District – Environmental Resource Permit (ERP)
- U.S. Army Corps of Engineers – Federal Dredge and Fill Permit (filed jointly with ERP)
- U.S. Environmental Protection Agency – National Pollution Discharge Prevention and Elimination System (NPDES) General Permit

MAILING LIST

Florida State Clearinghouse, Department of Community Affairs
Federal Highway Administration, Division Administrator
Federal Emergency Management Agency – Mitigation Division, Chief
Federal Emergency Management Agency – Natural Hazards Branch, Chief
Federal Railroad Administration – Office of Economic Analysis, Director
U.S. Department of Interior – Bureau of Land Management, Eastern States Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of Interior – U.S. Geological Survey Chief
U.S. Environmental Protection Agency – Region IV, Regional Administrator
U.S. Environmental Protection Agency – Groundwater Protection Branch, Ms. Lois Hill
U.S. Department of Interior – Fish and Wildlife Service, Field Supervisor
U.S. Army Corps of Engineers – Regulatory Branch, District Engineer
U.S. Department of Commerce – National Marine Fisheries Service – Habitat Conservation Division
U.S. Department of Agriculture – Southern Region, Regional Forester
U.S. Department of Interior – National Park Service – Southeast Regional Office
U.S. Department of Commerce – National Oceanic and Atmospheric Administration
Federal Aviation Administration – Airports District Office
U.S. Coast Guard – Seventh District – Commander (oan)
U.S. Department of Health and Human Services – Center for Environmental Health and Injury Control
U.S. Department of Interior – Bureau of Indian Affairs – Office of Trust Responsibilities
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida
Miccosukee Tribe of Indians of Florida
Seminole Nation of Oklahoma
Florida Fish and Wildlife Conservation Commission – Office of Environmental Services
Florida Fish and Wildlife Conservation Commission – Northeast Region, Director
Florida Department of Environmental Protection – Bureau of Land Management
Florida Department of Environmental Protection – Central District, Director
East Central Florida Regional Planning Council
St. Johns River Water Management District
Honorable Jeb Bush, State of Florida Governor
Honorable Bob Graham, U.S. Senator
Honorable Bill Nelson, U.S. Senator
Honorable Tom Feeney, U.S. House of Representatives, 24
State Senators – Districts 7, 20
State Representatives – Districts 27, 28
Volusia County Officials
City of Port Orange Officials
City of Daytona Beach Officials
Volusia County MPO
Central Florida MPO Alliance
Florida Department of Transportation – Turnpike District, District Secretary
Defenders of Wildlife
West Volusia Audubon Society
Audubon of Florida
Sierra Club of Central Florida

MAILING LIST, continued

1000 Friends of Florida
The Nature Conservancy
Rails to Trails Conservancy
Sierra Club, Volusia/Flagler Chapter
Southeast Volusia Chamber of Commerce
Chamber of Commerce of West Volusia
St. John's River Country Visitors Bureau
East Coast Greenway Alliance

APPLICATION FOR FEDERAL ASSISTANCE

OMB Approval No. 0348-0043

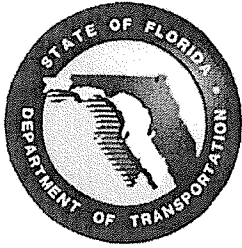
1. TYPE OF SUBMISSION: Application <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Non-Construction Preapplication <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		2. DATE SUBMITTED 8/10/04	Applicant Identifier FM No. 410252-1-22-01
3. DATE RECEIVED BY STATE		State Application Identifier	
4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier	

5. APPLICANT INFORMATION Legal Name: Florida Department of Transportation Address (give city, county, State, and zip code): 605 Suwannee Street Tallahassee, Leon County, Florida 32399-0450		Organizational Unit: Office of Design Name and telephone number of person to be contacted on matters involving this application (give area code) Robert B. Gleason (386) 943-5390
6. EMPLOYER IDENTIFICATION NUMBER (EIN): <div style="border: 1px solid black; padding: 2px; display: inline-block;"> 5 9 — 6 0 0 1 8 7 4 </div>	7. TYPE OF APPLICANT: (enter appropriate letter in box) <div style="border: 1px solid black; width: 20px; height: 20px; text-align: center; margin: 0 auto;">A</div> <div style="display: flex; justify-content: space-between; font-size: small;"> <div style="width: 48%;"> A. State B. County C. Municipal D. Township E. Interstate F. Intermunicipal G. Special District </div> <div style="width: 48%;"> H. Independent School Dist. I. State Controlled Institution of Higher Learning J. Private University K. Indian Tribe L. Individual M. Profit Organization N. Other (Specify) _____ </div> </div>	
8. TYPE OF APPLICATION: <div style="display: flex; justify-content: space-around; align-items: center;"> <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision </div> If Revision, enter appropriate letter(s) in box(es) <div style="display: flex; justify-content: space-between; font-size: x-small;"> <div style="width: 30%;"> A. Increase Award D. Decrease Award </div> <div style="width: 30%;"> B. Decrease Award Other(specify): _____ </div> <div style="width: 30%;"> C. Increase Duration _____ </div> </div>	9. NAME OF FEDERAL AGENCY: U.S. Department of Transportation - FHWA	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: <div style="border: 1px solid black; padding: 2px; display: inline-block;"> 2 0 — 2 0 5 </div> TITLE: Highway Planning and Construction	11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: FM No.: 410252-1-22-01 FAP No.: 7777 100A LPGA Boulevard Extension from CR 415 (Tomoka Farms Rd.) to US 92 in Volusia County	
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Volusia County, Florida		

13. PROPOSED PROJECT (PD&E only) Start Date: 7/01/04 Ending Date: 7/01/06	14. CONGRESSIONAL DISTRICTS OF: a. Applicant b. Project: Congressional District 24
--	---

15. ESTIMATED FUNDING: Only PD&E and Design are funded <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:20%;">a. Federal</td> <td style="width:10%; text-align: right;">\$</td> <td style="width:20%; text-align: right;">3,764,800</td> <td style="width:10%; text-align: right;">.00</td> </tr> <tr> <td>b. Applicant</td> <td style="text-align: right;">\$</td> <td></td> <td style="text-align: right;">.00</td> </tr> <tr> <td>c. State</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">941,200</td> <td style="text-align: right;">.00</td> </tr> <tr> <td>d. Local</td> <td style="text-align: right;">\$</td> <td></td> <td style="text-align: right;">.00</td> </tr> <tr> <td>e. Other</td> <td style="text-align: right;">\$</td> <td></td> <td style="text-align: right;">.00</td> </tr> <tr> <td>f. Program Income</td> <td style="text-align: right;">\$</td> <td></td> <td style="text-align: right;">.00</td> </tr> <tr> <td>g. TOTAL</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">4,706,000</td> <td style="text-align: right;">.00</td> </tr> </table>	a. Federal	\$	3,764,800	.00	b. Applicant	\$.00	c. State	\$	941,200	.00	d. Local	\$.00	e. Other	\$.00	f. Program Income	\$.00	g. TOTAL	\$	4,706,000	.00	16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? a. YES. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE: 8/10/04 b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW
a. Federal	\$	3,764,800	.00																										
b. Applicant	\$.00																										
c. State	\$	941,200	.00																										
d. Local	\$.00																										
e. Other	\$.00																										
f. Program Income	\$.00																										
g. TOTAL	\$	4,706,000	.00																										
17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes If "Yes," attach an explanation. <input checked="" type="checkbox"/> No																													

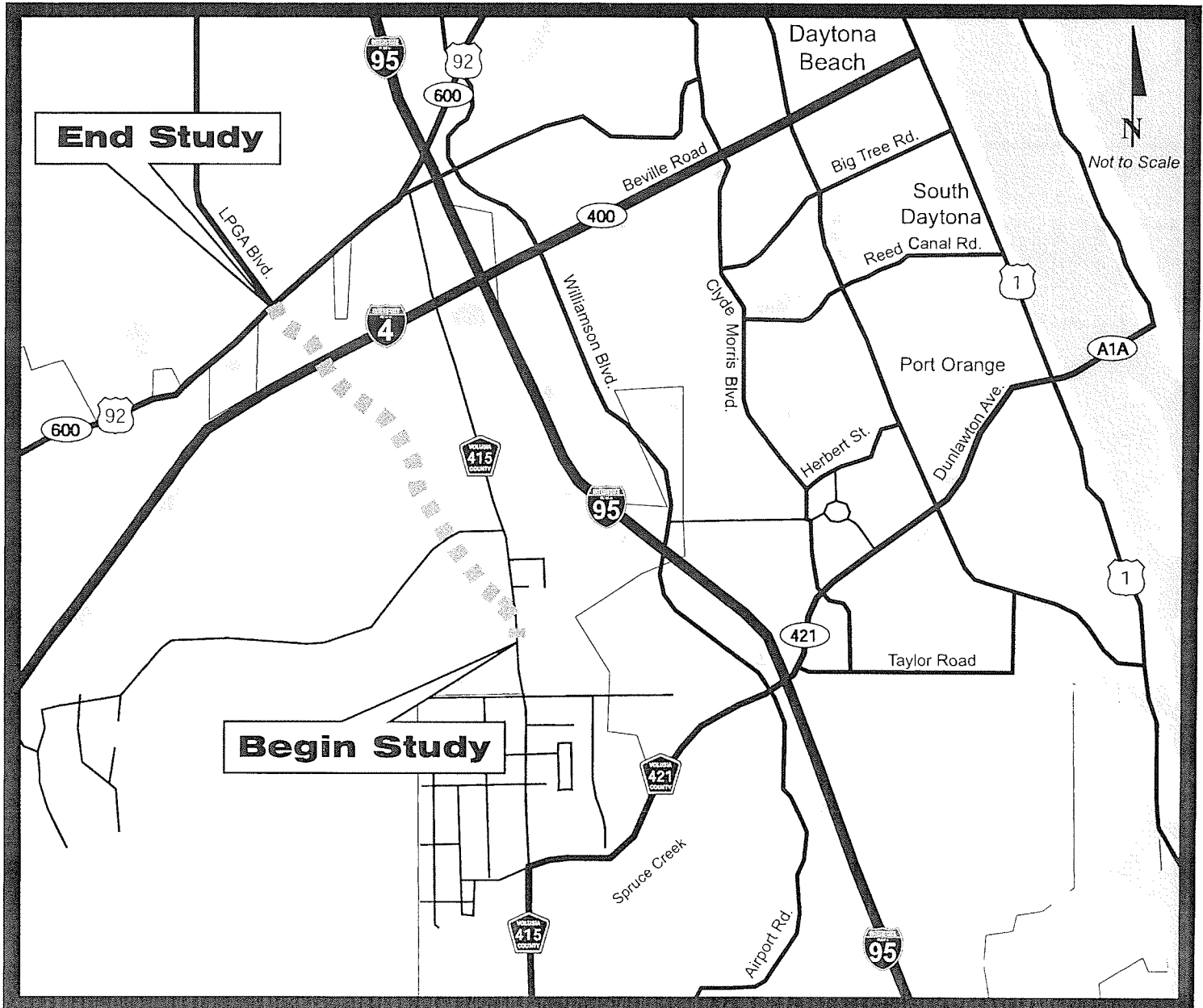
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT, THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.		
a. Type Name of Authorized Representative Robert B. Gleason	b. Title District Environmental Administrator	c. Telephone Number (386) 943-5390
d. Signature of Authorized Representative 	e. Date Signed 8/9/04	



LPGA Boulevard Extension PD&E Study

From CR 415 to SR 600 (US 92)

Project Location Map



From CR 415 to SR 600 (US 92), Volusia County
FAP No: 7777 100 A Financial ID No: 410252-1-22-01

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Appendix D

Advance Notification Comments and Responses



Environmental Assessment
LPGA BLVD EXTENSION PD&E STUDY

APPENDIX D

Advance Notification Comments and Responses

Included herein is a brief summary of the comments and responses received as part of the Advance Notification Package regarding this project. The comments and responses have been extracted and are summarized below.

Federal Agencies

Miccosukee Tribe of Indians of Florida

August 30, 2004

Steve Terry, NAGPRA and Section 106 Representative

Comment: *We have no direct knowledge of any cultural, religious, or traditional sites at the proposed project location. We request that a cultural resources survey be conducted of the project area. We further request that we be kept informed of this project and receive a copy of the cultural resources survey.*

Response: Comment is noted, no response necessary.

U.S. Coast Guard

August 27, 2004

Randall Overton, Bridge Management Specialist

Comment: *A preliminary review indicates there are no navigable waterways within the scope of the project. Therefore, a Coast Guard Bridge Permit will not be required.*

Response: Comment is noted, no response necessary.

State Agencies

Florida Department of Environmental Protection, State Clearinghouse

October 19, 2004

Sally B. Mann, Director of Office of Intergovernmental Programs

Comment: *The proposed road project traverses, the Tiger Bay State Forest complex and numerous wetlands within the Tomoka River floodplain. The DEP advises that the Tomoka River is designated Outstanding Florida Waters (OFWs), which are afforded a high level of protection under sections 62-4.242(2) and 62-302.700, Florida Administrative Code (F.A.C.). Because a large portion of the project area lies within the Tomoka River floodplain, every effort should be made to maximize the treatment of stormwater runoff, as stormwater running off of the project site ultimately discharges to the river. The permit applicant may be required to demonstrate that the proposed stormwater system meets the design and performance criteria established for the treatment/attenuation of discharges to OFWs, pursuant to Rule 40C-4, F.A.C., and the St. Johns River Water Management District's Applicant's Handbook: MSSW.*

Response: CH2M HILL has contacted the Florida Division of Forestry, the Volusia County Landfill Manager, Volusia County Property Appraiser's Office, and the City of Port Orange Utility Director, to better identify the boundary of the state-owned lands. Based on the information collected, the proposed roadway will not cross any state-owned conservation lands. The project is proposed to cross several privately owned parcels in addition to the Tomoka Farms Landfill, City of Port Orange Well Field, Florida Power & Light line easement, Interstate-4 right-of-way, US 92, and other Volusia County maintained roadways (including Landfill Road, Shunz Road, and CR 415 (Tomoka Farms Road)). It should be noted that the northern end of the proposed project will not cross the boundary of the Clark Bay Tract within the Tiger Bay State Forest, which is located further west US 92 and I-4. The proposed project is located southeast of the Rima Ridge Tract within the Tiger Bay State Forest, which is located north of US 92, while the proposed extension of LPGA Boulevard would extend south of US 92. Please see the attached Tiger Bay State Forest map that has been received by the Florida Division of Forestry that identifies the correct boundaries of the Tiger Bay State Forest.

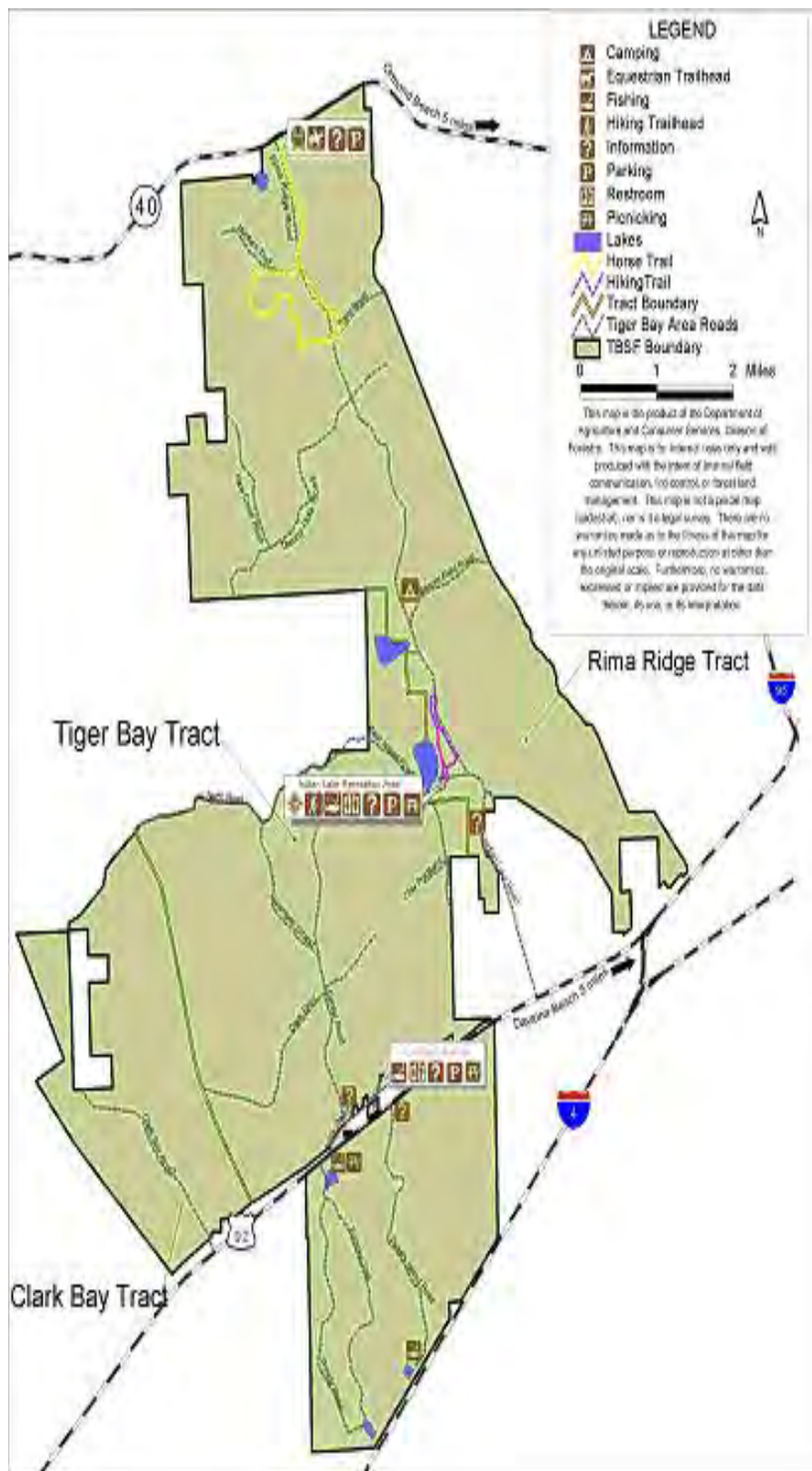
Based on recent discussions with Ms. Joan Budzynski at SJRWMD during the first Environmental Advisory Group (EAG) Meeting, the project will be required to provide 50 percent additional water quality treatment for the section of the proposed LPGA Boulevard Extension north of I-4 that is designated as an Outstanding Florida Water. The First Baptist Church will be constructing the northern section of the proposed LPGA Boulevard Extension from US 92 to their proposed entrance road that is located just north of I-4. As a result, the proposed church development will be responsible for providing the required treatment, attenuation, and floodplain compensation for the northern section of the LPGA Boulevard Extension from US 92 to the centerline of the new bridge crossing over I-4.

Comment: *The St. Johns River Water Management District (SJRWMD) notes that its staff has held preapplication meetings with the applicant on this project, which will require an Environmental Resource Permit from the agency. The project is located within the Tomoka and Spruce Creek Hydrologic Basins, but does not impact the Riparian Habitat Protection Zone.*

Response: Coordination with regulatory agencies will be ongoing during this PD&E Study, and will continue through the design and permitting phases of the project in accordance with your standard regulations.

Comment: *Based on the information contained in the advance notification and the enclosed state agency comments, the state has determined that the allocation of federal funds for the above referenced project is consistent with the Florida Coastal Management Program (FCMP).*

Response: Comment is noted, no response necessary.



Florida Fish and Wildlife Conservation Commission

October 1, 2004

Brian S. Barnett, Director of Office of Policy and Stakeholder Coordination

Recommendation: *We respectively do not support the use of public lands as right-of-way for transportation projects since these lands were purchased for the expressed purpose of protecting wildlife habitat, quality and quantity of surface and groundwater resources, and recreation. Our biologists are prepared to offer technical assistance to assist in the evaluation and determination of alternative alignments that can resolve the transportation issue with lower impacts to fish and wildlife resources.*

Response: We also concur with your conclusion. However, as stated previously, none of the land proposed to be crossed by the new roadway is classified conservation/public lands. Much of the proposed right-of-way needed is currently owned by Volusia County and/or the City of Port Orange Utilities. This property is being proposed for future development in accordance with the Volusia County Master Plan. There is the one northern section of the proposed LPGA Boulevard Extension just south of I-4 on the Volusia county Landfill property that is an existing wetland mitigation area. Mitigation will be proposed to compensate for any impacts to the landfill's existing mitigation site.

Recommendation: *The Environmental Assessment should include a complete accounting by acres of all upland and wetland habitats impacted as a result of the project. A field assessment should be made of potential impacts to wildlife species listed by our agency. The mitigation plan should include measures to avoid or offset those impacts.*

Response: As part of the PD&E Study process, the existing conditions (including wetland resources and wildlife habitats) are investigated in the field and documented in both the *Wetland Evaluation Report* and *Endangered Species Biological Assessment*, which will be prepared as part of this project. In addition, quantification of the proposed impacts on the natural environment and any mitigation measures for these impacts will be investigated and documented in both reports.

Recommendation: *Requirements for permits from our agency for the gopher tortoise, and the U.S. Fish and Wildlife Service for possible taking of listed species or their nests, should be evaluated.*

Response: Coordination with regulatory agencies will be ongoing during this PD&E Study, and will continue through the design and permitting phases of the project in accordance with your standard regulations.

Recommendation: *Construction staging areas and the storage of equipment, construction materials, fuels, oils, etc., should be limited to previously disturbed upland areas far removed from areas which drain to tributary streams and wetlands.*

Response: FDOT's Standard Specifications require our contractors to restrict their disturbance to areas covered by our permits. The contractor is responsible for compliance with all applicable laws, including obtaining permits, for any additional areas needed for storage, fill, disposal, etc.

Recommendation: *Sites within the area slated as drainage retention areas (DRAs), and borrow sites should be surveyed for the presence of listed species, and if possible, ponds should be located in previously disturbed areas to avoid habitat loss. Treatment of stormwater within roadside swales could reduce land clearing and habitat loss, and reduce project costs.*

Response: All areas proposed for disturbance, including proposed stormwater ponds, are surveyed for listed species during the PD&E study phase. In addition, these areas will be surveyed again prior to preparation of permit applications. This project will be utilizing a rural typical section with a standard roadside ditch and wet detention pond systems. A rural typical section in lieu of a closed stormdrain system will provide some benefit from a habitat standpoint with the constructed roadside swales and wet detention ponds.

Recommendation: *A compensatory mitigation plan should be formulated which considers the type and quality of impacted upland and wetland plant communities found on public lands in the project area. Land acquisition adjacent to existing public lands such as the Tiger Bay State Forest would be viewed by our agency as a high priority for appropriate mitigation.*

Response: It will be recommended that during final design and permitting, close coordination continue to occur with both federal and state wildlife agencies as part of the overall Environmental Resource Permitting. In addition, coordination with the St. Johns River Water Management District and the Corps of Engineers will occur as part of the implementation of the Senate Bill wetland mitigation for FDOT projects. Acquisition of lands will be investigated as one mitigation alternative.

Recommendation: *An important part of the PD&E Study should be an expanded evaluation of habitat landscape linkage needs for the black bear and other affected wildlife species within) and adjacent to the project area that was briefly mentioned in the draft environmental evaluation for this project. Resolving problems associated with the bear could provide positive benefits for other important species within these habitat systems such as the bobcat, river otter, whitetail deer, and various amphibians and reptiles. Protection of productivity and functionality within these upland and wetland habitat systems is paramount. This effort should include an in-depth study and analysis of the use of multiple wildlife underpasses, bridge extensions over wetlands or small streams, large double box culverts, small-mesh exclusionary fencing, metal or concrete barriers, and funnel fencing to reduce roadkills and promote habitat connectivity. Properly designed and strategically placed structures could reduce roadkills) and provide or enhance access to these habitat systems.*

Response: FDOT is currently developing an overall state approach to identifying the potential bear corridors within each District to identify the needs from an overall habitat and basin perspective. In close coordination with Mr. Brian Scheick at FFWCC, it appears that there are current wildlife bear habitat studies being performed for this region and that the main corridor used by the bears will not be impacted, since it is located west of our proposed project area within the Tiger Bay State Forest.



Florida Department of Transportation

JEB BUSH
GOVERNOR

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JOSE' ABREU
SECRETARY

January 27, 2005

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Tallahassee, FL 32399-3000

Attn: Ms. Suzanne E. Ray

Subject: SAI #FL200408199200C, Florida Department of Transportation
LPGA Boulevard Extension PD&E Study
From CR 415 to US 92 in Volusia County, Florida
Financial Identification No.: 410252-1-22-01
Federal Aid Project No.: 7777 100A
Responses to Comments Received as part of the Advance Notification Process

Dear Ms. Mann:

In response to your letter dated October 19, 2004, and the letter received by Brian S. Barnett at Florida Fish and Wildlife Conservation Commission dated October 1, 2004, we are providing the following project updates and responses to your comments. We appreciate the FFWCC taking the time and effort to review and comment on the above-referenced project in terms of impacts to fish and wildlife resources.

This project has been modified to consider the construction of only a two-lane roadway for the 3.8-mile-long extension of LPGA Boulevard from its present terminus at US 92 to CR 415 (Tomoka Farms Road). As part of this project, a proposed multi-use trail that would run parallel to the roadway is being evaluated.

Included herein is a brief summary of the comments brought up by FFWCC and responses we have prepared.

FFWCC Comment: *The majority of the new route would cross public lands associated with the Port Orange portion of the Tiger Bay State Forest complex, and impact high quality wooded wetlands and freshwater marsh systems associated with the headwaters of the Tomoka River.*

Response: CH2M HILL has contacted the Florida Division of Forestry, the Volusia County Landfill Manager, Volusia County Property Appraiser's Office, and the City of Port Orange Utility Director, to better identify the boundary of the state-owned lands. Based on the information collected, the proposed roadway will not cross any state-owned conservation lands. The project is proposed to cross several privately owned parcels in addition to the Tomoka Farms Landfill, City of Port Orange Well Field, Florida Power & Light line easement, Interstate-4 right-of-way, US 92, and other Volusia County maintained roadways (including Landfill Road, Shunz Road, and CR 415 (Tomoka Farms Road)). It should be noted that the northern end of the proposed project will not cross the boundary of the Clark Bay Tract within the Tiger Bay State Forest, which is located further west between US 92 and I-4. The proposed project is located southeast of the Rima Ridge Tract within the Tiger Bay State Forest, which is located north of US 92, while the proposed extension of LPGA Boulevard would extend south of US 92. Please see the attached Tiger Bay State Forest map that has been received by the Florida Division of Forestry that identifies the correct boundaries of the Tiger Bay State Forest.

FFWCC Comment: The Tomoka Marsh Aquatic Preserve occurs downstream of the project area. Furthermore, a significant portion of the project area lies within the Tomoka River floodplain, and portions of the river and basin, north of I-4 are classified as a Wild and Scenic River, and as an Outstanding Florida Water.

Response: Based on recent discussions with Ms. Joan Budzynski at SJRWMD during the first Environmental Advisory Group (EAG) Meeting, the project will be required to provide 50 percent additional water quality treatment for the section of the proposed LPGA Boulevard Extension north of I-4 that is designated as an Outstanding Florida Water. The First Baptist Church will be constructing the northern section of the proposed LPGA Boulevard Extension from US 92 to their proposed entrance road that is located just north of I-4. As a result, the proposed church development will be responsible for providing the required treatment, attenuation, and floodplain compensation for the northern section of the LPGA Boulevard Extension from US 92 to the centerline of the new bridge crossing over I-4.

The Tomoka River, located immediately north of the I-4 corridor and bridge crossing, is located just east and outside of our project study area. This project is primarily located within the headwaters of the Tomoka River and its associated floodplain. Therefore, based on our evaluation of potential impacts as it relates to the LPGA Boulevard Extension, the proposed improvements are not expected to directly impact the Tomoka River. No direct impacts to Wild and Scenic Rivers are expected to occur as a result of the proposed project.

FFWCC Comment: *Wildlife species officially listed by our agency that have a moderate probability of occurrence within and adjacent to the project area based on range and habitat preference include the eastern indigo snake (T), southeastern American kestrel (T), Florida scrub jay (T), bald eagle (T), Florida sandhill crane (T), red-cockaded woodpecker (SSC), Sherman's fox squirrel (SSC), gopher tortoise (SSC), Florida pine snake (SSC), and gopher frog (SSC). At least four eagle nests occur within about two miles of the proposed project area, while approximately 14 bear roadkills have been recorded by our agency on roads such as US 92, I-4, and LPGA Boulevard to the immediate northwest near the proposed road extension. In addition, wading birds such as the little blue heron (SSC), white ibis (SSC), snowy egret (SSC), tri-colored heron, and the wood stork (E) may frequent wetland systems within and adjacent to the alignment.*

Response: CH2M HILL biologists are currently conducting field reviews to assess the potential of listed species utilizing the proposed project area. The results of these on-site investigations will be documented in the Project Development and Environment (PD&E) Study reports, specifically the *Endangered Species Biological Assessment*. Preliminary results indicate that portions of the project area (in particular the Tomoka Farms Landfill property) is used for foraging by White Ibis (SSC), Snowy Egret (SSC), Wood Stork (E), Bald Eagle (T), and the American alligator (SSC). Preliminary results also indicate that there is no habitat in the area suitable to the Florida Scrub Jay (T) or the Florida pine snake (SSC). No direct evidence was found of the Red-Cockaded Woodpecker (E), Little Blue Heron (SSC), gopher tortoise (SSC), or gopher frog (SSC) in the project area.

Other listed wildlife species that have a moderate probability of occurrence within and adjacent to the project area, based on range and habitat preference, but which have not been observed, include the eastern indigo snake (T), Southeastern American Kestrel (T), Florida Sandhill Crane (T), and Sherman's fox squirrel (SSC).

The closest Bald Eagle nest occurs approximately 1,500 feet of the northern end of the proposed roadway. This location is at the intersection of the existing LPGA Boulevard and US 92. The nest was last active in 2000. Confirmation of this nest tree, or any new nests in the area, has not been obtained yet for the post-2004 hurricane season. The area just north of US 92 did sustain extensive tree damage encountered with the September 2004 storms.

Although no evidence of black bear was found in the field, and no reports of bear sightings have been made by the landfill operators, bears are suspected to move through the area. This information is based on available records of several road kills in the area along I-4, US 92, and LPGA Boulevard. The project would potentially serve to discourage bears from entering the small triangular-shaped area adjacent to and bounded by CR 415, LPGA Boulevard Extension, and US 92 (near the US 92/I-95 interchange). Based on recent discussions with FFWCC at the Environmental Advisory Group (EAG) meeting held December 2, 2004 for this project, larger animal underpasses were not recommended per Mr. Brian Scheick due to the potential road-crossing hazard posed to the black bears if routed toward the intersection of I-95/US 92/CR 415. Additionally, due to the dense

human population east of I-95, routing bears closer to that area would increase the nuisance reports of black bears in the area.

Mr. Scheick stated that the black bear movement in this area is more likely coming from a north/south direction and not an east/west direction. Another project for widening I-4 west of our project includes constructing three new large wildlife crossings to allow this north/south movement to continue for the black bears in the Tiger Bay conservation area, which is located two to five miles from our project study area. For this LPGA Boulevard Extension project, smaller wildlife underpasses with exclusionary chain link and funnel fencing is being considered at this time.

***FFWCC Comment:** Impacts from the project will result in loss of important public lands. Habitat will be lost from both direct impacts with the new road alignment, and from secondary and cumulative impacts due to urban sprawl in this regional area due to residential and commercial development that will be facilitated by the road.*

Response: None of the property proposed to be crossed by the new roadway is considered conservation land with the exception of a minor section of the proposed LPGA alignment just south of I-4 on the Volusia County Landfill property. This wetland conservation area has been provided onsite by the Tomoka Farms Landfill as wetland mitigation for previous permitted activities. This wetland mitigation area will need to be mitigated for under this project if impacted by the proposed alignment of LPGA. We are currently coordinating with the Volusia County Solid Waste Department and the Tomoka Farms Landfill regarding this potential impact and the possibility of reevaluating the proposed alignment for the northern leg of the proposed LPGA Boulevard Extension south of I-4. This project will cross approximately 60 percent public land. Most of this is within the Tomoka Farms Landfill. The alignment being considered closely follows that shown in the Landfill's Master Plan.

It should be noted that there are several nearby large developments that are already planned, zoned, and undergoing construction. This includes the proposed phased development by Consolidated Tomoka north of US 92 adjacent to the existing LPGA Boulevard. In addition, the First Baptist Church of Daytona Beach is currently under design for construction on their site located between US 92 and I-4, just east of this proposed LPGA extension. The First Baptist Church is proposing to construct as part of their development this northern section of the LPGA Boulevard Extension, from US 92 south to the church entrance road - just north of I-4. The First Baptist Church will provide an onsite stormwater management system that will support the required water quality treatment, attenuation, and floodplain compensation needed for the LPGA Boulevard Extension project from US 92 to I-4. Another planned Town Center Development is also proposed for the southern section of the proposed alignment just southeast of LPGA Boulevard and east of CR 415.

Volusia County has identified the LPGA Boulevard Extension from US 92 to CR 415 (Tomoka Farms Road) on their thoroughfare plan. The Volusia County Metropolitan Planning Organization (MPO) has this project in the 2020 Long Range Transportation Plan and has identified this project as their third priority within the County. As part of the Phase I Feasibility Study for this project, the MPO opted to move forward with the Preliminary Engineering phase of this project in accordance with FDOT's PD&E Study process. This project is also identified in the City of Daytona Beach Comprehensive Plan.

FFWCC Comment: *Mitigation for wetland impacts is proposed to be accommodated under the provisions of Senate Bill 1986, and maintenance of habitat connectivity may include the construction of a 50-foot wide x 8-foot high wildlife underpass, and chain link exclusionary and funnel fencing for the black bear along the LPGA extension.*

Response: Updated assessments of the extent of wetlands to be impacted by the proposed project range between 50 and 75 acres, which consist of both forested wetlands (cypress/pine/cabbage palm mixture) and hydric pine flatwoods managed for silviculture. Mitigation for proposed wetlands impacts and for potential impacts to listed wildlife is being considered and discussed with the appropriate agencies, and coordination will continue into the design and permitting phases of the project. Preliminary considerations at this PD&E Study phase include wetland mitigation to be provided under the provisions of Senate Bill 1986 and/or purchase of credits at a local mitigation bank.

Mitigation for wildlife impacts and for maintenance of habitat connectivity may include the construction of small animal underpasses in addition to the culverts needed to maintain the hydrologic connectivity of the Tomoka River floodplain and existing wetland systems. As mentioned previously, larger animal underpasses (i.e., 24-foot-wide x 8-foot-high natural bottom box) were not recommended per Mr. Brian Scheick with FFWCC for this roadway, due to the potential road-crossing hazard posed to the black bears if routed toward the intersection of I-95/US 92/CR 415. Additionally, due to the dense human population east of I-95, routing bears closer to that area would increase the nuisance reports of black bears in the area.

Mr. Scheick stated in the recent EAG that the black bear movement in this area is more likely coming from a north/south direction and not an east/west direction. Another project for widening I-4 west of our project includes constructing three new large wildlife crossings to allow this north/south movement to continue for the black bears in the Tiger Bay conservation area, which is located two to five miles from our project study area. For this LPGA Boulevard Extension project, smaller wildlife underpasses with exclusionary chain link and funnel fencing is being considered at this time.

The specific locations for small animal underpasses is yet to be determined, while restrictions and limitations in some areas are being identified. For example, a portion of the LPGA Boulevard Extension may follow the eastern boundary of the the existing landfill property between Landfill Road and I-4 to the north. Along this segment there is an existing large outfall canal and raised wide maintenance berm that runs north to south. Although the berm serves as a north-south movement corridor, the canal is an existing obstruction for wildlife movement east and west. The canal is a permitted NDPES and stormwater treatment system, and if the LPGA Extension proposed alignment is located within this eastern landfill boundary, any new culverts will need to be in compliance with the NDPES and stormwater permits.

We appreciate the early input from FFWCC during the PD&E Study process of this project, and the recommendations offered (per October 1, 2004 letter) to avoid, minimize, or mitigate project impacts to fish and wildlife resources. Below are additional comments and project status updates on the implementation of these recommendations.

1. **FFWCC Recommendation:** *We respectively do not support the use of public lands as right-of-way for transportation projects since these lands were purchased for the expressed purpose of protecting wildlife habitat, quality and quantity of surface and ground water resources, and recreation. Our biologists are prepared to offer technical assistance to assist in the evaluation and determination of alternative alignments that can resolve the transportation issue with lower impacts to fish and wildlife resources.*

Response: We also concur with your conclusion. However, as stated previously, none of the land proposed to be crossed by the new roadway is classified conservation/public lands. Much of the proposed right-of-way needed is currently owned by Volusia County and/or the City of Port Orange Utilities. This property is being proposed for future development in accordance with the Volusia County Master Plan. There is the one northern section of the proposed LPGA Extension just south of I-4 on the Volusia County Landfill property that is an existing wetland mitigation area. Mitigation will be proposed to compensate for any impacts to the landfill's existing mitigation site.

2. **FFWCC Recommendation:** *The Environmental Assessment should include a complete accounting by acres of all upland and wetland habitats impacted as a result of the project. A field assessment should be made of potential impacts to wildlife species listed by our agency. The mitigation plan should include measures to avoid or offset those impacts.*

Response: As part of the PD&E Study process, the existing conditions (including wetland resources and wildlife habitats) are investigated in the field and documented in both the *Wetland Evaluation Report* and *Endangered Species Biological Assessment*, which will be prepared as part of this project. In addition, quantification of the proposed impacts on the natural environment and any mitigation measures for these impacts will be investigated and documented in both reports.

3. **FFWCC Recommendation:** *Requirements for permits from our agency for the gopher tortoise, and the U.S. Fish and Wildlife Service for possible taking of listed species or their nests, should be evaluated.*

Response: Coordination with regulatory agencies will be ongoing during this PD&E Study, and will continue through the design and permitting phases of the project in accordance with your standard regulations.

4. **FFWCC Recommendation:** *Construction staging areas and the storage of equipment, construction materials, fuels, oils, etc., should be limited to previously disturbed upland areas far removed from areas which drain to tributary streams and wetlands.*

Response: FDOT's Standard Specifications require our contractors to restrict their disturbance to areas covered by our permits. The contractor is responsible for compliance with all applicable laws, including obtaining permits, for any additional areas needed for storage, fill, disposal, etc.

5. **FFWCC Recommendation:** *Sites within the area slated as drainage retention areas (DRAs), and borrow sites should be surveyed for the presence of listed species, and if possible, ponds should be located in previously disturbed areas to avoid habitat loss. Treatment of stormwater within roadside swales could reduce land clearing and habitat loss, and reduce project costs.*

Response: All areas proposed for disturbance, including proposed stormwater ponds, are surveyed for listed species during the PD&E study phase. In addition, these areas will be surveyed again prior to preparation of permit applications. This project will be utilizing a rural typical section with a standard roadside ditch and wet detention pond systems. A rural typical section in lieu of a closed stormdrain system will provide some benefit from a habitat standpoint with the constructed roadside swales and wet detention ponds.

6. **FFWCC Recommendation:** *A compensatory mitigation plan should be formulated which considers the type and quality of impacted upland and wetland plant communities found on public lands in the project area. Land acquisition adjacent to existing public lands such as the Tiger Bay State Forest would be viewed by our agency as a high priority for appropriate mitigation.*

Response: It will be recommended that during final design and permitting, close coordination continue to occur with both federal and state wildlife agencies as part of the overall Environmental Resource Permitting. In addition, coordination with the St. Johns River Water Management District and the Corps of Engineers will occur as part of the implementation of the Senate Bill wetland mitigation for FDOT projects. Acquisition of lands will be investigated as one mitigation alternative.

7. **FFWCC Recommendation:** *An important part of the PD&E Study should be an expanded evaluation of habitat landscape linkage needs for the black bear and other affected wildlife species within, and adjacent to the project area that was briefly mentioned in the draft environmental evaluation for this project. Resolving problems associated with the bear could provide positive*

benefits for other important species within these habitat systems such as the bobcat, river otter, whitetail deer, and various amphibians and reptiles. Protection of productivity and functionality within these upland and wetland habitat systems is paramount. This effort should include an in-depth study and analysis of the use of multiple wildlife underpasses, bridge extensions over wetlands or small streams, large double box culverts, small-mesh exclusionary fencing, metal or concrete barriers, and funnel fencing to reduce roadkills and promote habitat connectivity. Properly designed and strategically placed structures could reduce roadkills, and provide or enhance access to these habitat systems.


Response: FDOT is currently developing an overall state approach to identifying the potential bear corridors within each District to identify the needs from an overall habitat and basin perspective. In close coordination with Mr. Brian Scheick at FFWCC, it appears that there are current wildlife bear habitat studies being performed for this region and that the main corridor used by the bears will not be impacted, since it is located west of our proposed project area within the Tiger Bay State Forest.

The Department realizes that the proposed LPGA Boulevard Extension will have direct impacts to the surrounding environment. We are sensitive to the issues identified and we will work to minimize these impacts to the greatest extent possible while meeting regional objectives and transportation needs. The Department requests your continued involvement and input as we proceed with this phase of project development.

If you have any questions or require additional information, please do not hesitate to contact me at (386) 943-5411.

Sincerely,

Florida Department of Transportation, District 5



William G. Walsh
FDOT Project Manager

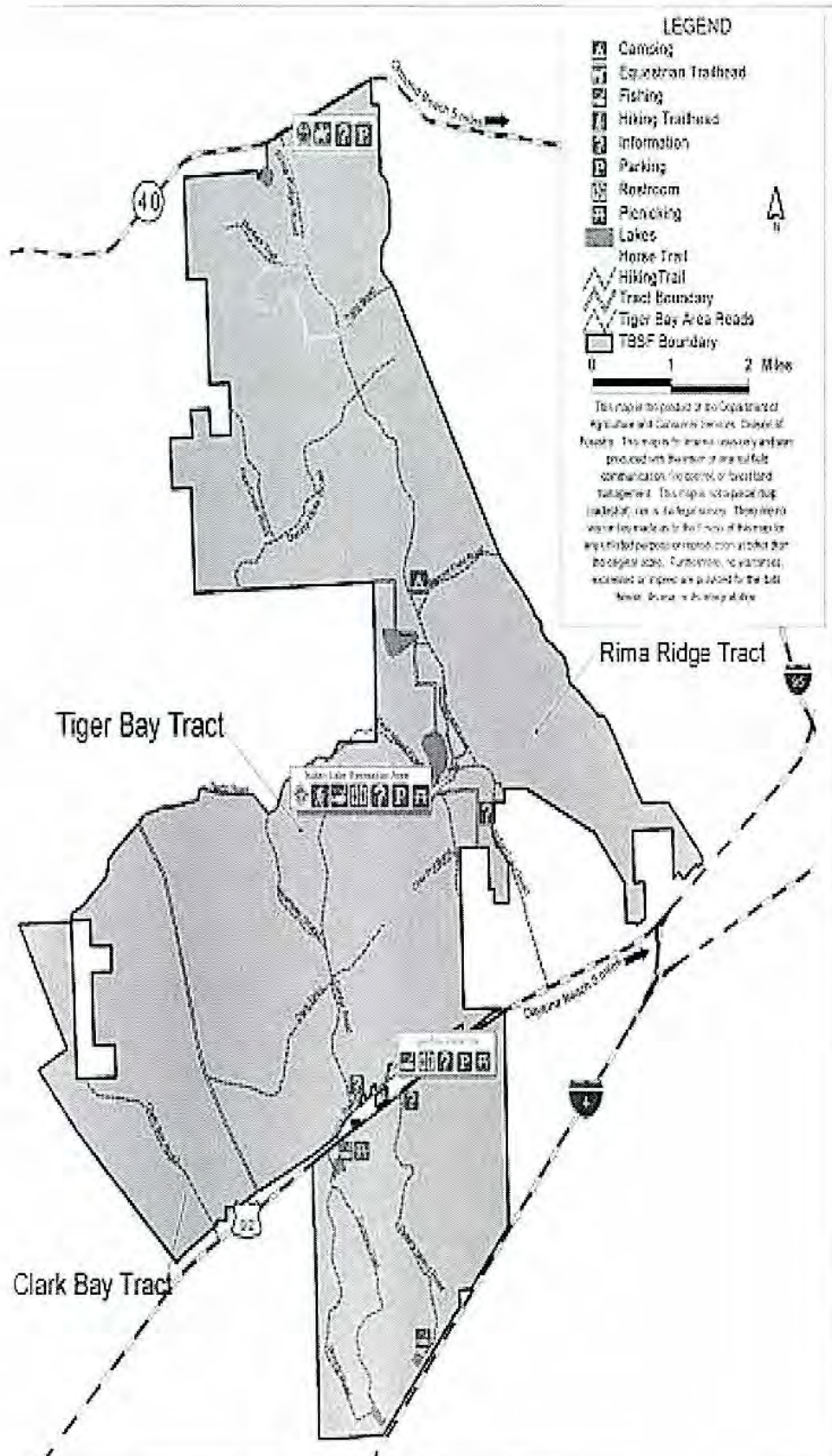
Enclosures: Tiger Bay State Forest Boundaries Map

Ms. Sally B. Mann

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January 27, 2005

c: Brian Barnett/FFWCC
 Terry Gilbert/FFWCC
 Stephanie Simek/FFWCC
 Brian Scheik/FFWCC
 William Walsh/FDOT District 5
 Steve Tonjes/FDOT District 5
 Jack Freeman/KAI
 Karen Snyder/CH2M HILL
 Rosanne Prager/CH2M HILL



Appendix E

Acronyms and Abbreviations



Environmental Assessment
LPGA BLVD EXTENSION PD&E STUDY

Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
AN	Advance Notification
APE	Area of Potential Effect
BMPs	Best Management Practices
CAC	Citizen Advisory Committee
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CR	County Road
CRAS	Cultural Resource Assessment Survey
CSER	Contamination Screening Evaluation Report
CZMA	Coastal Zone Management Act
CZMP	Coastal Zone Management Program
dBA	Decibels (A-weighting)
DCA	Department of Community Affairs
DOT	Department of Transportation
DPW	Department of Public Works
DRI	Development of Regional Impact
EA	Environmental Assessment
EAG	Environmental Advisory Group
EFH	Essential Fish Habitat
ERP	Environmental Resource Permit
ESBA	Endangered Species Biological Assessment
FAC	Florida Administrative Code
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FFWCC	Florida Fish and Wildlife Conservation Commission
FHWA	Federal Highway Administration
FIHS	Florida Intrastate Highway System
FIRM	Flood Insurance Rate Map
FLUCFCS	Florida Land Use Cover and Forms Classification System
FNAI	Florida Natural Areas Inventory
FONSI	Finding of No Significant Impact
FP&L	Florida Power & Light
FPPA	Farmland Protection Policy Act
FMSF	Florida Master Site File
GIS	Geographic Information System
HCM	Highway Capacity Manual
LHR	Location Hydraulics Report
LOS	Level of Service
LRE	Long Range Estimate

L RTP	Long Range Transportation Plan
MOT	Maintenance of Traffic
MP	Mile post
MPO	Metropolitan Planning Organization
µg/L	Microgram per liter
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NGVD	National Geodetic Vertical Datum
NHPA	National Historic Preservation Act
NO ₂	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRCS	Natural Resources Conservation Commission
NRHP	National Register of Historic Places
NSR	Noise Study Report
NWI	National Wetland Inventory
O ₃	Ozone
OFW	Outstanding Florida Water
Pb	Lead
PD&E	Project Development and Environment Study
PDWS	Primary Drinking Water Standard
PER	Preliminary Engineering Report
PIP	Public Involvement Program
PM	Particulate Matter
PSR	Pond Siting Report
PUD	Planned Unit Development
RM	River Mile
SHPO	State Historic Preservation Officer
SIS	Strategic Intermodal System
SJRWMD	St. Johns River Water Management District
SO ₂	Sulfur Dioxide
SR	State Road
SSC	Species of Special Concern
STA	Station
T&E	Threatened and Endangered
TIP	Transportation Improvement Program
TSM	Transportation System Management
TTC	Transportation Technical Committee
USACE	U.S. Army Corps of Engineer
USC	United States Code
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VoTran	Volusia Transportation Authority
WER	Wetland Evaluation Report
WQIE	Water Quality Impact Evaluation
WRAP	Wetland Rapid Assessment Procedure

Appendix F

WQIE Checklist



Environmental Assessment
LPGA BLVD EXTENSION PD&E STUDY

Water Quality Impact Evaluation (WQIE) Check List

Project Name: LPGA Boulevard Extension PD&E Study

County: Volusia

FIN: 410252-1-22-01

Federal Aid Project No.: 7777 100 A

Short Project Description: Construction of a new two-lane extension of LPGA Boulevard from CR 415 to the existing terminus at US 92. Total project length is approximately 3.2 miles. **Basins A through D**

PART 1: DETERMINATION OF WQIE SCOPE

Does project increase impermeable surface area? ☒ Yes ☐ No

Does project alter the drainage system? ☒ Yes ☐ No

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

Do environmental regulatory requirements apply? ☒ Yes ☐ No

If no, proceed to Part 4 and check Box B.

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: 12,300 – 14,400 Expected speed limit: 55 MPH

Drainage area: 91.81 acres 32 % Impervious 68 % Pervious

Land Use: % Residential % Commercial 10 % Industrial
 % Agricultural 85 % Wetlands 5 % Other Natural

Potential large sources of pollution (identify): Roadway and bridge runoff

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

Designated well head protection area: ☐ Yes ☒ No Name:

Sole source aquifer: ☒ Yes ☐ No Name: Volusia Floridan

Groundwater recharge mechanism: Infiltration

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): Tomoka River

Classification: ☐ I ☐ II ☒ III ☐ IV ☐ V

Special designation (check all that apply):

☐ ONRW ☐ OFW ☐ Aquatic Preserve ☐ Wild & Scenic River

☐ Special Water ☐ SWIM Area ☐ Local Comp Plan ☐ MS4 Area

☒ Other (specify): This project not within SJRWMD's special basin criteria for the Tomoka River Basin; however, it is subject to no net losses within 100-yr floodplain criterion.

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

☒ Swales ☐ Curb and Gutter ☐ Scuppers ☒ Pipe ☐ French Drains

WQIE Check List (continued)

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Regulatory Agency (check all that apply)	Reference citation for regulatory criteria (attach copy of pertinent pages)	Most Stringent criteria (check all that apply)
USEPA <input type="checkbox"/>		<input type="checkbox"/>
FDEP <input checked="" type="checkbox"/>	NPDES General Permit	<input type="checkbox"/>
SJRWMD <input checked="" type="checkbox"/>	Chapters 40C-4, 40C-41, and 40C-42, F.A.C.	<input checked="" type="checkbox"/>
OTHER <input type="checkbox"/> (Specify)		<input type="checkbox"/>

Proceed to Part 4 and check Box C.

PART 4: WQIE DOCUMENTATION

- A. ☐ Water quality is not an issue.
- B. ☐ No regulatory requirements apply to water quality issues.
(Document by checking the "none" box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.)
- C. ☒ Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by SJRWMD, an authorized regulatory agency.
(Document by checking the "none" box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.)

Evaluator Name (print): Karen A. Snyder, P.E.

Office: CH2M HILL, Inc., 225 East Robinson Street, Suite 505, Orlando, FL 32801-4322

Signature:  Date: September 15, 2005

Certificate Number: 235

Water Quality Impact Evaluation (WQIE) Check List

Project Name: LPGA Boulevard Extension PD&E Study

County: Volusia

FIN: 410252-1-22-01

Federal Aid Project No.: 7777 100 A

Short Project Description: Construction of a new two-lane extension of LPGA Boulevard from CR 415 to the existing terminus at US 92. Total project length is approximately 3.2 miles. **Basin F (north of I-4)**

PART 1: DETERMINATION OF WQIE SCOPE

Does project increase impermeable surface area? ☒ Yes ☐ No

Does project alter the drainage system? ☒ Yes ☐ No

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

Do environmental regulatory requirements apply? ☒ Yes ☐ No

If no, proceed to Part 4 and check Box B.

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: 12,300 – 14,400 Expected speed limit: 55 MPH

Drainage area: 52.17 acres 57 % Impervious 43 % Pervious

Land Use: % Residential % Commercial % Industrial

 % Agricultural 40 % Wetlands 60 % Other Natural

Potential large sources of pollution (identify): Roadway and bridge runoff

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

Designated well head protection area: ☐ Yes ☒ No Name:

Sole source aquifer: ☒ Yes ☐ No Name: Volusia Floridan

Groundwater recharge mechanism: Infiltration

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): Tomoka River

Classification: ☐ I ☐ II ☒ III ☐ IV ☐ V

Special designation (check all that apply):

☐ ONRW ☒ OFW ☐ Aquatic Preserve ☐ Wild & Scenic River

☐ Special Water ☐ SWIM Area ☐ Local Comp Plan ☐ MS4 Area

☒ Other (specify): This project not within SJRWMD's special basin criteria for the Tomoka River Basin but is considered an **OFW** north of I-4. However, it is subject to no net losses within 100-yr floodplain criterion.

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

☒ Swales ☐ Curb and Gutter ☐ Scuppers ☒ Pipe ☐ French Drains

WQIE Check List (continued)

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Regulatory Agency (check all that apply)	Reference citation for regulatory criteria (attach copy of pertinent pages)	Most Stringent criteria (check all that apply)
USEPA <input type="checkbox"/>		<input type="checkbox"/>
FDEP <input checked="" type="checkbox"/>	NPDES General Permit	<input type="checkbox"/>
SJRWMD <input checked="" type="checkbox"/>	Chapters 40C-4, 40C-41, and 40C-42, F.A.C.	<input checked="" type="checkbox"/>
OTHER <input type="checkbox"/> (Specify)		<input type="checkbox"/>

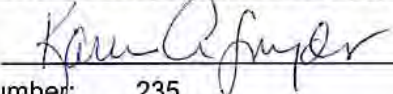
Proceed to Part 4 and check Box C.

PART 4: WQIE DOCUMENTATION

- A. ☐ Water quality is not an issue.
- B. ☐ No regulatory requirements apply to water quality issues.
(Document by checking the "none" box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.)
- C. ☒ Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by SJRWMD, an authorized regulatory agency.
(Document by checking the "none" box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.)

Evaluator Name (print): Karen A. Snyder, P.E.

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Signature:  Date: September 15, 2005

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