

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST

District: FDOT District 5

County: Marion County

ETDM Number: 14242

Financial Management Number: 435209-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Amy Windom

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:



March 3, 2021

Director Office of Environmental Management  
Florida Department of Transportation

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Consulting Project Manager:  
Carlos Rodriguez, PE

This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 12/06/2017 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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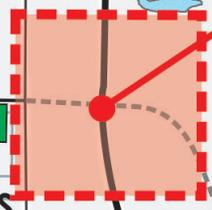
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Ocala

PROPOSED INTERCHANGE LOCATION



NW 49 ST  
THE FOUNTAINS

MAGNUM MATERIALS

NW 35 ST

QUAIL MEADOW

NW 35 ST

OLD BLITCHTON RD

OAK TREE VILLAGE

NW 35 AVE RD

OCALA PALMS GOLF & COUNTRY CLUB



**Legend**

-  Ocala 489 Commerce Park

## 1. Project Information

### 1.1 Project Description

The Florida Department of Transportation (FDOT) in conjunction with Marion County is conducting a Project Development and Environment (PD&E) Study for a new interchange on Interstate 75 (I-75) at NW 49 Street, located just west of the City of Ocala in Marion County, Florida. The Project Location Map (attached) depicts the project vicinity. There are two existing I-75 interchanges within the project vicinity. The I-75/US 27 interchange is located approximately 2 miles south of the proposed interchange and the I-75/SR 326 interchange, approximately 2 miles to the north. An Interchange Justification Report (IJR) completed in May 2016 concluded that the existing I-75 interchange ramp movements and intersections at US 27 and at SR 326 are expected to operate at failing levels of service by 2035. A new I-75 interchange at NW 49 Street (approximately midway between the two existing interchanges) is proposed to relieve congestion on the adjacent interchanges. The western limit of this project is NW 44 Avenue (west of I-75) and the eastern limit is the future NW 35 Street extension to the northern end of limerock pit (Magnum Materials Mine), just southeast of the new proposed interchange (Phase 2B). It should be noted that this proposed NW 35 Street extension (Phase 2B) connection will be constructed by the County and is funded for construction in 2021, so it will be completed prior to the interchange being constructed.

The preferred alternative (shown on **Figure 1**), a diverging diamond interchange, consists of a diamond interchange in which the two directions of traffic on NW 49 Street crossover, or diverge, to the opposite sides between the signalized crossover intersections at the on/off ramps. The preferred alternative also includes the extension of NW 49 Street from NW 44 Avenue to Marion County's future NW 35 Street extension (currently in final design). NW 49 Street (shown on **Figure 2**) will feature four 12-foot travel lanes with 7-foot bicycle lanes, a 28-foot raised median, and 6-foot sidewalks. The proposed right-of-way for NW 49 Street is 122 feet. NW 49 Street will curve towards the south east of I-75 to connect to Marion County's future NW 35 Street extension through the Magnum Materials Mine. At the western limit, the proposed NW 49 Street will tie in to the existing NW 49 Street at the NW 44 Avenue intersection. Improvements at the NW 44 Avenue intersection include the addition of a northbound right turn lane and a southbound left turn lane for access to the proposed NW 49 Street and interchange ramps. For more details please refer to the Preliminary Engineering Report (PER) which has been included as Technical Material. An IJR detailing the traffic analysis of the preferred alternative was completed in January 2021 and is included as Technical Material.

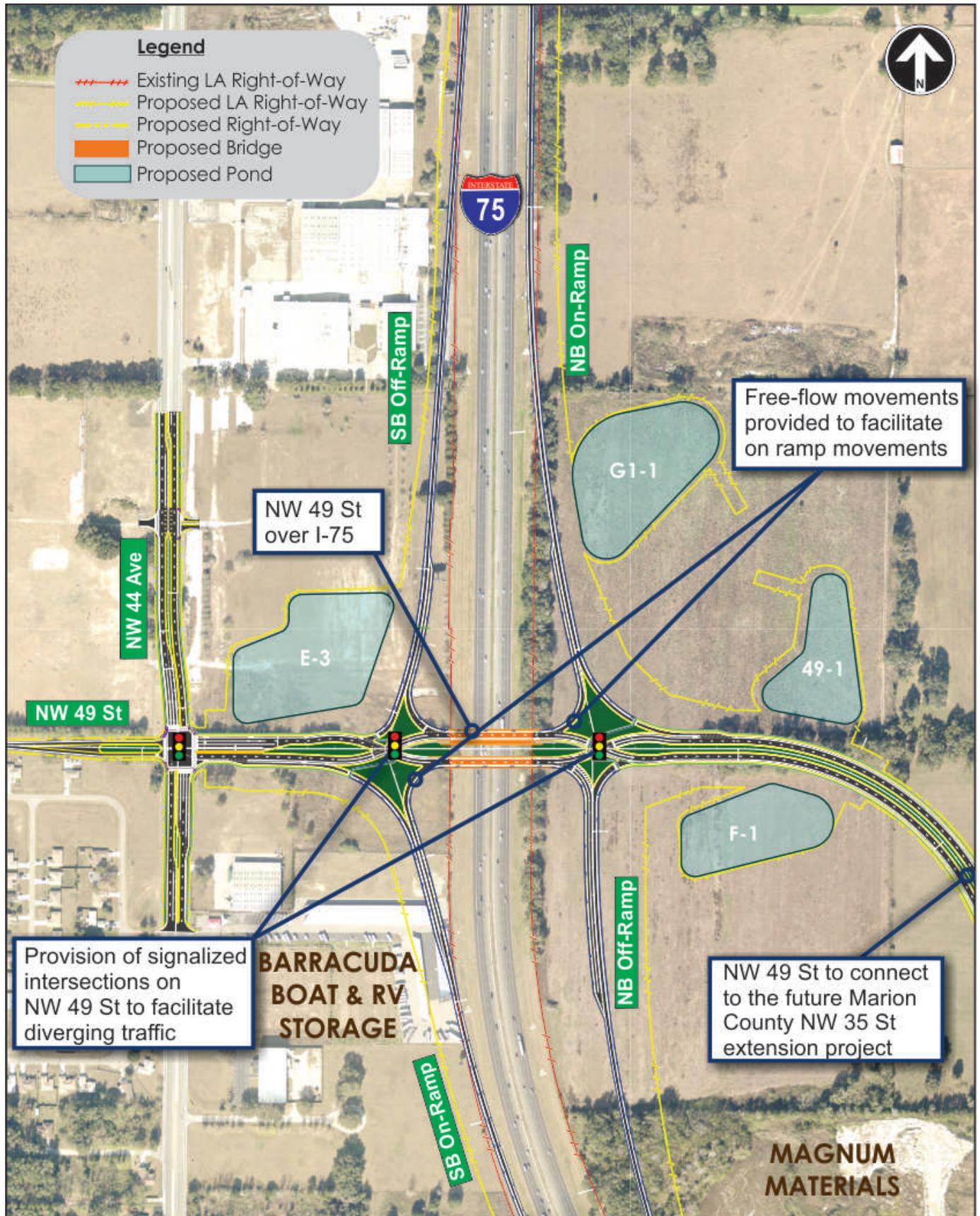
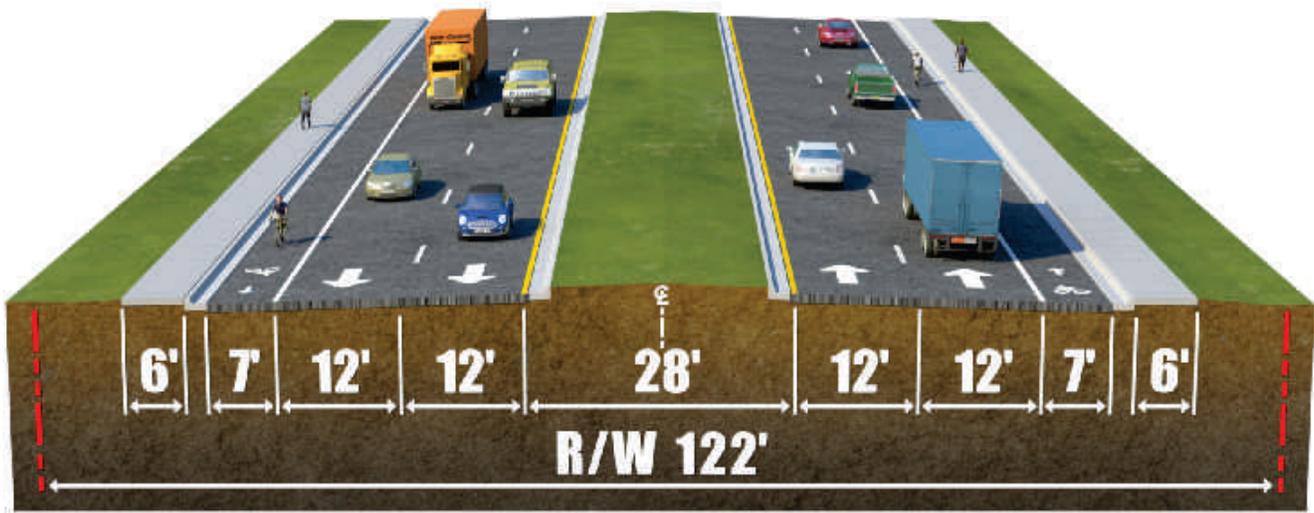


Figure 1 Preferred Alternative



**Figure 2 NW 49 Street Typical Section**

## 1.2 Purpose and Need

The purpose of a new I-75 interchange at NW 49 Street is to relieve congestion on adjacent interchanges by providing an alternate access to I-75 for the projected increase in truck volumes resulting from the future commerce district.

The need for an interchange at I-75 and NW 49 Street can be summarized as follows:

Economic Viability and Job Creation: The proposed interchange is needed to support the economic viability of the Ocala 489, a 489 acre industrial and commercial development, which is intended to serve as an economic engine for job creation in the region and is envisioned as a strategic central inland hub for freight-related traffic. The Ocala 489 has been established as a Florida Enterprise Zone, a designation which provides numerous tax credits to businesses located within the Commerce Park. In addition, this commerce park includes a site, recently developed by AutoZone, that was designated as a CSX Select Site (the first in Florida). Select Sites are properties identified and vetted as capable locations for future manufacturing facilities along the CSX rail network. FedEx Ground, Florida Crossroads Logistics Center, and Chewy also completed new facilities within the Ocala 489. Marion County has already made infrastructure improvements within the Park with the extension of NW 35 Street as a divided four lane facility. It should be noted that the Ocala 489 is zoned M-1/M-2 or Light/Heavy Industrial and the businesses that are intended to occupy the commerce park will depend heavily on interstate and regional movement to transport raw materials and finished goods, around the State and beyond. In summary, due to its strategic location and incentives, the Ocala 489 and the commerce district/employment center will provide needed jobs in the area.

Improve Interstate and Regional Mobility: The proposed interchange will provide a more direct and efficient access to I-75 thus facilitating interstate and regional mobility. As previously stated, I-75 is a vital north-south interstate facility connecting six different states. From a regional perspective Marion County is approximately midway between Miami and Atlanta and occupies a strategic location due to its relative proximity to other important metropolitan areas such as

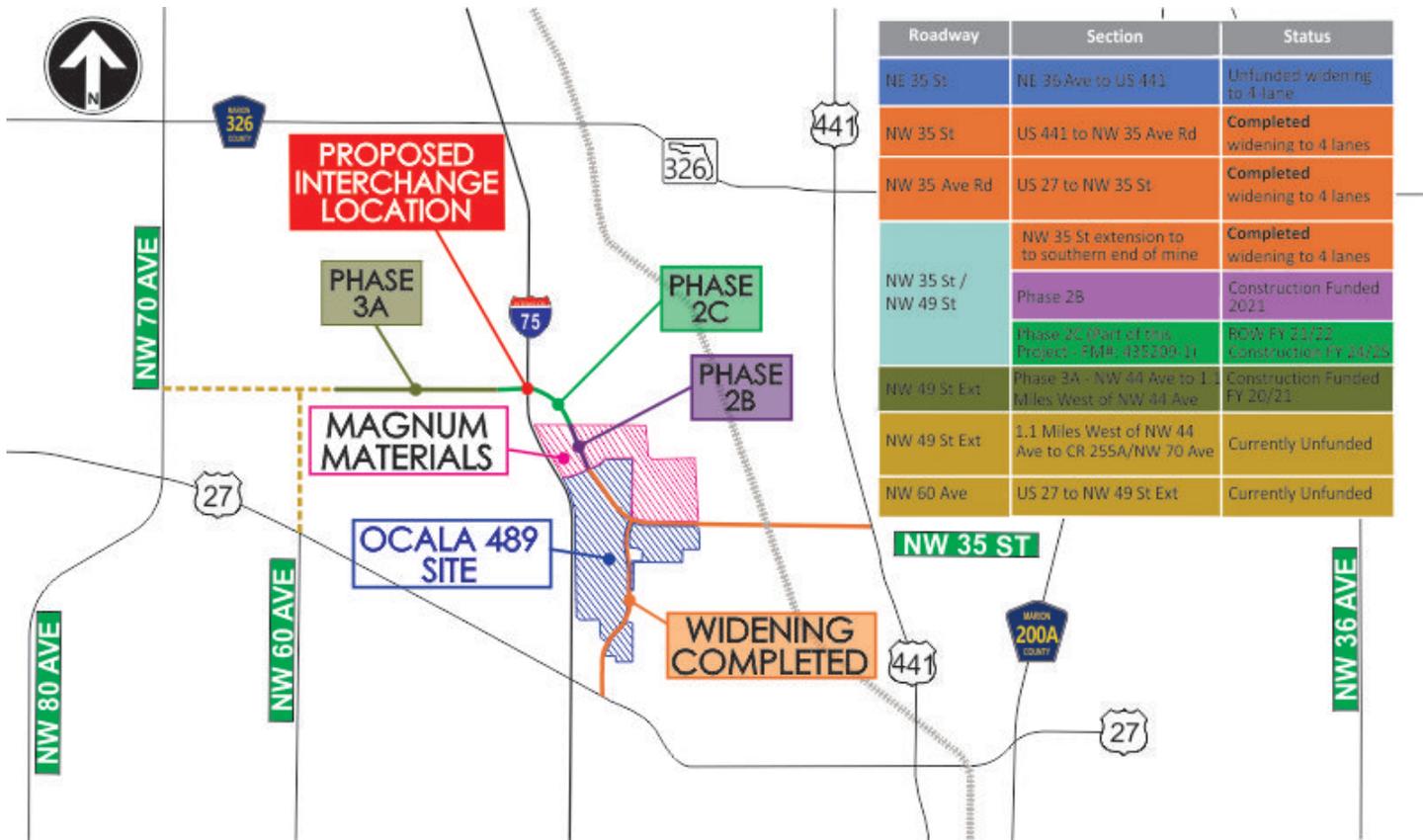
Jacksonville, Orlando, and Tampa. This strategic location coupled with the presence of a major interstate facility such as I-75 makes this area a key potential hub for commercial industry. The proposed interchange is thus needed to support the efficient movements of goods.

Address Locally Supported Long Term Regional Needs: The proposed project is needed to provide important access to I-75 as part of a locally supported long range vision to provide a future east-west corridor parallel to US 27 and SR 326. This east-west corridor begins at NE 36 Avenue, east of I-75 and Downtown Ocala and terminates at NW 70th Avenue, west of the proposed I-75 interchange. In conjunction with this new east-west corridor is a connection to US 27 at NW 35 Avenue Road and at NW 60 Avenue. The proposed I-75 interchange is currently listed as the number one (1) priority project on the Ocala/Marion Transportation Planning Organization (TPO) FY 2025 Priority Projects List. The County has completed a number of improvements in the area in support of the proposed interchange and the Ocala 489 (see Figure 1-5), including extension of NW 35 Avenue Road. Phase 2A of the NW 35 Avenue Road extension was recently completed by the County, Phase 2B (through the Magnum Materials Mine) is a Marion County project currently in Final Design and programmed for construction in 2021, and Phase 2C (see Planning Consistency) is the connection between the proposed interchange and the future NW 35 Avenue Road (Phase 2B) that will be completed as part of the proposed interchange.

Accommodate Future Traffic Growth: As previously stated, one of the primary justifications for the new interchange is to accommodate projected future year traffic volumes. Marion County has experienced sustained growth in population since 1970. Growth is expected to continue in the future. According to the currently adopted Central Florida Regional Planning Model (CFRPM Version 6.1) socio-economic data for 2010 and 2040, the projected population for Marion County is expected to grow from approximately 325,199 to over 490,204 in population by 2040. As a result of this population growth, traffic volumes are increasing and will continue to increase in the future. It should be noted that the existing SR 326 interchange located north of the proposed interchange would be a rather indirect option for trucks serving the Ocala 489 and therefore most of the truck traffic associated with the Commerce Park would likely utilize the US 27 interchange, severely degrading operations and safety at the interchange throughout the day. The need for the new interchange is based on projected traffic volumes in design year 2045 from build-out of not only the Ocala 489 but also the adjacent commerce district/employment center totaling 5,000 +/- acres. It is projected from the CFRPM 6.1 model that build-out in design year 2045 will add 25,000 daily trips to the roadway network with approximately 12%, or 3,000 vehicles, of which are projected to be trucks. As a result of this projected population growth, traffic volumes are increasing and will continue to increase in the future.

### **1.3 Planning Consistency**

The proposed I-75 interchange is currently listed as the number one priority project on the Ocala/Marion Transportation Planning Organization (TPO) FY 2025 Priority Projects List and it is funded for design, right-of-way and construction, planning consistency documentation is attached. The County has completed a number of improvements in the area in support of the proposed interchange and the Ocala 489 (see Figure below), including extension of NW 35 Avenue Road. Phase 2A of the NW 35 Avenue Road extension was recently completed by the County, Phase 2B is a Marion County project currently in Final Design and programmed for construction in 2021, and Phase 2C is the connection between the proposed interchange and the future NW 35 Avenue Road (Phase 2B) that will be completed as part of the proposed interchange.



Currently Adopted LRTP-CFP	COMMENTS			
Yes				
Currently Approved	\$	FY	COMMENTS	
<b>PE (Final Design)</b>				
TIP	N	\$4,872,297/ \$23,968	<2020/2020	<2020/21 "Prior Cost" in the TIP include both PE and PD&E
STIP	Y	\$1,551,731/ \$23,968	2020/ 2021	
<b>R/W</b>				
TIP	Y	\$10,200,000	2022	
STIP	Y	\$10,200,000	2022	
<b>Construction</b>				
TIP	Y	\$49,017,389	2025	
STIP	Y	\$49,017,389	>2024	

## 2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
<b>3. Social and Economic</b>				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>4. Cultural Resources</b>				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5. Natural Resources</b>				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6. Physical Resources</b>				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**USCG Permit**

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

\* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

### 3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

#### 3.1 Social

Demographic data (summarized in the tables below) was examined using a 500-foot buffer as well as a broader half-mile buffer. The Sociocultural Data Report for this project is included as Technical Material. Within the 500-foot buffer, 86 percent of the population identifies as white, 12 percent identify as black or African American, 21 percent identify as Hispanic, and 2 percent identify as multi-racial. These trends were roughly similar for the half-mile buffer, in which 83 percent of the population identify as white, 15 percent as Black or African American, 18 percent as Hispanic, and 2 percent as multi-racial.

Population	Marion County	City of Ocala	Study Area (500 foot buffer)	Half-Mile Buffer
	348,371	58,595	306	1,250
White	82%	76%	86%	83%
Black or African American	13%	21%	12%	15%
American Indian or Alaska Native	0%	1%	0%	0%
Asian	2%	4%	0%	0%
Hawaiian or Pacific Islander	0%	0%	0%	0%
Other	1%	1%	0%	0%
Multi-racial	3%	3%	2%	2%
Hispanic	13%	13%	21%	18%

Age Group	Marion County	City of Ocala	Study Area	Half-Mile Buffer
Age <5	5%	6%	7.5%	7.8%
Age 5 - 17	14%	13%	8.8%	10.7%
Age 18 - 21	4%	6%	1.6%	2.1%
Age 22 - 29	9%	7%	10.1%	8.8%
Age 30 - 39	10%	12%	13.4%	13.3%
Age 40 - 49	11%	13%	3.3%	5.4%
Age 50 - 64	20%	13%	22.2%	22.6%
Age > 65	28%	19%	31.4%	29%

	Marion County	City of Ocala	Study Area	Half Mile Buffer
Median Household Income	\$43,361	\$40,301	\$29,591	\$36,166

Population below Poverty Level	17%	20%	30.39%	30.16%
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A Sociocultural Effects Evaluation (SCE) was prepared and is included as Technical Material. The preferred alternative would not divide any neighborhoods or communities. This project is expected to have a positive effect on the social environment by improving mobility and accessibility to neighboring communities and the surrounding area. Special populations occur within the study area, but no disproportionately high or adverse impacts are anticipated and no controversy was identified. Land uses immediately surrounding the project include small, undeveloped vegetated areas, large pastures used for agriculture (part of the Baldwin Angus Ranch), mining and light industrial.

### 3.2 Economic

The future land use is designated as Commerce Districts, encompassing a mix of office, commercial, industrial, and public land uses with nearby residential areas. Marion County has completed several transportation projects in the immediate vicinity of the interchange in support of the future commerce district, as well as the Ocala 489. Economic Viability and Job Creation are primary needs for the project. Based on the future land use and the County's vision and goals for the area, the preferred alternative is anticipated to address the needs of the project by further supporting business development and job creation. It would also provide economic enhancement in the study area, locally, and throughout the region by improving mobility and traffic patterns. This will accommodate anticipated traffic, reduce commute times, and improve travel reliability.

### 3.3 Land Use Changes

The project is not anticipated to impact land use changes because it is compatible with the community's development goals and is consistent with the Ocala-Marion Comprehensive Plan. Regional plans, including those of the Ocala-Marion Transportation Planning Organization, prioritize this project to address concerns of population growth in this region and increased freight/commercial vehicles associated with the Ocala-Marion County Commerce Park.

### 3.4 Mobility

The project will enhance mobility by improving access, connectivity and traffic circulation and would introduce a new interchange to I-75. Sidewalks and 7-foot buffered bicycle lanes along both sides of the proposed NW 49 Street extension will be provided within the project limits. The intersections of NW 49 Street with NW 44 Avenue, the southbound on-ramp and the northbound on-ramp are all anticipated to operate at or above the Level of Service (LOS) D target. The new interchange is expected to be an enhancement to the safety and emergency response in the region.

### 3.5 Aesthetic Effects

The proposed project follows an existing roadway corridor and would not introduce any unnatural or unusual elements into the surrounding viewshed. The project is compatible with the surrounding setting. No comments were received from the general public regarding aesthetics. On December 1, 2020 Marion County wrote a letter to FDOT in support of the project

(included in the Public Involvement Summary Report). In addition they requested that FDOT "incorporate landscaping and aesthetic features representative of north-central Florida and Marion County as "Horse Capital of the World." For these reasons, the project would have no significant aesthetic impacts.

### **3.6 Relocation Potential**

A Conceptual Stage Relocation Plan (CSRP) was prepared and is included as Technical Material. The proposed project will not displace any residences within the community. One commercial property, Barracuda Boat and RV Storage, is proposed for relocation under the preferred alternative. Comparable commercial properties are available for purchase or lease.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

### **3.7 Farmland Resources**

There are approximately 45.21 total acres of Prime and Unique Farmland that would be directly converted under the preferred alternative. The majority of these farmlands are used to produce forage (hay) or peanuts. A Farmland Conversion Impact Rating (form NRCS-CPA-106) was sent to the Natural Resources Conservation Service for concurrence on October 26, 2020 and returned on November 5, 2020. The completed form is attached and shows a score of 123.2. Because this score is less than 160, no further consideration is required.

## 4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

### 4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 10/22/2020. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

The architectural survey resulted in the identification and evaluation of one newly recorded resource within the I-75 and NW 49 Street Interchange Area of Potential Effects (APE): 4055 NW 63 Street (8MR04310). Resource 8MR04310 lacks the architectural distinction and significant historical associations necessary to be considered for listing in the National Register of Historic Places (NRHP) and was recommended ineligible. No existing or potential historic districts were identified. The architectural field survey also confirmed that one previously recorded structure (8MR01660) located within the APE had been demolished. No further architectural history survey is recommended. The archaeological survey included the excavation of 63 shovel tests within the APE including three pond sites. No archaeological sites or occurrences were identified, and no further archaeological survey is recommended. The CRAS is available and is included as Technical Material.

The APE was subsequently expanded to accommodate additional pond sites not previously tested in the original survey. The updated archaeological survey included the excavation of 13 shovel tests within the two additional pond sites, all of which were negative for cultural material. No archaeological sites or occurrences were recorded, and no further archaeological survey is recommended. Also, the architectural field reconnaissance again confirmed the absence of historic-aged buildings or structures within the APE. The CRAS Addendum is included as Technical Material. Concurrence from SHPO on the CRAS (February 26, 2019) and the CRAS Addendum (October 22, 2020) is attached.

Regarding tribal coordination on review of the CRAS, the Muscogee Nation concurred (December 1, 2020) that there should be no effects to any known historic properties. This correspondence is attached.

### 4.2 Section 4(f) of the USDOT Act of 1966, as amended

There are no properties in the project area that are protected pursuant to Section 4(f) of the USDOT Act of 1966.

### **4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965**

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

### **4.4 Recreational Areas and Protected Lands**

There are no other protected public lands in the project area.

## 5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

### 5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

This PD&E study included a Natural Resources Evaluation (NRE) that examined the potential impacts of the project to state and federally listed species and has been included as Technical Material. That effort involved receiving feedback through the ETDM system, a comprehensive review of literature and resource databases, and field surveys.

The ETDM process assigned a "Summary Degrees of Effect" of *Minimal* for Wildlife and Habitat. The Federal Highway Administration, Florida Fish and Wildlife Conservation Commission and the Southwest Florida Water Management District assigned a Degree of Effect of *Minimal*. Their comments noted that the project area was previously disturbed and lacks quality habitat or significant wildlife resources. The Florida Department of Agriculture and Consumer Services assigned a degree of effect of *None*. The National Marine Fisheries Services noted that the project would not directly impact Essential Fish Habitat and assigned a degree of effect of *None* to Coastal and Marine resources.

On April 24, 2018, biologists performed driving and walking surveys throughout the project area west of I-75. The entire project area (except the Magnum Materials mine) was assessed during driving and walking surveys on June 13, 2018. Additional field investigations in the project area were conducted on October 23 and December 5, 2018 to provide data from multiple seasons. The proposed impact area on the Magnum Materials mine property was surveyed on December 5, 2018. Barracuda Boat and RV Storage and the property immediately to the north were fenced and entry was not possible. These properties were inspected from outside the perimeter fence; neither property appears to contain wetlands or habitats for protected species. The project area does not contain any designated Critical Habitat for federally listed species.

Due to species range and habitat requirements, it was determined that eight federally listed species and six state listed species had potential to occur in the project area. Each species' habitat preferences and potential habitat in the project study area are described in the Natural Resources Evaluation report along with effect determinations. No adverse impacts are anticipated to any federal or state listed species.

Due to an absence of suitable habitat and documented occurrences in the project corridor, a determination of *No Effect* is made for Everglade snail kite, Florida scrub-jay and red cockaded woodpecker. A determination of *No Effect* is also made for sand skink following coordination and habitat evaluations with the US Fish and Wildlife Service. No further consultation is required.

Two federally listed species, Lewton's polygala and longspurred mint, have potential to occur in the project area. Both species traditionally inhabit ecotones and habitats that are periodically disturbed by fire but are also known to inhabit maintained roadsides. The mowed sides of I-75 and roadways in the project area form low quality potential habitat for Lewton's polygala and longspurred mint. The habitat is considered low quality because it is relatively small in size, highly fragmented, and lacks natural plant communities. Longspurred mint is known to occur along the western side of I-75 right-of-way, approximately ten miles south of the project. Neither species was observed during field surveys of the project area

and neither have previously been documented in the project area. A survey for Lewton's polygala and longspurred mint will be conducted during the design phase. For these reasons, a determination of *May Affect, Not Likely to Adversely Affect* is made for Lewton's polygala and longspurred mint.

Eastern indigo snake: A determination of *May Affect Not Likely to Adversely Affect* was made for the Eastern indigo snake using the 2013 USFWS Effect Determination Key, which is attached and included in the Natural Resources Evaluation report. Because the project is not located in open water or salt marsh, because FDOT will implement the USFWS *Standard Protection Measures for the Eastern Indigo Snake*, and because no holes, refugia, or gopher tortoise burrows were identified, the key yields a determination of *May Affect, Not Likely to Adversely Affect*. No further consultation is required.

Wood Stork: The 2008 USFWS Effect Determination Key for Wood Stork was used to assess impacts to that species. The key is attached and included in the Natural Resources Evaluation report. Because the project is more than 2,500 feet from a colony site and would not impact Suitable Foraging Habitat (SFH), a determination of *No Effect* was made for the wood stork. No further consultation is required.

For state listed species, a determination of *No Adverse Effect Anticipated* is made for Chapman's fringed orchid, Florida sandhill crane, gopher tortoise, little blue heron, pinesap and southeastern American kestrel (*Falco sparverius paulus*). Details on each species are provided below.

Low quality potential habitat for Chapman's fringed orchid in the project area occurs in roadsides and relict woodlands at the margins of fields. The potential habitat is of low quality because it is fragmented, relatively small in size, and lacks natural undisturbed plant communities. This species was not detected during field surveys and is not known to occur in the project area; therefore, a determination of *No Adverse Effect Anticipated* is anticipated for Chapman's fringed orchid.

Potential foraging habitat for Florida sandhill crane occurs throughout vegetated portions of the project area. Florida sandhill cranes are highly mobile and if they were present during construction, are anticipated to flee and relocate to nearby available habitats. Similar potential foraging habitat is widely available in the vicinity of the project. There are no known occurrences of Florida sandhill crane from the project area. For these reasons, a determination of *No Adverse Effect Anticipated* is made for the Florida sandhill crane.

Low-quality potential habitat for gopher tortoises occurs throughout vegetated portions of the project area. In the project area west of I-75, the degree of residential and commercial development and the disruption of native plant communities greatly degrade the quality of potential gopher tortoise habitat. To the east of I-75, gopher tortoises could potentially inhabit the agricultural lands in the project area. However, those fields and pastures have been under intense agricultural use for many decades, reducing the likelihood of persistence of gopher tortoises. A walking survey for gopher tortoise burrows was conducted by a FWC Authorized Gopher Tortoise Agent. No gopher tortoises or their burrows were encountered, and there are no documented occurrences from the project area. Interviews with local ranchers did not reveal any indications of the presence of gopher tortoises. For these reasons, a determination of *No Adverse Effect Anticipated* is made for the gopher tortoise.

Wetland and surface waters typical of little blue heron habitat do not occur in the project area, though little blue heron could pass through the project area. No little blue heron were detected during field surveys and there are no documented occurrences in the project area. Because little blue herons are highly mobile, if they were present, they would be anticipated to avoid construction and relocate nearby. For these reasons, a determination of *No Adverse Effect Anticipated* is made for the little blue heron.

Potential habitat for pinesap in the project area occurs in the relict woodlands at the margins of fields. No pinesap were encountered during field surveys and none are documented as occurring in the project area. For these reasons, a determination of *No Adverse Effect Anticipated* is made for this species.

Potential foraging habitat for Southeastern American kestrels occurs throughout the project area, particularly in the large, open fields and pastures. Cavities in trees and telephone poles were observed on ranches within the project area east of I-75 and form potential nesting habitat. One adult kestrel was observed in the project area, west of I-75, on April 24, 2018 (see attached Species and Habitat Map). Although the FWC survey season for southeastern American kestrels extends from April through August to cover the entire breeding season, only individuals sighted from May through July can be definitively concluded to belong to the protected Florida subspecies. There are no previously documented occurrences of southeastern American kestrels from the project area. Additional surveys for the Southeastern American kestrel will be performed following the guidelines from the Florida Fish and Wildlife Conservation Commission to reduce the potential to impact this species. For these reasons, a determination of *No Adverse Effect Anticipated* is made for the southeastern American kestrel.

The U.S. Fish and Wildlife Service (USFWS) concurred with the effect determinations for federally listed species on November 19, 2020. The Florida Fish and Wildlife Conservation Commission (FWC) concurred with the effect determinations for state listed species on November 20, 2020. The concurrence letters are attached.

## **5.2 Wetlands and Other Surface Waters**

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

Through the ETDM system, the US Environmental Protection Agency, the US Army Corps of Engineers, Federal Highway Administration and Southwest Florida Water Management District assigned a degree of effect of *Minimal* for wetlands. The National Marine Fisheries Service, Saint Johns River Water Management District, and Florida Department of Environmental Protection assigned a degree of effect of *None* for wetlands. The presence of one nearby wetland was noted but no significant comments regarding wetlands were provided.

This PD&E study included a Natural Resources Evaluation (NRE) that examined the potential impacts of the project to wetlands and Other Surface Waters. There are no wetlands in the project corridor, so there are no anticipated short-term or long-term adverse impacts to wetlands. Other Surface Waters in the project corridor are limited to a Surface Water Collection Basin (FLUCCS 8370) west of NW 44 Avenue and roadside ditches and swales that are part of the manmade drainage system and are typically dry.

## **5.3 Essential Fish Habitat (EFH)**

There is no Essential Fish Habitat (EFH) in the project area.

## 5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

A Location Hydraulics Report (LHR) was prepared and is included as Technical Material. This provides a summary of the floodplain impacts. There are no FEMA regulated floodways within the limits of the project. A small segment of the project crosses FEMA designated Zone AE (Elevation Determined). The anticipated floodplain impact due to the interchange construction is approximately 3.5 acre-feet. Floodplain encroachment can be compensated within the proposed right of way in the regraded swales with a wider footprint to provide the storage volume for water quality treatment, attenuation and compensation for floodplain impact.

Modifications to existing drainage structures (extending cross drains, relocating ditch blocks, and adding headwalls) included in this project will result in an insignificant change in their capacity to carry floodwater. These modifications will cause minimal increases in flood heights and flood limits which will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. There will be no significant change in the potential for interruption of emergency service or emergency evacuation routes as the result of modifications to existing drainage structures. Therefore, it has been determined that this encroachment is not significant.

## 5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

## 5.6 Water Resources

The project study area is within the jurisdiction of the St. Johns River Water Management District (SJRWMD) and the Southwest Florida Water Management District (SWFWMD) and hydrologically within the Silver Springs Watershed Area within the Ocklawaha River Basin. I-75 forms the boundary between two designated Basin Management Action Plans (BMAPs) for the Silver Springs and Rainbow Springs watersheds, which are designated Outstanding Florida Waters (OFW) that have been verified as impaired by excessive nutrient loads. However, runoff from the project area flows to localized depressional areas which are landlocked and improvements are outside of the Spring Priority Focus Areas (PFA). There are no surface flow contributions to the springs associated with these BMAPs. The project area is considered a sensitive karst area and sits above the Floridan Aquifer. The project area is mapped by Florida Aquifer Vulnerability Assessment (FAVA) as being of the highest vulnerability to aquifer contamination. This project study includes an assessment of water quality treatment through the construction of stormwater management facilities as required by FDOT, the SJRWMD and the SWFWMD. More information can be found in the Pond Siting Report (PSR) prepared for this project (included as technical material).

Additionally, the Water Quality Impact Evaluation (WQIE) checklist was filled out and is included as technical material. It is anticipated that no adverse effects will occur to the water quality within the project area. The FDOT will continue to coordinate water quality and quantity impacts and stormwater management with the appropriate regulatory agencies as required throughout the design and permitting phases of the project, as well as during and after construction. Water quality impacts resulting from erosion and sedimentation during construction activities will be controlled in accordance with FDEP's National Pollutant Discharge Elimination System (NPDES) Permit including the preparation of a Stormwater

Pollution Prevention Plan (SWPPP); the latest edition of the FDOT Standard Specifications for Road and Bridge Construction; and through the use of the Best Management Practices (BMPs) including temporary erosion features (e.g., turbidity barriers) during construction.

### **5.7 Aquatic Preserves**

There are no aquatic preserves in the project area.

### **5.8 Outstanding Florida Waters**

There are no Outstanding Florida Waters (OFW) in the project area.

### **5.9 Wild and Scenic Rivers**

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

### **5.10 Coastal Barrier Resources**

There are no Coastal Barrier Resources in the project area.

## 6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

### 6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

Traffic noise levels were predicted for the noise-sensitive locations along the project corridor for the design year Preferred Alternative. Approximately twenty-three (23) residences in The Fountains neighborhood were identified as being sensitive to traffic noise along I-75 within the limits of this project. No non-residential or special-use noise-sensitive sites were identified along the project corridor. Design year traffic noise levels at nearby residences are predicted to range from 55.0 to 63.0 dB(A). No noise-sensitive sites within the project study area are predicted to experience traffic noise levels equal to or exceeding the NAC.

None of the noise sensitive sites were predicted to experience substantial noise increases (increase of 15 dB(A) as defined by FDOT), or approach or exceed the FHWA's Noise Abatement criteria (67 dB(A) for residential locations); therefore, noise abatement is not required for The Fountains neighborhood. Based on the noise analyses performed to date, there appears to be no impacted areas within the project that require abatement consideration. The Noise Study Report (NSR) has been included as Technical Material.

### 6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

The project alternatives were subjected to a carbon monoxide (CO) screening model called CO Florida 2012. The roadway intersection along the proposed project forecast to have the highest total approach traffic volume is I-75 at NW 49 Street. The Build and No-Build scenarios for both the opening year (2025) and the design year (2045) were evaluated.

Estimates of CO were predicted for the default receptors which are located 10 feet to 150 feet from the edge of the roadway. Based on the results from CO Florida 2012, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour NAAQS for this pollutant with either the No-Build or Build alternatives. As such, the project "passes" the screening model. The Air Quality Technical Memorandum has been included as Technical Material.

### 6.3 Contamination

A Contamination Screening Evaluation Report (CSER) was prepared and has been included as a Technical Material. A total of 11 sites were identified and reviewed for potential contamination. One site (Hickory Spring Manufacturing Company) was assigned a risk rating of High. Four sites (Quick King #16, All in Removal, Hydro Spa LLC/Quality Bedding, and the Baldwin Angus Ranch) were assigned a risk rating of Medium, and six sites (Thermo King of Ocala, Inc., Scorpion Performance and Anodize, Inc., NW 49 Street Storage Field, AgroConsolidated LLC, Voyager Inc., and Magnum Materials Mine) were assigned a risk rating of Low. Level II Contamination Assessments are recommended for any High- or Medium-Risk sites. West of I-75, additional contamination assessments will be primarily for petroleum and east of I-75 additional contamination assessments will be primarily for contaminants associated with agriculture (i.e., pesticides, herbicides, and heavy metals).

Site #	Facility Name	Parcel Numbers	Address/ Location	Facility ID (FDEP/RCR A)	Databases	Concern	Approximate Distance to Project	Risk Rating
1	Thermo King of Ocala, Inc.	13531-000-02	6015 NW 44 Avenue	None	None	Refrigerants, petroleum products	Co-located	Low
2	Quick King #16	13535-013-00	5882 NW 44 Avenue	8511206	STCM	Fuel, petroleum products	1,000+ feet	Medium
3	All in Removal	13530-000-00	5877 NW 44 Avenue	9814828	STCM	Storage Tank	Co-located	Medium
4	Scorpion Performance and Anodize, Inc.	13538-002-02	5817 NW 44 Avenue	None	None	Cleaners, Solvents	Co-located	Low
5	Hickory Springs Manufacturing Company	13538-002-01	5407 NW 44 Avenue	FLR 000 112 649	Hazardous Waste	Storage Tank	Co-located	High
6	Hydro Spa LLC (Quality Bedding)	13538-002-00	5345 NW 44 Avenue	FLD 982 107 229	Hazardous Waste	Storage Tank	Co-located	Medium
7	NW 49 Street Storage Field	13539-001-00	North of NW 49 Street	None	None	Storage of unidentified objects	Co-located	Low
8	AgroConsolidated, LLC	13689-001-00	4134 SW 47th Ct	None	None	55 Gallon Drums	Co-located	Low
9	Voyager Inc. (Barracuda Truck and RV Storage)	13689-000-00	4707 NW 44 Avenue	FLD 984 184 226	Hazardous Waste	Petroleum products	Co-located	Low
10	Baldwin Angus Ranch	13462-000-00, 13495-000-00	3660 NW 56th Street	8511217, 8737114	STCM	Storage tanks, used motor oil, fertilizers, herbicides, pesticides, anhydrous ammonia, diesel fuel, unleaded fuel	Co-located	Medium
11	Magnum Materials Mine and Borrow Pits	13715-000-00, 13698-000-00	3669-3711 NW 27th Avenue	None	None	Mining waste water, petroleum products	Co-located	Low

## **6.4 Utilities and Railroads**

Details of the utilities present and potentially impacted can be found in the Utility Assessment Package prepared for this study included as Technical Material. Utilities in the vicinity of the project occur primarily along NW 44 Avenue. Minor impacts to utilities could occur as a result of the extension of NW 49 Street including water, sewer, overhead electric, and a 6-inch gas main (Teco People's Gas) located along the median of NW 44 Avenue, north of NW 49 Street.

There are no existing railroad crossings within the project limits.

## **6.5 Construction**

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

Noise control measures will include those contained in FDOT's Standard Specifications for Road and Bridge Construction

## **7. Engineering Analysis Support**

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report (PER).

## 8. Permits

The following environmental permits are anticipated for this project:

<b>State Permit(s)</b>	<b>Status</b>
DEP or WMD Environmental Resource Permit (ERP)	To be acquired
DEP National Pollutant Discharge Elimination System Permit	To be acquired

## 9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

### Summary of Activities Other than the Public Hearing

A Public Involvement Plan (PIP) was prepared and is included as Technical Material. Public involvement activities were integrated into the PD&E study process providing the opportunity for property owners, residents, businesses, government entities and agencies to share their ideas and concerns with the study team. The Ocala Star Banner was used to notify the public of the project and upcoming public meetings. The study website [www.cflroads.com/project/435209-1](http://www.cflroads.com/project/435209-1) was utilized to upload study materials and allow for public commenting as well throughout the PD&E Study. A Public Involvement Summary Report includes details of all public activities held throughout the study and is included as Technical Material.

Public Kick-Off presentations for the I-75 at NW 49 Street Interchange PD&E Study were given at the August 24, 2017 Ocala 2035 Leadership meeting, the September 21, 2017 West Ocala CRA meeting, the November 14, 2017 Ocala/Marion TPO Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) meetings, and at the November 28, 2017 Ocala/Marion TPO Board meeting. The purpose was to present an overview of the project to the public and to the elected officials. The study team was present if there were any questions that needed to be addressed from public and elected and agency officials. .

An Alternative Public Information Meeting was held on February 6, 2019 at the Community Room of the Ocala Police Department. This meeting provided an opportunity for residents, businesses, stakeholders and other interested parties to view project information, ask questions of the study team and provide comments. Public meeting notices were sent by U.S. mail and published in local newspapers and the Florida Administrative Register (FAR). A total of 54 people signed into the meeting including staff members. Comments were received during the 10-day comment period. In general, overall sentiment regarding the project was positive and the community is looking forward to a new interchange with I-75. Many residents were concerned about potential residential relocations as a result of the project. However, it was clarified, no residential relocations are anticipated as a result of this project.

Additionally, the following outreach activities occurred throughout the study:

Marion County Kick Off meeting (7-6-2017)

Ocala 2035 Leadership (8-24-2017)

West Ocala CRA (9-20-2017)

TPO CAC and TAC (11-14-2017)

TPO Board (11-28-2017)

NW 49 Street Alignment Discussion (Marion County) (5-8-2018)

Coordination with Baldwin Angus Ranch (2-6-2017, 3-12-2019)

Coordination with Barracuda Boat and RV Storage (3-12-2019, 10-8-2019)

Marion County ELA (3-12-2019)

TPO Board (1-24-2019)

Marion County Staff Coordination (6-25-2019)

Marion County Board of County Commissioners (8-14-2019)

TPO CAC and TAC (10-13-2020)

TPO Board (10-27-2020)

**Date of Public Hearing:** 11/18/2020

**Summary of Public Hearing**

The Public Hearing was held on November 18, 2020 virtually via GoToWebinar and in-person at the Southeastern Livestock Pavilion Auditorium. The hearing was advertised in the Ocala StarBanner on November 3, 2020 and on November 11, 2020. Draft copies of Engineering and Environmental reports were on display at Deland Library and Marion County Public Library twenty one (21) days before the Public Hearing. A total of Seventy-nine (79) residents, interested parties, elected and appointed officials, FDOT staff and consultants attended the Public Hearing. 40 of those attendees participated through GoToWebinar. One (1) comment card was submitted at the Public Hearing and four (4) comments were submitted via email. Six (6) attendees submitted speaker cards and spoke before the panel after the formal presentation. In general, the attendees were in support of the project. Comments received were regarding the schedule of future project phases, as well as noise and right-of-way impacts to the Fountains neighborhood. All comments submitted from the public and responses can be seen in the Public Involvement Summary Report included as technical material.

## **10. Commitments Summary**

1. The Standard Protection Measures for the Eastern Indigo Snake will be implemented during construction.
2. A survey for the Southeastern American kestrel will be performed during the design phase.
3. A survey for Lewton's polygala and longspurred mint will be performed during the design phase.

## 11. Technical Materials

The following technical materials have been prepared to support this environmental document.

I-75 & NW 49th-35th Street IJR\_05.12.2016  
Interchange Justification Report January 2021\_Signed  
Sociocultural Effects Evaluation (SCE) Report  
Conceptual Stage Relocation Plan (CSRP)  
Sociocultural Data Report  
Cultural Resources Assessment Survey (CRAS)  
Cultural Resources Assessment Survey (CRAS) Pond Addendum  
I-75 at NW 49 Street Final Pond Siting Report  
Natural Resources Evaluation (NRE)  
Water Quality Impact Evaluation (WQIE)  
Noise Study Report (NSR)  
Air Quality Technical Memorandum  
Contamination Screening Evaluation Report (CSER)  
Utilities Assessment Package  
Preliminary Engineering Report (PER) Appendices  
Preliminary Engineering Report (PER)  
Public Involvement Plan (PIP)  
Public Involvement Summary Report

## **Attachments**

### **Planning Consistency**

Project Plan Consistency Documentation

### **Social and Economic**

Land Use Map

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

### **Cultural Resources**

SHPO Concurrence Letter

SHPO Concurrence Letter\_ Ponds

Muscogee Nation Concurrence Letter

### **Natural Resources**

Floodplains Map

Species and Habitat Map

Documentation of coordination with USFWS regarding sand skink potential habitat and surveys

USFWS Species Concurrence Letter

FWC Species Concurrence Letter

### **Physical Resources**

Potential Contamination Site Map

### **Public Involvement**

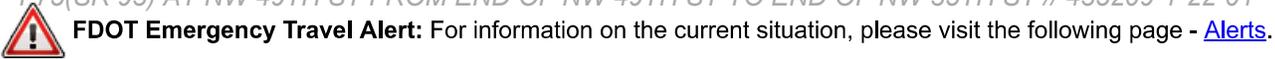
Public Hearing Certification

Public Hearing Transcript

## **Planning Consistency Appendix**

Contents:

Project Plan Consistency Documentation



Florida Department of

# TRANSPORTATION

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**Federal Aid Management** Cynthia Lorenzo - Manager

## STIP Project Detail and Summaries Online Report

Selection Criteria	
Approved STIP	Detail Report
Financial Project:435209 1	Related Items Shown

HIGHWAYS							
<b>Item Number:</b> 435209 1 <b>Project Description:</b> I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST							
<b>District:</b> 05		<b>County:</b> MARION		<b>Type of Work:</b> INTERCHANGE (NEW)		<b>Project Length:</b> .001MI	
				Fiscal Year			
Phase / Responsible Agency	<2021	2021	2022	2023	2024	>2024	All Years
<b>CONSTRUCTION / MANAGED BY FDOT</b>							
<b>Fund Code:</b>	CIGP - COUNTY INCENTIVE GRANT PROGRAM					8,522,752	8,522,752
	DDR - DISTRICT DEDICATED REVENUE					14,415,217	14,415,217
	DIH - STATE IN-HOUSE PRODUCT SUPPORT					114,400	114,400
	LF - LOCAL FUNDS					8,419,861	8,419,861
	SL - STP, AREAS <= 200K					9,440,914	9,440,914
	TRIP - TRANS REGIONAL INCENTIVE PROGM					4,696,516	4,696,516
	TRWR - 2015 SB2514A-TRAN REG INCT PRG					3,407,729	3,407,729
<b>Phase: CONSTRUCTION Totals</b>						<b>49,017,389</b>	<b>49,017,389</b>
<b>P D &amp; E / MANAGED BY FDOT</b>							
<b>Fund Code:</b>	DDR - DISTRICT DEDICATED REVENUE	2,636,410					2,636,410
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	113,203	15,990				129,193
	DS - STATE PRIMARY HIGHWAYS & PTO	570,953					570,953
<b>Phase: P D &amp; E Totals</b>		<b>3,320,566</b>	<b>15,990</b>				<b>3,336,556</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>							
<b>Fund Code:</b>	DDR - DISTRICT DEDICATED REVENUE	1,545,699					1,545,699
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	6,032	23,968				30,000

<b>Phase: PRELIMINARY ENGINEERING Totals</b>			<b>1,551,731</b>	<b>23,968</b>				<b>1,575,699</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	LF - LOCAL FUNDS				10,200,000			<b>10,200,000</b>
	<b>Item: 435209 1 Totals</b>	<b>4,872,297</b>	<b>39,958</b>	<b>10,200,000</b>			<b>49,017,389</b>	<b>64,129,644</b>
	<b>Project Totals</b>	<b>4,872,297</b>	<b>39,958</b>	<b>10,200,000</b>			<b>49,017,389</b>	<b>64,129,644</b>
	<b>HIGHWAYS Totals</b>	<b>4,872,297</b>	<b>39,958</b>	<b>10,200,000</b>			<b>49,017,389</b>	<b>64,129,644</b>
	<b>Grand Total</b>	<b>4,872,297</b>	<b>39,958</b>	<b>10,200,000</b>			<b>49,017,389</b>	<b>64,129,644</b>

**Project Description:**

I-75 (SR 93) at NW 49th St. from end of NW 49th St. to end of NW 35th St.

**Project Type:**

Interchange

**FM Number:**

4352091

**Lead Agency:**

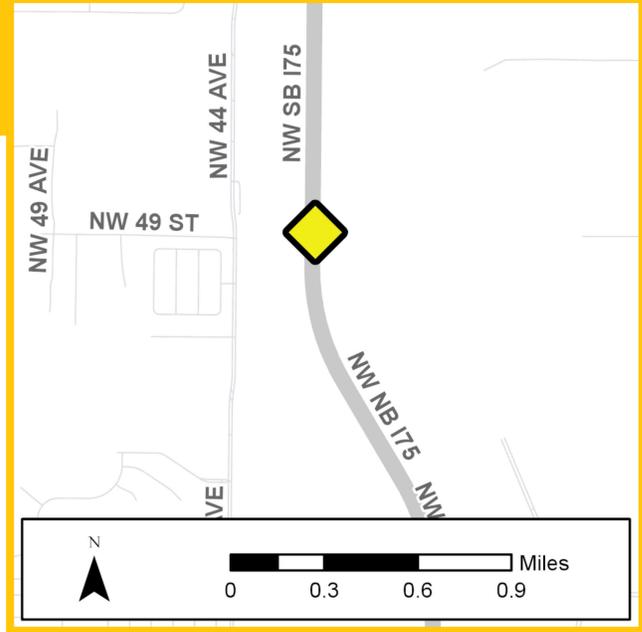
FDOT

**Length:**

0.1 miles

**L RTP # (pg. #):**

Goal 3: Objective 3 (2-9)



**Prior Cost < 2020/21:**

\$4,872,297

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$64,129,644

**Additional Information:**

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue. The project is currently in the PD&E phase. (Priority Project #1)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PD&E	DIH	\$15,990	\$0	\$0	\$0	\$0	\$15,990
PE	DIH	\$23,968	\$0	\$0	\$0	\$0	\$23,968
ROW	LF	\$0	\$10,200,000	\$0	\$0	\$0	\$10,200,000
CST	SL	\$0	\$0	\$0	\$0	\$9,440,914	\$9,440,914
CST	LF	\$0	\$0	\$0	\$0	\$8,419,861	\$8,419,861
CST	CIGP	\$0	\$0	\$0	\$0	\$8,522,752	\$8,522,752
CST	DDR	\$0	\$0	\$0	\$0	\$14,415,217	\$14,415,217
CST	DIH	\$0	\$0	\$0	\$0	\$114,400	\$114,400
CST	TRIP	\$0	\$0	\$0	\$0	\$4,696,516	\$4,696,516
CST	TRWR	\$0	\$0	\$0	\$0	\$3,407,729	\$3,407,729
<b>Total</b>		<b>\$39,958</b>	<b>\$10,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$49,017,389</b>	<b>\$59,257,347</b>

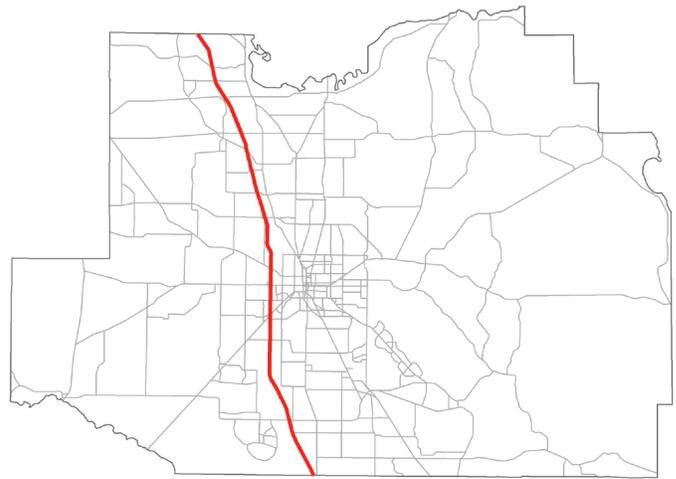
**FY 2026 List of Priority Projects (LOPP)**

New Rank	Previous Rank	FM Number	Project Name	From	To	Description	Phase
1	1	435209-1	NW 49th Street Interchange		-	- New Interchange	ROW
2	2	-	SW 49th Avenue Phase 1	SW 66th St	SW 42nd St	Capacity project	CST
3	8	433651-1, 2, &3	CR 484/I-75 Interchange Operational Improvements	SW 20th Ave	CR 475A	Operations and Capacity Improvements	CST
4	16	-	SW 49th Avenue	CR 484	Marion Oaks Trail	Capacity project	CST
5	17	-	Emerald Road Extension	SE 92nd Loop	Emerald Road	New 2 Lane Road	CST
6	12	435484-1	Pruitt Trail	SR 200	Trailhead	Heart of Florida	CST
7	4	-	SW 44th Avenue	SR 200	SW 20th Street	New 4 Lane Capacity Project	CST
8	5	433660-1	US 441 Intersection Op Improvement II	SR 464	SR 464	Add dedicated turn lanes and pedestrian improvements	CST
9	7	431935-1	SR 40 Downtown Operational Improvement	US 441	NE 8th Ave	Pedestrian and Traffic Operation Improvements	ROW
10	11	238651-1	SR 200	CR 484	Citrus County Line	Adding 2 Lanes	CST
11	9	433661-1	SR 40/US 441 Intersection Operational Improvement	NW 2nd St	SW Broadway St	Add Dedicated Turn Lanes, Pedestrian Improvements, & Enhanced Illumination	CST
12	10	433652-1	SR 40/I-75 Interchange Operational Imprvements	SW 40th Ave	SW 27th Ave	Operations Improvement at I-75 Interchange & SW 27th Ave Intersection	CST
13	14	-	Countywide ITS Operations & Maintenance		-	- Operation & Maintenance	CST
14	21	436755-1	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	Local Trail Project	ROW
15	18	238648-1	US 41	SW 111th Pl Ln	SR 40	Add 2 Lanes	CST
16	19	410674-2	SR 40 East (End of 4 Lanes to E. of 314)	End of 4 Lanes	East of 314	Add 2 Lanes, and 2 Bridge Structures	CST
17	13	-	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	Heart of Florida	DES
18	12	435484-2	Pruitt Trail	Trailhead	Bridges Road	Heart of Florida	DES
19	15		SW 49th Avenue	CR 484	Marion Oaks Manor	Add 2 Lanes	DES
20	6	-	CR 484 - Pennsylvania Ave Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	Pedestrian Bridge over Rainbow Springs and Multi-Modal Improvements along CR 484	DES

# Interstate 75

Interstate 75 is the primary north south artery in Marion County, serving regional and inter-regional travel. As a Strategic Intermodal System (SIS) facility, improvements on I-75 are planned by FDOT. Projects on I-75 in the LRTP include widenings, managed lanes, and interchange improvements, including one new interchange at NW 49th St and modification of the interchange at US 27. Other needed improvements in this corridor include ITS infrastructure on parallel routes and new express bus service connecting the south part of Marion County with downtown Ocala.

## Corridor Map



## Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
4352091		2021-2025	I-75	at End of NW 49th St	End of NW 35th St	New Interchange
SIS10	Roadway capacity	2031-2035	I-75	CR 484	CR 318	Add 2 lanes to build 8
SIS7			I-75	CR 484	CR 318	Add 4 lanes (special use lanes)
SIS14			I-75	Sumter/Marion county	CR 484	Add 2 lanes to build 8
SIS6		2036-2040	I-75 (Mainline)	CR 318	Alachua County Line	Add 2 lanes
SIS8			I-75	Sumter/Marion county	CR 484	Managed lanes
SIS3	Roadway operations	2041-2045	I-75	at US 27		Interchangemodification
T32	Trails	Multimodal Boxed Fund Program	I-75 landbridge	at CFG		Replace and possibly enhance landbridge
OPS1	Roadway operations	Unfunded	I-75 (Interchange)	SR 40		Operational Improvements
OPS2			I-75 (Interchange)	CR 484		Operational Improvements
OPS20			Marion Oaks Manor Ext	Overpass at I-75		New Overpass
OPS21			SW 95th St	Interchange at I-75		New Interchange
OPS22			NW/SW 27th Ave	SW 42nd Street	SR 200	ITS/Corridor Management
OPS23			NW/SW 27th Ave	SR 200	SR 40	ITS/Corridor management
OPS58			SW 20th St	Interchange at I-75		New Interchange
PT22			Marion Oaks Express			New Service
PT3	Transit		Purple Route		Existing Routes Expansion (Frequency Improvements)	

## Reference Documents

FDOT Strategic Intermodal System 2045 Cost Feasible Plan  
 Ocala Marion 2035 Bicycle & Pedestrian Master Plan

Ocala Marion Regional Trails Facilities Plan  
 SunTran Transit Development Plan

ID	Perf. Focus	Facility	From	To	Project Description	Funding Program
R12	Congestion	SR 40	SW 140th Avenue	CR 328	Widen to 4 lanes	Other Roads
R19	Travel Choices, Economic Dvlpt	NW 44th Avenue	SR 40	NW 10th Street	New 4 lane	Other Roads
R10	Resiliency/ Security	SR 35	CR 25	SE 92nd Place Rd	Widen to 4 lanes	Other Roads
R30	Economic Dvlpt	NW 44th Avenue	NW 60th Street	SR 326	Widen to 4 lanes	Other Roads
R9	Freight Mobility	US 27	I-75	NW 27th Avenue	Widen to 6 lanes	Other Roads
R1	Safety	SR 200	Citrus County Line	CR 484	Widen to 4 lanes	Other Roads
OPS54	Economic Dvlpt, Resiliency/ Security	SR 40 - East Multimodal Imp.	NE 49th Terr	NE 60th Ct	Left turn lane	Other Roads

**SUBTOTAL Other Roadways, Non-SIS State/Federal**

**TABLE 7.10: STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS - COSTS IN 000'S YOY \$**

ID	Facility	From	To	Project Description	Funding Program
4106742	SR 40	from end of 4 lanes	to East of CR 314	Widen to 4 lanes	SIS
4352091	I-75	at End of NW 49th St	End of NW 35th St	New Interchange	SIS
3472	I-75	Sumter/Marion Co Line	CR 484	Widen to 8 lanes	SIS
3433	I-75	CR 484	CR 318	Widen to 8 lanes	SIS
3435	I-75	CR 484	CR 318	Add 4 Special Use Lanes	SIS
3423	SR 40	E of CR 314	CR 314A	Widen to 4 lanes	SIS
3424	SR 40	CR 314A	Levy Hammock Rd	Widen to 4 lanes	SIS
3434	I-75	CR 318	Marion/Alachua Co Line	Widen to 8 lanes	SIS
3474	I-75	CR 318	Marion/Alachua Co Line	Add 4 Special Use Lanes	SIS
3473	I-75	Sumter/Marion Co Line	CR 484	Managed Lanes	SIS
3485	I-75	at US 27		Modify Interchange	SIS
3442	SR 326	SR 25/US301/US 441	Old US 301/CR200A	Widen to 4 lanes	SIS

**SUBTOTAL SIS**

*Note: Cost feasible SIS projects reflect 2018 SIS Cost Feasible Plan*

**TABLE 7.11: LOCALLY FUNDED PROJECTS - COSTS IN 000'S YOY \$**

ID	Perf. Focus	Facility	From	To	Project Description	Funding Program
R40	Economic Dvlpt	Emerald Rd Extension	SE 92nd Loop	Florida Northern Railroad	New 2 lane	TIF East Fuel Taxes
R16*	Economic Dvlpt	NW 49th/35th St	NW 44th Ave	North End of Limerock Pit	New 4 lane divided w/ interchange	TIF East TIF West Fuel Taxes Sales Tax
R28	Travel Choices	NW 49th/35th St	1.1 mi W of NW 44th Ave	NW 44th Ave	New 2 lane	TIF West
R56	Economic Dvlpt	SW 49th/40th Ave	SW 66th St	SW 42nd St Flyover	New 4 lane divided	TIF West Sales Tax Maint. Fund
R61	Economic Dvlpt	SW 49th Ave	CR 484	900 Feet N of Marion Oaks Tr	New 4 lane divided	Sales Tax
C10	Not Evaluated	SW 90th St	SW 60th Ave	0.8 miles E of SW 60th Ave	New 2 lane	TIF West
INT2	Not Evaluated	SW 60th Ave	SW 90th St	SW 80th St	Signalization projects	TIF West

\*partially funded in SIS plan - see 4352091 in Table 10.

I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST // 435209-1-22-01

2021-2025				2026-2030				2031-2035				2036-2040				2041-2045				Total Cost
PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	
								\$1,242.8	\$3,728.3	\$18,641.3					\$32,872.9					\$56,485.2
												\$599.8	\$1,799.4		\$11,995.8					\$14,394.9
												\$979.1	\$2,937.3	\$14,686.5	\$19,582.1					\$38,185.0
																\$765.6	\$2,296.9	\$9,187.6	\$15,312.6	\$27,562.8
																\$1,249.5	\$3,748.6	\$18,742.9	\$24,990.6	\$48,731.6
												\$3,276.1	\$9,828.3	\$45,865.3					\$65,521.8	\$124,491.4
																\$12.8	\$38.5	\$51.4	\$257.0	\$359.7
\$-	\$3,673.2	\$7,683.4	\$68,676.5	\$8,041.2	\$15,345.6	\$65,094.1	\$70,269.6	\$1,462.6	\$12,842.1	\$64,540.3	\$83,342.7	\$4,855.0	\$14,564.9	\$60,551.8	\$74,030.4	\$2,028.0	\$6,084.0	\$27,981.9	\$106,082.0	\$697,149.4

2021-2025				2026-2030				2031-2035				2036-2040				2041-2045				Total Cost
PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	
			\$5,587.3				\$185,303.0													\$190,890.3
			\$40,597.5																	\$40,597.5
								\$22,100.0	\$81,700.0	\$237,314.0										\$341,114.0
								\$11,325.0		\$111,355.0										\$122,680.0
								\$3,000.0	\$26,400.0											\$29,400.0
								\$12,118.0	\$26,254.0	\$119,082.0										\$157,454.0
								\$1,398.0	\$2,738.0	\$13,741.0										\$17,877.0
								\$6,000.0						\$24,000.0	\$77,013.0					\$107,013.0
								\$2,500.0	\$8,000.0											\$10,500.0
								\$9,690.0	\$32,300.0					\$25,000.0	\$223,875.0					\$290,865.0
								\$1,950.0											\$27,391.0	\$29,341.0
								\$1,460.0										\$5,850.0	\$23,619.0	\$30,929.0
\$-	\$-	\$5,587.3	\$40,597.5	\$-	\$-	\$-	\$185,303.0	\$15,190.0	\$123,051.0	\$110,692.0	\$481,492.0	\$-	\$-	\$49,000.0	\$300,888.0	\$-	\$-	\$5,850.0	\$51,010.0	\$1,368,660.8

2021-2025				2026-2030				2031-2035				2036-2040				2041-2045				Total Cost
PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	
			\$650.0				\$6,080.0													\$6,730.0
			\$2,940.0																	\$2,940.0
			\$3,609.9																	\$3,609.9
			\$2,209.9																	\$2,209.9
			\$2,600.0																	\$2,600.0
			\$5,700.0																	\$5,700.0
			\$2,000.0																	\$2,000.0
			\$669.1																	\$669.1
			\$4,626.9																	\$4,626.9
			\$1,500.0																	\$1,500.0
			\$4,700.0																	\$4,700.0
	\$300.0	\$70.0	\$2,300.0																	\$2,670.0
			\$355.0																	\$355.0

 **FDOT Emergency Travel Alert:** For information on the current situation, please visit the following page - [Alerts](#).



Florida Department of

# TRANSPORTATION

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## Web Application

**Office of Work Program and Budget** Lisa Saliba - Director

## Five Year Work Program

Selection Criteria	
<b>All in State</b> <b>(Updated: 2/3/2021-00.24.01)</b>	<b>2021-2025 AD</b> <b>Item Number:435209-1</b>

[Display current records in a Report Style](#)  
[Display current records in an Excel Document](#)

Project Summary					
<b>Transportation System:</b> INTRASTATE INTERSTATE					District 05 - Marion County
<b>Description:</b> I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST					<a href="#">View Scheduled Activities</a>
<b>Type of Work:</b> INTERCHANGE (NEW)					<b>SIS</b>
<b>Item Number:</b> 435209-1					
<b>Length:</b> 0.001					
Project Detail					
Fiscal Year:	2021	2022	2023	2024	2025
Highways/PD & E					<i>(On-Going)</i>
<b>Amount:</b>	\$55,990				
Highways/Preliminary Engineering					<i>(On-Going)</i>
<b>Amount:</b>	\$423,968				
Highways/Right of Way					
<b>Amount:</b>		\$10,200,000			
Highways/Construction					\$47,774,815
<b>Amount:</b>					
<b>Item Total:</b>	<b>\$479,958</b>	<b>\$10,200,000</b>			<b>\$47,774,815</b>

## **Social and Economic Appendix**

### **Contents:**

Land Use Map

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

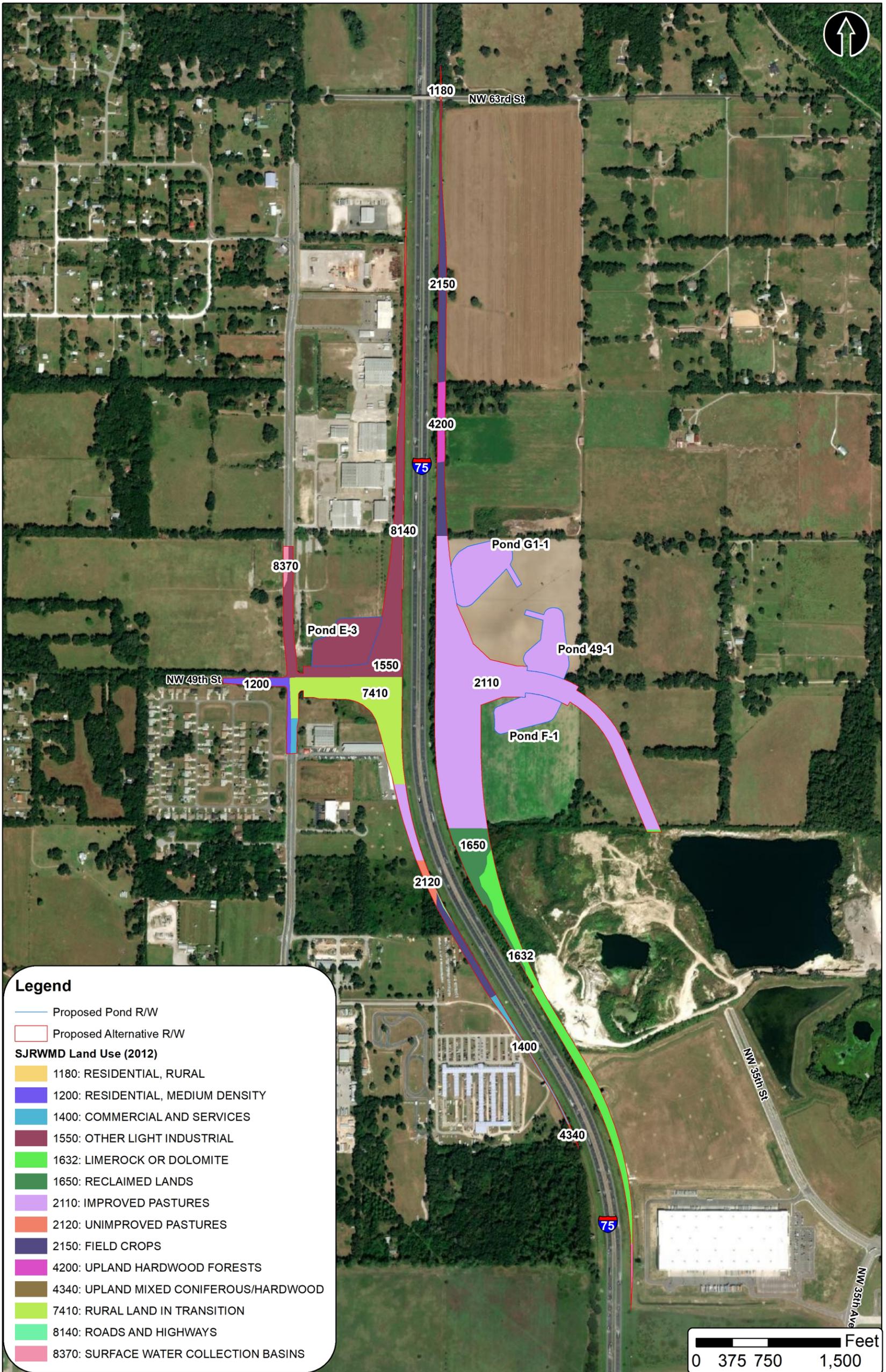


Figure 4-1 Land Use in the Project Area

1  
2

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request	4. Sheet 1 of _____
---	------------------------------------	---------------------

1. Name of Project	5. Federal Agency Involved
2. Type of Project	6. County and State

<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated   Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %		7. Amount of Farmland As Defined in FPPA Acres: _____ %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

**PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)**

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	15				
2. Perimeter in Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>				

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160				
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>				

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?  YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:

Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

**NOTE: Complete a form for each segment with more than one Alternate Corridor**

## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

## **Cultural Resources Appendix**

### **Contents:**

SHPO Concurrence Letter

SHPO Concurrence Letter\_ Ponds

Muscogee Nation Concurrence Letter



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

719 S. Woodland Blvd.  
DeLand, FL 32720

KEVIN J. THIBAUT, P.E.  
SECRETARY

February 1, 2019

Timothy A. Parsons, Ph.D.,  
Director and State Historic Preservation Officer  
Florida Division of Historical Resources  
Florida Department of State  
R.A. Gray Building  
500 South Bronough Street  
Tallahassee, Florida 32399-0250

RECEIVED  
BUREAU OF  
HISTORIC PRESERVATION  
2019 FEB -4 P 2: 28

Attn: Dr. Adrienne Daggett, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey  
I-75 (SR 93) at NW 49<sup>th</sup> Street Project Development and Environment Study  
Marion County, Florida  
Financial Management No.: 435209-1

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey in Support of the I-75 (SR 93) at NW 49th Street from End of NW 49th Street to End of NW 35th Street Project Development and Environment (PD&E) Study*. This report presents the findings of a CRAS conducted in support of the PD&E Study for proposed interchange construction in Marion County, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing to construct a new interchange and new roads leading to the interchange with the extension of NW 49<sup>th</sup> Street and NW 35<sup>th</sup> Street.

The project Area of Potential Effect (APE) was defined to include all build alternatives for the interchange, including existing and new right-of-way. This APE was extended to the back or side property lines of parcels adjacent to the existing and proposed right-of-way, or a distance of no more than 100 meters (330 feet) from the right-of-way line. The archaeological survey was conducted within the existing and proposed right-of-way. The historic structure survey was conducted within the entire APE.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding (MOU) dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT.

Dr. Parsons, SHPO

February 1, 2019

Page 2

FM# 435209-1

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised June 2017), FDOT's Cultural Resource Manual, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

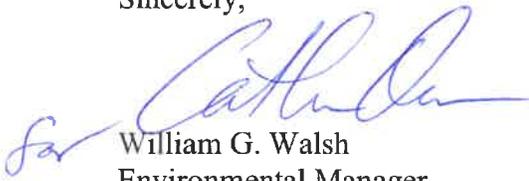
The archaeological survey included the excavation of 63 shovel tests within the I-75 and NW 49<sup>th</sup> Street Interchange right-of-way. No archaeological sites or occurrences were identified, and no further archaeological survey is recommended.

The architectural survey resulted in the identification and evaluation of one newly recorded resource within the I-75 and NW 49<sup>th</sup> Street Interchange APE: 4055 NW 63<sup>rd</sup> Street (8MR04310). Resource 8MR04310 lacks the architectural distinction and significant historical associations necessary to be considered for listing in the National Register of Historic Places (NRHP) and is recommended ineligible. Additionally, a review of the Florida Master Site File (FMSF) data indicated that one previously recorded structure (8MR01660) was located within the APE; however, the architectural field survey confirmed that this building is no longer present.

Based on the results of this study, it is the opinion of the District that the proposed undertaking will have no effect on NRHP-listed or -eligible historic properties. No further work is recommended.

I respectfully request your concurrence with the findings of the enclosed report. If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,



William G. Walsh  
Environmental Manager  
FDOT, District Five

Dr. Parsons, SHPO  
February 1, 2019  
Page 3  
FM# 435209-1

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**The Florida State Historic Preservation Officer:**

finds the attached report complete and sufficient and  concurs/  does not concur with the findings and recommendations contained in this cover letter and the enclosed report.

does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/   
\_\_\_\_\_  
For: Timothy A. Parsons, Ph.D.  
Director, Division of Historical Resources  
& State Historic Preservation Officer

2/26/2019  
\_\_\_\_\_  
Date

2019-551  
\_\_\_\_\_  
DHR No.



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

719 S. Woodland Blvd.  
DeLand, FL 32720

KEVIN J. THIBAUT, P.E.  
SECRETARY

October 9, 2020

Timothy A. Parsons, Ph.D.,  
Director and State Historic Preservation Officer  
Florida Division of Historical Resources  
Florida Department of State  
R.A. Gray Building  
500 South Bronough Street  
Tallahassee, Florida 32399-0250

Attn: Dr. Adrienne Daggett, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey  
Proposed Pond Sites Associated with the I-75 (SR 93) at NW 49<sup>th</sup> Street  
End of NW 49<sup>th</sup> Street to End of NW 35<sup>th</sup> Street  
Project Development and Environment (PD&E) Study,  
Marion County, Florida  
Financial Management No.: 435209-1-22-01

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Technical Memorandum: Cultural Resource Assessment Survey of the I-75 (SR 93) at NW 49<sup>th</sup> Street Pond Sites, Marion County, Florida*. The current ponds cultural resource assessment survey (CRAS) is an addendum to a 2019 SEARCH survey report titled *Cultural Resource Assessment Survey in Support of the I-75 (SR 93) at NW 49<sup>th</sup> Street from the End of NW 49<sup>th</sup> Street to the End of NW 35<sup>th</sup> Street Project Development and Environment (PD&E) Study, Marion County, Florida* (Florida Master Site File [FMSF] Survey No. 25810). This technical memorandum details the results of a CRAS of five preferred pond locations in Marion County, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing to construct five retention ponds (Ponds E-1, E-3, F1, G1-1, and 49-1) associated with a new interchange and new roads leading to the interchange with the extension of NW 49<sup>th</sup> Street and NW 35<sup>th</sup> Street. Three of the five pond sites (Ponds F-1, G1-1, and 49-1) intersect the original interchange CRAS and were subject to archaeological and architectural resources survey during that investigation. The remaining two pond sites (Ponds E-1 and E-3) are located outside the original interchange CRAS project area and consequentially were surveyed as part of the current investigation. The current study includes archaeological and architectural history survey of the two unsurveyed pond locations. The total area tested for the current survey is 7.25 acres.

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Dr. Parsons, SHPO  
FM # 435209-1-22-01  
October 9, 2020  
Page 2

The Area of Potential Effects (APE) defines the area within which visual, audible, and atmospheric effects that the roadway and associated drainage improvements and subsequent maintenance may have on historic properties. The APE defined for this project includes the proposed pond footprints plus a 100-foot (30.5-meter) buffer. The archaeological survey was conducted within the proposed pond footprints; the architectural history survey included the entire APE. The project is federally funded.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding (MOU) dated December 14, 2016, and executed by the Federal Highway Administration (FHWA) and FDOT.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's Project Development and Environment (PD&E) Manual (revised July 2020), FDOT's Cultural Resource Manual, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

Archaeological survey completed during the CRAS for the I-75 at NW 49<sup>th</sup> Street interchange alternatives encountered no archaeological remains in the areas coinciding with Ponds F-1, 49-1, and G1-1. Archaeological investigation of the two unsurveyed pond sites (Ponds E-1 and E-3) for the present investigation included pedestrian reconnaissance and the excavation of a total of 13 shovel tests. None of these tests were positive for prehistoric or historic cultural remains and no evidence of artifacts or archaeological features were observed on the ground surface.

Background research indicates that one previously recorded structure (8MR01660) was once located in the Pond E-3 APE. This structure was found to be no longer standing during SEARCH's 2019 survey of the I-75 at NW 49<sup>th</sup> Street interchange alignments. The architectural field reconnaissance conducted as part of the present survey, including visual examination of the project APE, confirmed the absence of historic-aged buildings or structures. A demolished or removed resource letter for 8MR01660 was included as part of the I-75 at NW 49<sup>th</sup> Street CRAS report submittal to the State Historic Preservation Officer (SHPO).

Based on the results of this study, it is the opinion of the District that the proposed undertaking will have no effect on National Register of Historic Places (NRHP) -listed or -eligible historic properties. No further work is recommended.

Dr. Parsons, SHPO  
FM # 435209-1-22-01  
October 9, 2020  
Page 3

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,

A handwritten signature in blue ink, appearing to read "Catherine Owen".

William G. Walsh  
Environmental Manager  
FDOT, District Five

Dr. Parsons, SHPO  
FM # 435209-1-22-01  
October 9, 2020  
Page 4

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and  concurs /  does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2019-0551B. Or, the SHPO finds the attached document contains \_\_\_\_\_ insufficient information.

In accordance with the Programmatic Agreement among the ACHP, SHPO and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

SHPO Comments:


 Timothy A. Parsons, PhD, Director	<u>October 22, 2020</u> Date
Florida Division of Historical Resources	

**From:** [Section106](#)  
**To:** [catherine.owen@dot.state.fl.us](mailto:catherine.owen@dot.state.fl.us)  
**Subject:** Re: I-75 at NW 49th Street Project Development and Environment (PD&E) Study - cultural resources investigations  
**Date:** Tuesday, December 1, 2020 3:26:34 PM  
**Attachments:** [image003.png](#)

**EXTERNAL SENDER: Use caution with links and attachments.**

Good afternoon Ms. Owen,

Thank you for sending the Cultural Resource Assessments for both the proposed new interchange as well as the proposed retention ponds located in Marion County, Florida. Marion County is located within the Muscogee (Creek) Nation's historic area of interest and is of importance to us. After review, the Muscogee Nation is unaware of any Muscogee sacred sites, burial grounds, or significant cultural resources located within the immediate project area. The Muscogee Nation concurs that there should be no effects to any known historic properties and that work should continue as planned. However, due to the historic presence of Muscogee people in the project areas, inadvertent discoveries of human remains and related NAGPRA items may occur, even in areas of existing or prior development. Should this occur, the Muscogee (Creek) Nation requests that all work cease and our office as well as other appropriate agencies be notified immediately. This stipulation should be implemented into the project plans to ensure that contractors are aware of it. Any changes to the approved scope of work for this project will require re-submission to, and evaluation and approval by the Muscogee (Creek) Nation prior to initiation of any work for compliance with Section 106. Please feel free to contact me if there are any questions or concerns.

Thank you,

**Robin Soweka Jr.**

Historic and Cultural Preservation Department | Cultural Resource Specialist

Muscogee (Creek) Nation

P.O. Box 580 | Okmulgee, OK 74447

T 918.732.7726

F 918.758.0649

<http://www.muscogeenation-nsn.gov/>

---

**From:** Owen, Catherine <Catherine.Owen@dot.state.fl.us>

**Sent:** Thursday, October 29, 2020 2:34 PM

**To:** Section106 <Section106@mcn-nsn.gov>

**Cc:** Jackson, Roy <Roy.Jackson@dot.state.fl.us>

**Subject:** I-75 at NW 49th Street Project Development and Environment (PD&E) Study - cultural resources investigations

Good Afternoon Mr. Soweka,

The attached reports present the findings of two Cultural Resource Assessment Surveys (CRAS) conducted in support of the proposed improvements to Interstate 75 (I-75) at Northwest (NW) 49<sup>th</sup> Street in Marion County, Florida. The FDOT, District Five is proposing to construct a new interchange and new roads leading to the interchange with the extension of NW 49<sup>th</sup> Street and NW 35<sup>th</sup> Street, as well as construct several retention ponds.

Both CRAS were conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's Project Development & Environment (PD&E) Manual (revised July 2017 and July 2020), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals. The Principal Investigator for this project meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716-42). This study complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

The project Area of Potential Effect (APE) for the corridor CRAS was defined to include all build alternatives for the interchange, including existing and proposed right-of-way. This APE was extended to the back or side property lines of parcels adjacent to the existing and proposed right-of-way, or a distance of no more than 100 meters (330 feet) from the right-of-way line. The archaeological survey was conducted within the existing and proposed right-of-way. The historic resource survey was conducted within the entire APE. For the ponds addendum, the APE was defined as the ponds footprints in addition to a 100-foot (32.8 meter) buffer. The archaeological survey was conducted within the pond footprints, while the architectural history survey included the entire APE.

The archaeological survey consisted of subsurface archaeological testing within the archaeological APE according to the potential for archaeological resources. A total of 76 shovel tests were excavated within the right-of-way and proposed pond sites, all of which were negative for cultural material. No new or previously recorded archaeological sites were recorded within the APE, and no further archaeological survey is recommended.

The architectural survey resulted in the identification and evaluation of one newly recorded resource within the I-75 and NW 49th Street Interchange APE: 4055 NW 63rd Street (8MR04310). Based on the results of the survey, Resource 8MR04310 was recommended ineligible for listing in the National Register of Historic Places (NRHP). Additionally, a review of the Florida Master Site File (FMSF) data indicated that one previously recorded structure (8MR01660) was located within the I-75 and NW 49th Street Interchange APE; however, the architectural field survey confirmed that this building is no longer present within the current APE.

Based on the results of this study and a review of the project plans, it is the opinion of the FDOT,

District Five that the proposed undertaking will have no effect on NRHP-listed or -eligible historic properties.

*We are seeking your review and comment on FDOT's findings pursuant to the requirements of Section 106 of the NHPA and the implementing regulations at 36 CFR Part 800, as well as Chapter 267 of the Florida Statutes.*

If you have any questions or would like additional information regarding the project, please do not hesitate to contact me.

Sincerely,

**Catherine B. Owen, M.S.**  
**Environmental Specialist IV**  
**District Cultural Resources Coordinator**  
**FDOT District Five**  
**719 S. Woodland Blvd.**  
**DeLand FL 32720**  
**phone (386) 943-5383**



## **Natural Resources Appendix**

### **Contents:**

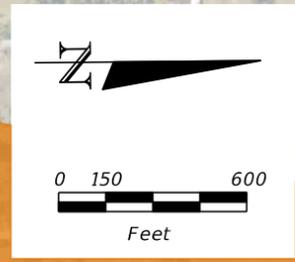
Floodplains Map

Species and Habitat Map

Documentation of coordination with USFWS regarding sand skink potential habitat and surveys

USFWS Species Concurrence Letter

FWC Species Concurrence Letter



ZONE AE  
(EL 73.8)

ZONE AE  
(EL 64.4)

ZONE AE  
(EL 75.3)

ZONE AE  
(EL 71.6)

ZONE AE  
(EL 69.5)

ZONE AE  
(EL 73.6)

ZONE AE  
(EL 73.0)

ZONE AE  
(EL 69.7)

ZONE AE  
(EL 67.1)

FEMA ZONE AE  
 FEMA ZONE X  
SOURCE: FEMA FIRMS 12083C0502E, 12083C0506E April 2017

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
	Type 2 Categorical Exclusion		

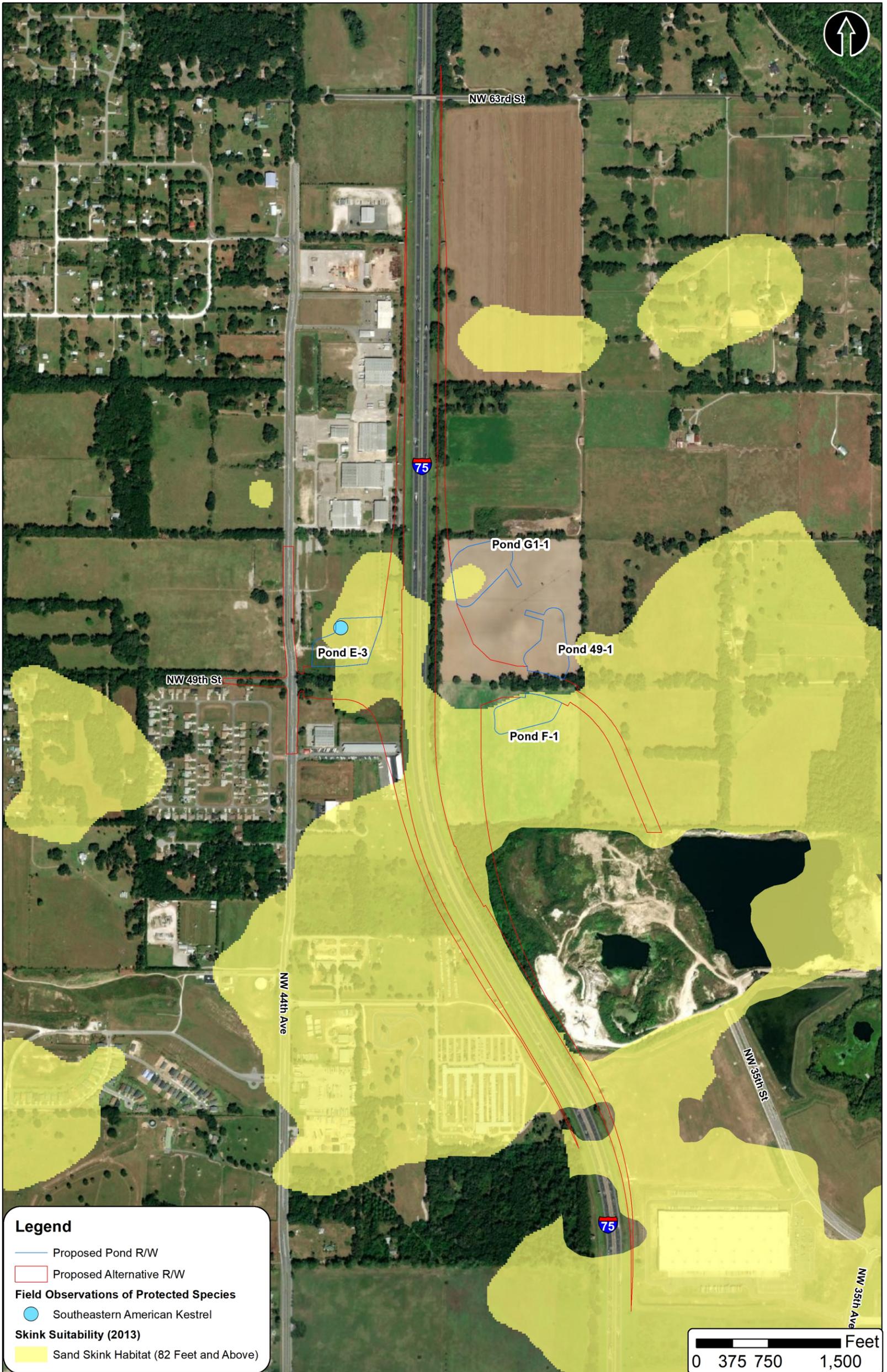
**METRIC ENGINEERING, INC.**  
 13940 S.W. 136 STREET  
 SUITE 200  
 MIAMI, FLORIDA 33186  
 TEL. (305) 235-5098  
 FAX. (305) 235-5271  
 CERTIFICATE OF AUTHORIZATION 2294

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MARION	435209-1-22-01

**FEMA FLOODPLAIN MAP**  
**FIGURE 5**

SHEET NO.  
 Page 53 of 107

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



1  
2

Figure 6-1 Sensitive Environmental Features

**From:** [Chasez, Heather](#)  
**To:** [Grubert, Heather](#); [Lyon, Casey](#)  
**Cc:** [Rob Myers](#)  
**Subject:** FW: [EXTERNAL] I-75 at \$9th Street Interchange Sand Skink Survey Consultation Request  
**Date:** Tuesday, February 5, 2019 1:59:46 PM  
**Attachments:** [435209-1 USFWS Sand Skink Consultation Letter.pdf](#)  
[Supporting Information.zip](#)

---

Hello,

Please see Zakia's response below. I have also attached the information provided to her for your reference.

Cheers,

*Heather Chasez*  
Environmental Specialist IV  
Project Compliance Coordinator  
FDOT District Five  
719 S. Woodland Blvd.  
DeLand, FL 32720  
Phone: (386) 943-5393

---

**From:** Williams, Zakia [mailto:[zakia\\_williams@fws.gov](mailto:zakia_williams@fws.gov)]  
**Sent:** Tuesday, February 05, 2019 2:54 PM  
**To:** Chasez, Heather <[Heather.Chasez@dot.state.fl.us](mailto:Heather.Chasez@dot.state.fl.us)>  
**Subject:** Re: [EXTERNAL] I-75 at \$9th Street Interchange Sand Skink Survey Consultation Request

**EXTERNAL SENDER: Use caution with links and attachments.**

Heather,

After review of the information that was provided and other available resources, the Service has determined that a sand skink survey will not be necessary. Please let me know if you have any further questions.

Thank you,  
Zakia

On Tue, Jan 29, 2019 at 10:57 AM Chasez, Heather <[Heather.Chasez@dot.state.fl.us](mailto:Heather.Chasez@dot.state.fl.us)> wrote:

Hello Zakia,

Please find attached the request for sand skink survey consultation. After performing field reviews and researching the area, we do not believe that surveys are necessary. I have attached a write-up



***NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.***

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*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

KEVIN J. THIBAUT  
SECRETARY

January 29, 2019

Zakia Williams  
Fish and Wildlife Biologist  
U.S. Fish and Wildlife Service  
7915 Baymeadows Way, Ste. 200  
Jacksonville, FL 32256

Re: Interchange at I-75 and NW 49<sup>th</sup> Street FM# 435209-1; Sand Skink Survey Consultation

Dear Zakia,

FDOT District 5 is currently conducting a PD&E Study of a new interchange at I-75 and NW 49<sup>th</sup> street in Marion County (see Project Location Map). Within the study limits there are several areas that meet the U.S. Fish and Wildlife Service (USFWS) three factor criteria for potential sand skink distribution (county, soils, and elevation). The attached Sand Skink Potential Habitat Map depicts the locations within the project study area that meet the three factor criteria. However, due to the current condition and history of this area, we are requesting consultation on whether surveys would be necessary. Please refer to the below descriptions and the attached Area Reference Map, field review photos, and historic aerials of each area within the study area that meets the three factor criteria for sand skink distribution within the project area.

Area 1

Area 1 occurs wholly within the Baldwin Angus Ranch, which is an active cattle ranch and agricultural facility. The ranch was established in 1947 and has consistently been under site manipulation (as can be seen from historical photographs). Alan Baldwin, who is part owner of the property, informed us that they grow rye in these fields during the winter and hay in the summer. Currently, the site is sowed with rye grass and is being irrigated (see photos). Additionally, these parcels have been plowed/disked at least several times each decade for the past 30 years. Due to the current and long history of agricultural practices, FDOT believes that no habitat to support the sand skink remains.

Area 2

This area is the Magnum Materials Mine, which is currently an active mine site. The activities at the mine site can be seen from aerials as far back as the 1960's. The northwest corner of the site

is both an active mine area and where spoil has been stockpiled over decades. The terrain and soils have been completely altered. The soils are currently moist and compacted with some interspersed rocks. Due to the mining practices and heavy site manipulation, FDOT believes that no habitat to support the sand skink remains.

### Area 3

This area has a history of agricultural use and most recently clearing and grading to support a large industrial complex. Due to the past uses and current heavy site manipulation, FDOT believes that no habitat to support the sand skink remains.

### Area 4

This area was a conversation van storage site during the 1990's. An interview with the former vice president of the company revealed that between this parcel (and the parcel across NW 44<sup>th</sup> Ave) was used to store up to 18,000 vehicles at a time. The ground within this area consists of cogon grass and other ruderal grasses interspersed with rock within the top layers. The soils are compacted and are no longer swimmable. Due to the past use and site manipulation, FDOT believes that no habitat to support the sand skink remains.

### Area 5

This site has a history of agricultural use and site manipulation. The soils are compacted and no longer swimmable. The ground is thick with vegetation (primarily bahiagrass) and roots and there are no open patches. Due to the past use and site manipulation, FDOT believes that no habitat to support the sand skink species remains.

### Area 6

This site has a history of agricultural use and site manipulation. The soils are compacted and no longer swimmable. The ground is thick with ruderal vegetation and roots and there are no open patches. Due to the past use and site manipulation, FDOT believes that no habitat to support the sand skink remains.

### Area 7

This area has a history of agricultural use and now is heavily vegetated with both herbaceous and woody species ruderal vegetation including blackberry and saltbush. The soils are heavily rooted and there are no open areas of ground. Due to the past use and the current condition of the site, FDOT believes that this area is not appropriate habitat to support the sand skink.

### Area 8

This area has a history of agricultural use and has since been developed as a flea market. The soils have been manipulated and are currently compacted and no longer swimmable. The ground

vegetation is thick and maintained, with no open areas. Due to the past and current use, as well as the compaction of the soil, FDOT believes there is no habitat to support the sand skink.

Area 9

The I-75 right-of-way soil also has been heavily manipulated and compacted. Wide ditching with dense herbaceous vegetation can be noted along that length of the project and routine maintenance activities are performed for this area. FDOT believes there is no habitat remaining to support this species.

Due to the history of the area, roadways, and land features, there does not seem to be any habitat that could support this species and there are no adjacent habitats that could provide a source population. In addition, our records show no known documentation of the species in, or near, the project area.

Based on the information outlined above, we feel that there is no potential for this species to occur within the project area. FDOT is requesting your review of the information provided and concurrence with our determination that surveys do not need to be performed. If you would like to perform a field review, please let me know and we would be happy to expedite a visit of any areas for which you have concern. Survey season is quickly approaching and we would like to be prepared if you feel there are any areas that would need to be surveyed.

Please let me know if you have any questions or comments.

Sincerely,

A handwritten signature in blue ink that reads "Heather Chasz".

Heather Chasz  
FDOT D5  
Environmental Specialist IV  
386-943-5393





## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.  
SECRETARY

October 26, 2020

Dr. Heath Rauschenberger, Deputy Field Supervisor  
US Fish and Wildlife Service  
North Florida Ecological Services Office  
7915 Baymeadows Way, Suite 200  
Jacksonville, FL 32256-7517



FWS Log No

21-TA-0203

The Service concurs with your effect determination(s) for resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

CECELIA DZIERGOWSKI

Digitally signed by CECELIA  
DZIERGOWSKI  
Date: 2020.11.19 09:36:25 -05'00'

For

Jay B. Herrington  
Field Supervisor

Date

Attention: Ms. Zakia Williams

RE: I-75 Interchange at NW 49<sup>th</sup> Street PD&E Study  
Marion County, Florida  
Financial Management Number: 435209-1-22-01

The Florida Department of Transportation (FDOT) in conjunction with Marion County is conducting a Project Development and Environment (PD&E) Study for a new interchange on Interstate 75 (I-75) at NW 49 Street, located just west of the City of Ocala in Marion County. As part of the study, a Natural Resources Evaluation (NRE) has been developed to assess the project for its impacts to wetlands and protected species. We are requesting that the NRE report be reviewed so the Service may concur or advise on the effect determinations as described below and in the NRE report.

The study area is either partially or wholly within several consultation areas, however, there is no suitable habitat and a determination of **No Effect** was made for the following species: Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Florida scrub-jay (*Aphelocoma coerulescens*), and red cockaded woodpecker (*Picoides borealis*). A determination of **No Effect** is also made for sand skink (*Neoseps reynoldsi*) following coordination and habitat evaluations with the Service.

There are two federally listed animal species and two federally listed plant species with potential to occur in the project area. Each of these species and their effect determinations are described below:

### Eastern Indigo Snake (*Drymarchon couperi*)-

Vegetated lands in the project area contain potential habitat for eastern indigo snakes including those mapped by SJRWMD as Residential Rural (FLUCCS 1180), Reclaimed Lands (FLUCCS 1650), Improved Pastures (FLUCCS 2110), Unimproved Pastures (FLUCCS 2120), Field Crops (FLUCCS 2150), Upland Hardwood Forests (FLUCCS 4200), and Upland Mixed Coniferous Hardwood (FLUCCS 4340). There are no known records of eastern indigo snake occurring the project area. The *Eastern Indigo Snake Programmatic Effect Determination Key* (USFWS 2013) was followed in evaluating potential impacts from the proposed project. A copy of the key is provided in **Appendix A**

Dr. Heath Rauschenberger  
October 26, 2020

of the NRE along with appropriate project-related notations. The key concludes that because FDOT will implement the *USFWS Standard Protection Measures for the Eastern Indigo Snake* and no gopher tortoise burrows or other refugia were found in the project corridor, a determination of **May Affect Not Likely to Adversely Affect** is made for the eastern indigo snake.

Wood Stork (*Mycteria americana*)

The project is outside the Core Foraging Areas of all wood stork colonies identified in the USFWS Wood Stork Colony Database. There are no documented occurrences of wood stork in the project area and no Suitable Foraging Habitat (SFH) is present. Determinations of wood stork SFH follow the definitions described in the USFWS *Habitat Management Guidelines for the Wood Stork in the Southeast Region* (USFWS 1990) and the USFWS *Effect Determination Key for the Wood Stork in Central and North Peninsular Florida*. According to the USFWS Effect Determination Key (included in **Appendix C** of the NRE with project-specific notations), because the project is more than 2,500 feet from an active colony and does not affect SFH, a determination of **No Effect** was made for the wood stork.

Lewton's polygala (*Polygala lewtonii*)

Lewton's polygala is a perennial herb typically associated with transitional areas between oak scrub and high pine vegetation communities. This habitat type was historically maintained by fire but Lewton's polygala has also been documented on maintained roadsides. Low-quality potential habitat for Lewton's polygala occurs along the mowed sides of I-75. This habitat is low-quality because it is isolated, small in size, highly fragmented, and lacks natural vegetative communities. This species was not observed during field surveys and there are no known occurrences from the project area. For these reasons, a determination of **May Affect, Not Likely to Adversely Affect** is made for Lewton's polygala.

Longspurred mint (*Dicerandra cornutissima*)

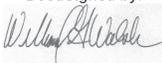
Longspurred mint is traditionally found in open areas in sand pine scrub or oak scrub and in similar ecotones but it has been known to colonize the edges of road rights-of-way. Longspurred mint was previously known from a population south of the City of Ocala, in a neighborhood known as Ocala Waterway. Longspurred mint was documented along the western side of I-75 adjacent to the Ocala Waterway neighborhood, approximately ten miles south of the project. Low-quality potential habitat for longspurred mint occurs along the mowed sides of I-75. This habitat is low-quality because it is isolated, small in size, highly fragmented, and lacks natural vegetative communities. This species was not observed during field surveys and there are no known occurrences from the project area. For these reasons, a determination of **May Affect, Not Likely to Adversely Affect** was made for longspurred mint.

We appreciate the coordination effort and input already provided and look forward to continued consultation on this project. If you have any questions, feel free to contact either Heather Chasez at (386) 943-5393, [heather.chasez@dot.state.fl.us](mailto:heather.chasez@dot.state.fl.us) or me at (386) 943-5411, [william.walsh@dot.state.fl.us](mailto:william.walsh@dot.state.fl.us) at your convenience. Thank you for your assistance with this project.

Dr. Heath Rauschenberger

October 26, 2020

Sincerely,

DocuSigned by:  
  
31B93B7DE97B485...

William G. Walsh  
Environmental Manager  
FDOT, District Five

November 20, 2020



**Florida Fish and Wildlife Conservation Commission**

Commissioners  
**Robert A. Spottswood**  
Chairman  
Key West

**Michael W. Sole**  
Vice Chairman  
Tequesta

**Rodney Barreto**  
Coral Gables

**Steven Hudson**  
Fort Lauderdale

**Gary Lester**  
Oxford

**Gary Nicklaus**  
Jupiter

**Sonya Rood**  
St. Augustine

Office of the  
Executive Director  
**Eric Sutton**  
Executive Director

**Thomas H. Eason, Ph.D.**  
Assistant Executive Director

**Jennifer Fitzwater**  
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800 955-8770 (V)

MyFWC.com

William Walsh  
Environmental Manager  
Florida Department of Transportation District 5  
71 South Woodland Boulevard  
Deland, FL 32720-6834  
[William.Walsh@dot.state.fl.us](mailto:William.Walsh@dot.state.fl.us)

Re: I-75 at NW 49<sup>th</sup> Street Natural Resource Evaluation, Marion County

Dear Mr. Walsh:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resource Evaluation (NRE) in accordance with Chapter 379, Florida Statutes and Rule 68A-27, Florida Administrative Code.

FWC staff previously provided technical assistance and input on imperiled species to FDOT District 5 on ETDM 14242 and assigned a minimal degree of effect. There are no additional comments regarding the subject NRE, and FWC staff agree with the determinations of effect and project commitments for protected species.

If you have specific technical questions regarding this information, please contact Terry Gilbert at (850) 728-1103 or [terry.gilbert@Myfwc.com](mailto:terry.gilbert@Myfwc.com). For all other inquiries, please contact our office by e-mail at [ConservationPlanningServices@MyFWC.com](mailto:ConservationPlanningServices@MyFWC.com).

Sincerely

**Jennifer Goff**  
Director, Land Use Planning Services  
Office of Conservation Planning Services

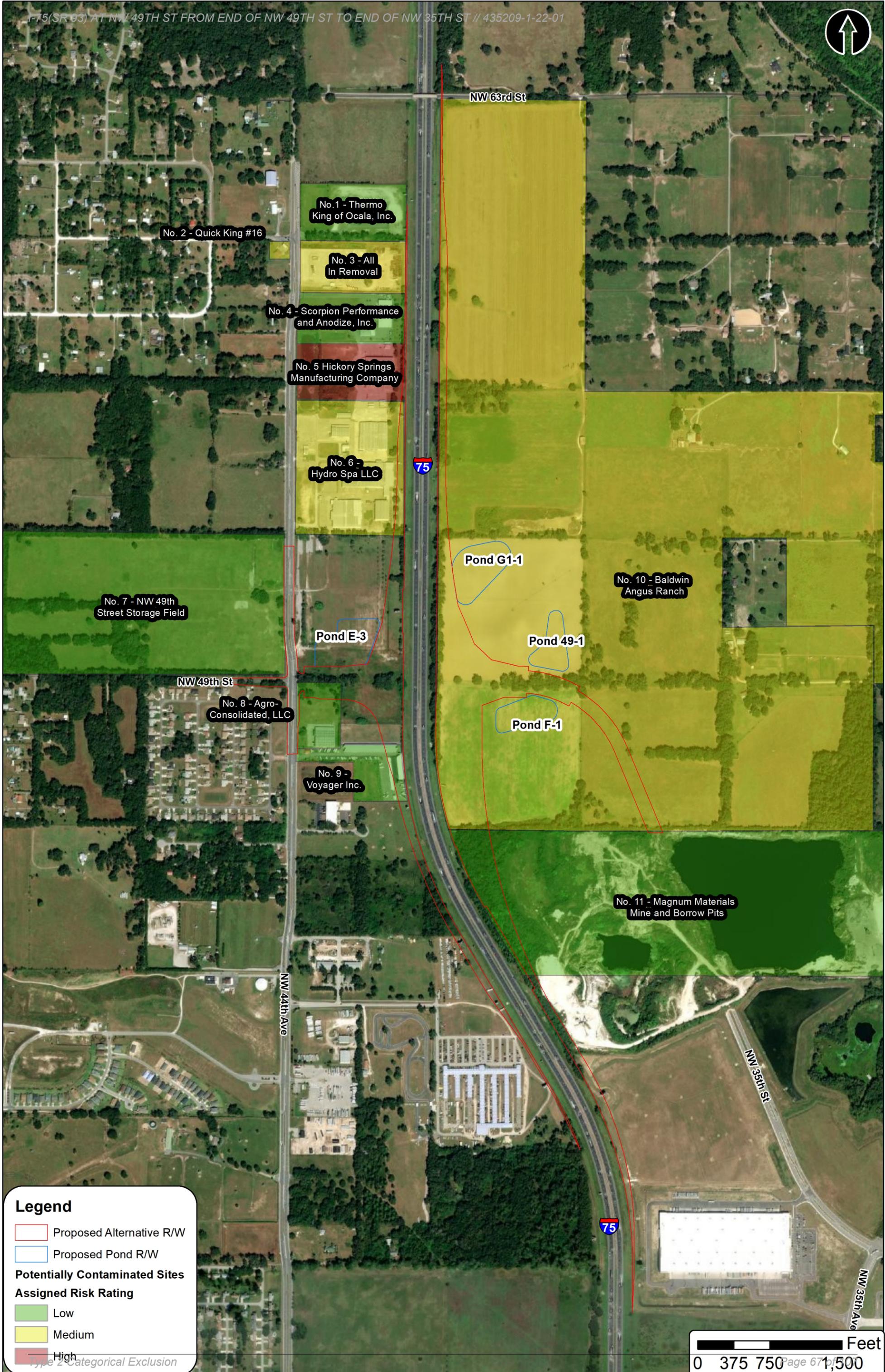
Jg/tg  
I-75 at NW 49<sup>th</sup> Street NRE\_42718\_11202020

cc: [Casey.Lyon@dot.state.fl.us](mailto:Casey.Lyon@dot.state.fl.us)

## **Physical Resources Appendix**

### **Contents:**

Potential Contamination Site Map



No. 2 - Quick King #16

No. 1 - Thermo King of Ocala, Inc.

No. 3 - All In Removal

No. 4 - Scorpion Performance and Anodize, Inc.

No. 5 Hickory Springs Manufacturing Company

No. 6 - Hydro Spa LLC

No. 7 - NW 49th Street Storage Field

Pond E-3

No. 8 - Agro-Consolidated, LLC

No. 9 - Voyager Inc.

Pond G1-1

No. 10 - Baldwin Angus Ranch

Pond 49-1

Pond F-1

No. 11 - Magnum Materials Mine and Borrow Pits

**Legend**

- Proposed Alternative R/W
- Proposed Pond R/W

**Potentially Contaminated Sites Assigned Risk Rating**

- Low
- Medium
- High
- Type 2 - Categorical Exclusion

## **Public Involvement Appendix**

### **Contents:**

Public Hearing Certification

Public Hearing Transcript

# PUBLIC HEARING CERTIFICATION

## I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST

### Project Development and Environment (PD&E) Study

from

Marion County, Florida

Financial Management No.: 435209-1-22-01

I certify that a public hearing was conducted on 11/18/2020, beginning at 05:45 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Amy Windom

(Name)

December 22, 2020

Date

Amy Windom, PE

(Title of FDOT Representative)



Electronically signed within SWEPT  
on December 22, 2020 12:51:32 PM EST  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43520912201-CE2-D5-I75\\_at\\_NW\\_49\\_St\\_Transcript\\_signed-2020-1207.pdf](#)

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CERTIFICATE OF REPORTER

I, Amy J. Schreck, Court Reporter, in and for the County of Marion, do hereby certify that I was authorized to and did report the foregoing proceedings and that the transcript, Pages 1 through 27, is a true and correct record of the proceedings to the best of my ability.

Done and dated this 2nd day of December, 2020 at Marion County, Florida.

  
Amy J. Schreck



1 3

2 PUBLIC HEARING WEBINAR

3 FOR THE I-75 INTERCHANGE AT NW 49TH STREET

4 PD & E STUDY

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9 November 18, 2020

10 5:45 p.m. to 7 p.m.

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21 Southeastern Livestock Pavilion Auditorium

22 2232 NE Jacksonville Road

23 Ocala, Florida 34470

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1 PRESENTED ON BEHALF OF FDOT:

2 Amy Windom, PE  
3 Project Manager  
4 FDOT - District 5  
5 Mail Station 501  
6 719 South Woodland Boulevard  
7 DeLand, Florida 32720  
8 (386)943-5074  
9 Amy.Windom@DOT.State.FL.US

10 Gabriela Garcia (by internet)

11 Mary McGehee, (by internet)  
12 Senior Project Manager District 5 (by remote)

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1 (The following is a transcript of the Hearing  
2 held at the Southeastern Livestock Pavilion Auditorium on  
3 November 18, 2020 commencing at 5:45 p.m.)  
4

5 MS. GARCIA: Thank you for joining us today for  
6 the I-75 at NW 49th Street Interchange Virtual Public  
7 Hearing. The presentation will begin shortly.

8 If you are experiencing technical difficulties,  
9 please contact technical support at (321)926-1307 or  
10 via email at Paul.Carballo@MetricEng.com.

11 Good evening everyone. Before we start the  
12 presentation, I would like to share a few items for  
13 those of us that are joining on line. On your  
14 computer or device screen, you should see something  
15 that looks like this in the upper right-hand corner.  
16 This is the control panel.

17 To access the control panel on your desktop, you  
18 should have a small arrow on top of the tool bar. If  
19 you click on this arrow it will expand the control  
20 panel. If you are instead using a mobile device,  
21 please tap the screen to display the same options.  
22 This will display the control panel allowing you to  
23 ask a question or download a project file.

24 To listen to the meeting, your computer or  
25 device speakers are selected by default. If you

1 prefer to listen by phone, select "phone call" in the  
2 audio pane of the control panel and dial in using the  
3 information displayed.

4 To download project files including the display  
5 boards, simply click on the file within the list when  
6 you're viewing it on your desktop. If you are using  
7 a mobile device, click on the document icon and this  
8 will display the list of files to download.

9 To ask a question, please type the question into  
10 the field titled "question" at the bottom of your  
11 screen on your desktop menu. If you are on your  
12 mobile device, just click the question mark and at  
13 the bottom of the page that opens and then you can  
14 enter your question at the bottom of the page.

15 All of our virtual attendees will be placed in  
16 "listen only" mode throughout the hearing. Using the  
17 control panel, you can comment or ask questions  
18 during the hearing by typing in the "questions" pane.

19 If you'd like to make a verbal comment, please  
20 state that in the "questions" pane. All verbal  
21 comments will be allowed after the presentation and  
22 you will be called upon and un-muted in order to  
23 state your name, address and provide your comment.

24 We will collect all verbal and typed comments  
25 and provide written responses after the end of the

1 formal comment period for this hearing.

2 For those who have dialed in, you are in "listen  
3 only" mode and cannot be un-muted. Please submit  
4 your comments to the FDOT Project Manager, Amy  
5 Windom, via email at Amy.Windom@DOT.State.FL.US --  
6 that's Amy.Windom, W-i-n-d-o-m -- or by phone at  
7 (386)943-5074.

8 If you happen to experience technical issues  
9 during the hearing, please type the issue in the  
10 "questions" pane on the control panel to report it or  
11 please contact technical support at the contact shown  
12 on this slide. Staff will do their best to assist  
13 you.

14 This hearing is being recorded and the video  
15 will be posted at [www.CFLRoads.com/Project/435209-1](http://www.CFLRoads.com/Project/435209-1).

16 MS. McGEEHEE: The time is now 5:50 p.m. on  
17 Wednesday, November 18, 2020 and this public hearing  
18 is officially open.

19 Welcome to the public hearing for the  
20 Interstate 75 interchange at NW 49th Street Project  
21 Development and Environment Study in Marion County,  
22 Florida. Financial Project ID Number is 435209-1.

23 My name is Mary McGehee. I am a Senior Project  
24 Manager in the FDOT District 5 Planning and  
25 Environmental Management Office.

1           In addition to Amy Windom, the District 5  
2           Project Manager for the Florida Department of  
3           Transportation, and Carlos Rodriguez, the Project  
4           Consultant Team Project Manager who are on-site to  
5           coordinate in the public comment period portion of  
6           this meeting.

7           As we get started, I would like to thank all  
8           elected and appointed officials for attending the  
9           public hearing either virtually or in person tonight.

10          At this time I will turn the presentation over  
11          to Gabriela Garcia.

12          MS. GARCIA: Thank you, Mary. The purpose of  
13          this public hearing is to present information to the  
14          general public about the proposed improvement, its  
15          conceptual design, all alternatives under study and  
16          the potential beneficial and adverse social, economic  
17          and environmental impact upon the community.

18          You are also invited to view the project  
19          displays here tonight as well as on our project  
20          website. For those of you attending virtually, the  
21          displays can be downloaded using the control panel.

22          The public hearing also serves as an official  
23          forum providing an opportunity for members of the  
24          public to express their thoughts and ask questions  
25          about the project.

1           This public hearing is being recorded and the  
2           hearing video link will also be posted at  
3           www.CFLRoads.com/Project/435209-1.

4           The Department encourages the public to  
5           participate in the public hearing by submitting  
6           comments and questions. There are multiple ways to  
7           do this.

8           First, both in-person and virtual attendees will  
9           have the opportunity to make a verbal statement  
10          following the end of the presentation. Virtual  
11          attendees can type comments or request to speak in  
12          the "questions" pane. In-person attendees can  
13          provide verbal comments either at the microphone by  
14          filling out and submitting a speaker request card or  
15          directly to the court reporter.

16          Everyone can submit comments or questions after  
17          the hearing by using the mail, email or telephone  
18          information shown on the slide. This information is  
19          also available on the project website. Written  
20          responses to comments and questions will be provided  
21          after the end of the formal comment period for this  
22          hearing.

23          For those of you who have dialed in without  
24          computer access, you are in "listen only" mode and  
25          cannot be un-muted. Please submit your comments via

1 mail to Amy Windom at 719 South Woodland Boulevard,  
2 Mail Station 501, DeLand, Florida 32720 or by phone  
3 at (386)943-5074, on the project website at  
4 www.CFLRoads.com/Project/435209-1 or via email at  
5 Amy.Windom@DOT.State.FL.US.

6 Public participation at this hearing is  
7 encouraged and solicited without regard to race,  
8 color, national origin, age, sex, religion,  
9 disability or family status.

10 Persons wishing to express their concern about  
11 Title VI may do so by contacting the FDOT District  
12 Five Title 6 Coordinator Jennifer Smith by mail at  
13 719 South Woodland Boulevard, DeLand, Florida 32720,  
14 by phone at (386)943-5367 or at emailing  
15 Jennifer.Smith2@DOT.State.FL.US.

16 You can also contact the FDOT Central Office  
17 Title VI Coordinator Jacqueline Paramore by mail at  
18 605 Suwannee Street, Mail Station 65, Tallahassee,  
19 Florida 32399, by phone at (850)414-4753 or by  
20 emailing Jacqueline.Paramore@DOT.State.FL.US.

21 This public hearing was advertised consistent  
22 with the Federal and State requirements shown on this  
23 slide.

24 The environmental review, consultation and other  
25 actions required by applicable Federal environmental

1 laws for this project are being or have been carried  
2 out by the Florida Department of Transportation,  
3 FDOT, pursuant to Title 23 USC 327 and a Memorandum  
4 of Understanding dated December 14, 2016 and executed  
5 by the Federal Highway Administration and FDOT.

6 FDOT is currently evaluating alternatives to  
7 provide a new interchange with I-75 between the  
8 existing I-75/US 27 interchange approximately two  
9 miles to the south and the existing I-75/326  
10 interchange two miles to the north located northwest  
11 of the City of Ocala.

12 The new interchange will be located at NW 49th  
13 Street and will include the extension of NW 49th  
14 Street east to connect to the Marion County NW 35th  
15 Street extension project.

16 The project development process consists of five  
17 steps including long-range planning to identify the  
18 project need, Project Development and Environment  
19 Study, or PD & E, project design, right of way  
20 acquisition and construction. The I-75 project  
21 development and environment called PD & E Study is in  
22 the second phase of the project development process  
23 where an engineering and environmentally feasible  
24 alternative that meets a community's transportation  
25 need is determined.

1           A PD & E has three main components: An  
2           engineering component that entails the identification  
3           and analysis of potential design solutions; an  
4           environmental component that evaluates potential  
5           impacts to the natural, social and physical  
6           environments; and a public involvement component to  
7           inform and involve all interested parties in the  
8           development of the planned transportation project.

9           This process is mandated by the National  
10          Environmental Policy Act or NEEPA and the Florida  
11          law.

12          The new interchange and extension of NW 49th  
13          Street supports the County's Long Range  
14          Transportation Plan and it is among the County's top  
15          priorities. The new interchange is needed to improve  
16          regional mobility within Marion County, accommodate  
17          future traffic growth and provide congestion relief  
18          at the existing US 27 and State Road 326  
19          interchanges.

20          The new interchange also supports the County's  
21          vision for a new east/west corridor in this area of  
22          Marion County.

23          This project will include the extension of  
24          NW 49th Street Phase 2 C east from NW 44th Avenue to  
25          the north end of the lime rock mine and will connect

1 to NW 35th Street extension or Phase 2 B. The final  
2 design of Phase 2 B is currently ongoing and will be  
3 constructed by Marion County.

4 An interchange justification report or IJR  
5 analyzed the traffic anticipated to use the new  
6 interchange in the year 2045. Approximately 26,500  
7 vehicles per day are expected to use the new  
8 interchange with 21,500 vehicles per day expected to  
9 travel on the NW 49th Street extension.

10 The IJR measures traffic efficiency in terms of  
11 level of service from A, which is the best, to "F"  
12 with a target level of service for this interchange  
13 of C. The results indicate that the new interchange  
14 is anticipated to operate at an acceptable level of  
15 service.

16 The PD & E study considered many potential  
17 solutions including the No-Build Alternative which  
18 would leave I-75 as it is today and would not make  
19 any improvements to the roadway system.

20 Several different interchange configurations  
21 were developed and evaluated including a diamond  
22 interchange, a single point urban interchange --  
23 which combines all movements into a single  
24 intersection -- a diverging diamond interchange which  
25 crosses traffic over to the opposite side of the

1 road, a partial cloverleaf with a loop ramp for the  
2 northbound off ramp on the northeast quadrant and a  
3 partial cloverleaf with a loop ramp for the eastbound  
4 NW 49th Street to northbound I-75 on-ramp on the  
5 southeast quadrant.

6 In order to determine the alternative that will  
7 most adequately meet the needs of the project, a  
8 comprehensive alternative evaluation was performed.

9 Important considerations such as traffic  
10 service, right of way impacts and cost as well as  
11 impacts to the social, physical and natural  
12 environment was carefully considered. The results  
13 concluded that the diverging diamond interchange will  
14 best meet the needs of the project.

15 The preferred alternative a diverging diamond  
16 interchange -- or DDI -- provides a new connection to  
17 the proposed NW 49th Street extension to and from  
18 northbound and southbound I-75.

19 The DDI configuration is similar to a  
20 traditional diamond interchange; however, the two  
21 directions of traffic on NW 49th Street cross over --  
22 or diverge -- to the opposite side at the on/off ramp  
23 as shown in the video.

24 The main advantage of this configuration is that  
25 it eliminates left turns that cross in front of

1 oncoming traffic which increases safety. Left turns  
2 are made ahead of the DDI's two signalized  
3 intersections as shown in the video. This allows the  
4 movement of higher volumes of traffic which reduces  
5 congestion.

6 The preferred alternative also includes the  
7 extension of NW 49th Street from NW 44th Avenue to  
8 Marion County's future NW 35th Street extension.

9 NW 49th Street will feature four 12 foot travel  
10 lanes with 7 foot bicycle lanes, a 28 foot raised  
11 median and 6 foot sidewalks. The proposed right of  
12 way for NW 49th Street is 122 feet.

13 The preferred alternative was evaluated in terms  
14 of its impacts to the social, natural and physical  
15 environment. No adverse effects are anticipated to  
16 protected species. No wetland impacts are  
17 anticipated. No noise impacts are anticipated.  
18 There are no anticipated impacts to potentially  
19 contaminated sites. There are no disproportionate  
20 impacts anticipated to minority communities.

21 Mobility, access and the local economy are  
22 anticipated to be enhanced and no historic and  
23 archaeological resources were identified.

24 A draft Categorical Exclusion Type II report  
25 which summarizes the environmental impacts associated

1 with the preferred alternative was prepared and is  
2 available for review.

3 The preferred alternative is anticipated to  
4 require 80 acres of right of way acquisition in order  
5 to implement the proposed improvements as well as the  
6 potential for one business relocation and no  
7 residential relocations.

8 The right of way acquisition cost is estimated  
9 to be approximately 45.7 million dollars and the  
10 construction cost for this project is estimated at 41  
11 million dollars.

12 One of the unavoidable consequences on a project  
13 such as this is the necessary relocation of families  
14 or businesses. On this project, we anticipate the  
15 relocation of no families and one potential business.

16 All right of way acquisition will be conducted  
17 in accordance with Florida Statute 339.09 and the  
18 Federal Uniform Relocation Assistance and Real  
19 Property Acquisition Policy Act of 1970, commonly  
20 known as the Uniform Act.

21 If you are required to make any type of move as  
22 a result of a Department of Transportation project,  
23 you can expect to be treated in a fair and helpful  
24 manner and in compliance with the Uniform Relocation  
25 Assistance Act. If a move is required, you will be

1 contacted by an appraiser who will inspect your  
2 property. We encourage you to be present during the  
3 inspection and provide information about the value of  
4 your property.

5 You may also be eligible for relocation advisory  
6 services and payment benefits. If you are being  
7 moved and you are unsatisfied with the Department's  
8 determination of your eligibility for payment or the  
9 amount of that payment, you may appeal that  
10 determination. You will be promptly furnished  
11 necessary forms and notified of the procedures to be  
12 followed in making that appeal.

13 A special word of caution. If you move before  
14 you receive notification of the relocation benefits  
15 that you might be entitled to, your benefits may be  
16 jeopardized.

17 Right of way staff are present at the live  
18 meeting tonight and if any virtual attendees wish to  
19 speak with right of way Staff, please contact Amy  
20 Windom.

21 Draft documents for this public hearing are  
22 listed on this slide and were available for review  
23 starting October 28, 2020 and will remain on display  
24 until December 1, 2020 at the Ocala Public Library,  
25 the DeLand Public Library and also on the study

1 website for anyone who wishes to examine them.

2 This PD & E study began in the summer of 2017.  
3 Since then, the team has performed the traffic  
4 analysis, developed and evaluated alternatives and  
5 documented the findings. This project is anticipated  
6 to obtain location and design concept acceptance or  
7 approval by early 2021. This project is funded for  
8 final design which commenced in the summer of 2020.

9 We will now move into the formal comment  
10 hearing. Once again, if you happen to experience  
11 technical issues during the hearing, please type the  
12 issue in the "questions" pane on the control panel to  
13 report it or please contact technical support at the  
14 contact shown on this slide. Staff will do their  
15 best to assist you.

16 Your comments are important and will be  
17 incorporated into the decision-making process. You  
18 may provide your comments in several ways.

19 For those who have dialed in with no computer  
20 access, you are in "listen only" mode and cannot be  
21 un-muted. Please submit your comments to Amy Windom  
22 by mail at 719 South Woodland Boulevard, Mail Station  
23 501, DeLand, Florida 32720 or by phone at  
24 (386)943-5074 or by email at  
25 Amy.Windom@DOT.State.FL.US.

1           If you are attending online, you can type your  
2           comments and questions in the "questions" pane or  
3           request to make a verbal statement. You will be  
4           called upon and be un-muted in order to provide your  
5           comment. Please make sure that you un-mute yourself  
6           locally by clicking on the microphone button as shown  
7           on this slide. A green microphone is un-muted.

8           If you are attending the hearing in person, you  
9           can complete the speaker request card to make an oral  
10          statement at the microphone or provide an oral  
11          statement to the court reporter present here tonight.  
12          Speaker cards are in the packet handed out to each  
13          attendee upon arrival.

14          We will now begin the formal comment period with  
15          the in-person attendees first. I will now turn it  
16          over to Amy Windom.

17          MS. WINDOM: Thank you, Gabby. We're going to  
18          begin our formal comment period. We ask that you  
19          keep your comments limited to three minutes. When  
20          you come to the podium if you can state your name,  
21          your address and if you represent any firm, agency,  
22          civic organization, government agency or homeowners  
23          association, we ask that you state that as well.

24          We will now begin the formal comment period and  
25          our first speaker is Suzanne Dilly and our second

1 speaker will be David Hoskins.

2 So, Suzanne, if you want to come forward, you  
3 have the microphone.

4 MS. DILLY: Good evening everyone. I'm Suzanne  
5 Dilly and I'm from The Fountains community. I am  
6 actually the HOA president and I guess our question  
7 concerning this new interchange is it directly  
8 affects our community of only 100 homes. However,  
9 it's always been a quiet community.

10 When they did widen NW 44th and took all those  
11 trees down, the highway noises become very loud. So  
12 a lot of times you're sitting on your back patio and  
13 it's like the semis are coming through your backyard.

14 So with this interchange I'm asking if this, in  
15 fact, goes through this whole process, what can we  
16 expect maybe from the state of putting a wall --  
17 barrier wall for the noise that is going to directly  
18 affect our quiet community?

19 MS. WINDOM: Suzanne, can you state your address  
20 for me, please?

21 MS. DILLY: Yes. 4769 NW 46th Avenue.

22 MS. WINDOM: Thank you so much. I did forget to  
23 mention that we will be responding to comments after  
24 the formal comment period so we want to get this as  
25 part of your public record.

1           And so, David Hoskins, you are the next speaker.  
2           If you would state your direct name and address  
3           first.

4           MR. HOSKINS: Thank you. Dave Hoskins. I live  
5           at 4525 NW 48th Lane. That is also in The Fountains.

6           Suzanne did bring up a good point as far as the  
7           noise. I'm also curious on your pictures here stops  
8           44th Avenue. So with all that traffic exiting off  
9           right there at 49th, are they planning on continuing  
10          a double lane all the way down to 326? That way  
11          everybody doesn't funnel all the way southbound on  
12          44th Avenue.

13          Also, impacting behind 49th Street, my house  
14          literally backs right up to 49th Street. How is that  
15          going to impact us as far as taking away from us?  
16          Granted it is an easement property but the noise and  
17          everything else that is going to come as a result  
18          from that.

19          You were talking about a four lane, you were  
20          talking about six foot sidewalk. How is that going  
21          to affect us? If there's vacant property on the  
22          other side of 49th Street on the north side of 49th  
23          Street, can they not take away from that instead of  
24          impacting all of us that already have homes living  
25          there in The Fountains?

1           Those are my two questions that I would like to  
2           have addressed. Thank you.

3           MS. WINDOM: Thank you. Is there anyone else in  
4           person who would like to speak at this time? Another  
5           one. Thank you, sir.

6           Our next speaker will be Mark Sapp. Mark,  
7           please state your name and address.

8           MR. SAPP: Mark Sapp, 5041 SE 18th Street,  
9           Ocala. I would like to thank DOT for everything they  
10          are doing, the hard work they put in.

11          The question I have is when you look at the  
12          interchange traveling some shots north on the east  
13          side when your radius road comes around and ties into  
14          35th Avenue, go up north of the mine, keep going with  
15          your hand, if you look over 49th, we can do an  
16          intersection right there in the future with a tail  
17          that comes out north and a tail that comes out east  
18          for future development and future commerce to help  
19          growth of the County and the City.

20          That would be a great help to expedite business  
21          development in the area.

22          Thank you.

23          MS. WINDOM: Thank you very much. Do we have  
24          anyone else in person who would like to speak at this  
25          time?

1           Sir, come on up. Again, we'll respond to your  
2           comments at the end of the comment period and we're  
3           going to have Wayne King as our next speaker.

4           Wayne?

5           MR. KING: Name is Wayne King and I live at  
6           5355 NW 49th Avenue.

7           My questions are, it doesn't show how this is  
8           going to extend on down right now. So when they do  
9           this four lane, 49th Avenue runs right into 49th  
10          Street.

11          What are they proposing to do right there  
12          because the people that live down 49th Avenue coming  
13          on to a four lane highway now. Are they doing to put  
14          a stop sign there? Are they going to do a traffic  
15          light? Are they going to do something to keep us  
16          from having a lot of interference trying to get out  
17          on a four lane road especially turning back east  
18          towards 44th Avenue.

19          And also if they do take that on that other side  
20          like this other gentlemen was talking about on the  
21          north side, there's a tremendous amount of trees on  
22          there that were -- a lot of them are planted there  
23          because they destroyed a lot of trees when they were  
24          building the NW 44th Avenue.

25          The tree preservation society made them replant

1 all the trees and some that were taken down on 44th  
2 Avenue and there's a lot of big, big oak trees and  
3 stuff on that north side plus all the trees that were  
4 planted because they destroyed them on 44th Avenue.

5 So, that is some of my questions. But I would  
6 like to know what they are going to do there to keep  
7 us safe coming out of 44th Avenue on the 49th Street.  
8 I don't see anything about that yet but that's my  
9 question.

10 MS. WINDOM: Thank you, sir. Any other  
11 questions? Any other comments from our attendants?  
12 All right.

13 We're going to move on to the virtual attendees  
14 for any comments that they may have. If you decide  
15 that you would like to comment, please just raise  
16 your hand with your comment card and we'll cycle back  
17 to you later.

18 Okay. Gabby, if you've got virtual attendees  
19 who would like to speak.

20 MS. GARCIA: Thank you, Amy. We do. We have a  
21 couple. The first one up will be Lynn Miller, second  
22 up will be Dr. Harris MacMiller and you can please  
23 un-mute yourself.

24 MR. MILLER: I am not . . .

25 (There was silence.)

1 MS. GARCIA: I don't believe Lynn Miller is no  
2 longer on line. Next person up will be Jackson  
3 Hurst.

4 Jackson, will you please un-mute yourself?

5 MR. HURST: My name is Jackson Hurst and I live  
6 at 4216 Cornell Xing, Kennesaw, Georgia 30144 and I  
7 have ridden on 75 going towards Orlando only once and  
8 I did notice that there is and a need for a new  
9 interchange between State Route 326 and US -- and  
10 US -- I can't think of it now but between State  
11 Route 326 and the City of Ocala.

12 I especially love that the diversion on the  
13 interchange is going to be the preferred alternative  
14 because DPI's improved safety by allowing traffic to  
15 cross over to the other side thereby reducing  
16 conflict points especially for left-turning drivers  
17 and it also reduces the amount of left turn crashes  
18 as well.

19 This interchange is desperately needed through  
20 the Ocala area it will reduce traffic congestion and  
21 it will also bring increased economic opportunity to  
22 and fro from Ocala.

23 MS. GARCIA: Thank you. The next person up is  
24 Robert Yurst (phonetic). If you can please un-mute  
25 yourself Robert Yurst.

1 Mr. Robert Yurst, if you could please un-mute  
2 yourself. We have un-muted you on our end.

3 (There was a pause.)

4 MS. GARCIA: Well, if Mr. Yurst does come by,  
5 just please let us know in the "questions" pane if  
6 you are having a technical issues.

7 Amy, we do not have anybody else on line. Do  
8 you have anybody else who wishes to speak there in  
9 person?

10 MR. RODRIGUEZ: We do. We have one. One  
11 second.

12 MS. GARCIA: Okay.

13 MR. RODRIGUEZ: Raymond?

14 MR. RILEY: Yes.

15 MR. RODRIGUEZ: Please state your name and  
16 address.

17 MR. RILEY: Raymond Riley, 4730 NW 48th Avenue,  
18 Ocala, Florida.

19 My question is, is the time line for the  
20 development and completion of this interchange.

21 MR. RODRIGUEZ: Thank you.

22 MS. GARCIA: Does anyone else wish to speak?

23 MS. WINDOM: We have no more speakers here.

24 MS. GARCIA: Okay. Thank you, Amy. I believe  
25 we don't have anyone speaking online either.

1           So if there's no further comments, we will go  
2           ahead and close the formal comment period. Written  
3           responses to comments and questions will be provided.

4                           (Miss Garcia was cutting out.)

5           MR. RODRIGUEZ: Give us one second. We're  
6           having a bit of a technical difficulty. Our  
7           apologies.

8                           (Miss Garcia back on line.)

9           MS. GARCIA: -- commercial attendees provide any  
10          additional or written comment. Outside the public  
11          commentary for the meeting, the Department is also --  
12          comments regarding the project at any time.

13          Thank you all for attending I-75 at NW 49th  
14          Street Interchange Meeting and public hearing and for  
15          providing your input into this project.

16          It is now 6:24 and I hereby officially close the  
17          public hearing for the I-75 at NW 49th Street  
18          Interchange, PDE Study at Number 435209-1.

19          Thank you for joining us today and have a great  
20          evening.

21          MR. RODRIGUEZ: Gabby, do you mind going over  
22          the last slide again?

23          MS. GARCIA: This one?

24          MS. WINDOM: Yes.

25          MR. RODRIGUEZ: Yes, please.

1 MS. GARCIA: Absolutely. The verbatim  
2 transcript of the hearing's oral proceedings together  
3 with all written and verbal material received at this  
4 public hearing to the FDOT office or through the  
5 project website will become part of the public record  
6 for this hearing.

7 Written or verbal comments submitted by  
8 December 1, 2020 will be included in the public  
9 record for this hearing. Written responses to  
10 comments will be provided after the end of this  
11 official comment period.

12 Again, the Department invites your comments and  
13 questions, so please use one or more of the comment  
14 options shown on the screen.

15 You can mail you comments to Amy Windom, FDOT  
16 Project Manager, 719 South Woodland Boulevard, Mail  
17 Station 501, DeLand, Florida 32720 or call her at  
18 (386)943-5074 or you can also send a comment via the  
19 project website [www.CFLRoads.com/Project/435209-1](http://www.CFLRoads.com/Project/435209-1) or  
20 email Amy at [Amy.Windom@DOT.State.FL.US](mailto:Amy.Windom@DOT.State.FL.US). The hearing  
21 video link will also be posted on the project  
22 website.

23 For virtual attendees, the "questions" pane will  
24 remain open for 15 minutes after the hearing ends for  
25 virtual attendees to provide any additional written

1           comments. Outside the public comment period for the  
2           hearing, the Department welcomes comments regarding  
3           the project at any time.

4                    Thank you for attending the I-75 and NW 49th  
5           Street Interchange PD & E study public hearing and  
6           providing your input into this Project.

7                    Thank you again for joining us today and have a  
8           good evening.

9

10                            (At 6:30 p.m. the meeting was closed  
11                            and no attendee wished to give a  
12                            statement to the court reporter in the  
13                            15 minutes required and the meeting  
14                            concluded at 6:45 p.m.)

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CERTIFICATE OF REPORTER

I, Amy J. Schreck, Court Reporter, in and for the County of Marion, do hereby certify that I was authorized to and did report the foregoing proceedings and that the transcript, Pages 1 through 27, is a true and correct record of the proceedings to the best of my ability.

Done and dated this 2nd day of December, 2020 at Marion County, Florida.

Amy J. Schreck, RPR  
Amy J. Schreck

ERRATA SHEET

DO NOT WRITE ON TRANSCRIPT - ENTER CHANGES HERE

IN RE: PUBLIC HEARING WEBINAR  
FOR THE I-75 INTERCHANGE AT N.W. 49<sup>th</sup> STREET,  
PD & E STUDY

Date Taken: NOVEMBER 18, 2020, 5:45pm - 7:00pm

Page      Line              Change and reason for change:

1. Page 5 Line 16 "Mcgeehee" should be "McGehee"
2. Page 8 line 14 "at emailing" should be "by emailing"
3. Page 16 Line 10 "hearing" should be "period"
4. Page 22 line 22 "Dr. Harris MacMiller and" should be "Jackson Hurst. Lynn Miller if "
5. Page 23 line 12/13 "diversion on the interchange" should be "diverging diamond interchange"
6. Page 23 line 14 "DPIs" should be "DDIs"
7. Page 23 line 22 "and fro from" should be "north of"
8. Page 24 line 17 "Mr. Riley: Raymond Riley" should be "Mr. Ryall: Raymond Ryall"
9. Page 24 line 25 "anyone speaking" should be "any more speakers"
9. Page 25 line 9 "commercial attendees" should be "virtual attendees to"
10. Page 25 line 11 "commentary" should be "comment period"
11. Page 25 line 18 "PDE Study at Number" should be "PD&E Study FM Number"
12. Page 27 between lines 6 and 7, should add "So, I now hereby close the hearing it is officially 6:27. The hearing is officially closed for the I-75 at NW 49th Street Interchange, PD&E Study FM Number 435209-1."

Under penalties of perjury, I declare that I have read the Transcript and that it is true and correct subject to any changes in form or substance entered here.

12/22/2020

Date

  
\_\_\_\_\_

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2	9	anybody [2] 24/7 24/8 anyone [5] 16/1 20/3 20/24 24/22 24/25 anything [1] 22/8 apologies [1] 25/7 appeal [2] 15/9 15/12 applicable [1] 8/25 appointed [1] 6/8 appraiser [1] 15/1 approval [1] 16/7 approximately [3] 9/8 11/6 14/9 archaeological [1] 13/23 are [43] area [3] 10/21 20/21 23/20 around [1] 20/13 arrival [1] 17/13 arrow [2] 3/18 3/19 as [25] 6/7 6/19 6/19 6/22 11/18 12/9 12/10 12/10 12/23 13/3 14/5 14/5 14/13 14/20 14/21 17/6 17/23 18/24 19/6 19/6 19/15 19/15 19/17 21/3 23/18 ask [6] 3/23 4/9 4/17 6/24 17/18 17/23 asking [1] 18/14 assist [2] 5/12 16/15 Assistance [2] 14/18 14/25 associated [1] 13/25 association [1] 17/23 at [58] attendants [1] 22/11 attendee [2] 17/13 27/11 attendees [11] 4/15 7/8 7/11 7/12 15/18 17/15 22/13 22/18 25/9 26/23 26/25 attending [6] 6/8 6/20 17/1 17/8 25/13 27/4 audio [1] 4/2 Auditorium [2] 1/21 3/2 authorized [1] 28/5 available [3] 7/19 14/2 15/22 Avenue [15] 10/24 13/7 18/21 19/8 19/12 20/14 21/6 21/9 21/12 21/18 21/24 22/2 22/4 22/7 24/17 away [2] 19/15 19/23
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