



I-75 North Corridor Master Plan

Master Plan Limits: I-75 from South of River Road (SR 777) to North of Moccasin Wallow Road

Final – Environmental Element

SEPTEMBER 2022

PREPARED FOR:

FLORIDA DEPARTMENT OF TRANSPORTATION – DISTRICT ONE

PREPARED BY:

HDR

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The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d), or to the state project development process.



FLORIDA DEPARTMENT OF TRANSPORTATION – DISTRICT ONE
801 N. BROADWAY AVENUE, BARTOW, FL 33830
www.SWFLINTERSTATES.com

Contents

1.0	Introduction	1
1.1	Study Description	2
1.2	Purpose of This Report	2
2.0	Existing Environmental Features and Potential Impacts	4
2.1	Social and Economic	5
2.1.1	Social	5
2.1.2	Relocation Potential	6
2.1.3	Economic	7
2.1.4	Land Use	7
2.1.5	Farmlands	11
2.2	Cultural Resources	13
2.2.1	Historic and Archaeological	13
2.2.2	Recreation	14
2.3	Natural Resources	17
2.3.1	Wetlands and Other Surface Waters	17
2.3.2	Water Quality and Stormwater	18
2.3.3	Floodplains	19
2.3.4	Protected Species and Habitat	22
2.3.5	Essential Fish Habitat	24
2.3.6	Coastal Zone Consistency	24
2.4	Physical Resources	26
2.4.1	Air Quality	26
2.4.2	Contamination	26
2.4.3	Noise	30
2.4.4	Navigation	30
3.0	Permits Required	32
3.1.1	Southwest Florida Water Management District	32
3.1.2	U.S. Army Corps of Engineers	32
3.1.3	Florida Department of Environmental Protection	32
3.1.4	U.S. Coast Guard	33
3.1.5	Other Agency Coordination	33
4.0	Environmental Summary	33
5.0	References	35

Figures

Figure 1.1: Sarasota-Manatee Master Plan Area	3
Figure 2.1: Existing Land Use.....	9
Figure 2.2: Future Land Use.....	10
Figure 2.3: Farmlands	11
Figure 2.4: Recreation Areas.....	16
Figure 2.5: Wetlands and Other Surface Waters	20
Figure 2.6: Floodplains	21
Figure 2.7: Protected Species and Habitat	25
Figure 2.8: Potentially Contaminated Sites.....	31

Tables

Table 2.1: Socioeconomic Data	6
Table 2.2: Community Facilities within 500 Feet	6
Table 2.3: Existing Urban Land Use.....	8
Table 2.4: Historic Resources	13
Table 2.5: Archaeological Resources	14
Table 2.6: Recreation Areas/Features	15
Table 2.7: Federal and State Listed Species (FWC 2021).....	22
Table 2.8: Potentially Contaminated Sites	27
Table 3.1: Anticipated Permits.....	32
Table 4.1: Environmental Technical Reports and Agency Coordination.....	33



Acronyms and Abbreviations

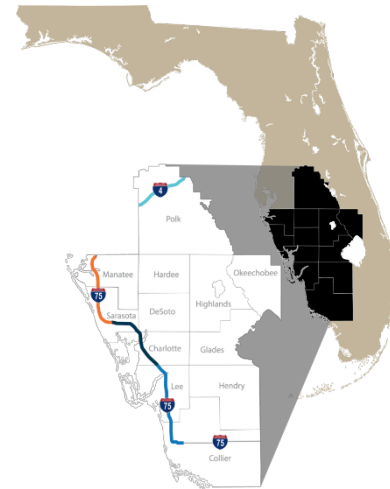
BEBR	Bureau of Economic and Business Research
BMAP	Basin Management Action Plan
BMP	Best Management Practice
CFR	Code of Federal Regulations
CR	County Road
EFH	Essential Fish Habitat
ERP	Environmental Resource Permit
ETDM	Efficient Transportation Decision Making
FDEO	Florida Department of Economic Opportunity
FDOT	Florida Department of Transportation
FDEP	Florida Department of Environmental Protection
FS	Florida Statute
FWC	Florida Fish and Wildlife Conservation Commission
GIS	Geographic Information System
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NWI	National Wetlands Inventory
OFW	Outstanding Florida Waters
OGT	Office of Greenways and Trails
PCMS	Petroleum Contamination Monitoring Sites
PD&E	Project Development and Environment
RCRA	Resource Conservation and Recovery Act
ROW	Right-of-way
SDR	Sociocultural Data Report
SHPO	State Historic Preservation Officer
SIS	Strategic Intermodal System
SR	State Road

STCM	Storage Tank Contamination Monitoring
SUN	Shared-Use Nonmotorized
SWFWMD	Southwest Florida Water Management District
SWPPP	Stormwater Pollution Prevention Plan
TMDL	Total Maximum Daily Load
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service



1.0 Introduction

The Interstate 75 (I-75) North Corridor is part of the Southwest Connect™ Interstate Program. The Southwest Connect™ Interstate Program consists of multiple studies and projects within four corridors along I-75 and I-4 in Florida Department of Transportation (FDOT) District 1.



Interstate 75 (I-75) SOUTH CORRIDOR

Counties:
Collier & Lee

Phase:
Planning & Feasibility



Interstate 75 (I-75) CENTRAL CORRIDOR

Counties:
Charlotte & Sarasota

Phase:
Planning & Feasibility



Interstate 75 (I-75) NORTH CORRIDOR

Counties:
Sarasota & Manatee

Phase:
Planning & Feasibility



Interstate 4 (I-4) CORRIDOR

County:
Polk

Phase:
Planning & Feasibility



The I-75 and I-4 corridors are key facilities of the Strategic Intermodal System (SIS). Both have experienced increasing traffic as a result of population growth, additional tourism and special events. FDOT, in partnership with the local communities, wants to be proactive in planning for a safe and efficient corridor. The goals during the Planning and Feasibility phase are to identify and document in a Master Plan, solutions that improve safety, operational capacity, functionality, efficiency and connectivity along and across the corridor.

I-75 North, Central and South Corridors are included in the Southwest Connect™ Interstate Program. The purpose of the program is to address the long-term needs of the interstate corridors in Southwest Florida. The I-4 Corridor will focus on needs for Central Florida. A separate Planning and Feasibility study is underway for each corridor.

1.1 Study Description

The I-75 North Corridor Master Plan will evaluate strategies for the mainline and interchanges that will improve accessibility, mobility and safety. Managed lanes, collector-distributor roadways, auxiliary lanes, interchange operational improvements and new interchanges are under consideration. The Master Plan will document the road's needs, define and prioritize necessary improvements, and identify ways to fund these improvements. FDOT will develop an Implementation Plan based on priorities identified in the Master Plan. Funded priorities will become individual Projects which progress through the project development process.

The I-75 North Corridor limits are from south of River Road (SR 777) to north of Moccasin Wallow Road in Sarasota and Manatee Counties, as shown in **Figure 1.1**. The I-75 North Corridor is approximately 40 miles in length and traverses the major urban areas of Sarasota, Bradenton, and Venice. It also crosses the navigable Manatee River in Manatee County near the northern project terminus. The functional classifications of I-75 within the Master Plan limits are Rural Principal Arterial - Interstate and Urban Principal Arterial - Interstate. This segment of I-75 consists of a six-lane divided typical section with auxiliary lanes in various segments along the corridor. Existing right of way along the corridor ranges from approximately 324 feet to 1124 feet in width.

1.2 Purpose of This Report

The purpose of this Environmental Element is to document existing environmental conditions and discuss potential impacts and permits to consider during future Project Development and Environment (PD&E) studies.

Figure 1.1: Sarasota-Manatee Master Plan Area



2.0 Existing Environmental Features and Potential Impacts

Existing environmental features were reviewed to identify potential opportunities, impacts, and agency coordination required for subsequent analysis in a PD&E phase. Data for existing environmental features was collected using the Efficient Transportation Decision Making (ETDM) number 14399 Preliminary Programming Screen Report and other desktop resources. The Programming Screen Geographic Information System (GIS) analysis lists the resources within various buffered distances (100-, 200-, 500-, 1320-, 2640-, and 5280- feet). The appropriate buffer for existing conditions discussion depends on the resource type. The Preliminary Programming Screen was published on October 11, 2019 when this project was expected to be a Project Development and Environment (PD&E) Study. It included the same limits as this master plan and is available at <https://etdmpub.floridastate.gov/est/#>.

Potential impacts to social, cultural, natural, and physical resources were reviewed. The environmental review was oriented to identify fatal flaws and support the future PD&E phase for corridor improvement segments. These data were graphically displayed on maps of the entire project corridor to highlight those areas of potential concern.

As the scope of the Master Plan primarily utilizes existing I-75 right-of-way, it is unlikely that there will be significant impacts to any of the environmental elements evaluated. In areas that may require expanding on the current right-of-way, a more detailed analysis must be completed as part of the PD&E study. Conceptual plans were reviewed to identify fatal flaws in areas with known potential for right-of-way impacts. Stormwater ponds were not located as part of this Master Plan study but could have right-of-way impacts.

Table 2.1 identifies the environmental issues associated with an ETDM screening event and their potential involvement with improvements to I-75 within the Master Plan limits. The potential degree of effect is based on the guidance provided in the ETDM Manual, Chapter 3, Table 3-1 and the results of the programming screen for ETCM 14399.

Table 2.1: Summary of Potential Environmental Issues

Issue/Resource	Potential Degree of Effect
Social and Economic	
Social	Minimal
Relocation Potential	Moderate
Economic	Minimal
Land Use Changes	Minimal
Farmland	Minimal
Cultural	
Historic and Archaeological	Moderate
Recreation	Moderate

Issue/Resource	Potential Degree of Effect
Natural	
Wetlands and Other Surface Waters	Moderate
Water Quality and Stormwater	Minimal
Floodplains	Moderate
Protected Species and Habitat	Moderate
Essential Fish Habitat	Moderate
Physical	
Air Quality	Minimal
Contamination	Moderate
Highway Traffic Noise	Minimal
Navigation	Moderate

2.1 Social and Economic

2.1.1 Social

The ETDM Environmental Screening Tool Sociocultural Data Report (SDR) was used to obtain Master Plan area demographic data. Block groups within 500 feet of the I-75 corridor were used to approximate Master Plan area demographic data using 2017 American Community Survey, Five-Year Estimates. The SDR identified 2,714 households and a population of 6,463 people within the Master Plan area. The Master Plan area is within Manatee and Sarasota Counties.

The median household income is approximately \$66,117 annually, with seven percent of households below the poverty level. Approximately 1.25 percent of households in the Master Plan area receive some form of public assistance. As shown in **Table 2.2**, the Master Plan area has a higher median income and lower poverty rate than Manatee and Sarasota Counties overall.

The Master Plan area population is comprised of approximately 13.83 percent minority, which is lower than both counties. Most persons identifying as a minority are “Hispanic or Latino of Any Race” (7.67%), “Black or African American Alone” (2.4%) or “Asian Alone” (2.34%). Seven of the 44 census block groups in the Master Plan area contain a minority population greater than 40 percent. During the Programming Screen, the U.S. Environmental Protection Agency (USEPA) noted that three block groups with a minority population greater than 40% abut intersections or interchanges that may need improvement.

The median age of persons in the Master Plan area is 51, with persons age 65 and over comprising approximately 31.4 percent of the population. The counties overall have a higher median age and composition of persons age 65 and older than the state. Approximately eight percent of the Master Plan area population between the ages of 20 and 64 have a disability.

Most of the Master Plan area population speaks English with only 0.58 percent not able to speak English well or at all.

The proposed roadway improvements utilize the existing I-75 corridor and connecting roadways. Therefore, existing neighborhoods would not be further divided. In addition, no social isolation would occur, and no specific ethnic groups or minority populations would become socially or culturally isolated because of the improvements.

Table 2.2: Socioeconomic Data

Area	2017 Population	Median Household Income	% Households Below Poverty	% Households Receiving Public Assistance	Percent Minority	% with Disability (Age 20 – 64)	Median Age	Percent Limited English Speaking
Master Plan Area	6,463	\$66,117	7.0%	1.25%	13.83%	8%	51	0.58%
Manatee	363,542	\$53,408	11.64%	2.3%	28.13%	10.67%	48	2.93%
Sarasota	404,839	\$55,236	9.69%	1.3%	16.51%	10.5%	55	2.08%

Source: 2017 American Community Survey, Five-Year Estimates

Community facilities within 500 feet of the corridor are listed in **Table 2.3**. There are two cultural centers, two emergency services, one school and two religious centers within 500 feet of the Master Plan Corridor. None of these community facilities are anticipated to be displaced by the proposed roadway improvements. Community facilities could potentially benefit from increased traffic flow and decreased traffic congestion resulting from the proposed roadway improvements.

Table 2.3: Community Facilities within 500 Feet

Facility Name	Address
Cultural Centers	
Keiser University Libraries Sarasota Campus	6151 Lake Osprey Drive
Fruitville Public Library	100 Coburn Road
Emergency Services	
North River Fire Department Station 5	9805 Gateway Boulevard
Sarasota County Sheriff's Office – Headquarters	6010 Cattleridge Boulevard
Schools	
Keiser University – Sarasota	6151 Lake Osprey Drive
Religious Centers	
Church of Hope	1560 Wendell
Lutheran Brotherhood	401 Commercial Court Suite F

2.1.2 Relocation Potential

While most of the improvements would be completed within the existing right-of-way, minor right-of-way acquisition may be needed near interchanges, particularly near the interchanges with Clark Road, Bee Ridge Road, Fruitville Road, University Parkway and SR 70. Additionally, stormwater ponds have not been sited and may have right-of-way impacts. If it is determined during the PD&E or design phases that any relocations may be necessary, the FDOT will carry out a right-of-way and relocation program in accordance with Florida Statute (FS) 339.09 and the *Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970* (Public Law 91-646), as amended by Public Law 100-17.

2.1.3 Economic

I-75 is part of Florida's SIS highway network, providing regional access to employment centers, agricultural lands, and residential areas across the state as well as facilitating the movement of significant commuter, visitor, and freight traffic. Specific economic features that occur within the 500-foot corridor buffer include: two brownfields, 22 Developments of Regional Impact, and 41 Planned Unit Developments.

According to the Bureau of Economic and Business Research (BEBR), Sarasota and Manatee Counties are expected to grow by 31 percent in the next 15 years and 60 percent by 2045. By 2045, Manatee County is expected to reach more than 550,000 people and Sarasota County is expected to reach 522,000 people (BEBR, 2019). Areas of concentrated population growth within each county are present along the I-75 Master Plan limits.

The Florida Department of Economic Opportunity (FDEO) commented during the Programming Screen that the proposed improvements have little potential to attract new development. Short-term construction-related jobs could be generated.

2.1.4 Land Use

A 500-foot buffer was used to review land use surrounding the corridor. Within the buffer, there are seven census designated places: Bee Ridge, Bradenton, Ellenton, Fruitville, Lake Sarasota, Sarasota Springs, and Venice. GIS analysis of identified predominant land uses to be residential, agricultural, commercial/retail/office and vacant nonresidential. **Table 2.4** shows the breakdown of 2018 parcel-derived generalized urban land uses within 500 feet (not including transportation land use) and **Figure 2.1** displays existing land uses on a map. The 2018 parcel-derived generalized land uses were used because they are more recently updated than the 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover layer; however, they did not include a breakdown of all uses. According to the 2011 SWFWMD Florida Land Use and Land Cover layer, other major uses such as transportation, upland forests, or wetlands account for approximately 31 percent, 12 percent, and 11 percent, respectively (note that additional land has been developed since the 2011 SWFWMD layer).

The proposed roadway improvements are mostly within the existing right-of-way but may require right-of-way acquisition near interchanges. The conceptual plans show potential, minor right-of-way impacts near the interchanges with Clark Road, Bee Ridge Road, Fruitville Road, University Parkway and SR 70. Stormwater ponds have not been located at this planning stage but could have right-of-way impacts.

According to the Future Land Use Maps of Sarasota and Manatee Counties, the area surrounding the I-75 corridor is expected to continue to support current urban uses, particularly with the conversion of existing agricultural land. Future land use from each county is mapped in **Figure 2.2**.

The Manatee County 2035 Future Traffic Circulation Number of Lanes Map shows I-75 as a ten-lane facility. The Sarasota County Comprehensive Plan 2040 Future Thoroughfare Plan shows I-75 as an eight-lane facility between Jacaranda Boulevard and University Parkway.

FDEO commented during the Programming Screen that the proposed improvements on I-75 will relieve pressure on US 41 and mitigate negative impact on the City of Bradenton's adopted Form-Based Code for US 41. FDEO noted that Manatee County staff indicated that while the proposed improvements are

consistent with the County's goals, objectives, and policies, the facility is identified on the 2035 Future Traffic Circulation Number of Lanes Map as a ten-lane facility; as such, any proposal to widen the facility with additional lanes will require a comprehensive plan amendment. FDEO reported that the Master Plan area is not located within an Area of Critical State Concern nor does it encroach on a military base. FDEO stated that portions of the Master Plan limits are located within the Coastal High Hazard Area in the City of Bradenton and unincorporated Manatee County.

The SIS 2045 Cost Feasible Plan includes managed lanes on I-75 from South of River Road to Moccasin Wallow Road. PD&E and Design are included for the entire limits from 2029 to 2035. Right of way is shown for 2036-2040 from North of University Parkway to Moccasin Wallow Road and 2041-2045 from South of River Road to North of University Parkway. Construction is shown for 2036-2045 for North of University Parkway to Moccasin Wallow Road.

The proposed roadway improvements will require updates to the county comprehensive plans and the Sarasota Manatee Metropolitan Planning Organization Long Range Transportation Plan.

Table 2.4: Existing Urban Land Use

Generalized Land Use	Acres	Percent
Agricultural	893.60	11.67%
Industrial	159.75	2.09%
Institutional	90.36	1.18%
Mining	1.71	0.02%
Public/Semi-Public	258.19	3.37%
Recreational	252.06	3.29%
Residential	968.7	12.66%
Retail/Office	647.31	8.46%
Vacant Nonresidential	380.73	4.97%
Vacant Residential	164.69	2.15%

Source: University of Florida GeoPlan Center, 2018

Figure 2.1: Existing Land Use

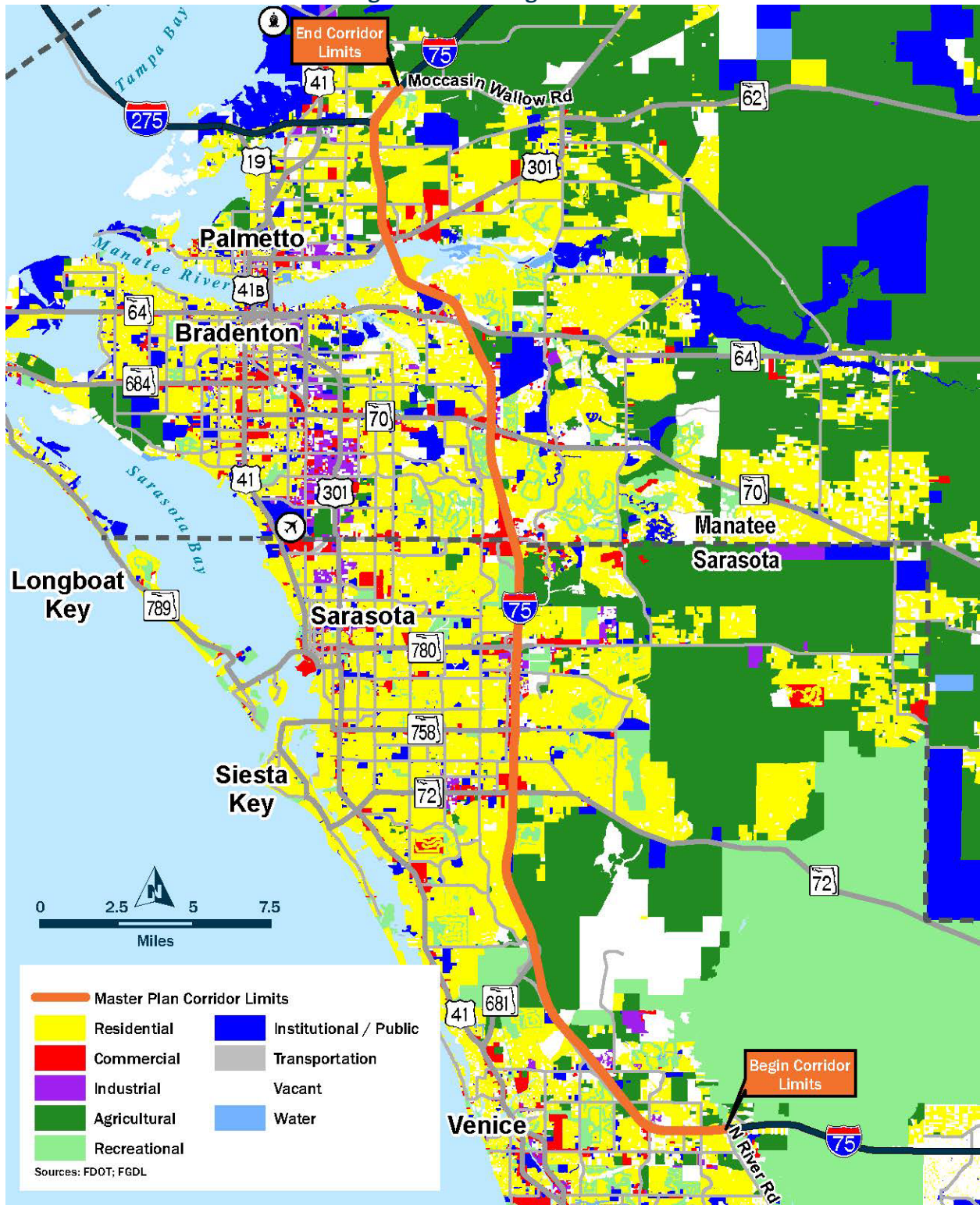
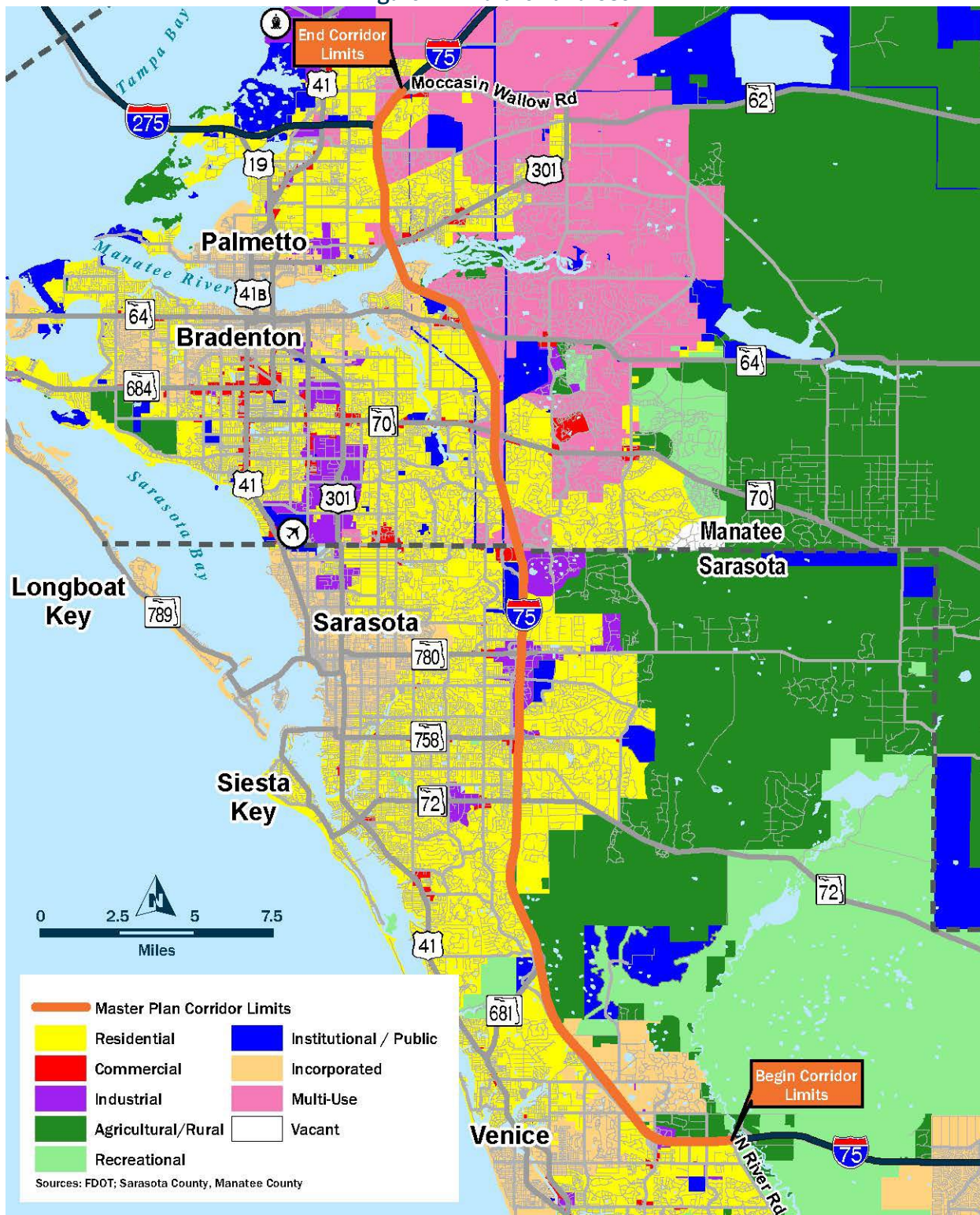


Figure 2.2: Future Land Use



2.1.5 Farmlands

A 200-foot buffer was used to review farmlands. The 200-foot buffer consists of 1,847.72 acres [47.09%] of soils classified as Farmlands of Unique Importance of which 69.77 [1.79%] are designated for agricultural purposes [crop and pastureland, nurseries and vineyards, other open lands (rural), row crops, specialty farms, and tree crops]. These soils are scattered along the length of the I-75 corridor. It should be noted that most of the area along the corridor has been developed. In addition, most of the corridor occurs within the Sarasota - Bradenton Urbanized Area. Further, the Future Land Use Maps of both Sarasota and Manatee Counties indicate that the corridor will largely continue to support urban uses. No agencies commented on farmlands during the Programming Screen. However, since some farmlands will remain along the project corridor, Natural Resources Conservation Service coordination and a Farmland Impact Rating Form will be needed. **Figure 2.3** shows Farmlands of Unique Importance which are designated for agricultural purposes and the urbanized area boundary. It should be noted that aerial review showed that most areas identified as prime farmland and adjacent to I-75 are no longer used for agriculture.

Figure 2.3: Farmlands



2.2 Cultural Resources

2.2.1 Historic and Archaeological

Historic resources within the Programming Screen 500-foot buffer are documented in **Table 2.5**. There are 16 previously recorded historic resources within 500 feet of the corridor, including structures, resource groups and one 1912 historic cemetery. Most of these resources are either National Register of Historic Places-ineligible or have not been evaluated by the State Historic Preservation Officer (SHPO). There is a potential for unmarked burials to extend outside the currently defined boundaries of the cemetery; any proposed subsurface improvements may need to consider this. Research also reveals that there are likely numerous unrecorded resources within 500 feet of the corridor.

Archaeological resources within the Programming Screen 500-foot buffer are documented in **Table 2.6**. Eight previously recorded archaeological sites are within 500 feet of the corridor. Although the Master Plan area has been previously surveyed between 2008 and 2019, there may be unrecorded historic resources within the area of potential effect.

During the Programming Screen, the Seminole Tribe of Florida noted the potential to affect unknown resources. SWFWMD commented that any impacts to historic or archaeological sites on SWFWMD owned/controlled lands will be considered as part of an Environmental Resource Permit (ERP) application and communication from the SHPO will be required.

A Cultural Resource Assessment Survey will be required during the PD&E Phase.

Table 2.5: Historic Resources

Site ID	Site Name	Year Built	Survey Evaluation	SHPO Evaluation
Standing Structures				
MA01624	Mierswa, Michael G.	1940	Ineligible	Not Evaluated
MA02042	Imperial Farms, Inc.	C1965	Ineligible	Ineligible
MA02054	6730 Moccasin Wallow Road	C1965	Ineligible	Ineligible
SO02380	987-991 S Packinghouse Road	C1927	Eligible	Not Evaluated
SO02381	997 Paschal Place	C1925	Ineligible	Not Evaluated
SO06970	6190 Richardson Lane	C1959	Ineligible	Not Evaluated
Resource Groups				
MA01381	Seaboard Railroad Segment	NA		Insufficient Information
MA01445	Buffalo Canal	NA		Ineligible
SO02622	Seaboard Air Line Railway	NA		Eligible
SO02660	Palmer Farms Canal #52	NA		Not Evaluated
SO03200	Fruitville Drainage District Canal Main A	NA		Ineligible
SO06275	Fruitville Drainage District	NA		Ineligible
SO06927	Bee Ridge Road	NA		Ineligible
SO06979	900 Coburn Road	NA		Ineligible

Site ID	Site Name	Year Built	Survey Evaluation	SHPO Evaluation
SO07078	River Road	NA		Not Evaluated
Cemeteries				
MA01636	Robonia Terra Ceia Cemetery	C1912		Insufficient Information

Source: Florida Master Site File, 2019

Table 2.6: Archaeological Resources

Site ID	Site Name	Site Type	Site Culture	Survey Evaluation	SHPO Evaluation
MA01497	Lena1	Land-Terrestrial	Prehistoric with pottery	Insufficient Information	Ineligible
MA01633	Pond U3-1	Land-Terrestrial	Prehistoric	Insufficient Information	Insufficient Information
MA00011	Rocky Bluff	Land-Terrestrial	Prehistoric	Ineligible	Not Evaluated
MA00038	NN	Campsite (Prehistoric)	Glades, 1000 B.C. – A.D. 1700	Ineligible	Ineligible
MA00047	NN	Land-Terrestrial	Prehistoric	Ineligible	Not Evaluated
SO03980	Hawkins Road	Land-Terrestrial	19 th Century American, 1821-1899	Ineligible	Ineligible
SO00391	One Horn	Lithic Scatter / Quarry	Archaic, 8500 B.C. – 1000 B.C.	Not Evaluated	Not Evaluated
SO01901	Interstate Midden	Land-Terrestrial	Prehistoric lacking pottery	Ineligible	Ineligible

Source: Florida Master Site File, 2019

2.2.2 Recreation

The following recreational areas/features are reported within 500 feet of the corridor: five Florida Managed Areas; one Florida Forever Board of Trustees Project [Terra Ceia], which coincides with one of the Florida Managed Areas [Tampa Bay Estuarine Ecosystem - Terra Ceia]; six local park and recreational facilities; seven existing recreational trails; seven Office of Greenways and Trails (OGT) multi-use trail opportunities [three of which are also OGT hiking trail priorities and two of which are part of the Shared-Use Nonmotorized (SUN) trail network]; and two OGT paddling trail opportunities. **Table 2.7** Lists the recreation areas/features and **Figure 2.4** displays their locations on a map.

The Florida Department of Environmental Protection (FDEP) and SWFWMD commented during the Programming Screen that each have recreational resources within 500 feet of the corridor. SWFWMD commented that any impacts to SWFWMD owned/controlled lands will be considered as part of an ERP application.

Direct impacts to recreational resources are not anticipated at this time. Section 4(f) determinations of applicability may be required for recreational resources that are adjacent to the corridor during the PD&E phase.

Table 2.7: Recreation Areas/Features

Name	Type	Owner / Manager
Florida Managed Areas		
Fox Creek	Natural Area	Sarasota County
Scherer Thaxton Preserve	Natural Area	Sarasota County
Sleeping Turtles Preserve North	Natural Area	Sarasota County
Sleeping Turtles Preserve South	Natural Area	Sarasota County
Tampa Bay Estuarine Ecosystem – Terra Ceia (Also a Florida Forever Board of Trustees Project)	Preserve	SWFWMD
Local Park and Recreation Facilities		
Bennett Park	Nature Park	Manatee County
Celery Fields and Palmer Gazebo	Nature Park	Sarasota County
Nathan Benderson Park and Aquatic Center	Neighborhood / Mixed Use	Sarasota County
Scherer Thaxton Preserve Trailhead	Nature Park / Trailhead	Sarasota County
Sleeping Turtles Preserve South Trailhead	Nature Park / Trailhead	Sarasota County
Twin Lakes Park	Neighborhood / Mixed Use	Sarasota County
Trails		
Carlton-Myakkahatchee Corridor	OGT Multi-Use Opportunity	NA
Dona Bay Trail	Existing Paddling	Sarasota County
Fruitville Road Conceptual	OGT Multi-Use Opportunity & Hiking Priority	NA
Laurel Road Trail	Existing Multiuse	Sarasota County
Manatee County Blueway Trail	Existing Paddling	Manatee County
Myakka River Trail	Existing Paddling	Sarasota County
Oscar Scherer Buffer Trail	Existing Hiking	Sarasota County
Paddle Manatee Trails Corridor	OGT Paddling Trail Opportunity	NA
Paddle Sarasota Blueway	OGT Paddling Trail Opportunity	NA
Roberts Bay Trail	Existing Paddling	Sarasota County
Sarasota County Trail	Existing Multi-Use	Sarasota County
Sarasota Regional Trail Corridor	OGT Multi-Use Opportunity	NA
South Coast Greenway Corridor	OGT Multi-Use Opportunity & SUN Trail	NA
Venetian Waterway Park Trail	OGT Multi-Use Opportunity	NA
Willow-Ellenton Trail Corridor	OGT Multi-Use Opportunity & Hiking Priority & SUN Trail	NA
Willow-Ellenton Trail Phase I	OGT Multi-Use Opportunity & Hiking Priority	NA

Source: Florida Geographic Data Library

Figure 2.4: Recreation Areas



2.3 Natural Resources

2.3.1 Wetlands and Other Surface Waters

Within 200 feet of the corridor, the USFWS National Wetlands Inventory (NWI) database reports a total of 389.43 acres [9.92%] of palustrine, estuarine, riverine, and lacustrine wetlands; palustrine wetlands compose the majority. The SWFWMD Wetlands 2011 database identifies a total of 301.08 acres [7.66%] of wetlands within the same designated area consisting of cypress, emergent aquatic vegetation, freshwater marshes, intermittent ponds, mangrove swamps, saltwater marshes, shorelines, stream and lake swamps (bottomlands), wet prairies, and wetland forested mixed. A desktop review of NWI and SWFWMD wetland databases and aerial imagery was performed to more accurately map wetlands in the Master Plan area as depicted in **Figure 2.5**. Since the Master Plan area is mostly urban in nature, many of the noted wetlands are predominantly associated with ponds, canals/creeks, golf courses, and preserved areas within subdivisions that line the corridor. Other areas of concentrated wetlands are associated with the Manatee River, Braden River, and Myakka River as well as natural creeks, state and local parks, and Florida Managed Areas.

The corridor is located within the Myakka River Drainage Basin, the South Coastal Drainage Basin (aka Sarasota/Lemon Bay Drainage), the Manatee River Drainage Basin, and the Tampa Bay and Coastal Areas Drainage Basin. Mitigation banks located within the basin where the impacts are located may be used to offset wetland impacts. Impacts located within the Myakka River Basin are within the service area for the Myakka River Mitigation Bank (43003997.022). Impacts located within the Manatee River Basin are within the service areas for the Braden River Mitigation Bank (43024579.000), the Mangrove Point Mitigation Bank (43035355.002), the Manatee Mitigation Bank (43043384.000), and the Tampa Bay Mitigation Bank (43020546.042). Impacts located within the Tampa Bay Drainage Basin are within the service areas for the Nature Coast Mitigation Bank (43042778.000), the Mangrove Point Mitigation Bank (43035355.002), and the Tampa Bay Mitigation Bank (43020546.042). Impacts located in the South Coastal Drainage Basin are in the service area for the Fox Creek Regional Offsite Mitigation area (Sarasota County only) (43027077.00). At the time of this report, the Mangrove Point Mitigation bank and the Manatee Mitigation Bank have available credits as they are recently operational. Wetland mitigation should be offset within the watershed basin where the wetland impact is located unless a cumulative impact analysis is accepted by the SWFWMD.

FDEP, USFWS, National Marine Fisheries Service (NMFS), SWFWMD, U.S. Army Corps of Engineers (USACE), and USEPA commented on wetlands and other surface waters during the Programming Screen. FDEP and USFWS made general comments noting the presence and importance of wetlands. NMFS comments are discussed in the Essential Fish Habitat section of this report.

SWFWMD reported the presence of several larger wetlands within the median of I-75 south of Clark Road which were part of a historic wetland impacted by the construction of I-75. SWFWMD stated that a delineation of wetland and surface water features must be completed and recommended that a Formal Wetland Determination Petition be submitted prior to the ERP application submittal. SWFWMD identified several existing mitigation banks from which credits could be purchased to offset impacts. SWFWMD further emphasized the importance of maintaining a 25-foot wetland buffer to reduce secondary impacts to the wetlands located within the Master Plan area. They also noted that surface water impacts may have a minimal impact on fish and wildlife habitat; therefore, wetland mitigation may not be required to offset these impacts. SWFWMD additionally identified existing ERPs within the

I-75 corridor vicinity; these ERPs will need to be considered and may be used for the proposed roadway improvements.

USACE cited wetlands associated with the Manatee River and Myakka River Basins, Braden River, and other assorted canals and natural creeks. USACE recommended that wetland avoidance and minimization opportunities be considered throughout the planning process, a wetland survey be conducted, and on-site and/or off-site mitigation options be identified for unavoidable impacts. USACE stated that a standard Individual Permit review is likely due to the presence of tidal waters and Outstanding Florida Waters (OFWs). USACE added that a Nationwide 3 (Maintenance) permit and/or a Nationwide 15 (U.S. Coast Guard Approved Bridges) permit could be used as projects advance. Note USACE would permit waters “retained” by the USACE under the Statewide Florida Section 404 Assumption and FDEP would permit state-assumed waters.

USEPA indicated that wetlands and other surface waters have experienced a decline in water quality due to an increase in pollution from a surge in growth, development, and other sources. USEPA noted that the Master Plan area is expected to experience an increase in stormwater runoff and an increase in pollutants with the expansion of impervious surface area as a result of widening I-75. USEPA stated that placement of fill into jurisdictional waters of the United States should be avoided and minimized to the greatest extent practicable.

A Natural Resources Evaluation will be prepared during the PD&E phase in accordance with Presidential Executive Order 11990 and the FDOT PD&E Manual. Potential wetland impacts cannot be accurately estimated at this conceptual stage. Wetland impacts would be avoided to the extent practicable as the design is developed.

2.3.2 Water Quality and Stormwater

The corridor is located within the Myakka River Drainage Basin, the South Coastal Drainage Basin (aka Sarasota/Lemon Bay Drainage), the Manatee River Drainage Basin, and the Tampa Bay and Coastal Areas Drainage Basin. Within the I-75 corridor, stormwater runoff from I-75 is currently being collected and treated via vegetated swales located on both sides of the roadway before offsite conveyance to adjacent waterbodies, including existing stormwater ponds. There are 29 basins within 200 feet of the corridor. Based on the Programming Screen, all 29 waterbodies within 200 feet of the corridor have verified nutrient or dissolved oxygen impairment or adopted/planned Total Maximum Daily Loads (TMDL). There is a Basin Management Action Plan (BMAP) for the Tampa Bay Tributaries. Also within 200 feet are two principal aquifers of the State of Florida [Surficial Aquifer System and Other Rocks] and the Myakka River which is an OFW and a Wild and Scenic River (Segment 5-14-86). Further, the corridor crosses and/or abuts several rivers, canals, and creeks.

FDEP, SWFWMD, and USEPA commented on Water Resources during the Programming Screen. FDEP stated that every effort should be made to maximize the treatment of stormwater runoff, and stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. Stormwater management systems that discharge directly or indirectly into waters not meeting standards, including impaired waters, are required to provide a net improvement condition in the water body in terms of the pollutants that contribute to the water body's impairment. SWFWMD recommended that FDOT participate as a stakeholder in future TMDL and BMAP activities by the FDEP. Reductions in pollutant

loading from stormwater runoff via stormwater treatment facilities or other best management practices will be required to implement future TMDLs and BMAPs should they be finalized and adopted.

Coordination with the National Park Service, FDEP and Sarasota County would be required during the PD&E phase because the Myakka River is a Wild and Scenic River.

The proposed improvements would increase stormwater runoff. The proposed stormwater management system would be designed to provide treatment for all new impervious surfaces within the project footprint. Stormwater treatment would meet the water quality requirements of the Environmental Resource Permitting as established by 62-330 F.A.C. and the additional treatment volume criteria for systems that discharge directly to OFWs, as applicable. Maintenance and operation of the stormwater management facilities would follow the criteria of the FDOT Statewide Stormwater Management Plan. With adherence to the BMPs contained within the State of Florida Erosion and Sediment Control Designer and Reviewer Manual, minimal impacts to water quality are anticipated during construction.

2.3.3 Floodplains

The 100-year floodplain is located throughout the I-75 corridor with more heavily concentrated areas where I-75 crosses the Manatee River and the Myakka River. According to the Digital Flood Insurance Rate Map, 511.18 acres (13.02%) of the 200-foot buffer occur within the 100-year floodplain in Flood Zones AE and A (**Figure 2.6**).

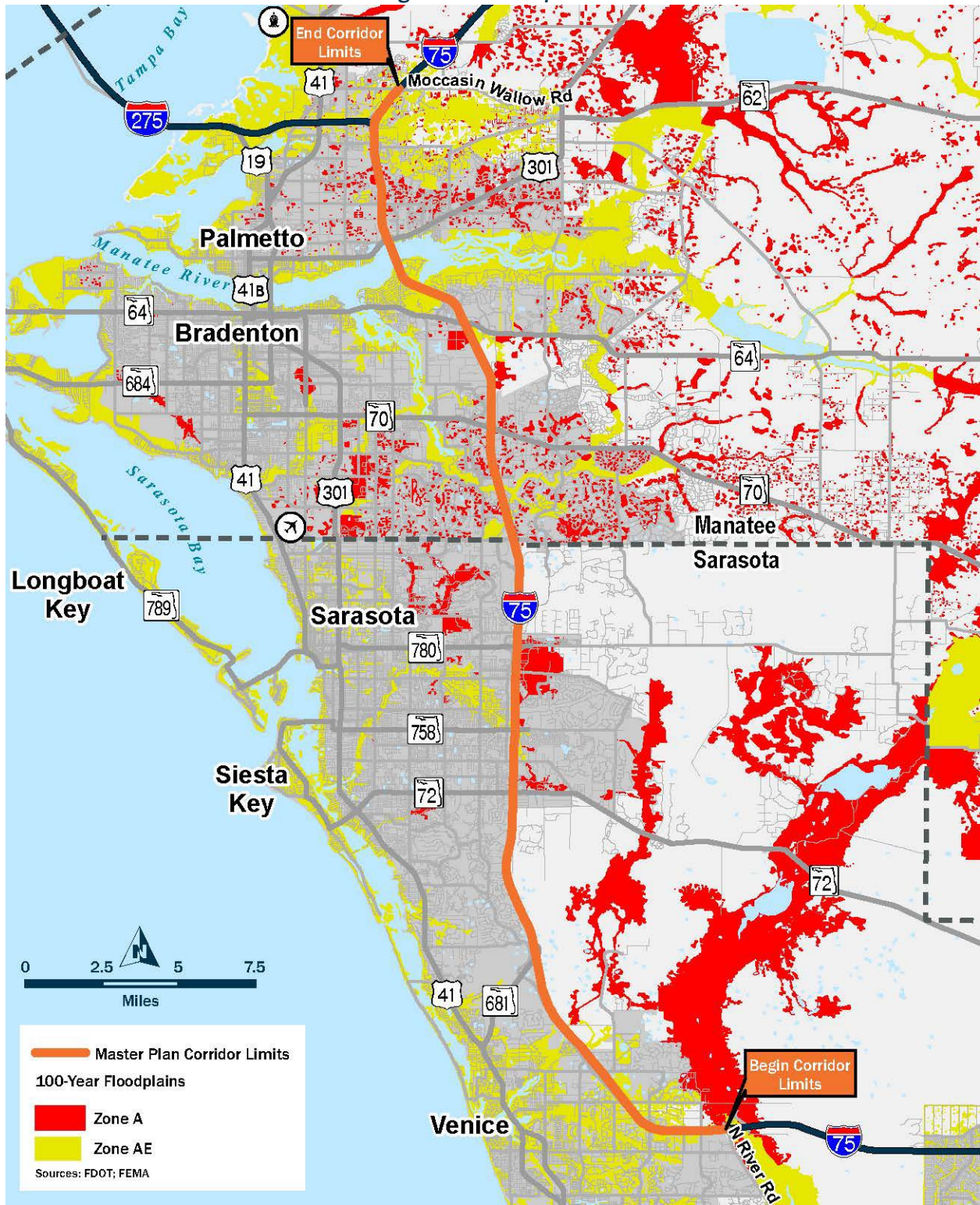
During the Programming Screening, SWFWMD stated that compensation will be required for fill impacts to the 100-year floodplain and recommended during the screening that FDOT coordinate with the SWFWMD Engineering and Watershed Management Section in Brooksville to utilize data from the flood studies composing the Master Plan area.

A Natural Resources Evaluation will be prepared during the PD&E phase. Floodplains would be evaluated in accordance with Presidential Executive Order 11988 and the FDOT PD&E Manual. Potential floodplain impacts cannot be accurately estimated at this conceptual stage.

Figure 2.5: Wetlands and Other Surface Waters



Figure 2.6: Floodplains



2.3.4 Protected Species and Habitat

The corridor occurs within the Greater Charlotte Harbor, Greater Tampa Bay, and Sarasota Bay Ecosystem Management Areas; FWS Consultation Area and Service Area for the Florida scrub jay; Occasional Range for the Florida black bear; FWS Consultation Area for the Florida bonneted bat; critical habitat for the West Indian manatee; Rare and Imperiled Fish Habitat for the mangrove rivulus; and Core Foraging Area for the wood stork. The corridor also crosses and/or abuts multiple conservation lands (discussed in the Recreation section). **Figure 2.7** displays known wildlife habitat and managed areas.

According to the USFWS Information for Planning and Consultation species lists, federally listed species potentially occurring in the two-county area include: two fish, three plants, one lichen, two mammals, eight birds, and four reptiles. Per the Florida Natural Areas Inventory database, five endangered or rare plant and animal species have the potential to occur within 200 feet of the corridor [American alligator, elongate june beetle, Florida long-tailed weasel, golden leather fern, and gopher tortoise]. The Florida Fish and Wildlife Conservation Commission (FWC) further identified several federal and state listed species which have been documented in the area. From the Programming Screen, other wildlife and habitat related resources located within the 200 feet of the corridor include: three bald eagle nests, two FWC Manatee Protection Zones, and two Florida black bear nuisance reports. **Table 2.8** shows species listed as Federally Endangered (FE), Federally Threatened (FT), Federal Candidate (FC), State-Endangered (SE), and State-Threatened (ST) with potential to occur near the corridor.

Table 2.8: Federal and State Listed Species (FWC 2021)

Common Name	Scientific Name	Listing Status
Mammals		
Florida Bonneted Bat	<i>Eumops floridanus</i>	FE
Florida Panther	<i>Puma concolor coryi</i>	FE
Puma	<i>Puma concolor</i>	Similarity of Appearance
West Indian Manatee	<i>Trichechus manatus</i>	FT
Birds		
American Oystercatcher	<i>Haematopus palliatus</i>	ST
Crested Caracara	<i>Polyborus plancus audubonii</i>	FT
Black Skimmer	<i>Rynchops niger</i>	ST
Everglade Snail Kite	<i>Rostrhamus sociabilis plumbeus</i>	FE
Eastern Black Rail	<i>Laterallus jamaicensis jamaicensis</i>	FT
Florida Burrowing Owl	<i>Athene cunicularia floridana</i>	ST
Florida Sandhill Crane	<i>Antigone canadensis pratensis</i>	ST
Florida Scrub-Jay	<i>Aphelocoma coerulescens</i>	FT
Least Tern	<i>Sternula antillarum</i>	ST
Little Blue Heron	<i>Egretta caerulea</i>	ST
Piping Plover	<i>Charadrius melodus</i>	FT
Rufa Red Knot	<i>Calidris canutus rufa</i>	FT
Red-Cockaded Woodpecker	<i>Picoides borealis</i>	FE

Common Name	Scientific Name	Listing Status
Reddish Egret	<i>Egretta rufescens</i>	ST
Roseate Spoonbill	<i>Platalea ajaja</i>	ST
Southeastern American Kestrel	<i>Falco sparverius paulus</i>	ST
Tricolored Heron	<i>Egretta tricolor</i>	ST
Wood Stork	<i>Mycteria americana</i>	FT
Reptiles		
American Alligator	<i>Alligator mississippiensis</i>	Similarity of Appearance (FT)
American Crocodile	<i>Crocodylus acutus</i>	FT
Eastern Indigo Snake	<i>Drymarchon corais couperi</i>	FT
Gopher Tortoise	<i>Gopherus polyphemus</i>	FC, ST
Green Sea Turtle	<i>Chelonia mydas</i>	FT
Florida Pine Snake	<i>Pituophis melanoleucus mugitus</i>	ST
Loggerhead Sea Turtle	<i>Caretta caretta</i>	FT
Fishes		
Atlantic Sturgeon	<i>Acipenser oxyrinchus oxyrinchus</i>	FE
Smalltooth Sawfish	<i>Pristis pectinate</i>	FE
Insects		
Miami Blue Butterfly	<i>Cyclargus thomasi</i>	FE
Monarch Butterfly	<i>Danaus plexippus</i>	Candidate
Plants		
Aboriginal Prickly-Apple	<i>Harrisia aboriginum</i>	FE
Florida Bonamia	<i>Bonamia grandiflora</i>	FT
Golden Leather Fern	<i>Acrostichum aureum</i>	ST
Pygmy Fringe-Tree	<i>Chionanthus pygmaeus</i>	FE
Lichens		
Florida Perforate Cladonia	<i>Cladonia perforata</i>	FE

During the Programming Screen, FWC, USFWS, and SWFWMD commented on the presence of protected species and habitat. FWC identified the forested wetlands along the Myakka River, Salt Creek, and Braden River as well as the mosaic of fresh and saline wetlands within the Manatee River floodplain as the most valuable wildlife habitats within the Master Plan area. FWC commented that primary wildlife issues associated with widening I-75 include: potential loss of wetland and upland wildlife habitat; potential increase in wildlife roadkill; potential injury to manatees and other aquatic life during in-water construction; potential adverse effects to a significant number of listed species; and potential water quality impacts during construction. FWC added that widening I-75 would intensify the habitat fragmentation effect of I-75, creating a substantial barrier to wildlife movement. FWC requested that FDOT explore the possibility of including large mammal wildlife crossings in future project design and recommended places for the crossings. FWC listed several measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the Master Plan area, such as following Standard Manatee Conditions for In-Water Work and FWC's gopher tortoise survey methodology and permitting guidance.

USFWS reported that the Master Plan limits occur within the Core Foraging Area of several active nesting wood stork colonies; any lost foraging habitat resulting from potential projects must be mitigated within the same Core Foraging Area as the affected nesting colony. USFWS recommended that FDOT prepare a Biological Assessment during the PD&E phase. USFWS further recommended using native plants, trees, shrubs, and wildflowers in the landscaping of the corridor to benefit fish, wildlife, and insect pollinators.

During the PD&E phase, field surveys would be conducted, and a Natural Resources Evaluation would be prepared in accordance with Section 7(a) of the Endangered Species Act of 1973 and Part 2, Chapter 16 of the FDOT PD&E Manual.

2.3.5 Essential Fish Habitat

As part of the Programming Screen for ETDM # 14399, NMFS staff conducted a site inspection of the Master Plan area on July 11, 2019, and July 16, 2019, to assess potential concerns related to living marine resources within the Manatee River and Tampa Bay. Certain estuarine habitats within the Master Plan area are designated as Essential Fish Habitat (EFH) for juvenile and adult red drum, juvenile goliath grouper, and juvenile and adult gray snapper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Also, a number of other species using these habitats are prey species for federally managed species. Mangroves occur beneath and adjacent to the I-75 Manatee River Bridge on either shoreline. Mangroves, estuarine water column, and mud, sand, shell, and rock substrates are specific categories of EFH that may be directly impacted by improvements to I-75 in the Master Plan limits.

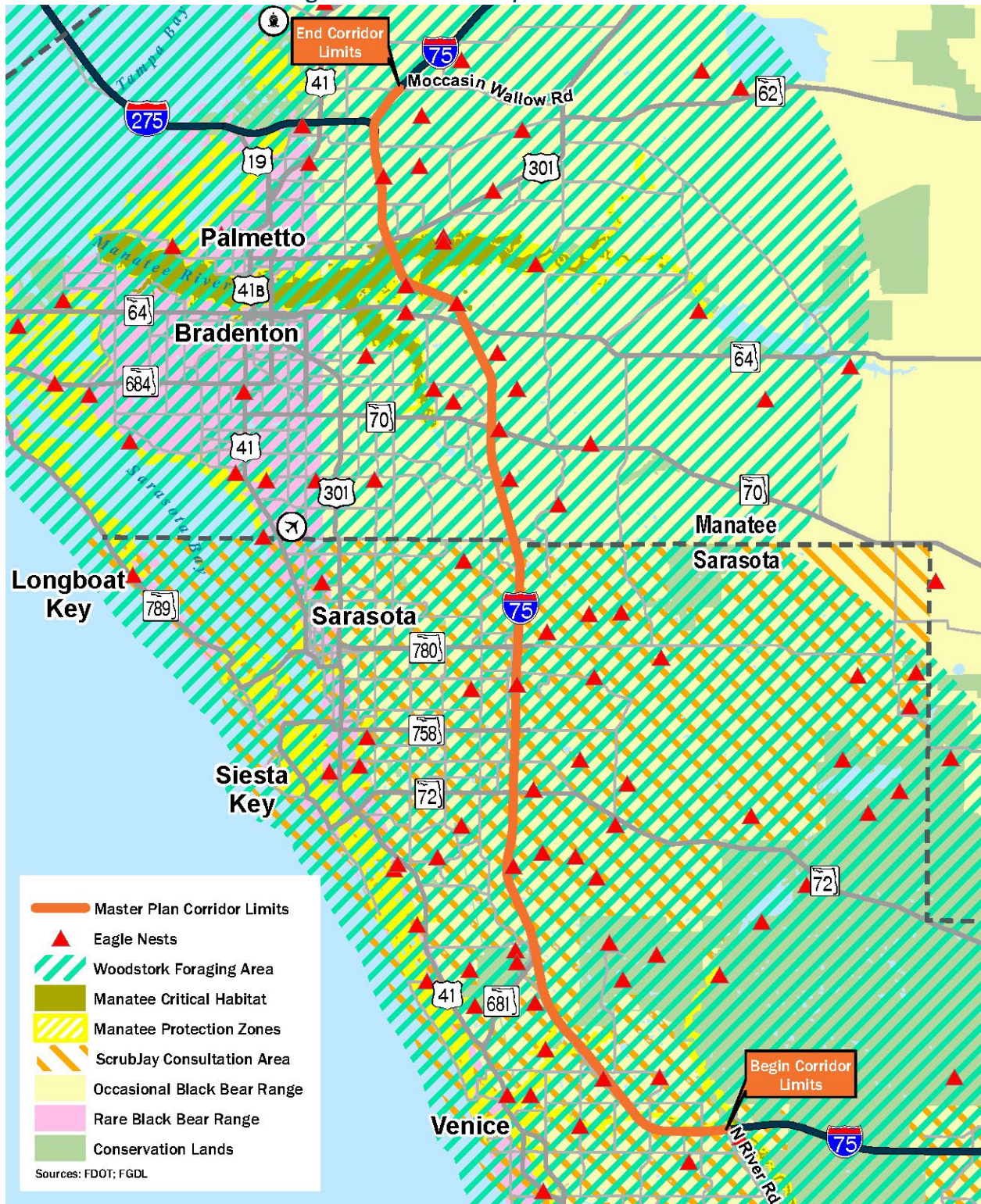
Also, there are mangroves, seagrasses, and salt marshes downstream of the I-75 corridor in Tampa Bay. The road also crosses several other waterways (e.g., the Braden River, the Myakka River, Salt Creek, Deer Prairie Creek) that drain to downstream estuarine habitats.

During the Programming Screen, NMFS recommended that any widening of the I-75 bridge over Manatee River be designed to direct stormwater off the bridge for treatment before it is discharged into the Manatee River. NMFS recommended that stormwater treatment systems associated with the other waterway crossings be upgraded to prevent degraded water from reaching downstream estuarine habitats. An EFH habitat assessment would be included in the NRE during the PD&E phase. NMFS also requested a Biological Opinion for the smalltooth sawfish should be prepared.

2.3.6 Coastal Zone Consistency

Manatee County and Sarasota County are listed as coastal counties through the Coastal Zone Management Act. In accordance with Section 307 of the Coastal Zone Management Act of 1972 and implementing regulations in 15 Code of Federal Regulations (CFR) 930, the Florida Coastal Zone Management Act of 1978 (Chapter 380, Part II, FS), and the procedures outlined in the FDOT PD&E Manual, proposed projects resulting from this master plan will have to be reviewed by the FDEP for consistency with the Florida Coastal Zone Management Plan through the ETDM process or during a PD&E study for the project. During the Programming Screen for ETDM #14399, FDEP determined that the original PD&E study for the corridor was “Consistent, with Comments” with the Coastal Zone Management Program with comments. “Consistent, with Comments” means that the State of Florida has no objection to the project and will work with the project sponsor regarding concerns and recommendations.

Figure 2.7: Protected Species and Habitat



2.4 Physical Resources

2.4.1 Air Quality

The proposed improvements are not expected to create adverse impacts on air quality because the study area is in attainment for all National Ambient Air Quality Standards and because the proposed improvements expected to improve the level of service and reduce delay and congestion on all facilities within the study area.

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

2.4.2 Contamination

The following potential sources of sub-surface contamination are reported within the 500-foot buffer from the Programming Screen: 65 storage tank contamination monitoring sites (STCM). Petroleum contamination monitoring sites (PCMS), Super Act risk sources, USEPA Resource Conservation and Recovery Act (RCRA) regulated facilities, and a hazardous waste facility]; three additional Super Act risk sources; 29 additional USEPA RCRA regulated facilities [two are also hazardous waste facilities and one is a Superfund hazardous waste site]; an additional hazardous waste facility (HazW); and a closed waste cleanup responsible party site. Potentially contaminated sites within the 500-ft buffer are listed in **Table 2.9** and shown in **Figure 2.8**. Additionally, there are two brownfields within 500 feet: Former Workman Electronics Area and Fruitville Brownfield Area (which encompasses the Former Workman Electronics Area). The conceptual plans show a minor right-of-way impact at the Former Workman Electronics Area brownfield site.

FDEP, SWFWMD, and USEPA commented during the Programming Screen. FDEP indicated that any land clearing or construction debris must be characterized for proper disposal and provided references for the proper handling/management/cleanup of potentially hazardous materials, solid waste or other non-hazardous materials, and petroleum sources. FDEP recommended early planning to accurately identify and characterize cleanup sites in order to meet construction and cleanup timeframes. FDEP stated that there are "off-property" notification responsibilities potentially associated with projects along this corridor.

SWFWMD noted that while the pollution potential of the Surficial Aquifer is high, the I-75 corridor does not lie within a sensitive karst area nor are sinkholes present. SWFWMD recommended that FDOT conduct an Environmental Audit and prepare an appropriate Contamination Assessment Report to identify specific facilities of interest and to develop a plan for their proper removal or abandonment.

USEPA reported that soils, groundwater, and surface water have the potential to be negatively affected by sources of contamination; land use may also be degraded. USEPA stated that if any petroleum storage tanks are to be impacted or removed during construction, sampling and analysis of soils and groundwater should be conducted to determine if petroleum and hydrocarbon pollutants are present above regulatory levels. USEPA recommended that corrective action of contamination be completed before commencement of future project activities.

A Contamination Screening Evaluation Report would be prepared as part of future PD&E studies.

Table 2.9: Potentially Contaminated Sites

Site ID (STCM or RCRA)	Site Name / Type	Site Address	Listing(s)
9201008	Circle K #2707570	5944 20th Court E	STCM, PCMS, RCRA
9200618	Retail Station	6285 US-301	STCM
9400699	Circle K #2707683	7205 55th Avenue E	STCM
8630041	Dash In Dash Out Food Mart - 64	575 66th Court E	STCM, PCMS
8624059	Bulk Chemical Storage	7610 US 41	STCM
8734038	Fuel User / Non-retail	67th Street Circle E	STCM
9102221	McKenzie Tanker Spill		STCM, PCMS, Super Act
8732054	Circle K #1686	6410 FL-64	STCM, PCMS, Super Act
8838808	Agricultural	6285 US-301	STCM
8945418	Agricultural	7185 50th Avenue Circle E	STCM
8945410	Fletcher's Happy Dolphin Pub & Grill	6602 Drewrys Bluff	STCM, PCMS
8510963	Fuel User / Non-retail	6410 FL-64	STCM
9047175	Station 116 Inc	6285 US-301	STCM, PCMS
9045934	7-Eleven #38144	6402 US-301	STCM, PCMS, Super Act, RCRA
9300531	Danmark Oil Spill		STCM, PCMS, Super Act
9100142	Sarasota County - Transportation	6150 Palmer Boulevard	STCM, PCMS, Super Act
9300592	Other		STCM
8631210	Fuel User / Non-retail	6100 Porter Road	STCM
9400342	US Xpress Truck Fuel Spill		STCM, PCMS, Super Act
8628325	Fuel User / Non-retail	2295 Lakewood Ranch Boulevard	STCM
8628317	Burnup & Sims Comtec, Inc.	910-900 Paschal Place	STCM, PCMS, Super Act
8520869	Peterson Manufacturing Co.	155 Cattleman Road	STCM, PCMS, Super Act
8520724	7-Eleven #21045	5745 Clark Road	STCM, PCMS, Super Act
8631134	KMART #7578	3953 Cattleman Road	STCM, PCMS
8520902	Roberts Lumber	719 Cattleman Road	STCM, PCMS, Super Act
8521179	Bay Marine	800 Bell Road	STCM, PCMS
8521175	Shell	6001 Palmer Boulevard	STCM, PCMS, Super Act,
8734903	Federal Express	375 Commercial Court	STCM
8732449	Federal Express	2033 Cantu Court	STCM, PCMS, Super Act, RCRA
8842184	7-Eleven #34840	5754 Clark Road	STCM, PCMS
9401985	Agricultural	6150 Palmer Boulevard	STCM
9600765	Contamination Site		STCM

Site ID (STCM or RCRA)	Site Name / Type	Site Address	Listing(s)
9600749	Pepsi Cola Truck Spill		STCM, PCMS, Super Act
9602000	Contamination Site		STCM
9800926	Fuel User / Non-retail	6288 Tower Lane	STCM
9700499	Retail Station	350 Commercial Court	STCM
9700995	FL Rock and Tank Lines Inc. Diesel Spill		STCM, PCMS, Super Act
9805049	Circle K #2707785	5651 Clark Road	STCM, PCMS, Super Act
9801196	Speedway #6406	8604 E State Road 70	STCM, PCMS, Super Act
9805502	Back Hoe Rental Property	5707 19th Street E	STCM, PCMS, Super Act
9801299	Retail Station	360 Commercial Court	STCM
9803029	Retail Station	2995 Executive Drive	STCM
9800189	Florida Rock and Tank Lines, Inc.	1996 Honore Avenue	STCM, PCMS, Super Act
9805551	E & L Trucking		STCM, PCMS, Super Act
9701234	Retail Station	5891 Fruitville Road	STCM
8624312	Pilot Travel Center #089	1526 51st Avenue E	STCM, PCMS, Super Act
8510877	Circle K #2709763	575 66th Street Court E	STCM, PCMS, Super Act
9803273	7-Eleven #38483	7305 53rd Avenue E	STCM, PCMS
9804309	Retail Station	1000 Knights Trail Rd	STCM
9801838	Mobil-Lakewood Ranch	6290 Lake Osprey Drive	STCM, PCMS, Super Act, RCRA
9808873	Fuel User / Non-retail	7288 55th Avenue E	STCM
9807104	Fuel User / Non-retail	6150 Edgelake Drive	STCM
9807899	Fuel User / Non-retail	1616 Lakewood Ranch Boulevard	STCM
9811299	Fuel User / Non-retail	6750 Fruitville Road	STCM
9809885	Golf Coast Landscaping		STCM, PCMS, Super Act
9810677	JS Weipz	40 US-301	STCM, PCMS, Super Act
9809731	County Government		STCM
9813522	Fuel User / Non-retail	4111 Cattleman Road	STCM
9811352	Timm Roberts	820 Bell Road	STCM, Super Act
9814330	Retail Station	6601 Bee Ridge Road	STCM
9815963	Fuel User / Non-retail	8704 E State Road 70	STCM
9815201	Retail Station	19355 Times Circle	STCM
9815784	Emergency Response Spill Site		STCM
9816500	Retail Station	4920 Moccasin Wallow Road	STCM
9815902	Retail Station	5760 Ranch Lake Boulevard	STCM

Site ID (STCM or RCRA)	Site Name / Type	Site Address	Listing(s)
	Lowes – Former Crofut Property	5750 Fruitville Road	Super Act, FDEP Institutional Controls
	Circle K#2211024	5944 20th Ct E	Super Act
	Bob and Marys	5717 18 th Street E	Super Act
110017384052	Cattlemen Road Partners LLC		RCRA, Superfund
110032959494	BJs Wholesale Club #0128		RCRA
110046232475	CVS Pharmacy #4614	7195 E SR 70	RCRA, HazW
110017622394	Tire Kingdom LLC #264	7390 52 nd Place E	RCRA, HazW
110035519711	Pacific Tomato Growers		RCRA
110035529791	Triest Ag Group, Inc.	7610 US 41	RCRA, HazW
110070119708	Bodywork by Craig, Inc.	1265 Porter Road	RCRA, HazW
110002548404	British Auto Repair Factory	6120 Porter Road	RCRA, HazW
110017384052	Cattleman Road Partners LLC		RCRA
110022310024	FPL Co Howard Substation		RCRA
110012541838	Albrecht Cabinets, Inc.	325 Cattleman Road	RCRA, HazW
110005618518	American Office Equip MW Florida	1289 Porter Road	RCRA, HazW
110005639540	American Refrigerants Inc.	2269 Porter Lake Drive	RCRA, HazW
110044929352	Paul's Auto Body and Collision	325 Cattleman Road	RCRA, HazW
110035608143	Peterson Manufacturing Co	155 Cattleman Road	RCRA, HazW
110008330010	Precision Fiberglass Inc.	1155 Porter Road	RCRA, HazW
110011366002	Precision Signs	2427 Porter Lake Drive	RCRA, HazW
110037318355	Rose's Cleaner	4005 Cattleman Road	RCRA, HazW
110005277547	Rose's Cleaner Inc.	820 Bell Road	
110002104696	S Decrance Inc Marble Specialists DBA	950 Bell Road	RCRA, HazW
110007472966	Sears #8375	2101 Cantu Court	RCRA, HazW
110031389030	Shutter Elegance	800 Bell Road	RCRA, HazW
110002560906	Skyco Equipment Inc.	6150 Porter Road	RCRA, HazW
110007481359	Sure Fine Finish	325 Cattleman Road	RCRA, HazW
110007472010	Home Depot #0255		RCRA
110059665526	Monster Equipment Inc.	6120 Porter Road	RCRA, HazW
10055443328	Motorheads Precision Products	2073 Porter Lake Drive	RCRA, HazW
110043768107	TEC Metals Inc.	2147 Porter Lake Drive	RCRA, HazW
110041665980	Tire Kingdom LLC #55	5931 Brookhill Boulevard	RCRA, HazW
110008327550	Trail Mate Inc.	6000 Palmer Boulevard	RCRA, HazW
110005651231	Walgreens #5575	3945 Cattleman Road	RCRA, HazW

Site ID (STCM or RCRA)	Site Name / Type	Site Address	Listing(s)
FLR000184598 *	CVS Pharmacy #5805	3520 Laurel Road E	HazW
180240*	Kentucky Colonel Property	4512 77 th Street E	Waste Cleanup Responsible Party Site - Closed

*Other FDEP/USEPA ID

2.4.3 Noise

There are numerous potential noise-sensitive receptors along the corridor, consisting mainly of residences and a few recreational features. Increased noise levels during construction and presumable noise level increases from higher traffic volumes/enhanced flow because of improved operational conditions along I-75 could have impacts on nearby residences and recreational features. Eight FDOT precast concrete noise barriers presently exist along the corridor. A Noise Study Report would be prepared for qualifying projects as defined in Chapter 18 of the FDOT PD&E Manual. Noise abatement will be considered if noise impacts are predicted.

2.4.4 Navigation

The I-75 corridor crosses the Manatee River and Myakka River; both are navigable waterways. The Myakka River at I-75 will require a USCG navigable determination for future projects during the PD&E phase because it may not meet the interstate commerce standard nor be subject to bridge permit guidelines. The I-75 corridor additionally crosses a number of canals, creeks, and the Braden River. It should be noted that the Braden River is not navigable around I-75 due to a flood control structure, located south of SR 70, that hinders access to open water. Any new structures over the waterway or improvements to the existing bridges would require USACE and U.S. Coast Guard (USCG) authorization. New structures would need to comply with USCG clearances for the waterway. Temporary impacts to navigation may occur during construction. A USCG Bridge Questionnaire and Navigation/Vessel Study would be included in the PD&E Study for proposed improvements involving the bridges over the Manatee River (Bridge numbers 130103 and 130104) and Myakka River (Bridge numbers 170127 and 170128).

Figure 2.8: Potentially Contaminated Sites



3.0 Permits Required

A list of the permits that have the potential to be required is provided in **Table 3.1**.

Table 3.1: Anticipated Permits

Permit Type	Issuing Agency
Environmental Resource Permit	SWFWMD
Water Use Permit or Dewatering	SWFWMD
Section 404 Permit	USACE/FDEP
Section 408 Authorization	USACE
National Pollutant Discharge Elimination System	FDEP
Local Drainage District Approvals/Permits	Local Drainage Districts
USCG Bridge Permit	USCG

3.1.1 Southwest Florida Water Management District

The SWFWMD requires an ERP when construction of any project results in the modification or creation of a surface water management system or results in impacts to wetlands or waters of the state.

If it is determined that dewatering is required for construction, a Water Use Permit for construction dewatering will be required from the SWFWMD.

3.1.2 U.S. Army Corps of Engineers

A Section 404 Dredge and Fill Permit would be required for any land alterations in wetlands. A Standard Individual Permit review is likely due to the presence of tidal waters. An individual permit would require compliance with the 404(b)(1) guidelines, including verification that all impacts have first been eliminated to the greatest extent practicable, that unavoidable impacts have been reduced to the greatest extent practicable, and lastly that unavoidable impacts have been mitigated in the form of wetlands creation, restoration, and/or enhancement. Per Florida's State 404 Program, FDEP would assume jurisdiction for state-assumed waters (non-tidally influenced). USACE would maintain jurisdiction over wetland impacts within retained waters (tidally influenced).

A Section 408 review may be required because of the Manatee and Myakka River crossings.

3.1.3 Florida Department of Environmental Protection

Under the FDEP's delegated authority to administer the National Pollutant Discharge Elimination System (NPDES) program, construction sites that will result in greater than one acre of disturbance must file for and obtain coverage either under an appropriate generic permit or an individual permit for point source discharges of stormwater to waters of the U.S. A major component of the NPDES permit is the development of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the site and discusses good engineering practices (i.e., BMPs) that will be used to reduce the pollutants due to construction activities.

Per Florida's State 404 Program, FDEP would assume Section 404 jurisdiction for state-assumed waters (non-tidally influenced). USACE would maintain jurisdiction over retained waters (tidally influenced).

If a future project includes the Myakka River crossing, a Wild and Scenic River permit from the FDEP will be required.

3.1.4 U.S. Coast Guard

A USCG bridge permit will be required for widening of the I-75 bridge crossing at the Manatee River and potentially at the Myakka River. The Myakka River at I-75 will require a USCG navigable determination for future projects during the PD&E phase because it may not meet the interstate commerce standard nor be subject to bridge permit guidelines.

3.1.5 Other Agency Coordination

Coordination should be conducted with the permitting agencies through the ETDM process and during PD&E studies. Additionally, other agencies, including the USEPA, NMFS, USFWS, and the FWC, typically review and comment on permit applications. Local drainage districts approvals/permits may also be required.

4.0 Environmental Summary

The high-level environmental review performed for the Master Plan did not identify any fatal flaws.

The potential environmental technical reports and the corresponding agency coordination that would be required in the PD&E phase are summarized in **Table 4.1**. Depending on which corridor segments are covered by the PD&E study, some of the technical reports and agency coordination may not be needed (i.e., NPS, FDEP, and Sarasota County coordination for the Myakka River will only be needed if the segment crosses the Myakka River). Note that this list does not include engineering or public involvement reports.

While there is not a standard technical report for wild and scenic rivers, condition with NPS would be required for any project involving the Myakka River. NPS coordination would be documented in the environmental document.

Table 4.1: Environmental Technical Reports and Agency Coordination

Resource Category	Potential Impacts	Technical Reports	Agency Coordination
Social	<ul style="list-style-type: none"> No neighborhoods would be divided; no social isolation would occur. No farmland impacts Updates needed to the county comprehensive plans and MPO LRTP. Minor right-of-way impacts 	<ul style="list-style-type: none"> Conceptual Stage Relocation Plan Farmland Conversion Impact Rating Form 	<ul style="list-style-type: none"> FDOT Natural Resources Conservation Service
Cultural	<ul style="list-style-type: none"> Further investigation of archaeological resources is needed. 	<ul style="list-style-type: none"> Cultural Resource Assessment Survey 	<ul style="list-style-type: none"> SHPO Seminole Tribe of Florida

Resource Category	Potential Impacts	Technical Reports	Agency Coordination
	<ul style="list-style-type: none"> Direct impacts to recreational resources are not anticipated. 	<ul style="list-style-type: none"> Section 4(f) Determination of Applicability 	<ul style="list-style-type: none"> SWFWMD Sarasota County Manatee County OEM
Natural	<ul style="list-style-type: none"> Potential wetland impacts Potential floodplain impacts Coordination needed with NPS, FDEP, and Sarasota due to crossing of Myakka River Increase in stormwater runoff 	<ul style="list-style-type: none"> Natural Resources Evaluation (includes biological assessment, wetland evaluation, EFH, and floodplains) Water Quality Impact Evaluation 	<ul style="list-style-type: none"> FDEP FDOT FWC NMFS NPS Sarasota County SWFWMD USACE USFWS
Physical	<ul style="list-style-type: none"> No impacts to air quality Potential impacts to the Former Workman Electronics Area brownfield site Noise sensitive sites need to be further evaluated. New bridge structures need to be evaluated for compliance with USCG clearance. 	<ul style="list-style-type: none"> Contamination Screening Evaluation Report Noise Study Report Vessel Survey and Navigational Evaluation Report 	<ul style="list-style-type: none"> FDOT USCG

5.0 References

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