

An aerial photograph of a residential and commercial area. A yellow highlight is drawn over a portion of the image, starting from the left edge and extending horizontally across the middle. The highlighted area includes a road on the left and a large, irregularly shaped area in the center and right. The background shows a mix of residential buildings, parking lots, and green spaces.

APPENDIX J

EDTM SUMMARY REPORT

ETDM Summary Report

Project #11460 - I-95 and Ellis Road Interchange

Programming Screen - Published on 05/06/2010

Printed on: 6/01/2011

Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

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11460 - I-95 and Ellis Road Interchange ** Most Recent Data

Review Start Date:	12/15/2009	Phase:	Programming Screen
From:	MP 22.16	To:	,"Location not available."
District:	District 5	County:	Brevard County
Contact Name / Phone:	Mary McGehee (386) 943-5063	Contact Email:	mary.mcgehee@dot.state.fl.us

Project Re-Published 5/06/2010

Project Overview: Summary Degree of Effect Chart

	Evaluation of Direct Effects																				
	Natural							Cultural			Community										
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects
Legend																					
N/A	N/A / No Involvement																				
1	Enhanced																				
0	None																				
2	Minimal (after 12/5/2005)																				
3	Moderate																				
4	Substantial																				
5	Dispute Resolution (Programming)																				
Alternative #1																					
From - To -																					
- Reviewed from 12/15/2009 to 1/29/2010	2	2	3	0	3	2	N/A	2	2	2	3	2	0	N/A	2	1	2	1	2	2	2
- Published on 5/6/2010																					

Project Description Summary

The purpose of this project is to provide a more direct connection between Melbourne International Airport and I-95, and to address projected deficiencies at the existing I-95 interchanges with US 192 and Eau Gallie Boulevard. If this connection is made in the Ellis Road location, Ellis Road will require improvements to accommodate this new connection.

Summary of Public Comments

Community Desired Features

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

Purpose and Need Statement

Future traffic growth related to Melbourne International Airport (MLB) activity and economic development surrounding the airport is forecast to push the exiting Interstate 95 (I-95) interchanges at US 192 and Eau Gallie Boulevard to failing levels of service. An additional access from I-95 is needed to address this capacity deficiency and provide a more direct connection to the Melbourne International Airport. If this connection is made in the Ellis Road location, Ellis Road will require improvements to accommodate this new connection.

I-95 is not only a key national south-north connector but also a corner stone of the Florida Strategic Intermodal System (SIS). It links major activity centers with other modes of transportation like airports, bus hubs, seaports, spaceports, and train stations. While I-95 does not directly connect some of these hubs, access to the interstate is provided via interchanges on SIS connectors. These facilities can be state or local roads. Currently, the emerging SIS hubs at MLB and Melbourne Greyhound Bus Terminal are being connected to the SIS network via the US 192 interchange, US 192 to Airport Boulevard to NASA Boulevard and the airport loop road. The general aviation service is connected via the Eau Gallie Boulevard interchange, Eau Gallie Boulevard to Sarno Road to Apollo Boulevard. Both US 192 and Eau Gallie Boulevard are part of the Florida Hurricane Evacuation network and connect the eastern Florida shore to the mainland. US 192, also known as Space Coast Parkway is the most southern Brevard County causeway over the Indian River and the last for over 25 miles. The closest causeway to the south is in Indian River County near Wabasso.

The dual function performed by US 192 signifies its importance in the local and regional travel patterns. Traffic studies prepared by the FDOT and local authorities show that future traffic volumes on US 192 will exceed the standard level of service (LOS) volumes due to the local reliance on this facility for access to I-95. A new interchange connecting MLB directly to I-95 with associated improvements to Ellis Road would assume the SIS connector role from US 192 and disperse the local access to I-95 between multiple facilities. MLB is an important transportation mode hub but also a major employment area for Melbourne and Palm Bay.

City of Melbourne Comprehensive Plan shows that approximately 56-percent of the industrial designated future land use is vacant. MLB and its surroundings are the central piece of city's industrial area and covers in excess of 3,000 acres representing the economic engine for the south Brevard communities. Currently, over 55,000 jobs are housed within 3 miles of the airport based on a December 2008 Space Coast Economic Development Commission report. MLB is the second largest employment center in Brevard County lagging only behind Kennedy Space Center and is the hub of the largest high tech high skilled industrialized area in east central Florida. MLB's industrial park has the potential to grow over 300% in job attraction in the coming years and has had continuing growth despite the economic downturn in the US over the last two years. A Trip Generation Study conducted by the airport authority in March 2007 shows the potential development of an additional 3,700,000 square feet of office, warehousing, and retail on airport grounds. The ultimate build up of the MLB surroundings would result in approximately 113,700 daily vehicle trips. The additional trips to the existing roadway connectors to I-95 would overwhelm any planned improvements on US 192 or Eau Gallie Boulevard and result in traffic operations below the LOS standards.

Year 2034 annual average daily traffic (AADT) volumes from the FHWA approved Ellis Road Interchange Justification Report (IJR) indicate that US 192 and Eau Gallie Boulevard would operate at LOS F if the additional I-95 interchange is not built. The IJR approved a new interchange at Ellis Road, 1.37 miles north of US 192 and 1.5 miles south of Eau Gallie Boulevard, which requires an exception from the standard Interstate access spacing. Ellis Road needs to be improved from its current local street cross section to a four-lane arterial typical section between I-95 and NASA Boulevard. The improvement in conjunction with the new interchange would attract approximately 24,200 daily trips from

US 192 and Eau Gallie Boulevard. US 192 traffic operations would improve to LOS C. Eau Gallie Boulevard would experience some traffic relief; however, operations would remain in the LOS F range. The IJR traffic operations analysis confirms the February 2006 results of the I-95 System Operational Analysis Report (SOAR) conducted by FDOT for the Palm Bay Parkway/Ellis Road Interchange Feasibility Study. Both the Ellis Road improvements and the associated I-95 interchange project have been included in the regional and local long range plans. Space Coast TPO and Brevard County consider both facilities a priority. Airport surrounding authorities, City of Melbourne, City of West Melbourne, and City of Palm Bay support the addition of a more direct MLB access route and would positively benefit from increased mobility between the residential areas they incorporate and the employment center at MLB.

The pending operational failure of the I-95 and US 192 interchange, the airport's SIS connector, will impede economic growth of the MLB and surrounding aerospace, defense and industrial business facilities. The proposed new interchange at Ellis Road and the improved direct connection to the airport will provide relief to the existing adjacent interchanges by focusing the airport traffic on the proposed new interchange.

Purpose and Need Reviews

Federal Highway Administration Comments

Agency	Acknowledgment	Review Date
Federal Highway Administration	Accepted	1/27/2010

Comments

FHWA accepts the need and purpose for this project. However, the Project Description and purpose and need includes the following statement, "Both the Ellis Road improvements and the associated I-95 interchange project have been included in the regional and local long range plans." Our FHWA planner for the District 5 area has reviewed the current Long Range Transportation Plan and found that this project is not included in the Cost Feasible Plan. Their specific review comment on this was as follows:

"The project information displayed in ETDM lists the current Long Range Plan as the 2020 Long Range Plan. This plan is expired and the current plan is the 2025 Long Range Plan. Within the 2025 Long Range Plan this project is not part of the fiscally constrained plan. The Space Coast TPO is currently working on their 2035 Long Range Plan and the Florida DOT should ensure the inclusion of this project in the fiscally constrained portion of the plan if it is the desire of the DOT to build this project."

If the project is not included in the November update to the LRTP, it is likely that proceeding into PD&E for this project would be an unnecessary expenditure at this time because FHWA would not be able to approve the document. Please correct the statements in the project description and purpose and need as part of the draft summary report to indicate the correct status regarding consistency with the LRTP and to also note when/if it is expected that the LRTP would be amended to include this project as a cost feasible component.

US Coast Guard Comments

Agency	Acknowledgment	Review Date
US Coast Guard	Understood	12/16/2009

Comments

No Purpose and Need Comments Were Found.

US Environmental Protection Agency Comments

Agency	Acknowledgment	Review Date
US Environmental Protection Agency	Understood	1/7/2010

Comments

No Purpose and Need Comments Were Found.

FL Department of Community Affairs Comments

Agency	Acknowledgment	Review Date
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FL Department of Community Affairs	Understood	2/10/2010
Comments		
No Purpose and Need Comments Were Found.		

FL Fish and Wildlife Conservation Commission Comments		
Agency	Acknowledgment	Review Date
FL Fish and Wildlife Conservation Commission	Understood	1/14/2010
Comments		
No Purpose and Need Comments Were Found.		

FL Department of Environmental Protection Comments		
Agency	Acknowledgment	Review Date
FL Department of Environmental Protection	Understood	1/28/2010
Comments		
No Purpose and Need Comments Were Found.		

Space Coast TPO Comments		
Agency	Acknowledgment	Review Date
Space Coast TPO	Understood	1/21/2010
Comments		
No Purpose and Need Comments Were Found.		

US Fish and Wildlife Service Comments		
Agency	Acknowledgment	Review Date
US Fish and Wildlife Service	Understood	12/23/2009
Comments		
No Purpose and Need Comments Were Found.		

National Marine Fisheries Service Comments		
Agency	Acknowledgment	Review Date
National Marine Fisheries Service	Understood	1/13/2010
Comments		
None.		

Natural Resources Conservation Service Comments		
Agency	Acknowledgment	Review Date
Natural Resources Conservation Service	Understood	1/8/2010
Comments		
No Purpose and Need Comments Were Found.		

FL Department of State Comments		
Agency	Acknowledgment	Review Date
FL Department of State	Understood	12/22/2009
Comments		
Please see detailed comments provided in "Describe Direct Effects" section.		

US Army Corps of Engineers Comments

Agency	Acknowledgment	Review Date
US Army Corps of Engineers	Understood	12/22/2009
Comments		
No Purpose and Need Comments Were Found.		

Alternative #1

Alternative Description	
From	?
To	?
Type	Traffic Operation Enhancement
Status	Work Program
Total Length	? mi.
Cost	
Modes	Roadway

Location and Length		
	Segment #1	Segment #2
Name	Ellis Road Improvements	New Interchange
Beginning Location		
Ending Location		
Length (mi.)	2.168	0.914
Roadway Id	Digitized	Digitized
BMP	??	??
EMP	??	??

Jurisdiction and Class		
	Segment #1	Segment #2
Jurisdiction	City	FDOT
Urban Service Area	In/Out	In
Functional Class		

Current and Future Conditions

Base Conditions		
	Segment #1	Segment #2
Year		
AADT	unspecified	unspecified
Lanes		
Config		

Interim Plan		
	Segment #1	Segment #2
Year		
AADT	unspecified	unspecified
Lanes		
Config		

Needs Plan		
	Segment #1	Segment #2
Year		
AADT	unspecified	unspecified
Lanes		
Config		

Cost Feasible Plan		
	Segment #1	Segment #2
Year		
AADT	unspecified	unspecified

Lanes		
Config		
No funding sources found.		

Project Effects Overview				
Issue	Degree of Effect		Organization	Date Reviewed
Natural				
Air Quality	2	Minimal	US Environmental Protection Agency	1/11/2010
Coastal and Marine	2	Minimal	National Marine Fisheries Service	1/13/2010
Contaminated Sites	3	Moderate	FL Department of Environmental Protection	1/28/2010
Contaminated Sites	2	Minimal	US Environmental Protection Agency	1/28/2010
Farmlands	0	None	Natural Resources Conservation Service	1/08/2010
Floodplains	3	Moderate	US Environmental Protection Agency	1/13/2010
Navigation	0	None	US Army Corps of Engineers	12/22/2009
Navigation	N/A	N/A / No Involvement	US Coast Guard	12/16/2009
Special Designations	3	Moderate	Federal Highway Administration	1/27/2010
Special Designations	0	None	US Environmental Protection Agency	1/13/2010
Water Quality and Quantity	2	Minimal	FL Department of Environmental Protection	1/28/2010
Water Quality and Quantity	2	Minimal	US Environmental Protection Agency	1/14/2010
Wetlands	3	Moderate	National Marine Fisheries Service	1/13/2010
Wetlands	2	Minimal	US Environmental Protection Agency	1/11/2010
Wetlands	2	Minimal	US Army Corps of Engineers	12/22/2009
Wetlands	3	Moderate	US Fish and Wildlife Service	1/19/2010
Wetlands	2	Minimal	FL Department of Environmental Protection	1/28/2010
Wildlife and Habitat	3	Moderate	US Fish and Wildlife Service	1/19/2010
Wildlife and Habitat	3	Moderate	FL Fish and Wildlife Conservation Commission	1/14/2010
Cultural				
Historic and Archaeological Sites	3	Moderate	FL Department of State	12/22/2009
Historic and Archaeological Sites	2	Minimal	Miccosukee Tribe of Indians of Florida	1/19/2010
Recreation Areas	0	None	FL Department of Environmental Protection	1/28/2010
Recreation Areas	0	None	US Environmental Protection Agency	1/07/2010

Section 4(f) Potential	N/A	N/A / No Involvement	National Park Service	1/15/2010
Community				
Economic	1	Enhanced	Space Coast TPO	1/21/2010
Land Use	2	Minimal	FL Department of Community Affairs	2/10/2010
Land Use	2	Minimal	Space Coast TPO	1/21/2010
Mobility	1	Enhanced	Space Coast TPO	1/21/2010
Mobility	3	Moderate	Federal Highway Administration	1/27/2010
Relocation	0	None	Space Coast TPO	1/21/2010
Social	2	Minimal	US Environmental Protection Agency	1/13/2010
Social	1	Enhanced	Space Coast TPO	1/21/2010
Social	0	None	FL Department of Community Affairs	2/10/2010
Secondary and Cumulative				

ETAT Reviews: Natural

Air Quality

Coordinator Summary

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

Reviewed By:
 FDOT District 5 (2/17/2010)

Comments:
 One agency provided comments in regards to air quality issues and assigned a Minimal degree of effect. We concur with this assessment and are assigning a Minimal summary degree of effect for air quality.

ETAT Reviews for Air Quality

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (01/11/2010)
Air Quality Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Air Quality

Level of Importance: Low, due to minimal degree of effect. A minimal degree of effect is being assigned to the air quality issue for the proposed interchange project (ETDM #11460, I-95 and Ellis Road Interchange).

Comments on Effects to Resources:

Brevard County and the Melbourne area have not been designated non-attainment or maintenance

for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of National Ambient Air Quality Standards (NAAQS). Nevertheless, it is recommended that the environmental review phase of this project include air impact analyses which documents the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is also recommended that environmental reviews of the project include hot spot analyses at the points in time and places where congestion are expected to be greatest or in areas of sensitive receptors. Air quality modeling using an approved software program should be conducted to determine whether any conformity issues or violations of air quality standards are anticipated within the project area and/or counties. Current and proposed air quality requirements and standards should be used in modeling software programs.

Also, air quality issues relating to the Melbourne International Airport, airport activity, and future traffic growth related to the airport and future economic development surrounding the airport should be considered and evaluated.

Additional Comments (optional):

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

FDOT District 5 Feedback to US Environmental Protection Agency's Review

Comments: Thank you for your review and comments. An air impact analysis will be conducted during the PD&E phase for this project.

Date Feedback Submitted: 2/17/2010

- No review submitted from the Federal Highway Administration

Coastal and Marine

Coordinator Summary

2 Summary Degree of Effect

Coastal and Marine Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 5 (2/17/2010)

Comments:

One agency provided comments on Coastal and Marine Issues and assigned a Minimal degree of effect. We are assigning a Minimal degree of effect for this issue.

ETAT Reviews for Coastal and Marine

2 ETAT Review by Brandon Howard, National Marine Fisheries Service (01/13/2010)

Coastal and Marine Effect: Minimal

Coordination Document: No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:

Based on our review of the information provided on the EST website, GIS-based effects analysis on wetlands, and interpretation of aerial photographs, NOAA's National Marine Fisheries Service (NMFS) determined that emergent wetlands, ponds, and canals are located within the project corridor. These wetlands range from low to moderate in quality.

Comments on Effects to Resources:

The wetlands along the proposed interchange provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, or ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place.

With construction of the new interchange, secondary and indirect impacts should be explored. It appears that no expansion is proposed to the west, but this project could lead to urban sprawl. A discussion addressing this issue should be included in the Wetlands Evaluation Report.

In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

Additional Comments (optional):

Magnuson-Stevens Act: Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact areas that support essential fish habitat (EFH) or NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the EFH requirements of the Magnuson-Stevens Fishery Conservation and Management Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.

FDOT District 5 Feedback to National Marine Fisheries Service's Review

Comments: Thank you for your review and comments. Wetlands within the project area will be identified and delineated during the PD&E phase. The Wetland Evaluation Report will address the functions and values of these wetland areas and potential impacts to these systems. Concept designs developed during the PD&E study will attempt to avoid wetland areas and if not practical will address methods to minimize those impacts. Wetland impacts that are not avoidable will be mitigated in accordance with Section 373.4137 F.S. Thank you for the EFH determination under the Magnuson-Stevens Act. Further coordination with the U.S. Fish and Wildlife Service will take place as the project progresses in order to determine potential effects to listed species.

*Date Feedback Submitted:*2/17/2010

- No review submitted from the Federal Highway Administration

Contaminated Sites

Coordinator Summary

3 Summary Degree of Effect

Contaminated Sites Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 5 (2/17/2010)

Comments:

Two agencies provided comments on this issue with one assigning a Minimal degree of effect and the other a Moderate degree of effect. Due to the presence of sources with the potential to cause contamination we are assigning a Moderate summary degree of effect for this issue.

ETAT Reviews for Contaminated Sites

3 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (01/28/2010)

Contaminated Sites Effect: Moderate

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

GIS data indicates that there is a brownfield area, two toxic release inventory sites, and 18 RCRA regulated facilities within the 500-ft. project buffer zone.

Comments on Effects to Resources:

A Contamination Screening Evaluation (similar to Phase I and Phase II Audits) may need to be conducted along the project right-of-way in considering the proximity to potential hazardous waste contamination sites. The Contamination Screening Evaluation should outline specific procedures that would be followed by the applicant in the event drums, wastes, tanks or potentially contaminated soils are encountered during construction. Special attention should be made in the screening evaluation to historical land uses (such as solid waste disposal) that may have an affect on the proposed project, including storm water retention and treatment areas.

-- In the event contamination is detected during construction, DEP and the FDOT may need to address the problem through additional assessment and/or remediation activities. Please note that revisions to Chapters 62-770, 62-782, 62-785, 62-777, F.A.C., and a new rule, Chapter 62-780, F.A.C., all involving contamination assessment and cleanup along with other notification requirements, took effect on April 17, 2005.

-- Groundwater monitoring wells (and possibly water production wells) are likely present at/near the project corridor. Arrangements need to be made to properly abandon (in accordance with Chapter 62-532, F.A.C.) and or replace any wells that may be destroyed or damaged during construction. These wells may also be used to gather data for the Contamination Screening Evaluation report.

-- Depending on the findings of the Contamination Screening Evaluation and the proximity to known contaminated sites, projects involving "dewatering" should be discouraged, since there is a potential

to spread contamination to previously uncontaminated areas and affect contamination receptors, site workers and the public. Dewatering projects would require permits/approval from the St. Johns River Water Management District, Water Use Section and coordination with the County Environmental Management Office.

-- Any land clearing or construction debris must be characterized for proper disposal. Potentially hazardous materials must be properly managed in accordance with Chapter 62-730, F.A.C. In addition, any solid wastes or other non-hazardous debris must be managed in accordance with Chapter 62-701, F.A.C.

-- Staging areas, with controlled access, should be planned in order to safely store raw material paints, adhesives, fuels, solvents, lubricating oils, etc. that will be used during construction. All containers need to be properly labeled. The project managers should consider developing written construction Contingency Plans in the event of a natural disaster, spill, fire or environmental release of hazardous materials stored / handled for the project construction.

FDOT District 5 Feedback to FL Department of Environmental Protection's Review

Comments: Thank you for your review and comments. A Contamination Screening Evaluation report will be produced during the study phase. This report will also investigate previous land uses in addition to current uses with the potential to provide contamination. Further audits may be called for depending on the results of the CSE report.

Date Feedback Submitted: 2/17/2010

2

ETAT Review by Madolyn Dominy, US Environmental Protection Agency (01/28/2010)

Contaminated Sites Effect: Minimal

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance:

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

Level of Importance: These resources are of a high level of importance in the State of Florida. However, a minimal degree of effect is being assigned for the proposed project (ETDM #11460, I-95 and Ellis Road Interchange).

Comments on Effects to Resources:

EPA reviewed the following contaminated sites GIS analysis data for buffer distances of 100, 200, and 500 feet: Brownfield Location Boundaries, Geocoded Dry Cleaners, Geocoded Gasoline Stations, Geocoded Petroleum Tanks, Hazardous Waste Sites, National Priority List Sites, Nuclear Site Locations, Solid Waste Facilities, Superfund Hazardous Waste Sites, TANKS-NOV 2007, Toxic Release Inventory Sites, and USEPA RCRA Facilities.

The Melbourne Economic Enhancement District Brownfield Site is listed as being within proximity of the proposed roadway project. Brownfield projects are defined as abandoned, idled or under-utilized property where expansion or redevelopment is complicated by the presence or potential presence of environmental contamination. Previous thriving areas of economic activity are listed as Brownfield if

the area is abandoned by contamination from past uses. Areas being unused or under-utilized are impediments to economic development in rural and urban communities. Redeveloped, these Brownfield areas can be catalysts for community revitalization. The Brownfield program brings together federal agencies to address cleanup and redevelopment in a more coordinated approach. Often times, federal grant programs and public/private organizations assist in the cleanup and redevelopment of Brownfield areas. The environmental review phase of the project should evaluate whether the classification of this area as a Brownfield Site will impact the roadway project.

There are two (2) Toxic Release Inventory sites listed within the 500-foot buffer distance. (ANASTASIA FM, AND SHELLY SEDIMENTS OF PLIO-PLIESTOCENE).

There are fifteen (15) USEPA RCRA regulated facilities listed within the 500-foot buffer distance.

No other contaminated sites features were identified in the online EST GIS analysis data search.

Due to the fact that there are minimal to no contaminated sites features identified to be within the buffer boundaries, impacts to and/or from contaminated site features are expected to be minimal.

The environmental review (PD&E) phase of the project should include a survey of the area to confirm the location of current listed contaminated site features, along with other contaminated site features which may have been previously located in the area. If any contaminated sites features (e.g., petroleum storage tanks) are to be impacted or removed during the construction phase of the project, sampling and analysis should be conducted to determine if pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation may be required prior to commencement of construction of the project.

FDOT District 5 Feedback to US Environmental Protection Agency's Review

Comments: Thank you for your review and comments. A Contamination Screening Evaluation report will be produce during the study phase. This report will also investigate previous land uses in addition to current uses with the potential to provide contamination. Further audits may be called for depending on the results of the CSE report.

Date Feedback Submitted: 2/17/2010

- No review submitted from the Federal Highway Administration

Farmlands

Coordinator Summary

0 Summary Degree of Effect

Farmlands Summary Degree of Effect: None

Reviewed By:

FDOT District 5 (2/17/2010)

Comments:

As the NRCS has determined that there are no Prime and Unique Farmland soils within any of the buffer areas, we are assigning a None degree of effect for this issue.

ETAT Reviews for Farmlands

0 ETAT Review by Rick Allen Robbins, Natural Resources Conservation Service (01/08/2010)

Farmlands Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to possibly be considered as Unique Farmlands. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

Comments on Effects to Resources:

Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Unique) Farmland Analysis (using 2006 SJRWMD data) has resulted in the determination that there are no Prime and Unique Farmland soils within any buffer width within the Project Area. Therefore, no degree of effect to agricultural resources.

Additional Comments (optional):

The Florida USDA-NRCS has evaluated soil map units statewide to determine their applicability to either the Unique Farmland and/or Locally Important Farmland designations. It is possible that some of the map units in this County could be assigned one of these classifications in the future.

FDOT District 5 Feedback to Natural Resources Conservation Service's Review

*Comments:*Thank you for your review, comments and determination of no effect to agricultural resources.

*Date Feedback Submitted:*2/17/2010

- No review submitted from the Federal Highway Administration

Floodplains

Coordinator Summary

3 Summary Degree of Effect

Floodplains Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 5 (2/17/2010)

Comments:

Given the acreage of 100-year floodplains within the project area we are assigning a Moderate degree of effect, as suggested by the U.S. E.P.A.

ETAT Reviews for Floodplains

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance. Construction of roadways within the floodplain should not impede, obstruct or divert the flow of water or debris in the floodplain which would alter the roadway's discharge capacity or otherwise adversely affect public health, safety and welfare, or cause damage to public or private property in the event of a flood. A moderate degree of effect is being assigned for the proposed project (ETDM #11460, I-95 and Ellis Road Interchange).

Comments on Effects to Resources:

A review of GIS analysis data (Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates the following approximate acreage within the 100-year floodplain, as designated by Zone AE of the flood hazard zone designation (FEMA Special Flood Hazard Areas):

100 foot buffer distance:

Zone AE - 41.8 acres - 59.7% of total acres

200 foot buffer distance:

Zone AE - 77.0 acres - 57.3% of total acres

500 foot buffer distance:

Zone AE - 177.2 acres - 54.3% of total acres

Approximately 40 acres of 100-year floodplain are identified within the 100 foot buffer distance, 80 acres of 100-year floodplain are identified within the 200 foot buffer distance, and 180 acres of 100-year floodplain are identified within the 500 foot buffer distance of the proposed bridge replacement project. This project has the potential to impact floodplains and their functions in the area.

General comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife. The area surrounding the proposed interchange project is expected to experience significant growth.

The PD&E phase of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed flood control requirements. Consultation and coordination with appropriate flood management agencies should occur relating to regulatory requirements, avoidance, minimization and/or mitigation strategies.

FDOT District 5 Feedback to US Environmental Protection Agency's Review

Comments: Thank you for your review and comments. During the PD&E study a Location Hydraulics Report will be generated which will further evaluate floodplains and floodways, if present. The LHR will estimate impacts to these resources and recommend structure locations to provide and maintain conveyance and prevent increases in flood stages. Any measurable impacts to floodplains will be mitigated by providing additional floodplain storage capacity.
Date Feedback Submitted: 2/17/2010

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

Infrastructure

Coordinator Summary

2 Summary Degree of Effect

Infrastructure Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 5 (2/24/2010)

Comments:

No agencies provided comments on this issue. Based on the GIS analysis, within the 1 mile buffer area there are: two aviation transportation facilities, two airport runways, one hospital, four FAA obstructions, one limited use drinking water well, one solid waste facility, one wastewater facility and six wireless antenna structures. Within the 500 foot buffer area the infrastructures drop to one aviation transportation facility and one FAA obstruction. Therefore, potential infrastructure impacts are minimal. We are assigning a Minimal degree of effect for this issue.

ETAT Reviews for Infrastructure

No reviews found for the Infrastructure Issue.

- No review submitted from the Federal Highway Administration

Navigation

Coordinator Summary

N/A Summary Degree of Effect

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

Reviewed By:

FDOT District 5 (2/17/2010)

Comments:

Both the US Coast Guard and the US Army Corps of Engineers have determined that there are no navigable waters within the project area. We are assigning a No Involvement summary degree of effect for navigation issues.

ETAT Reviews for Navigation

0 ETAT Review by Randy Turner, US Army Corps of Engineers (12/22/2009)

Navigation Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
No navigable waters were identified within the project area.

Comments on Effects to Resources:
The project will have no impacts to navigation.

FDOT District 5 Feedback to US Army Corps of Engineers's Review

*Comments:*Thank you for your review.
*Date Feedback Submitted:*2/17/2010

**N
/
A**

ETAT Review by Evelyn Smart, US Coast Guard (12/16/2009)

Navigation Effect: N/A / No Involvement

Coordination Document:No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
No Coast Guard involvement.

FDOT District 5 Feedback to US Coast Guard's Review

*Comments:*Thank you for your review.
*Date Feedback Submitted:*2/17/2010

- No review submitted from the Federal Highway Administration

Special Designations

Coordinator Summary

2 Summary Degree of Effect

Special Designations Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 5 (2/17/2010)

Comments:

Both EPA and FHWA provided comments on this issue and assigned None and Moderate degrees of effects due to the Melbourne Economic Enhancement District brownfield. We believe this project is not incompatible with this designation so we are assigning a Minimal summary degree of effect.

ETAT Reviews for Special Designations

3

ETAT Review by Cathy Kendall, Federal Highway Administration (01/27/2010)

Special Designations Effect: Moderate

Coordination Document:PD&E Support Document As Per PD&E Manual

Dispute Information:N/A

Identified Resources and Level of Importance:

The GIS analysis indicates the location of a brownfield called the "Melborne Economic Enhancement District" within 200 feet of the project.

Comments on Effects to Resources:

Coordination with DEP and the local government is needed to address brownfield issues as part of the PD&E process.

FDOT District 5 Feedback to Federal Highway Administration's Review

*Comments:*Thank you for your review. The brownfield issue will be coordinated with the Melbourne International Airport, the City of Melbourne, FDOT and FDEP during the upcoming study phase.

*Date Feedback Submitted:*2/17/2010

0

ETAT Review by Madolyn Dominy, US Environmental Protection Agency (01/13/2010)

Special Designations Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

There are no Special Designation features listed in the GIS analysis data at the programming screen phase of the project other than Special Flood Hazard Areas (See Floodplains issue for comments) and Brownfield Locations (See Contaminated Sites issue for comments).

FDOT District 5 Feedback to US Environmental Protection Agency's Review

*Comments:*Thank you for your review. Comments associated with Special Flood Hazard Areas and Brownfield location were addressed under floodplain and contamination issues, respectively.

However, additional coordination on the Brownfield issue will take place between FDOT, FDEP, the

City of Melbourne and the Melbourne International Airport as the study progresses.
Date Feedback Submitted: 2/17/2010

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

Water Quality and Quantity

Coordinator Summary

2 Summary Degree of Effect

Water Quality and Quantity Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 5 (2/23/2010)

Comments:

Two agencies provided comments on this issue and both assigned Minimal degrees of effect. As the project will provide stormwater attenuation and treatment facilities to the current standards, effects on receiving waters should be minimal. We are assigning a Minimal degree of effect for this issue.

ETAT Reviews for Water Quality and Quantity

2 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (01/28/2010)

Water Quality and Quantity Effect: Minimal

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance:

Stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Increased runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface will be of concern. Natural resource impacts within and adjacent to the proposed road right-of-way will likely include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area creeks, ditches, and sloughs as a result of increased impervious surface within the watershed.

Comments on Effects to Resources:

Every effort should be made to maximize the treatment of stormwater runoff from the proposed road project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. We recommend that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Retro-fitting of stormwater conveyance systems would help reduce impacts to water quality.

FDOT District 5 Feedback to FL Department of Environmental Protection's Review

Comments: Thank you for your review and comments. The PD&E Study will evaluate any existing stormwater conveyance and treatment facilities and will also identify preliminary pond sites for

treatment and attenuation of stormwater runoff from areas draining to those ponds, including all new impervious surfaces.

Date Feedback Submitted:2/23/2010

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (01/14/2010)

Water Quality and Quantity Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Water quality, surface water, groundwater

Level of Importance: These resources are of a high level of importance in the State of Florida. A minimal degree of effect is being assigned to this issue for the proposed project.

Comments on Effects to Resources:

The project area encompasses the Crane Creek drainage basin within the Upper St. Johns River and Middle East Coast hydrologic watersheds. A minimal degree of effect is being assigned to the Water Quality issue since the proposed project is not expected to have a significant impact on water quality in nearby waters. Potential impacts to surface water quality include stormwater runoff into nearby surface water bodies via drainage ditches or other conveyance systems. Stormwater runoff from urban sources, including roadways, carry pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Also, construction techniques and practices should also be designed and implemented to avoid or minimize impacts to surface water and groundwater.

Crane Creek (Water Body ID: FL-3085) is listed on the Clean Water Act 303(d) list of impaired waters. Crane Creek is impaired for the following pollutants - coliforms, dissolved oxygen, and nutrients. Total Maximum Daily Loads (TMDLs) for this water body have been approved/established or are scheduled for development. A special TMDL development is noted as having been developed for nutrients.

The PD&E study should include a review of water quality standards in Crane Creek, potential sources of water quality impairment, and TMDL requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits. It is recommended that FDOT consult with the Florida Department of Environmental Protection (FDEP) water quality program on this issue, along with stormwater permitting issues and other water quality issues relating to point and nonpoint source discharges into surface water bodies.

FDOT District 5 Feedback to US Environmental Protection Agency's Review

*Comments:*Thank you for your review and comments. Coordination with FDEP and St. Johns River Water Management District will take place during the PD&E Study in order to identify TMDL criteria for discharges to Crane Creek impaired waters.

Date Feedback Submitted:2/23/2010

- No review submitted from the Federal Highway Administration

Wetlands

Coordinator Summary

2 Summary Degree of Effect

Wetlands Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 5 (2/23/2010)

Comments:

Five agencies provided comments on this issue with three assigning Minimal degrees of effect and two assigning Moderate degrees of effects. Due to the minimal acreage of low quality and fragmented wetlands within the project area, we are assigning a Minimal degree of effect for this issue.

ETAT Reviews for Wetlands

3 ETAT Review by Brandon Howard, National Marine Fisheries Service (01/13/2010)

Wetlands Effect: Moderate

Coordination Document:No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:

Based on our review of the information provided on the EST website, GIS-based effects analysis on wetlands, and interpretation of aerial photographs, NOAA's National Marine Fisheries Service (NMFS) determined that emergent wetlands, ponds, and canals are located within the project corridor. These wetlands range from low to moderate in quality.

Comments on Effects to Resources:

The wetlands along the proposed interchange provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, or ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place.

With construction of the new interchange, secondary and indirect impacts should be explored. It appears that no expansion is proposed to the west, but this project could lead to urban sprawl. A discussion addressing this issue should be included in the Wetlands Evaluation Report.

In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

Additional Comments (optional):

Magnuson-Stevens Act: Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact areas that support essential fish habitat (EFH) or NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the EFH requirements of the Magnuson-Stevens Fishery Conservation and Management Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.

FDOT District 5 Feedback to National Marine Fisheries Service's Review

Comments: Thank you for your review and comments. We understand that an EFH Assessment will not be required and that no further consultation on EFH issues will be required. We will coordinate with the US Fish and Wildlife Service during the study phase for a determination of effects to threatened and endangered species.

Date Feedback Submitted: 2/23/2010

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (01/11/2010)

Wetlands Effect: Minimal

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance:

Resources: Wetlands, wetlands habitat, water quality

Level of Importance: These resources are of a high level of importance in the State of Florida. A minimal degree of effect is being assigned to the wetlands issue for the proposed project.

Comments on Effects to Resources:

There are a small amount of wetlands within the immediate project area (2.3 acres at 100 foot buffer, 4.6 acres at 200 foot buffer, and 24.4 acres at 500 foot buffer). These existing wetlands are on the east side of the project and have been impacted (fragmented) by previous development. To the west of the project is a large area of swamp/marsh land. EPA is assigning a minimal degree of effect to the wetlands issue due to the fact that there is not extensive acreage of wetlands within the immediate buffer distances and the fact that the existing wetlands which may be directly impacted by the project are of low quality and fragmented.

EPA recommends that the PD&E study include an analysis of wetland areas to be potentially impacted by the project, including the swamp area to the west of the project. The PD&E study should include a delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts.

One issue of concern includes increased stormwater runoff and the increase of pollutants into surface waters and wetlands as a result of any roadway project and other point and nonpoint sources. Every effort should be made to maximize the collection and treatment of stormwater. Stormwater collection and treatment mechanisms should be designed to protect the function of surrounding wetlands, floodplains, and surface water features. Engineering design features and

hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed requirements.

Additional Comments (optional):

Indirect and cumulative effects on wetlands should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (wetlands) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

FDOT District 5 Feedback to US Environmental Protection Agency's Review

Comments: Thank you for your review and comments. The study phase will delineate wetlands and perform a functional analysis of the wetland systems. Preliminary pond sites will be selected to avoid wetland impacts. Avoidance and minimization strategies for wetlands will be documented in project reports.

Date Feedback Submitted: 2/23/2010

2 ETAT Review by Randy Turner, US Army Corps of Engineers (12/22/2009)

Wetlands Effect: Minimal

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance:

A review of the EST revealed the presence of wetlands on the east side of I-95 that appear to be low quality and fragmented by development. Using the GIS project overlay, it does not appear that the wetland system to the west of I-95 would be impacted; although, a jurisdictional determination should be completed to determine the extent of water of the United States on both the east and west side of I-95.

Comments on Effects to Resources:

It appears impacts would be minimal; however, a functional assessment should be completed to determine the functional value of the system(s).

FDOT District 5 Feedback to US Army Corps of Engineers's Review

Comments: Thank you for your review. A functional assessment of wetlands will be conducted during the study phase.

Date Feedback Submitted: 2/23/2010

3 ETAT Review by Todd Samuel Mecklenborg, US Fish and Wildlife Service (01/19/2010)

Wetlands Effect: Moderate

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance:

Federally listed plant and animal species, migratory birds, the habitats they occupy and are

supported by (breeding, feeding, and sheltering), and wetlands are trust resources that have a high level of importance to the mission of the U.S. Fish and Wildlife Service.

Our mission is working with others to conserve, protect and enhance fish, wildlife, plants and their habitats for the continuing benefit of the American people. We are both a leader and trusted partner in fish and wildlife conservation, known for our scientific excellence, stewardship of lands and natural resources, dedicated professionals and commitment to public service.

Comments on Effects to Resources:

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

The species of concern for the Ellis Roadway improvements and the new I-95 Interchange are the Audubon's crested caracara (*Polyborus plancus audubonii*), wood stork (*Mycteria americana*) and, Florida scrub-jay (*Aphelocoma coerulescens*). The area immediately west of I-95 is part of the St. John's River floodplain. This large system has the potential to support nesting and foraging habitat for the caracara as well as foraging opportunities for the wood stork. The project is within the core foraging area of two wood stork colonies. Surveys will need to document usage of this area by these species.

Any undeveloped xeric areas immediately east of the proposed new interchange will need to be surveyed for Florida scrub-jays. Scrub-jays occur near the project corridor and may still persist within the study corridor. This species has been reduced to small oak scrub patches within residential developments in many areas of Brevard County. If habitats utilized by this species are impacted, surveys will need to be performed to document the presence or absence of the species.

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

Additional Comments (optional):

Comments are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), section 7 of the Endangered Species Act of 1973, (87 Stat 884, as amended 16 U.S.C. 1531 et seq.), the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 et seq.), and the Marine Mammal Protection Act of 1972, as amended (16 U.S.C. 1361 et seq.).

FDOT District 5 Feedback to US Fish and Wildlife Service's Review

Comments: Thank you for your review and comments and for pointing out that the project is within the core foraging area of two wood stork colonies. Surveys will be conducted during the PD&E Study to document the presence of listed species and their habitat. A functional analysis of the wetland systems will also be conducted during the study phase.

Date Feedback Submitted: 2/23/2010

Wetlands Effect: Minimal

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

The EST reports approximately 24.4 acres of palustrine wetlands within the 500-ft. project buffer.

Comments on Effects to Resources:

The project will require an environmental resource permit (ERP) from the St. Johns River Water Management District. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of roadway construction to the greatest extent practicable:

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed.

FDOT District 5 Feedback to FL Department of Environmental Protection's Review

*Comments:*Thank you for your review and comments. The PD&E Study will delineate all on site wetlands and will conduct a functional analysis on these wetland systems. All efforts will be made to avoid wetland impacts to the extent feasible. If wetland impacts are unavoidable, design features to minimize these impacts will be explored.

*Date Feedback Submitted:*2/23/2010

- No review submitted from the Federal Highway Administration

Wildlife and Habitat

Coordinator Summary

3 Summary Degree of Effect

Wildlife and Habitat Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 5 (2/24/2010)

Comments:

Two agencies provided comments on this issue and both assigned Moderate degrees of effect. Due to the project being within several USF&WS Consultation Areas, biodiversity hot spots and having habitat types capable of supporting numerous threatened, endangered or species of special concern, we are assigning a Moderate degree of effect for this issue.

ETAT Reviews for Wildlife and Habitat

3

ETAT Review by Todd Samuel Mecklenborg, US Fish and Wildlife Service (01/19/2010)

Wildlife and Habitat Effect: Moderate

Coordination Document:PD&E Support Document As Per PD&E Manual

Dispute Information:N/A

Identified Resources and Level of Importance:

Federally listed plant and animal species, migratory birds, the habitats they occupy and are supported by (breeding, feeding, and sheltering), and wetlands are trust resources that have a high level of importance to the mission of the U.S. Fish and Wildlife Service.

Our mission is working with others to conserve, protect and enhance fish, wildlife, plants and their habitats for the continuing benefit of the American people. We are both a leader and trusted partner in fish and wildlife conservation, known for our scientific excellence, stewardship of lands and natural resources, dedicated professionals and commitment to public service.

Comments on Effects to Resources:

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

The species of concern for the Ellis Roadway improvements and the new I-95 Interchange are the Audubon's crested caracara (*Polyborus plancus audubonii*), wood stork (*Mycteria americana*) and, Florida scrub-jay (*Aphelocoma coerulescens*). The area immediately west of I-95 is part of the St. John's River floodplain. This large system has the potential to support nesting and foraging habitat for the caracara as well as foraging opportunities for the wood stork. The project is within the core foraging area of two wood stork colonies. Surveys will need to document usage of this area by these species.

Any undeveloped xeric areas immediately east of the proposed new interchange will need to be surveyed for Florida scrub-jays. Scrub-jays occur near the project corridor and may still persist within the study corridor. This species has been reduced to small oak scrub patches within residential developments in many areas of Brevard County. If habitats utilized by this species are impacted, surveys will need to be performed to document the presence or absence of the species.

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

Additional Comments (optional):

Comments are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), section 7 of the Endangered Species Act of 1973, (87 Stat 884, as amended 16 U.S.C. 1531 et seq.), the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 et seq.), and the Marine Mammal Protection Act of 1972, as amended (16 U.S.C. 1361 et seq.).

FDOT District 5 Feedback to US Fish and Wildlife Service's Review

*Comments:*Thank you for your review and comments. Wildlife and Habitat surveys will be conducted

during the PD&E Study phase. Special attention will be paid towards the Audubon's crested caracara, wood stork and the Florida scrub-jay. A functional assessment of wetlands will also be conducted. Further coordination with the Service will take place as the study progresses.
Date Feedback Submitted: 2/23/2010

3 ETAT Review by Scott Sanders, FL Fish and Wildlife Conservation Commission (01/14/2010)
Wildlife and Habitat Effect: Moderate

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance:

The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #11460, Brevard County, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

The Project Description Summary states that this project involves the construction of a new interchange on I-95, connecting to Ellis Road in the Melbourne metropolitan area. Ellis Road would be improved from a two-lane local street cross section to a four-lane arterial section from I-95 to NASA Boulevard, a distance of 2.1 miles, including approximately 0.3 miles of new Right-of-way (ROW) between I-95 and the current western terminus of Ellis Road. The purpose of this interchange project is to relieve traffic congestion at the US 192 and Eau Gallie Boulevard interchanges, south and north, respectively, of the proposed Ellis Road interchange.

The project area was evaluated for potential fish, wildlife, and habitat resources within 500 feet of the proposed alignment. Our assessment reveals that the project area along Ellis Road is dominated by commercial/industrial development, with some residential land use in the less developed area near I-95. Man-altered land use types comprise 61.75% of the assessment area, including High and Low Impact Urban (185.6 acres, 56.84%), Open Water (borrow pits, 13.1 acres, 4.02%), Other Agriculture (2.4 acres, 0.75%), and Bare Soil (0.4 acres, 0.14%). Native plant communities include: Hardwood Hammocks and Forests (28.4 acres, 8.71%), Dry Prairies (21.6 acres, 6.60%), Pinelands (19.6 acres, 5.99%), Freshwater Marsh and Wet Prairie (18.7 acres, 5.72%), Shrub Swamp (18.4 acres, 5.65%), Mixed Hardwood-Pine Forest (8.7 acres, 2.65%), Hardwood Swamp (5.3 acres, 1.63%), Shrub and Brushland (2.0 acres, 0.61%), Mixed Wetland Forest (1.3 acres, 0.41%), and Cypress Swamp (0.9 acres, 0.27%).

Based on range and preferred habitat type, the following species listed by our agency as Endangered (E), Threatened (T), or Species of Special Concern (SSC) may occur along the project area: gopher frog (SSC), Eastern indigo snake (T), Florida pine snake (SSC), gopher tortoise (T), least tern (T), limpkin (SSC), snowy egret (SSC), little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), Florida sandhill crane (T), wood stork (E), burrowing owl (SSC), crested caracara (T), Southeastern American kestrel (T), Florida scrub jay (T), Sherman's fox squirrel (SSC), and Florida mouse (SSC).

The GIS analysis revealed several specific characteristics associated with lands along the project alignment that provide an indication of potential habitat quality or sensitivity that will require field studies to verify the presence or absence of listed wildlife species and the quality of wildlife habitat resources. Within the assessment area there are 14 FWC Biodiversity Hot Spots capable of supporting 3 to 4, 5 to 6, or 7 or more focal species, and two FWC Priority Wetlands capable of

supporting 4 to 6 focal species in wetlands and 1 to 3 focal species in uplands. The project is within the U.S. Fish and Wildlife Service Consultation Areas for crested caracara, scrub jay, red-cockaded woodpecker, and snail kite. Nearly all lands west of the I-95 ROW at the project site are within the floodplain of the St. Johns River, consisting of seasonally flooded marsh and shrub swamp utilized by a wide variety of wildlife species.

Primary wildlife issues associated with this project include: potential adverse effects to a moderate number of species listed by our agency as Endangered, Threatened, or Species of Special Concern; direct loss of seasonal wetland habitats in the St. Johns River floodplain resulting from interchange construction west of I-95; potential water quality degradation as a result of additional stormwater runoff from the expanded roadway surface draining into adjacent wetlands, and ultimately the St. Johns River; and increased roadkills of mammals, birds, reptiles, and amphibians due to the increase in roadway surface and traffic.

Comments on Effects to Resources:

Based on the project information provided, we believe that direct and indirect effects of this new interchange could be moderate, primarily because of the potential for adverse effects on wildlife resources resulting from construction in wetlands west of I-95, and from direct and secondary construction in undeveloped uplands just east of I-95.

Additional Comments (optional):

We recommend that the Project Development and Environment (PD&E) Study address natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area. Plant community mapping and wildlife surveys for the occurrence of wildlife species listed by the FWC as Endangered, Threatened, or Species of Special Concern should be performed, both along the Right-of-way and within sites proposed for Drainage Retention Areas. A plan should also be implemented to avoid and minimize project effects to the extent practicable. Drainage Retention Areas and equipment staging areas should be located in previously disturbed sites to avoid habitat destruction or degradation. Opportunities should also be investigated for providing structures to maintain habitat connectivity. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat lost as a result of the project. This could be achieved by purchasing land, or securing conservation easements over lands adjacent to existing public lands, and by habitat restoration. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Brian Barnett at (850) 528-6316 or email brian_barnett@urscorp.com to initiate the process for further overall coordination on this project.

FDOT District 5 Feedback to FL Fish and Wildlife Conservation Commission's Review

Comments: Thank you for your review and comments. Consultation with the US Fish and Wildlife Service will occur during the PD&E Study for the following species: crested caracara, scrub jay, red-cockaded woodpecker and the snail kite. Surveys for other listed and species of special concern will also be conducted during the study phase with an emphasis on those species listed as having a probability of occurrence within the project area. Results of this survey will be contained within the Wildlife and Habitat Evaluation Report.

Date Feedback Submitted: 2/24/2010

- No review submitted from the Federal Highway Administration
- No review submitted from the US Forest Service

ETAT Reviews: Cultural

Historic and Archaeological Sites

Coordinator Summary

2 Summary Degree of Effect

Historic and Archaeological Sites Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 5 (2/24/2010)

Comments:

Two entities provided comments on this issue with one assigning a Minimal degree of effect and the other a Moderate degree of effect. Surveys have been conducted along the I-95 corridor and for the realignment of Nasa Blvd. at the eastern terminus of this project. No significant resources were identified in either survey nor for a survey conducted immediately north of the project area. Based on the lack of any known resources within the project area, we are assigning a Minimal degree of effect. Nonetheless, a Cultural Resource Assessment Survey will still be conducted during the study phase.

ETAT Reviews for Historic and Archaeological Sites

3 ETAT Review by Jennifer R Ross, FL Department of State (12/22/2009)

Historic and Archaeological Sites Effect: Moderate

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance:

The GIS analysis revealed that there is only one previously-recorded cultural resource (Historic or Archaeological Site) within close vicinity (i.e. 500 feet or closer) of the project corridor. This resource, the MELBOURNE AIRPORT DRAINAGE CANAL (8BR01722), is a FLORIDA MASTER SITE FILE RESOURCE GROUP that is located within the project's 500 foot buffer. The SHPO determined that the canal was INELIGIBLE FOR NRHP in 2000. THIS CATEGORY'S LEVEL OF IMPORTANCE IS LOW.

Comments on Effects to Resources:

The GIS analysis revealed that the MELBOURNE AIRPORT DRAINAGE CANAL (8BR01722) is the only previously-recorded cultural resource within close vicinity (i.e. 500 feet or closer) of the project corridor. Due to the resource's location, it is likely to be directly affected by the project activities. This resource, however, has been determined to be INELIGIBLE FOR NRHP by the SHPO.

Additional Comments (optional):

The GIS analysis revealed that only the eastern and western edges of the project corridor have been subject to study (Survey Nos. 8791 and 6415) and therefore the majority of the project area has not yet been subject to a comprehensive effort to identify, document, and assess all significant cultural resources within its limits. Since unidentified potentially significant archaeological and historic sites may be present it is our recommendation that prior to initiating any project related land clearing or ground disturbing activities within the project area, that it should be subjected to a systematic professional archaeological and historical survey. The purpose of this survey will be to locate and assess the significance of historic properties present and to address effects in regard to all identified historic properties within the project area. The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code and will need to be forwarded to this agency for review.

FDOT District 5 Feedback to FL Department of State's Review

Comments: Thank you for your review and comments. A Cultural Resource Assessment Survey by a professional archaeological firm will be conducted during the PD&E phase. Results of this survey will be provided to the SHPO for review and comments.

Date Feedback Submitted: 2/24/2010

2 ETAT Review by Steve Terry, Miccosukee Tribe of Indians of Florida (01/19/2010)

Historic and Archaeological Sites Effect: Minimal

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance:

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

Comments on Effects to Resources:

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

Additional Comments (optional):

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

FDOT District 5 Feedback to Miccosukee Tribe of Indians of Florida's Review

Comments: Thank you for your review and comments. A Cultural Resource Assessment Survey will be conducted during the project development phase. Results of this survey will be shared with the Miccosukee Tribe and further consultation, if necessary, will be conducted.

Date Feedback Submitted: 2/24/2010

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

Recreation Areas

Coordinator Summary

0 Summary Degree of Effect

Recreation Areas Summary Degree of Effect: None

Reviewed By:

FDOT District 5 (3/10/2010)

Comments:

Two agencies, FL Department of Environmental Protection and US Environmental Protection Agency, reviewed this issue and assigned a degree of effect of None, finding that no recreation areas should be impacted by the project. FDOT concurs with this summary.

ETAT Reviews for Recreation Areas

0 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (01/28/2010)
Recreation Areas Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
None found.

FDOT District 5 Feedback to FL Department of Environmental Protection's Review
*Comments:*Thank you.
*Date Feedback Submitted:*3/10/2010

0 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (01/07/2010)
Recreation Areas Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
None found.

FDOT District 5 Feedback to US Environmental Protection Agency's Review
*Comments:*Thank you.
*Date Feedback Submitted:*3/10/2010

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

Section 4(f) Potential

Coordinator Summary

N/
A

Summary Degree of Effect

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

Reviewed By:

FDOT District 5 (4/13/2010)

Comments:

One agency, National Park Service, reviewed this issue and assigned a degree of effect of No Involvement. As the GIS data analysis shows no impact to parks or any other resources protected under Section 4(f) in the immediate project area, FDOT is assigning a degree of effect of No Involvement to this issue.

ETAT Reviews for Section 4(f) Potential

N
/
A

ETAT Review by Anita Barnett, National Park Service (01/15/2010)

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

Coordination Document:No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

FDOT District 5 Feedback to National Park Service's Review

*Comments:*Thank you.

*Date Feedback Submitted:*3/10/2010

- No review submitted from the Federal Highway Administration

ETAT Reviews: Community

Aesthetics

Coordinator Summary

2

Summary Degree of Effect

Aesthetics Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 5 (2/18/2010)

Comments:

No reviews or comments were received for this issue. According to the GIS analysis, the potential for noise or vibration impacts is considered minimal. Accordingly, a Summary Degree of Effect Minimal is being assigned for this issue.

ETAT Reviews for Aesthetics

- No reviews found for the Aesthetics Issue.
- No review submitted from the Federal Highway Administration
 - No review submitted from the Space Coast TPO

Economic

Coordinator Summary

1 Summary Degree of Effect
Economic Summary Degree of Effect: Enhanced

Reviewed By:
 FDOT District 5 (3/10/2010)

Comments:
 FDOT agrees with Space Coast TPO's assessment that this project would likely enhance the economic development of the area, helping to support its future growth. We concur that the project could result in enhanced economic activity.

ETAT Reviews for Economic

1 ETAT Review by Susan Ditta, Space Coast TPO (01/21/2010)
Economic Effect: Enhanced

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
 This Interchange will provide numerous economic development benefits for not only Brevard County, but Indian River County, as well. The existing I-95 Interchanges that one may take to get to Melbourne International Airport (MLB): US 192 to the south and Eau Gallie Blvd. to the north, hold projected deficiencies. As noted in the IJR, the interchange at US 192/New Haven Avenue with I-95 is operating at or below the minimum acceptable level of service standards established for this FIHS facility. This operational failure of the interchange and the Airport's only SIS connector impedes economic growth for the Airport and for supporting businesses located near the Airport. A new interchange and direct connection to the Airport will provide relief to the existing interchanges and better access to the Airport. The vicinity of MLB serves as the second largest employment area in Brevard County. MLB is a multimodal SIS hub which serves commercial and general aviation, interstate bus and is a potential future rail connection. MLB's total number of passenger enplanements increased by 6.0 percent in 2008 (statewide average declined by seven percent). MLB is also important to the cruise industry (Port Canaveral), as it is the closest commercial airport. The Space Coast TPO, Brevard County, the cities of Palm Bay, Melbourne and West Melbourne, as well as the Melbourne Airport Authority and many other private concerns have been working on the

development of the St. Johns Heritage (also known as Palm Bay) Parkway for over a decade. The proposed Parkway will provide numerous transportation benefits for the South Brevard County and North Indian River County areas. Item #11460, the Ellis Road Interchange @ I-95, is an integral component of the Parkway projects.

Comments on Effects to Resources:

The area around MLB is designated "industrial" on the City of Melbourne's Future Land Use Map. By providing a more direct connection between MLB and I-95, additional employment centers may be realized which would not only increase employment opportunities. MLB's industrial park holds a future potential growth of over 300%.

Additional Comments (optional):

The Federal Highway Administration has approved an Interchange Justification Report (04/09) which serves to approve the Interchange from an operational standpoint. Ellis Road will require improvements to accommodate this new interchange.

FDOT District 5 Feedback to Space Coast TPO's Review

Comments: Thank you for your review and comments.

Date Feedback Submitted: 3/10/2010

- No review submitted from the Federal Highway Administration

Land Use

Coordinator Summary

2 Summary Degree of Effect

Land Use Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 5 (3/10/2010)

Comments:

Both reviewing agencies of this issue, FL Department of Community Affairs and the Space Coast TPO , have assigned a degree of effect of Minimal, both citing that this project is included in the City's Comprehensive Plan and is consistent with the TPO's goals. FDOT is also assigning a Minimal Degree of effect.

ETAT Reviews for Land Use

2 ETAT Review by Gary Donaldson, FL Department of Community Affairs (02/10/2010)

Land Use Effect: Minimal

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance:

The Department of Community Affairs has reviewed the referenced project and has determined that it is identified on the Map T-9 of the City of Melbourne Future Roadway Transportation Map Series and is consistent with the City Comprehensive Plan.

Comments on Effects to Resources:

see above

FDOT District 5 Feedback to FL Department of Community Affairs's Review

Comments: Thank you for your review and determination of consistency.

Date Feedback Submitted: 3/10/2010

2

ETAT Review by Susan Ditta, Space Coast TPO (01/21/2010)

Land Use Effect: Minimal

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance:

Land uses within the area are residential, commercial, office, agricultural and conservation. This project is consistent with local government comprehensive plans, as well as the TPO Goals and Objectives.

Comments on Effects to Resources:

Construction of this Interchange could encourage development that is compatible with existing land use plans.

Additional Comments (optional):

The Federal Highway Administration has approved an Interchange Justification Report (04/09) which serves to approve this Interchange from an operational standpoint. Ellis Road will require improvements to accommodate this new interchange. There has been public involvement throughout the St. Johns Heritage (Palm Bay) Parkway discussions, of which this Interchange has been a part. As noted in the IJR, a public involvement plan will be developed during the PD&E study for this project. Public input will be obtained from interested groups including homeowners, businesses, agricultural interests, etc. Public meetings will be held to obtain official public comment on the project.

FDOT District 5 Feedback to Space Coast TPO's Review

Comments: Thank you for your review. The PD&E Study will have a public information plan which may consist of a project web site, newsletters, informational workshops and a formal Public Hearing.

Date Feedback Submitted: 3/10/2010

- No review submitted from the Federal Highway Administration

Coordinator Summary

1 Summary Degree of Effect

Mobility Summary Degree of Effect: Enhanced

Reviewed By:

FDOT District 5 (3/10/2010)

Comments:

Two agencies responded to this issue. The Space Coast TPO gave an enhanced degree of effect based on the fact that this project would increase mobility for the residents and businesses within the area, provide congestion relief for US 192 and provide a direct connection between the interstate SIS facility and the multi-modal SIS hub at the Melbourne International Airport. The Federal Highway Administration gave a moderate degree of effect citing both a nearby high school and a high priority for greenway linkages in this area.

We share FHWA's safety concerns for students arriving and departing from the school and the PD&E Study will evaluate pedestrian and bicycle facilities, which currently do not exist. However, we believe that overall this project will enhance mobility within the area. We are assigning an Enhanced degree of effect for this issue.

ETAT Reviews for Mobility

1 ETAT Review by Susan Ditta, Space Coast TPO (01/21/2010)

Mobility Effect: Enhanced

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

This project is included in the Space Coast Transportation Planning Organization's Project Priorities and 2025 Cost Feasible Long Range Transportation Plan, as well as the Airport's Master Plan. Capacity improvements are consistent with regional transportation plans, including: FDOT Five-Year Work Program, FDOT FIHS plans, Brevard and Indian River County comprehensive Plans, Committed improvements for local and private sources, and the Brevard County access management plans. Airport surrounding authorities: Cities of Melbourne, West Melbourne and Palm Bay support this more direct Melbourne International Airport (MLB) access route. According to the Economic Development Commission of Florida's Space Coast (12/08), there are over 55,000 jobs within a 3 mile radius of the Airport. This project could positively benefit surrounding communities through increased mobility between their residential areas and employment opportunities.

Comments on Effects to Resources:

This Interchange holds many positive effects, including: increased mobility by providing more (hence easier) on/off access to I-95 making it more readily accessible; improved emergency response related to incidents on the Interstate; relief of traffic congestion at adjacent Interchanges, particularly during commuter travel peak times; and, any necessary evacuations would be expedited.

Additional Comments (optional):

MLB is a multimodal SIS hub which serves commercial and general aviation, interstate bus and is a potential future rail connection. There is currently no direct connection between MLB and I-95. The Federal Highway Administration has approved an Interchange Justification Report(04/09)which serves to approve the Interchange from an operational standpoint. Ellis Road will require improvements to accommodate this new interchange.

FDOT District 5 Feedback to Space Coast TPO's Review

Comments: Thank you for your review and comments.
Date Feedback Submitted: 3/10/2010

3 ETAT Review by Cathy Kendall, Federal Highway Administration (01/27/2010)

Mobility Effect: Moderate

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance:

The ETDM GIS analysis indicates the location of a senior high school within 200 feet of the proposed project. The analysis also notes that there is a high priority for greenway linkages in this area.

Comments on Effects to Resources:

The mobility needs for students and faculty at the high school, as well as the need for greenway linkages, should be addressed in the PD&E. This analysis should address safety considerations for the users of these existing and potential facilities that should be considered in the design of the project.

FDOT District 5 Feedback to Federal Highway Administration's Review

Comments: Thank you for your review and comments. The PD&E study will evaluate pedestrian and bicycle facilities with a special emphasis on safety issues as it relates to the school. We believe that this project will provide for an enhancement of these facilities over existing conditions.

Date Feedback Submitted: 3/10/2010

- No review submitted from the Federal Transit Administration

Relocation

Coordinator Summary

2 Summary Degree of Effect

Relocation Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 5 (3/10/2010)

Comments:

The Space Coast TPO provided comments on this issue and assigned a None degree of effect, citing a preliminary analysis conducted for the interchange IJR. However, we believe that improvements to Ellis Road will require acquisition of new right of way for the roadway and for stormwater facilities but it is unknown at this time if any of those acquisitions would require relocations under the Uniform Relocation and Assistance Act. Therefore, we are assigning a Minimal degree of effect for relocations.

ETAT Reviews for Relocation

0 ETAT Review by Susan Ditta, Space Coast TPO (01/21/2010)

Relocation Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

The area around the proposed Interchange includes residential, commercial, office, agricultural and conservation. There is some land west of I-95 that is not fully developed and land use changes within this area may occur in the future.

Comments on Effects to Resources:

Based on the Interchange Justification Report, there does not appear to be any relocation issues. There does not appear to be any residences/dwellings, businesses or public facilities that would need to be relocated because of this proposed Interchange project.

Additional Comments (optional):

The Federal Highway Administration approved an Interchange Justification Report (04/09) which serves to approve the Interchange from an operational standpoint. Ellis Road will require improvements to accommodate this new connection. The public has had significant involvement in this project's development process, as the Interchange is part of the long-discussed St. Johns Heritage (Palm Bay) Parkway. As noted in the IJR, a public involvement plan will be developed during the PD&E study for this project. Public input will be obtained from interested groups including homeowners, businesses, agricultural interests, etc.

FDOT District 5 Feedback to Space Coast TPO's Review

*Comments:*Thank you for your review and comments.

*Date Feedback Submitted:*3/10/2010

- No review submitted from the Federal Highway Administration

Social

Coordinator Summary

2 Summary Degree of Effect

Social Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 5 (3/10/2010)

Comments:

Three agencies provided comments on this issue and assigned degrees of effect ranging from enhanced to minimal. We believe the social impacts of this project will be minimal, given the enhancement to mobility as discussed under that issue. We are assigning a Minimal degree of effect.

ETAT Reviews for Social

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Social impacts such as residential populations, commuter populations, residential communities, minority or low-income populations, disadvantaged populations, archeological and historic areas or structures, etc.

Level of Importance: These resources are of a high level of importance. Impacts to these types of resources, both positive and negative, should be evaluated and documented in the PD&E phase of the project.

Comments on Effects to Resources:

According to the project description, the purpose of this project is to provide a more direct connection between Melbourne International Airport and I-95, and to address projected deficiencies at the existing I-95 interchanges with US 192 and Eau Gallie Boulevard. If this connection is made in the Ellis Road location, Ellis Road will require improvements to accommodate this new connection.

Future traffic growth related to Melbourne International Airport (MLB) activity and economic development surrounding the airport is forecast to push the exiting Interstate 95 (I-95) interchanges at US 192 and Eau Gallie Boulevard to failing levels of service. An additional access from I-95 is needed to address this capacity deficiency and provide a more direct connection to the Melbourne International Airport. If this connection is made in the Ellis Road location, Ellis Road will require improvements to accommodate this new connection.

I-95 is not only a key national south-north connector but also a corner stone of the Florida Strategic Intermodal System (SIS). It links major activity centers with other modes of transportation like airports, bus hubs, seaports, spaceports, and train stations. While I-95 does not directly connect some of these hubs, access to the interstate is provided via interchanges on SIS connectors. These facilities can be state or local roads. Currently, the emerging SIS hubs at MLB and Melbourne Greyhound Bus Terminal are being connected to the SIS network via the US 192 interchange, US 192 to Airport Boulevard to NASA Boulevard and the airport loop road. The general aviation service is connected via the Eau Gallie Boulevard interchange, Eau Gallie Boulevard to Sarno Road to Apollo Boulevard. Both US 192 and Eau Gallie Boulevard are part of the Florida Hurricane Evacuation network and connect the eastern Florida shore to the mainland. US 192, also known as Space Coast Parkway is the most southern Brevard County causeway over the Indian River and the last for over 25 miles. The closest causeway to the south is in Indian River County near Wabasso.

The dual function performed by US 192 signifies its importance in the local and regional travel patterns. Traffic studies prepared by the FDOT and local authorities show that future traffic volumes on US 192 will exceed the standard level of service (LOS) volumes due to the local reliance on this facility for access to I-95. A new interchange connecting MLB directly to I-95 with associated improvements to Ellis Road would assume the SIS connector role from US 192 and disperse the local access to I-95 between multiple facilities. MLB is an important transportation mode hub but also a major employment area for Melbourne and Palm Bay.

EPA is assigning a minimal degree of effect to this issue. There will be social benefits resulting from the project due to congestion relief and an improvement in mobility with the new interchange project and resulting improvements to Ellis Road. There are social issues to be considered such as a disruption in traffic patterns (lane reductions, detours, etc) during the project construction, an increase in noise to any surrounding businesses and residents, and increase in traffic volumes as a

result of the project. These issues should be evaluated and addressed during the PD&E phase of the project. Project impacts to sensitive populations such as minority, elderly, or disabled populations should be avoided or minimized to the best extent practicable. EPA recommends that public involvement activities be conducted throughout the PD&E phase of the project.

FDOT District 5 Feedback to US Environmental Protection Agency's Review

Comments: Thank you for your review and comments. We agree that improvements to Ellis Road will cause disruptions you have mentioned during construction. These issues will be evaluated during the PD&E phase and subsequent design phase. The study phase will also evaluate noise impacts associated with the proposed improvements and will determine if any receptor sites would qualify for noise walls. Public involvement activities will be conducted during subsequent phases of this project.
Date Feedback Submitted: 3/10/2010

1 ETAT Review by Susan Ditta, Space Coast TPO (01/21/2010)

Social Effect: Enhanced

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance:

This project will increase ease of travel for varying purposes (i.e. work commute, shopping), as such the social impact (i.e. quality of life) is anticipated to be enhanced. The current land use is mixed: residential, commercial, office, agricultural and conservation. The Space Coast TPO, Brevard County, the cities of Palm Bay, Melbourne and West Melbourne, as well as the Melbourne Airport Authority and many other private concerns have been working on the development of the St. Johns Heritage (also known as the Palm Bay) Parkway for over a decade. The proposed Parkway will provide numerous transportation benefits for the South Brevard County and North Indian River County areas. Item #11460, the Ellis Road Interchange, is an integral component of the Parkway project.

Comments on Effects to Resources:

This proposed Interchange will provide direct access to the airport and improve traffic flow by relieving traffic congestion at the adjacent existing interchanges (US 192 and Eau Gallie Boulevard). MLB's industrial park holds a potential growth of over 300%. This potential increased employment could increase population in neighboring communities.

Additional Comments (optional):

The Federal Highway Administration has approved an Interchange Justification Report (04/09) which serves to approve the Interchange from an operational standpoint. Ellis Road will require improvements to accommodate this new Interchange. As noted in the IJR, a public involvement plan will be developed during the PD&E study for this project. Public input will be obtained from interested groups including homeowners, businesses, agricultural interests, etc.

FDOT District 5 Feedback to Space Coast TPO's Review

Comments: Thank you for your review and comments.
Date Feedback Submitted: 3/10/2010

0 ETAT Review by Gary Donaldson, FL Department of Community Affairs (02/10/2010)

Social Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Social impacts cannot currently be determined for this project.

Comments on Effects to Resources:
see above

FDOT District 5 Feedback to FL Department of Community Affairs's Review

*Comments:*Thank you.

*Date Feedback Submitted:*3/10/2010

- No review submitted from the Federal Highway Administration

ETAT Reviews: Secondary and Cumulative

Secondary and Cumulative Effects

Coordinator Summary

2 Summary Degree of Effect

Secondary and Cumulative Effects Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 5 (3/10/2010)

Comments:

No reviews were received for this issue. Since this project is consistent with the Comprehensive Plan and Future Land Use Plan we believe the secondary and cumulative effects to be minimal. We are assigning a Minimal degree of effect for this issue.

ETAT Reviews for Secondary and Cumulative Effects

No reviews found for the Secondary and Cumulative Effects Issue.

General Project Commitments

Date	Description
4/13/2010	Coordination or consultation will be required during the PD&E or design phase with the following entities for issues indicated: FDEP, City of Melbourne, Melbourne International Airport about Melbourne Brownfield. SJRWMD impaired waterbody criteria for discharges to Cranes Creek. State Historic Preservation Officer for CRAS. US Fish and Wildlife Service consultation for Audubon's crested caracara, wood stork core foraging area, Florida scrub jay, red cockaded woodpecker and snail kite.
4/13/2010	

Permits

Permit Name	Type	Review Org	Review Date
Construction Generic Permit	Stormwater	FDOT District 5	03/10/10
Department of the Army Corps of Engineers State Programmatic General Permit	USACE	FDOT District 5	03/10/10
Section 404 Water Quality Certification	USACE	FDOT District 5	03/10/10
Environmental Resource Permit	State	FDOT District 5	03/10/10

Technical Studies

Technical Study Name	Type	Review Org	Review Date
Location Hydraulics Report	ENGINEERING	FDOT District 5	03/10/10
Drainage/Pond Siting Report	ENGINEERING	FDOT District 5	03/10/10
Typical Section Package	ENGINEERING	FDOT District 5	03/10/10
Public Involvement Plan	ENVIRONMENTAL	FDOT District 5	03/10/10
Environmental Assessment	ENVIRONMENTAL	FDOT District 5	04/13/10
Noise Study Report	ENVIRONMENTAL	FDOT District 5	03/10/10
Air Quality Report	ENVIRONMENTAL	FDOT District 5	03/10/10
Contamination Screening Evaluation Report	ENVIRONMENTAL	FDOT District 5	03/10/10
Wetlands Evaluation Report	ENVIRONMENTAL	FDOT District 5	04/13/10
Cultural Resource Assessment	ENVIRONMENTAL	FDOT District 5	03/10/10
Access Management Report	ENGINEERING	FDOT District 5	03/10/10
Stormwater Analysis	ENGINEERING	FDOT District 5	04/13/10
Project Development Summary Report (PDSR)	ENGINEERING	FDOT District 5	03/10/10

Class of Action

Class of Action	Other Actions
Categorical Exclusion	None
Lead Agency	Cooperating Agency/Agencies
Federal Highway Administration	

Signatures

	Name	Review Status	Date
Lead Agency ETAT Member	Cathy Kendall (Federal Highway Administration)	ACCEPTED	5/6/2010
Comments	Please ensure that assumptions and traffic projections used in the PD&E are consistent with those approved in the IJR.		
	Name	Review Status	Date
FDOT ETDM Coordinator	Richard Fowler	ACCEPTED	4/13/2010

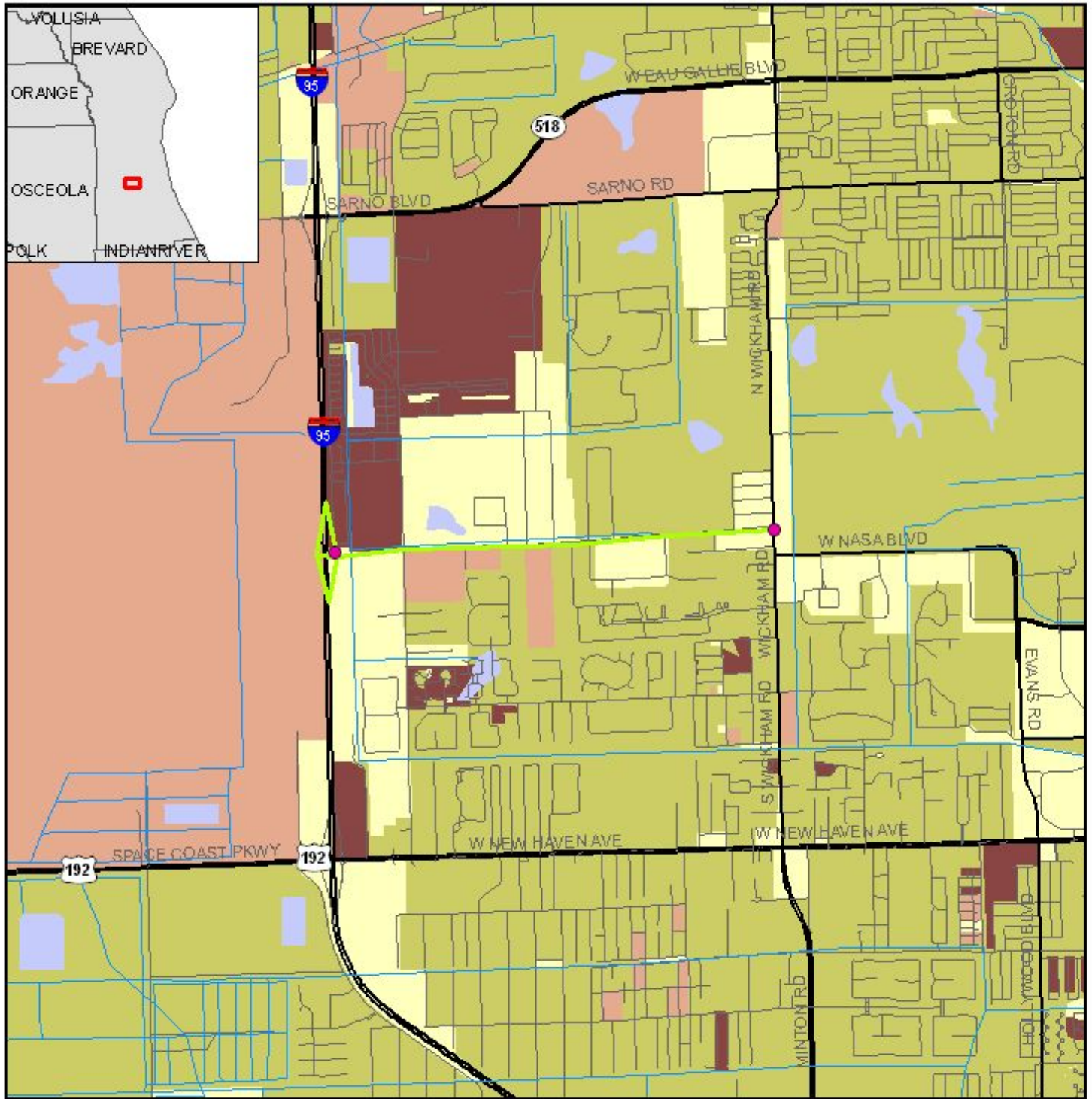
	(FDOT District 5)		
Comments	Intend to conduct a Type II Categorical Exclusion.		

Dispute Resolution Activity Log
No Dispute Actions Found.

Hardcopy Maps: Alternative #1

11460 I-95 and Ellis Road Interchange, Alternative #1

to



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

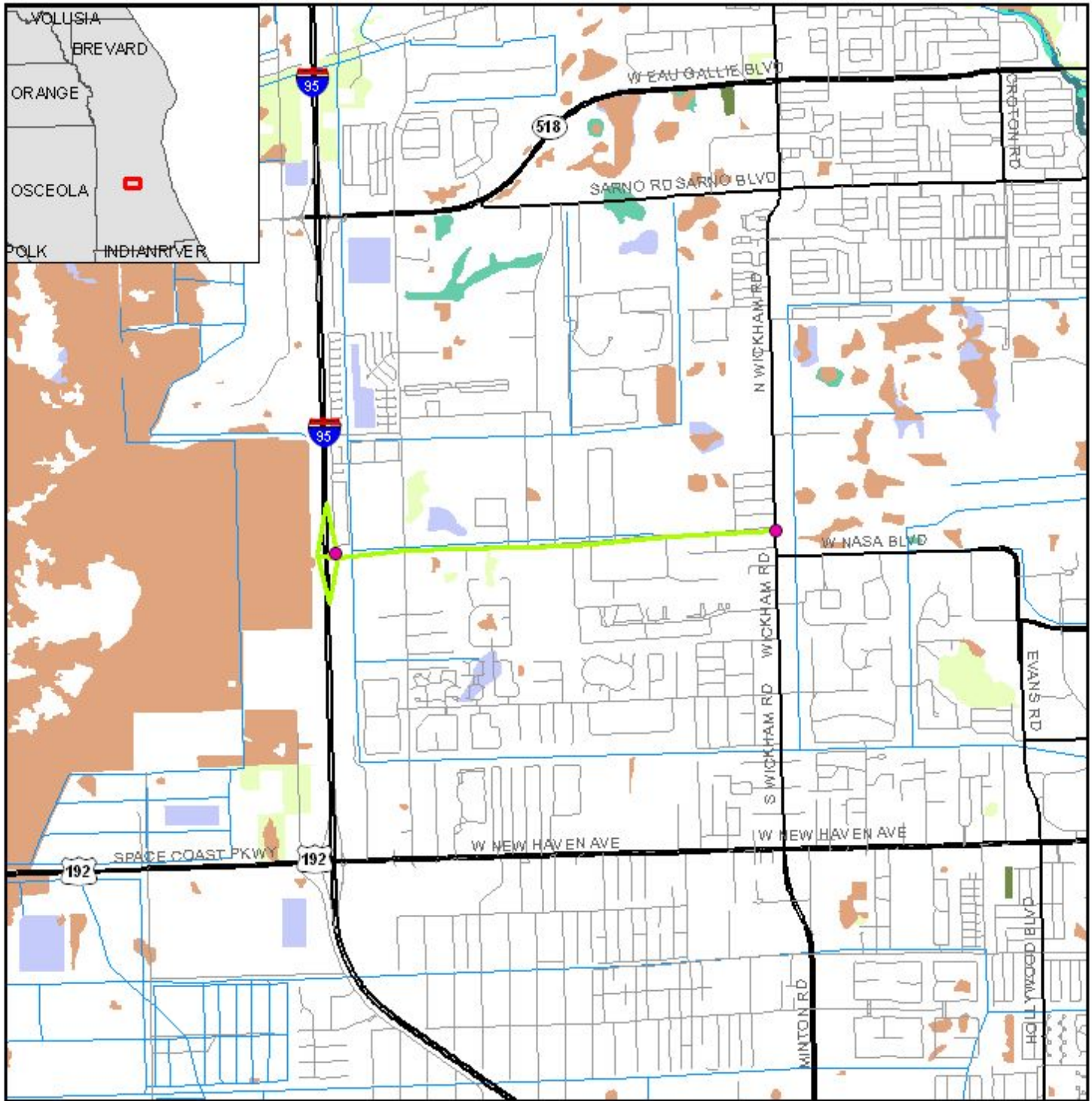
0 2 Miles

Population Age Distribution Map

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



11460 I-95 and Ellis Road Interchange, Alternative #1 to



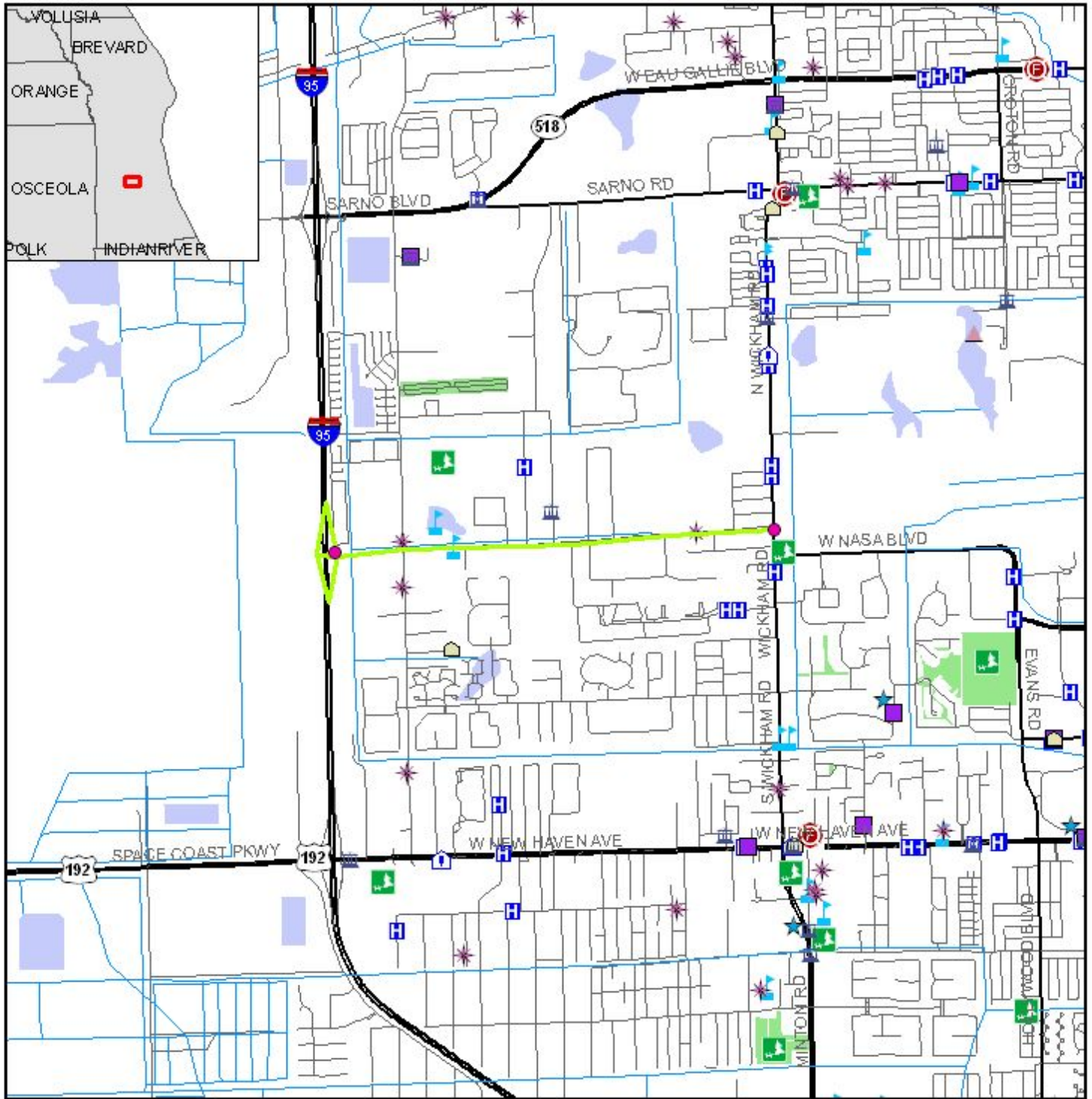
Coastal and Marine Resource Map



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

11460 I-95 and Ellis Road Interchange, Alternative #1

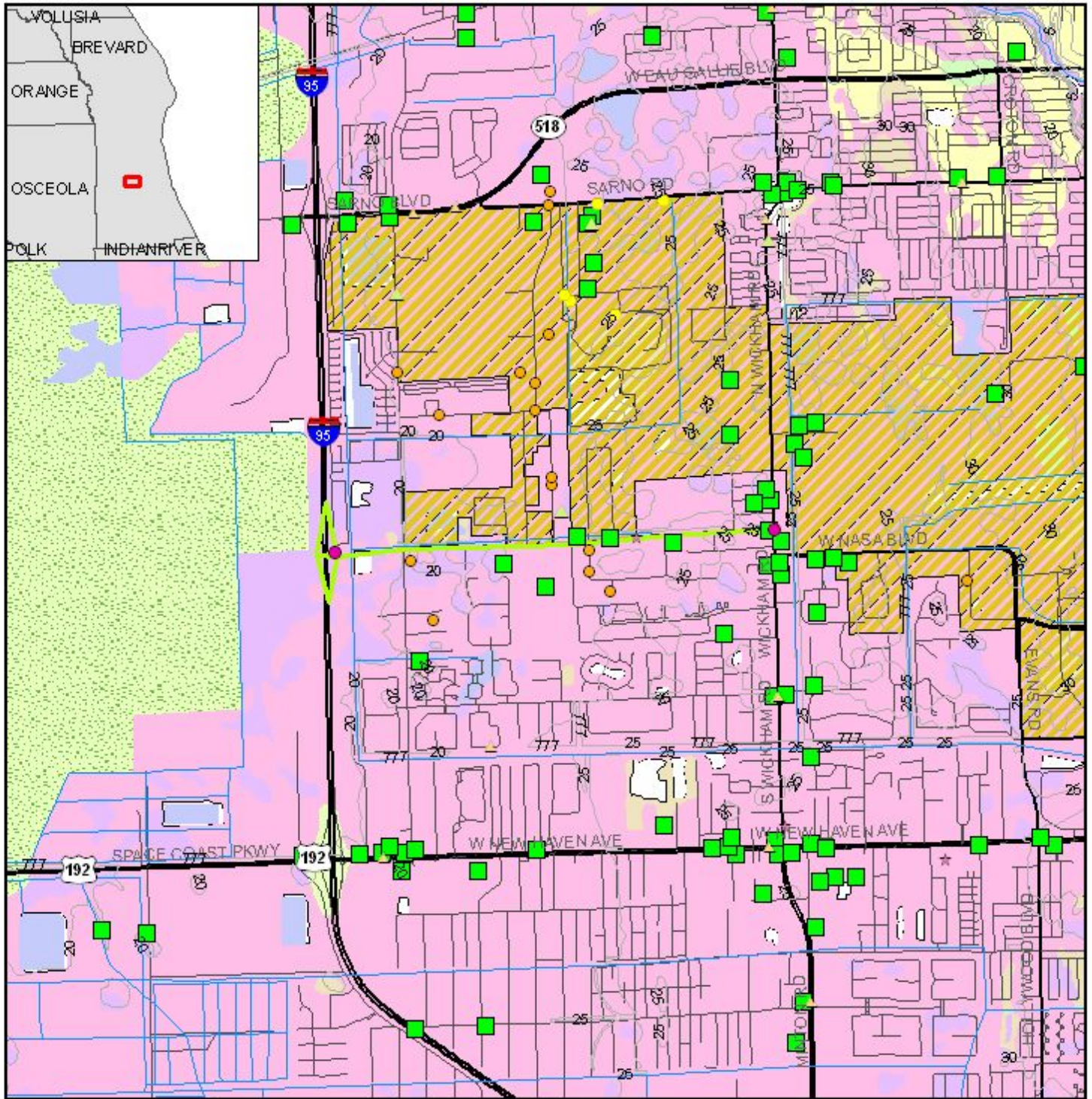
to



- | | | | | |
|-----------------------------|--------------------------|--------------------------|-----------------------------------|--------------|
| 0.9 Miles | ● ETDM Alternative Point | ● Cemetery | Ⓜ Fire Station | — Major Road |
| ● ETDM Alternative Terminus | ▲ Social Service | Ⓜ Health Care | — Local Road or Trail | → Railroad |
| — ETDM Alternative Segment | ■ Community Center | Ⓜ School | Ⓜ Community Boundary | ■ Water Body |
| ■ ETDM Alternative Polygon | ★ Law Enforcement | Ⓜ Park | ■ Conservation or Recreation Area | |
| Ⓜ Government | ★ Place of Worship | — River, Stream or Canal | | |
| Ⓜ Civic Center | Ⓜ Cultural Center | — Recreational Trail | | |

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

11460 I-95 and Ellis Road Interchange, Alternative #1 to



0 0.9 Miles

Potential Contamination Assessment Map

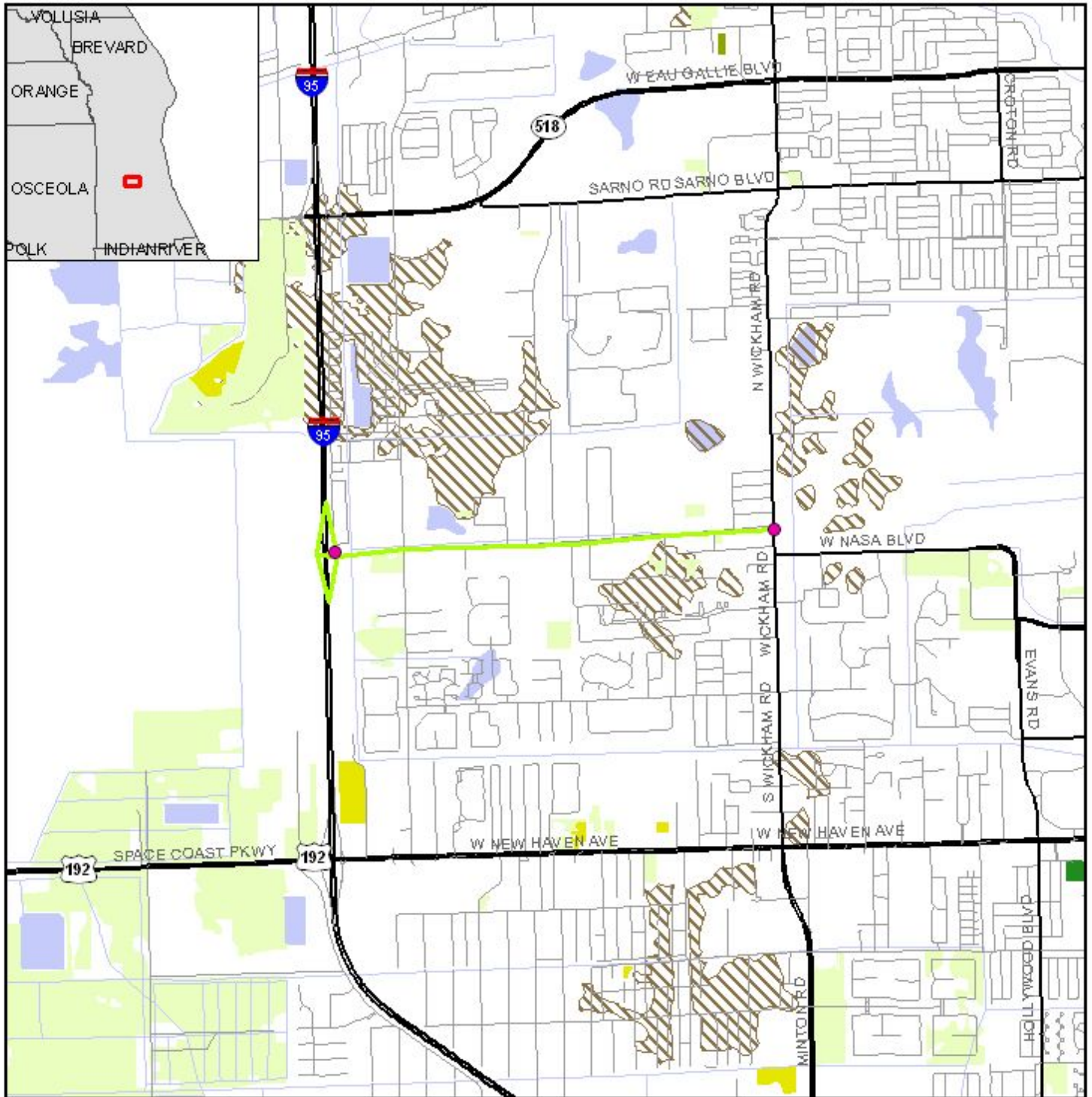


- | | | | |
|-----------------------------|----------------------------|---------------------------|-------------------|
| ● ETDM Alternative Point | → Railroad | ▨ NPL Remediation Site | ■ FDEP Tanks |
| ● ETDM Alternative Terminus | — River, Stream or Canal | ▲ Hazardous Material Site | ▨ Brownfield Area |
| — ETDM Alternative Segment | ● Toxic Release Inventory | ■ Power Plant | — 5 FT Contour |
| ▨ ETDM Alternative Polygon | ★ Dry Cleaning Facility | ★ Superfund Site | ■ Water Body |
| — Major Road | ▲ Gasoline Service Station | ● Nuclear Site | ■ Swamp/Marsh |
| — Local Road or Trail | ● Solid Waste Facility | | |

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

11460 I-95 and Ellis Road Interchange, Alternative #1

to



Farmlands Resource Map

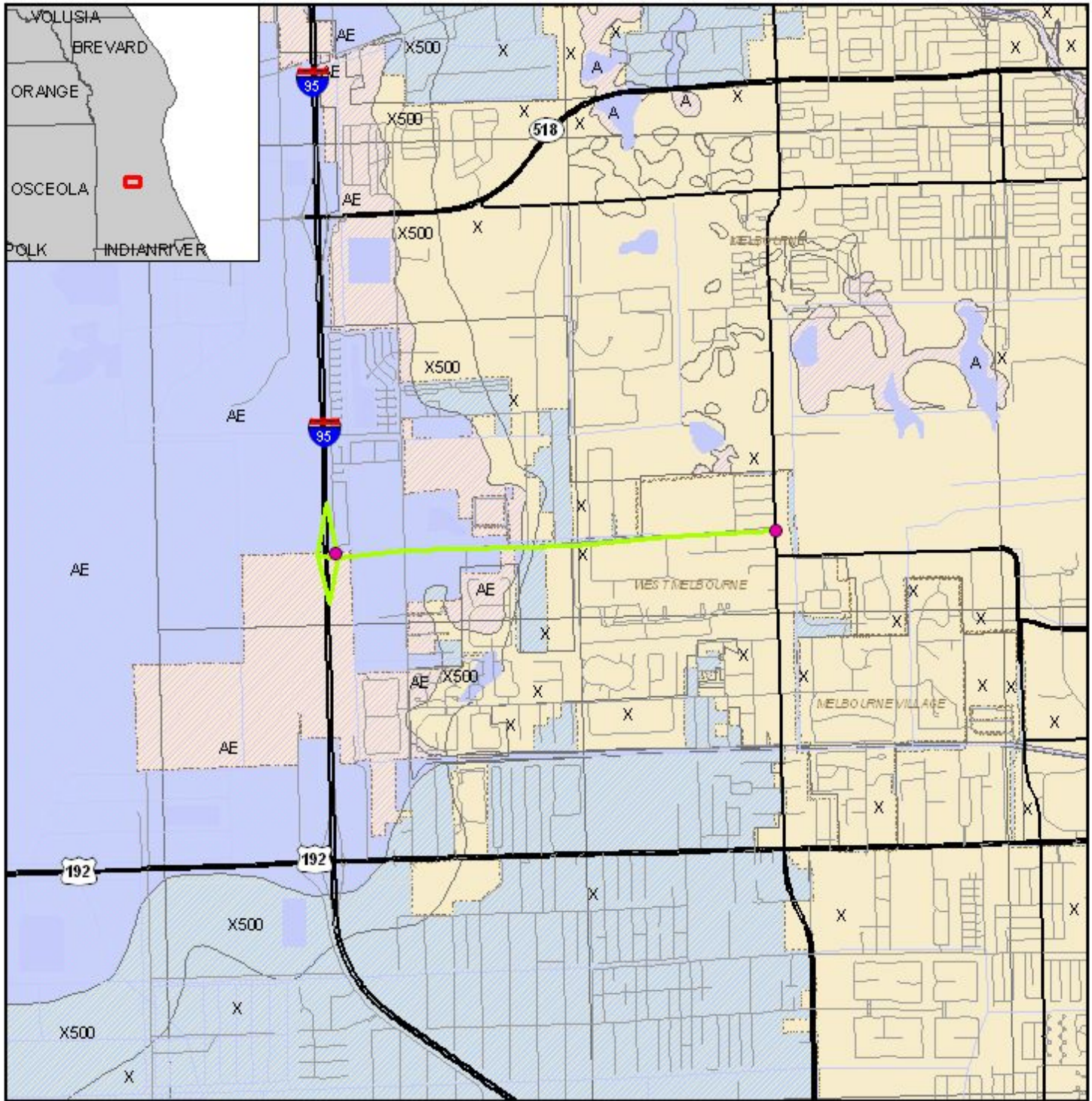
0 1 Miles



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

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

11460 I-95 and Ellis Road Interchange, Alternative #1 to



Floodplain Resource Map

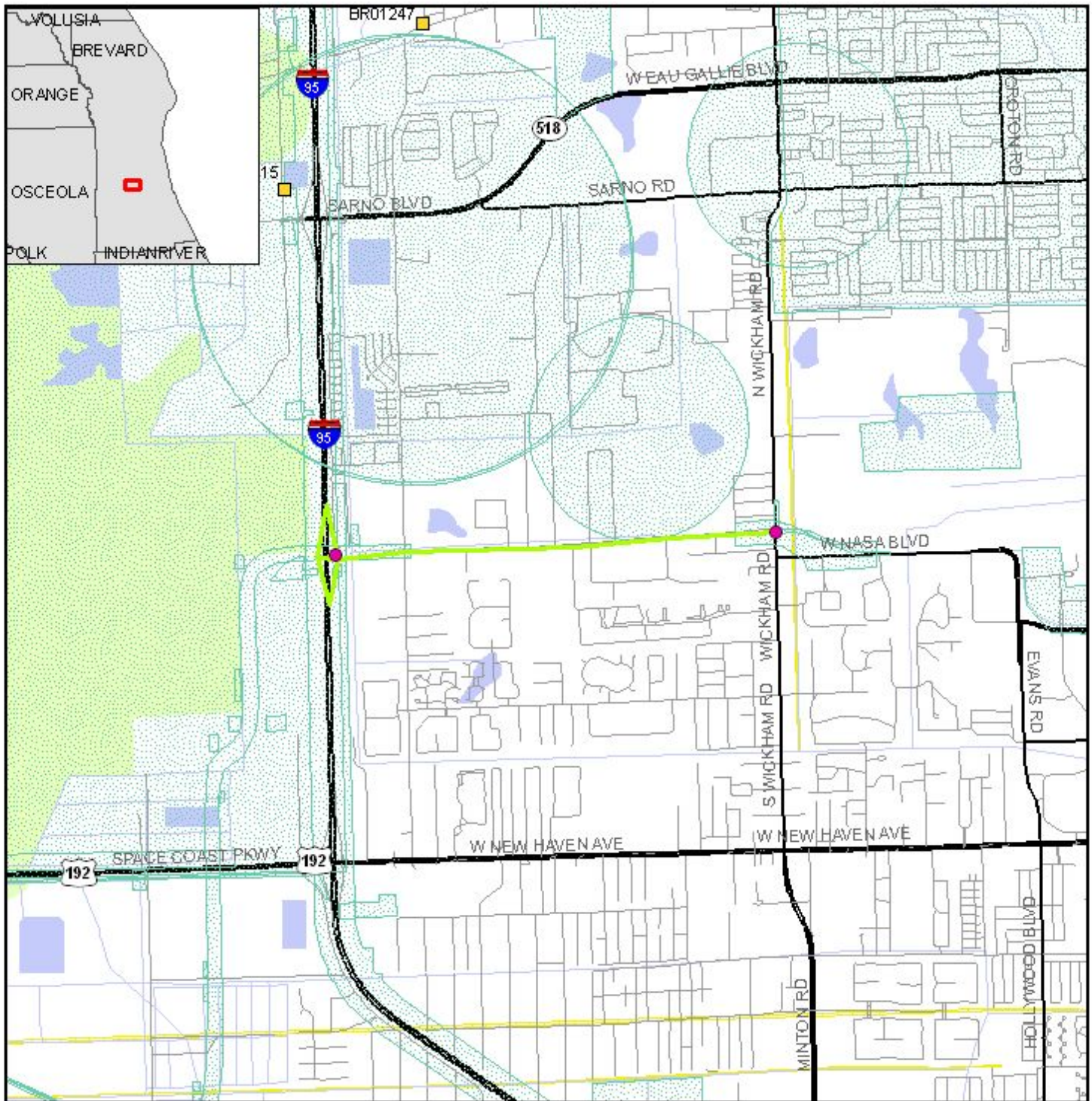
0 0.7 Miles



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

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

11460 I-95 and Ellis Road Interchange, Alternative #1 to



Historic Resources Map

0 0.9 Miles



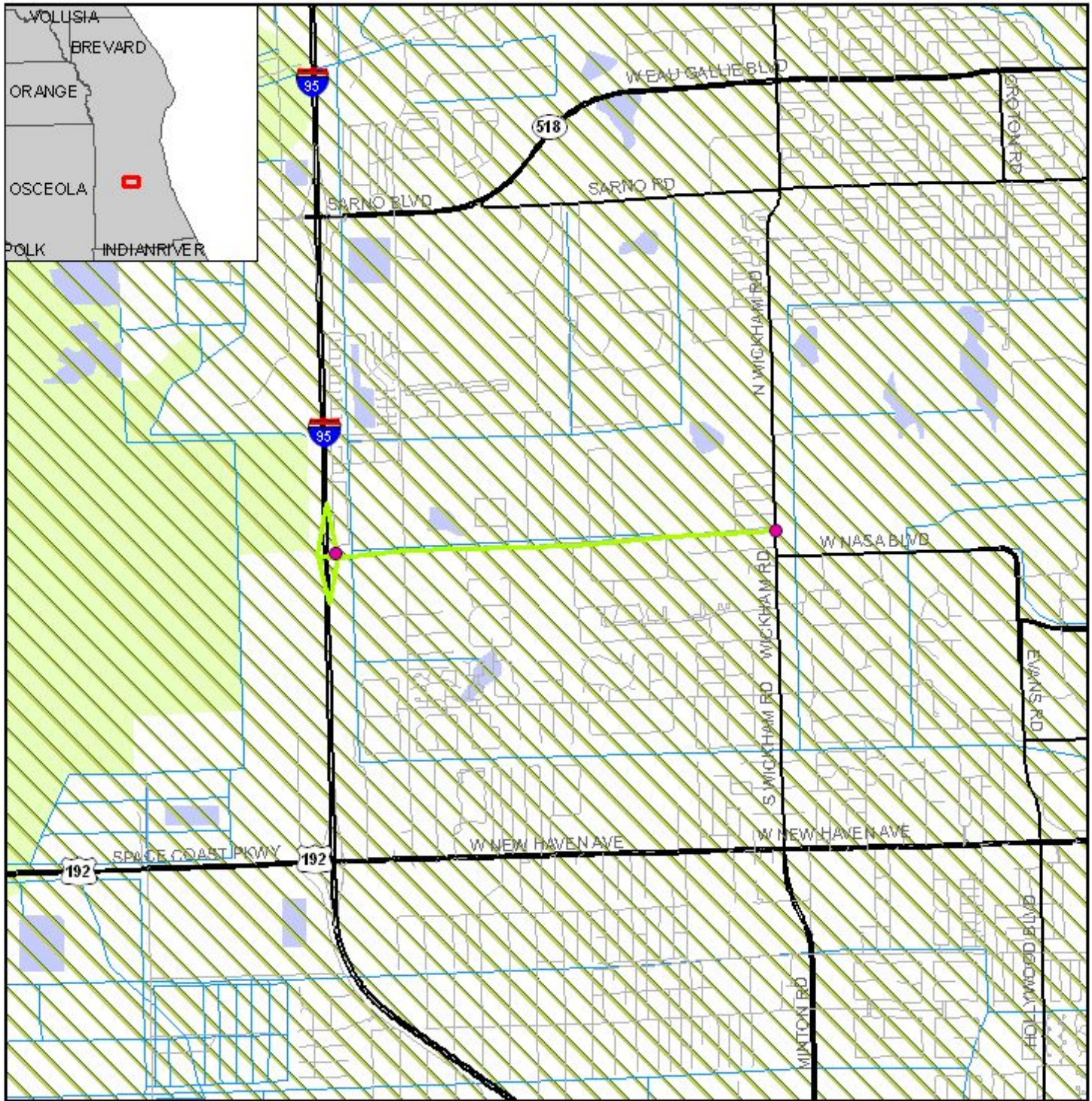
Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Department of State,
 Bureau of Archaeological Research

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Water Body
- Swamp/Marsh
- Major Road
- Local Road or Trail
- Railroad
- Historic Cemetery
- Historic Bridge
- Historic Resource Group
- Cultural Resource Field Survey Area
- State Historic Highway
- Historic Structure

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

11460 I-95 and Ellis Road Interchange, Alternative #1

to



Hydrogeology Resource Map

0 0.9 Miles

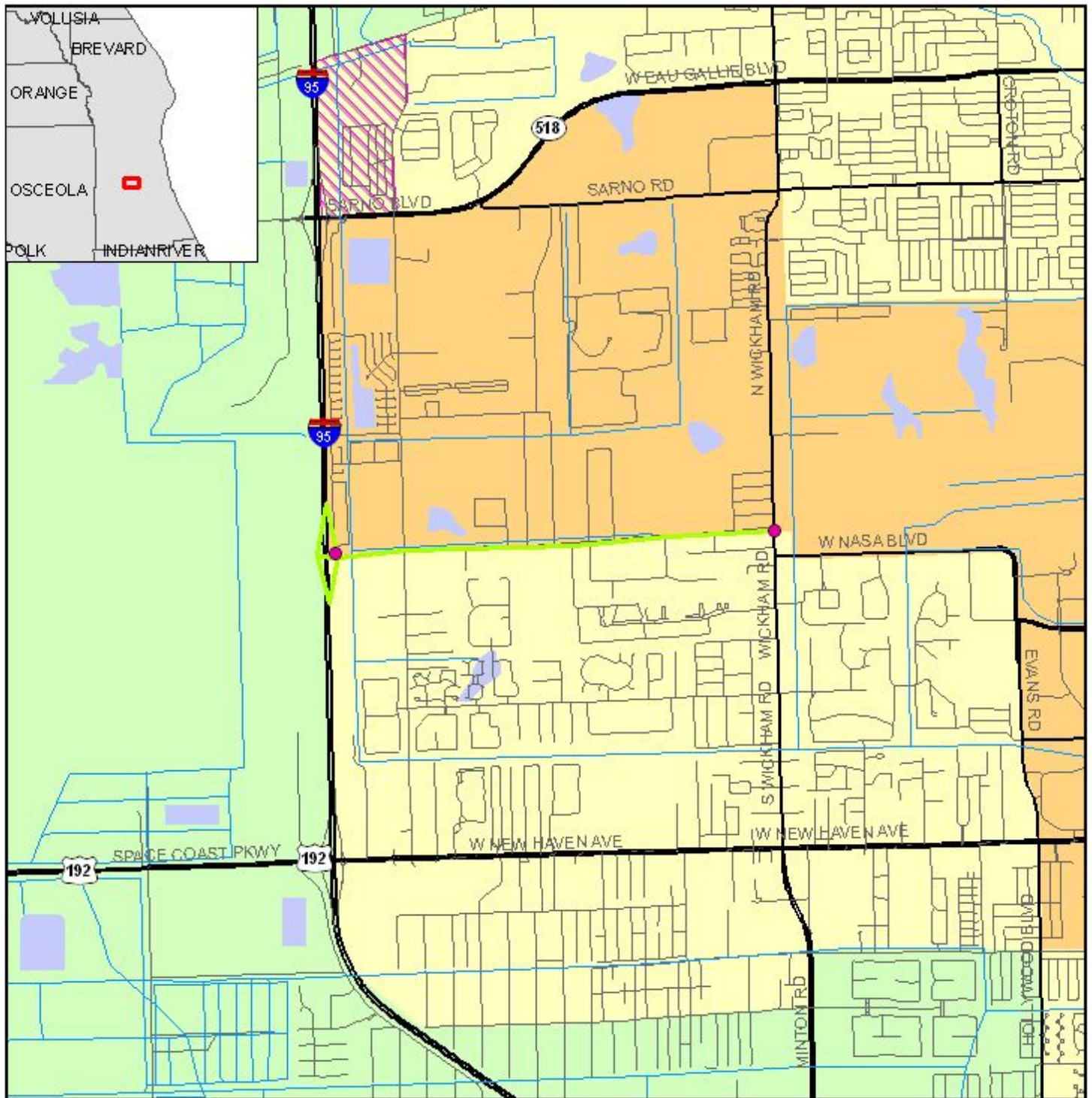


- | | | | | |
|--|---|---|---|---|
| <ul style="list-style-type: none"> ■ ETD M Alternative Point ● ETD M Alternative Terminus — ETD M Alternative Segment ETD M Alternative Polygon | <ul style="list-style-type: none"> — Major Road — Local Road or Trail — River, Stream or Canal Other Water Body Swamp/Marsh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

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

11460 I-95 and Ellis Road Interchange, Alternative #1

to



0 0.9 Miles



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

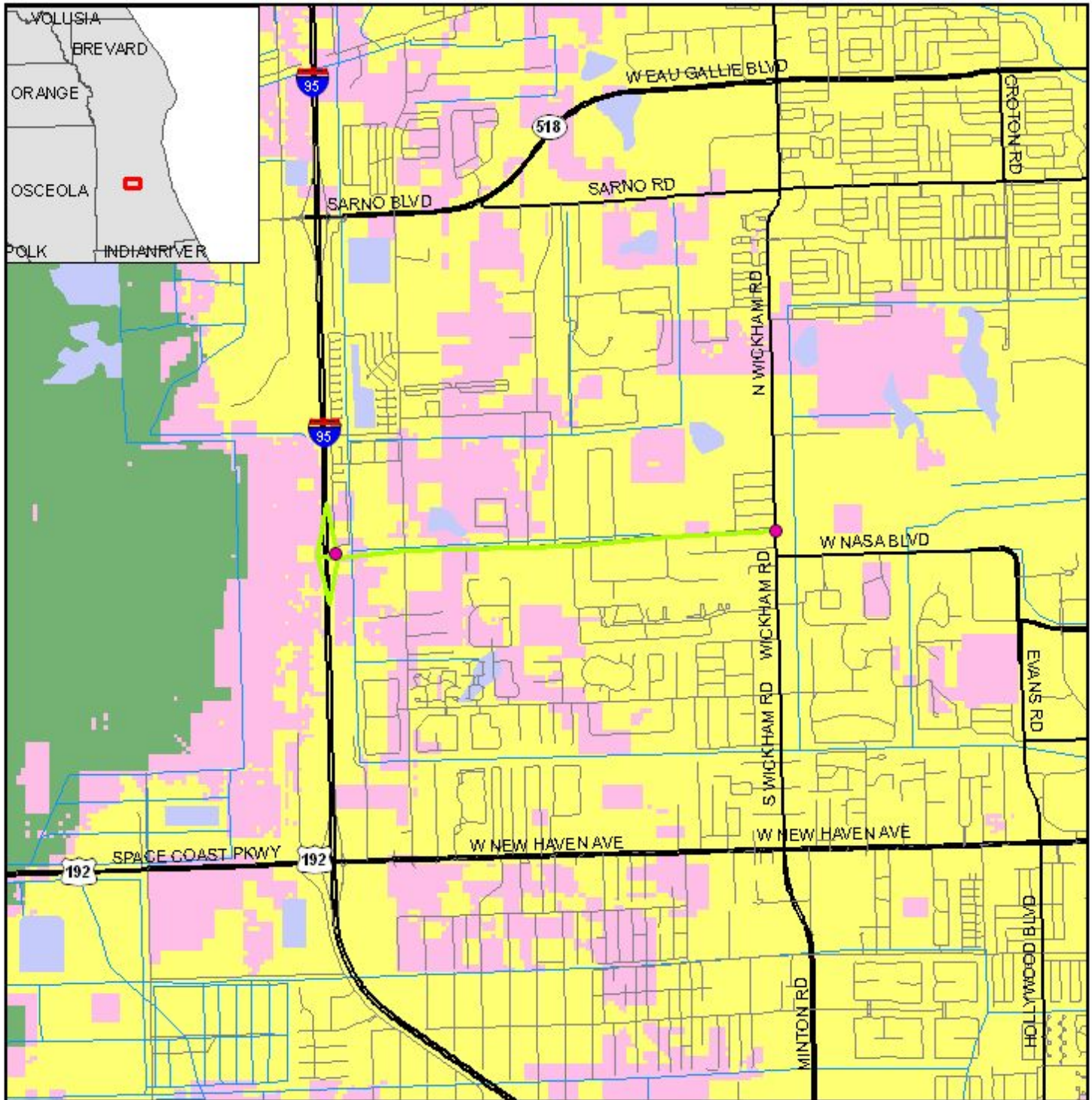
Income Distribution Map

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

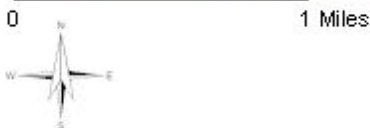


11460 I-95 and Ellis Road Interchange, Alternative #1

to



Integrated Wildlife Habitat Ranking System Map

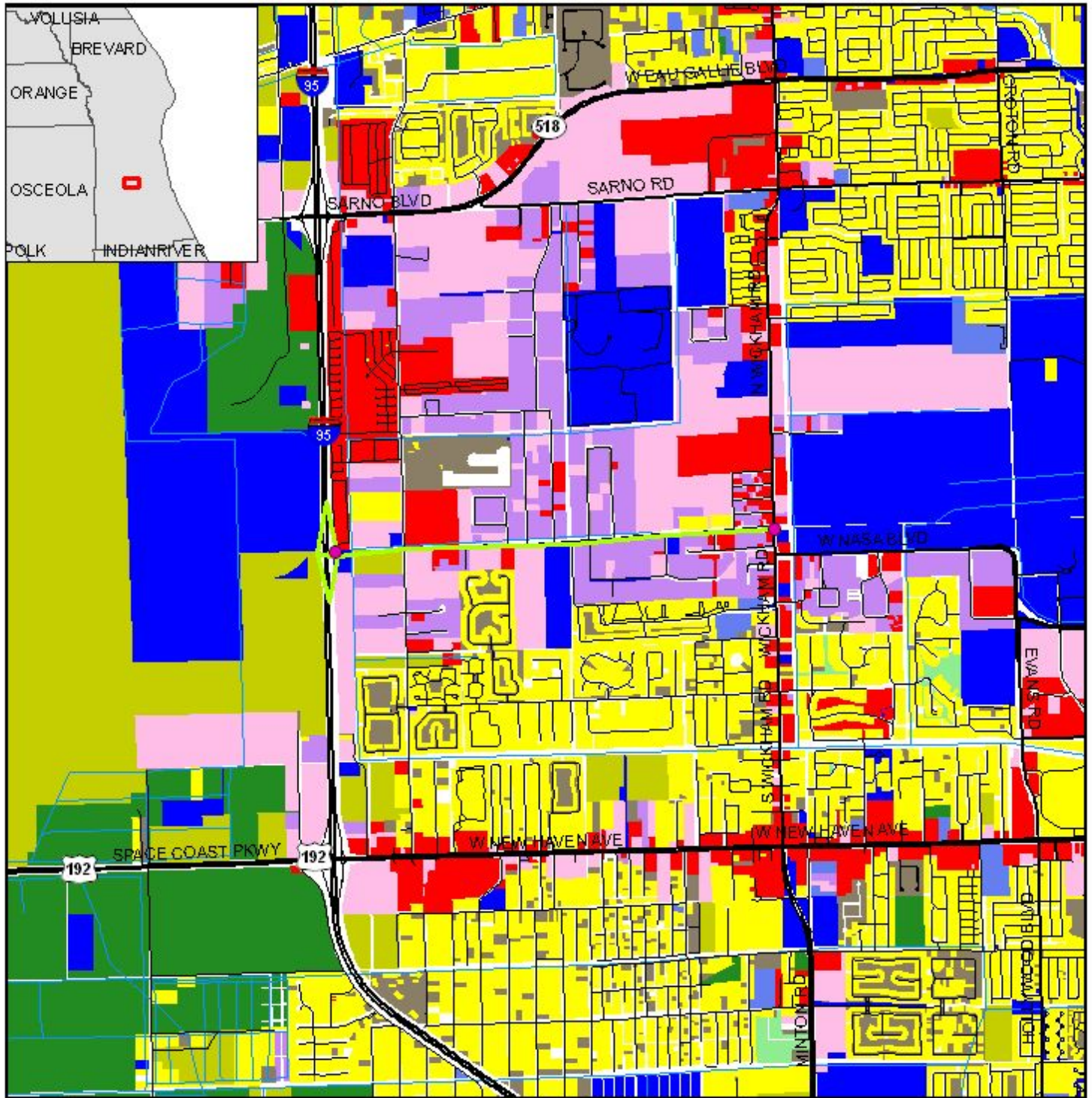


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

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

11460 I-95 and Ellis Road Interchange, Alternative #1

to



0 0.25 Miles



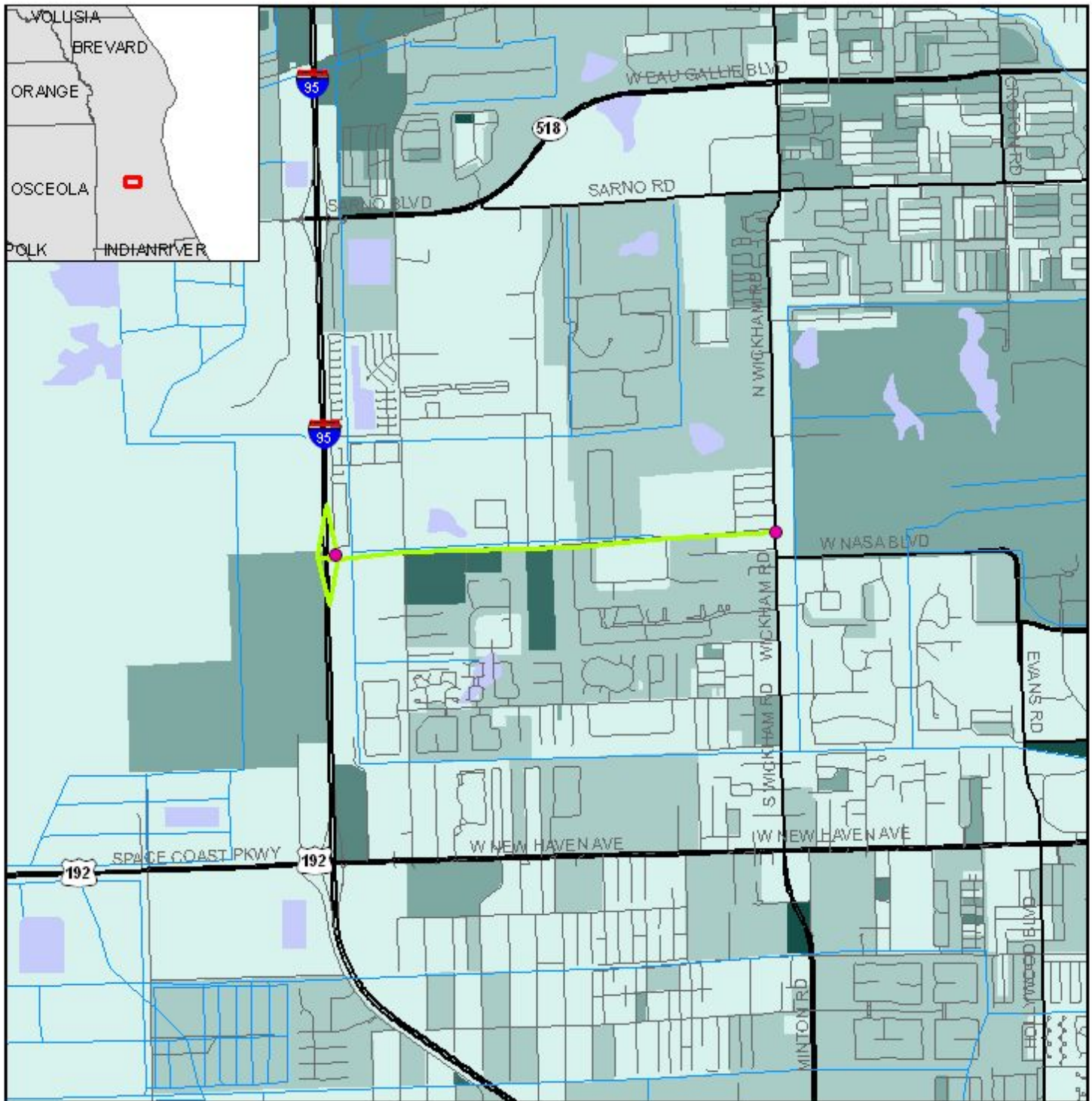
Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Revenue
 Florida Department of Transportation
 Florida County Property Appraiser Offices

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

Land Use Map

11460 I-95 and Ellis Road Interchange, Alternative #1

to

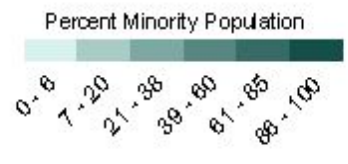


0 0.25 Miles



Minority Population Distribution Map

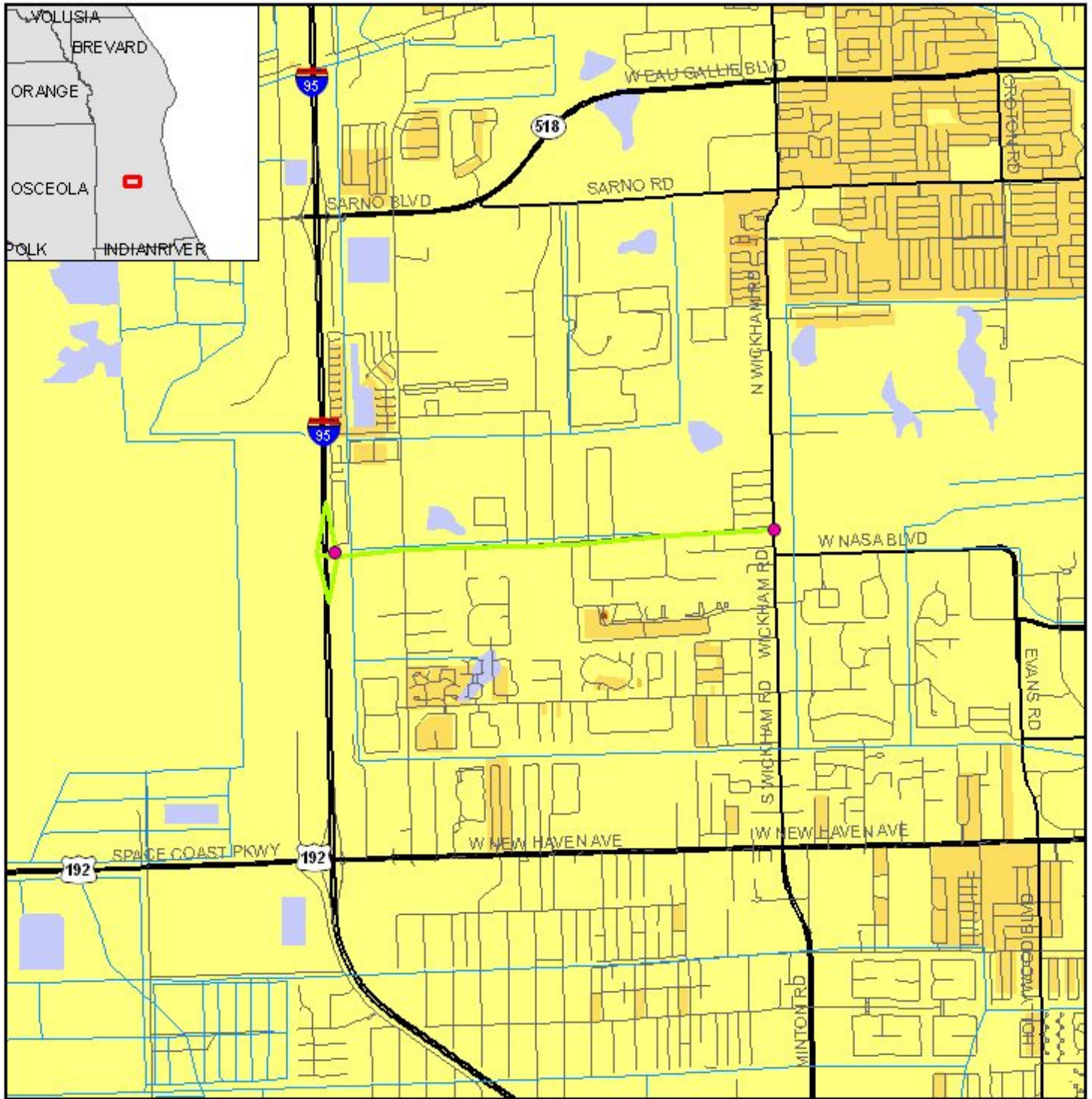
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



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

11460 I-95 and Ellis Road Interchange, Alternative #1

to



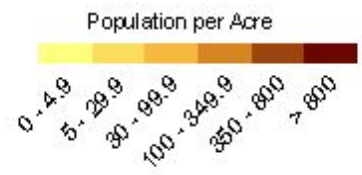
0 0.25 Miles



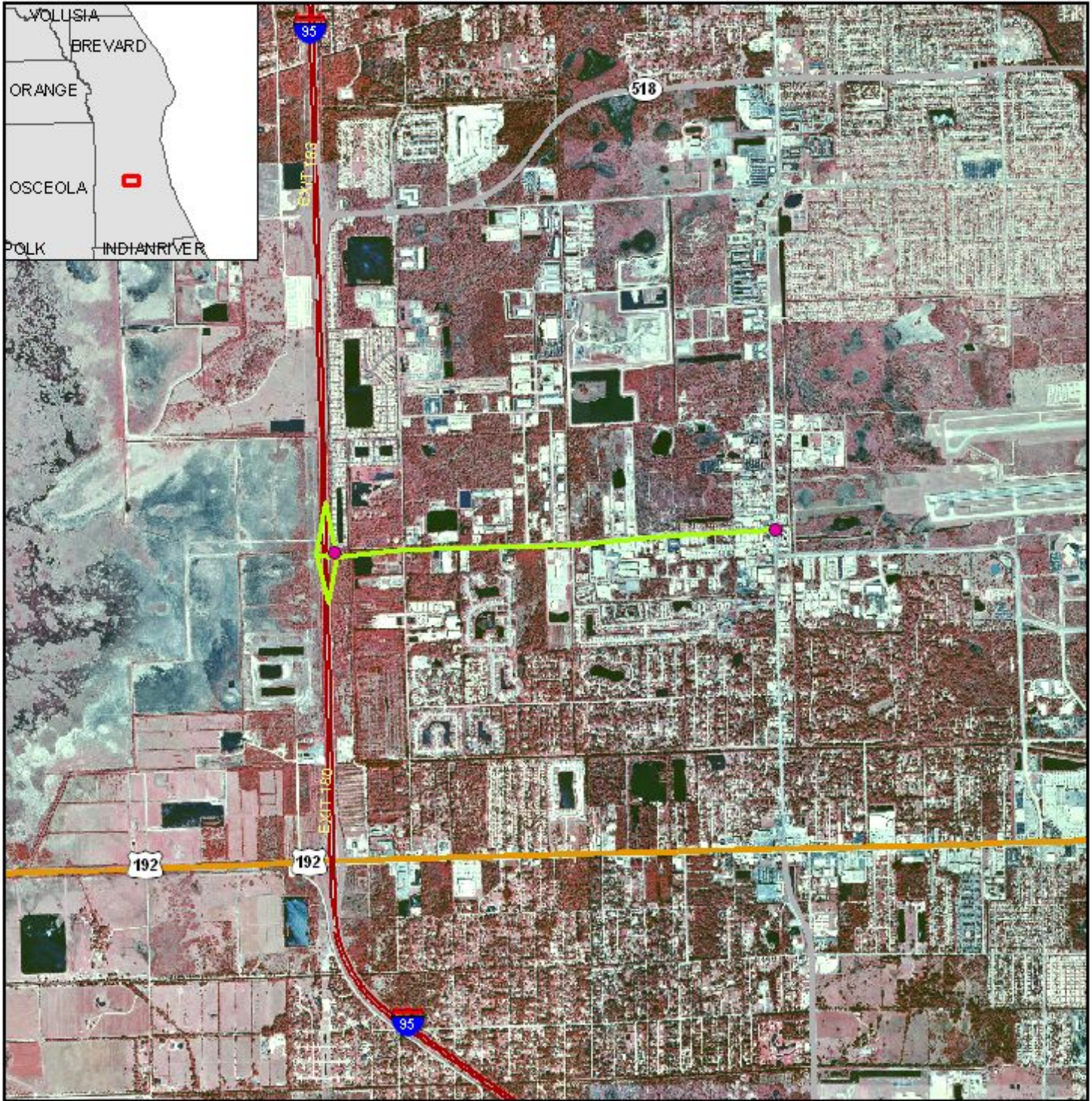
Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

Population Density Map

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



11460 I-95 and Ellis Road Interchange, Alternative #1 to



Project Aerial Map

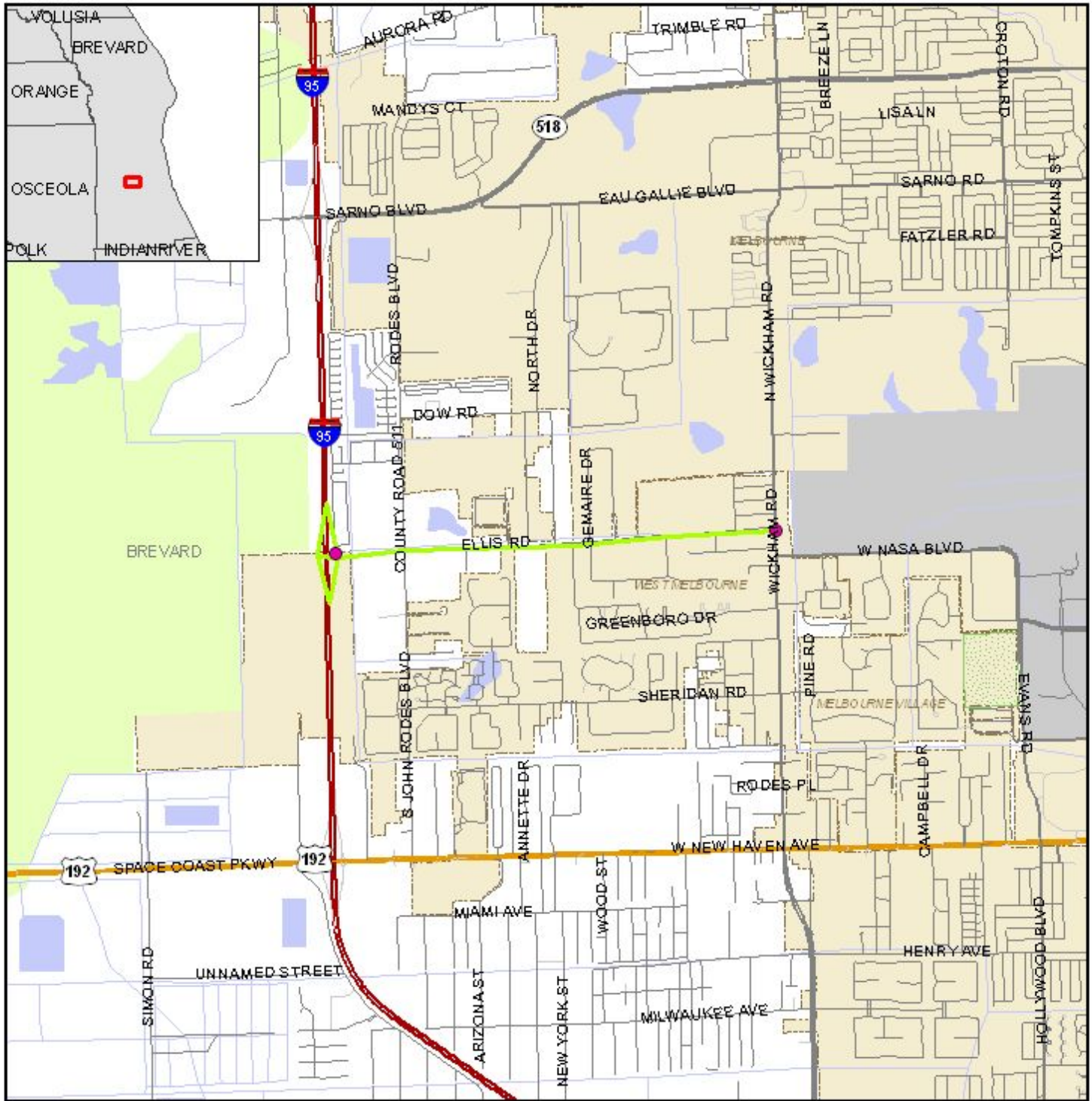
0 0.9 Miles



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

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

11460 I-95 and Ellis Road Interchange, Alternative #1 to



Project Location Map

0 0.7 Miles

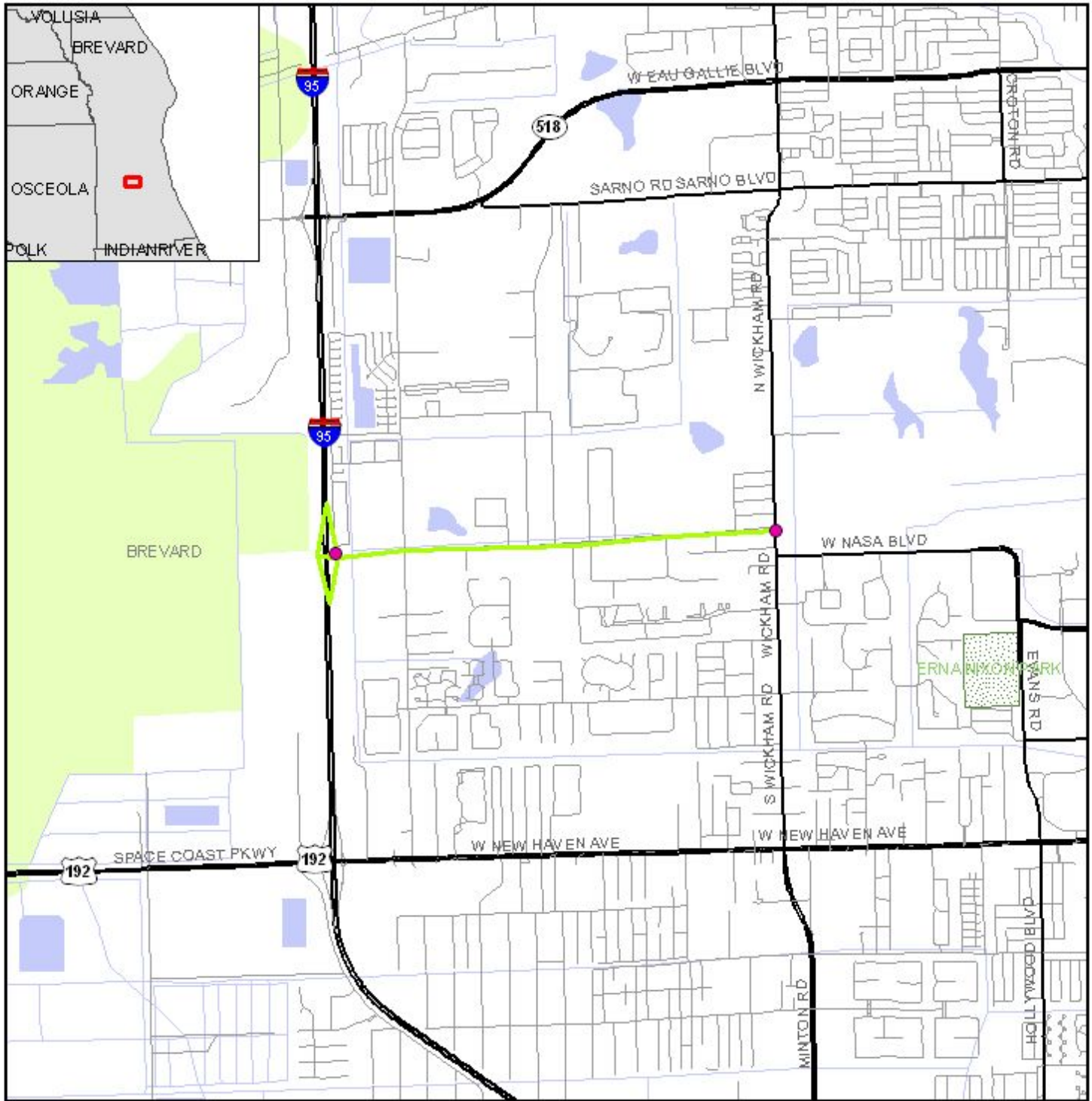


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 US Census Bureau
 County Property Appraisers
 Florida Natural Areas Inventory

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

11460 I-95 and Ellis Road Interchange, Alternative #1

to



Conservation and Recreation Area Map

0 0.9 Miles

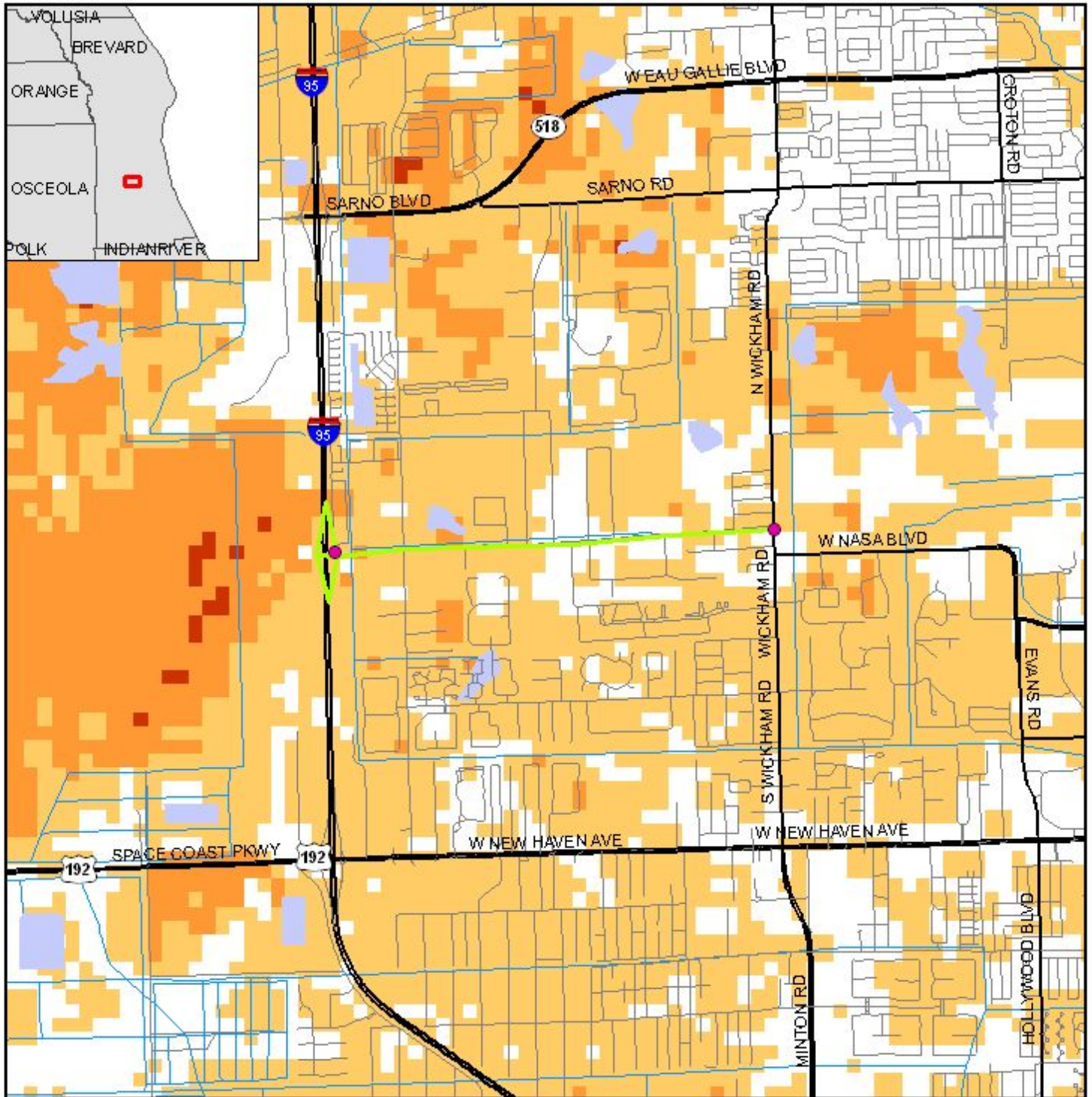


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Natural Areas Inventory

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

11460 I-95 and Ellis Road Interchange, Alternative #1

to



Species Potential Habitat Model Map

0 0.7 Miles

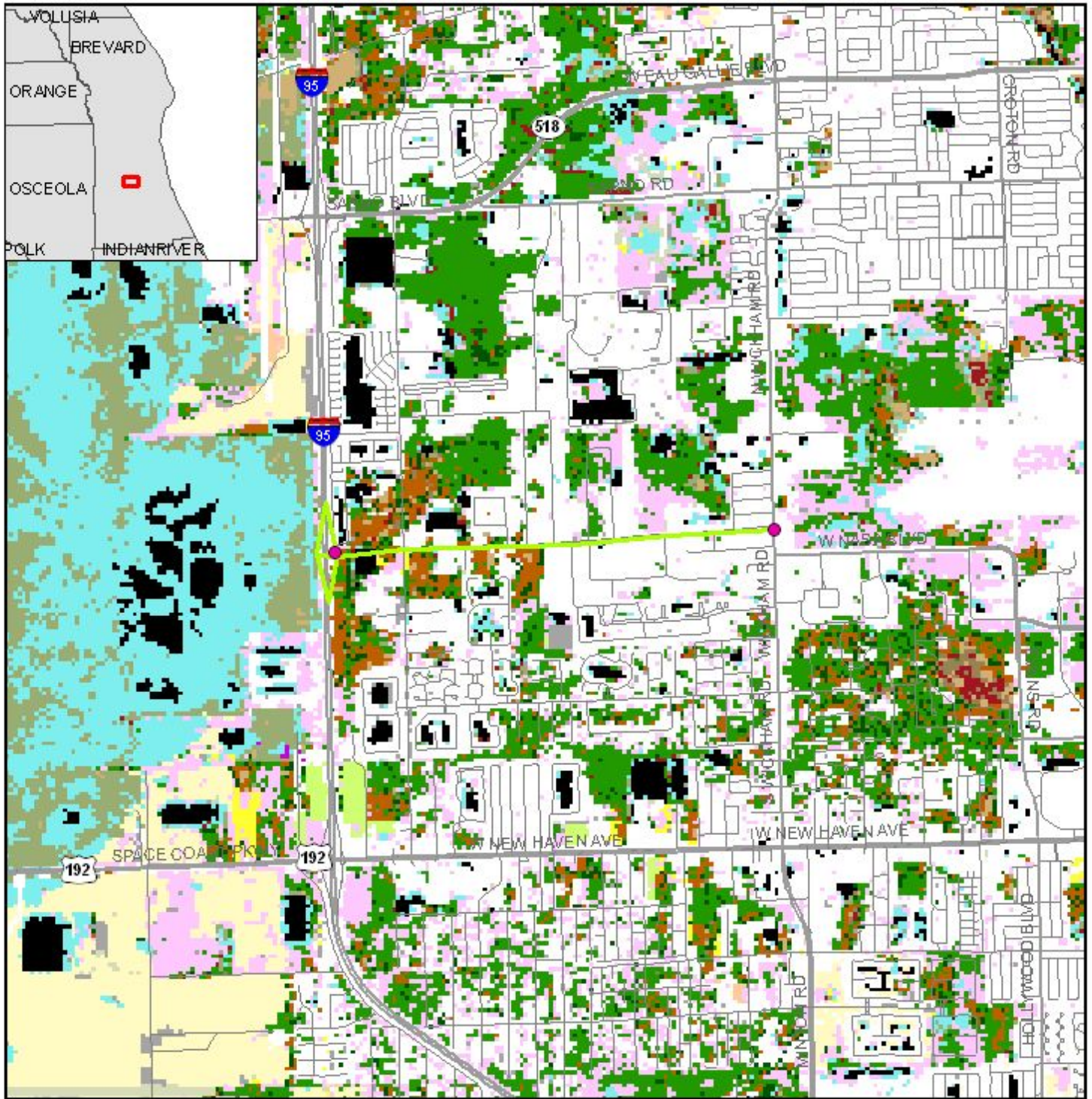


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

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

11460 I-95 and Ellis Road Interchange, Alternative #1

to



Vegetation and Land Cover Map

0 0.9 Miles

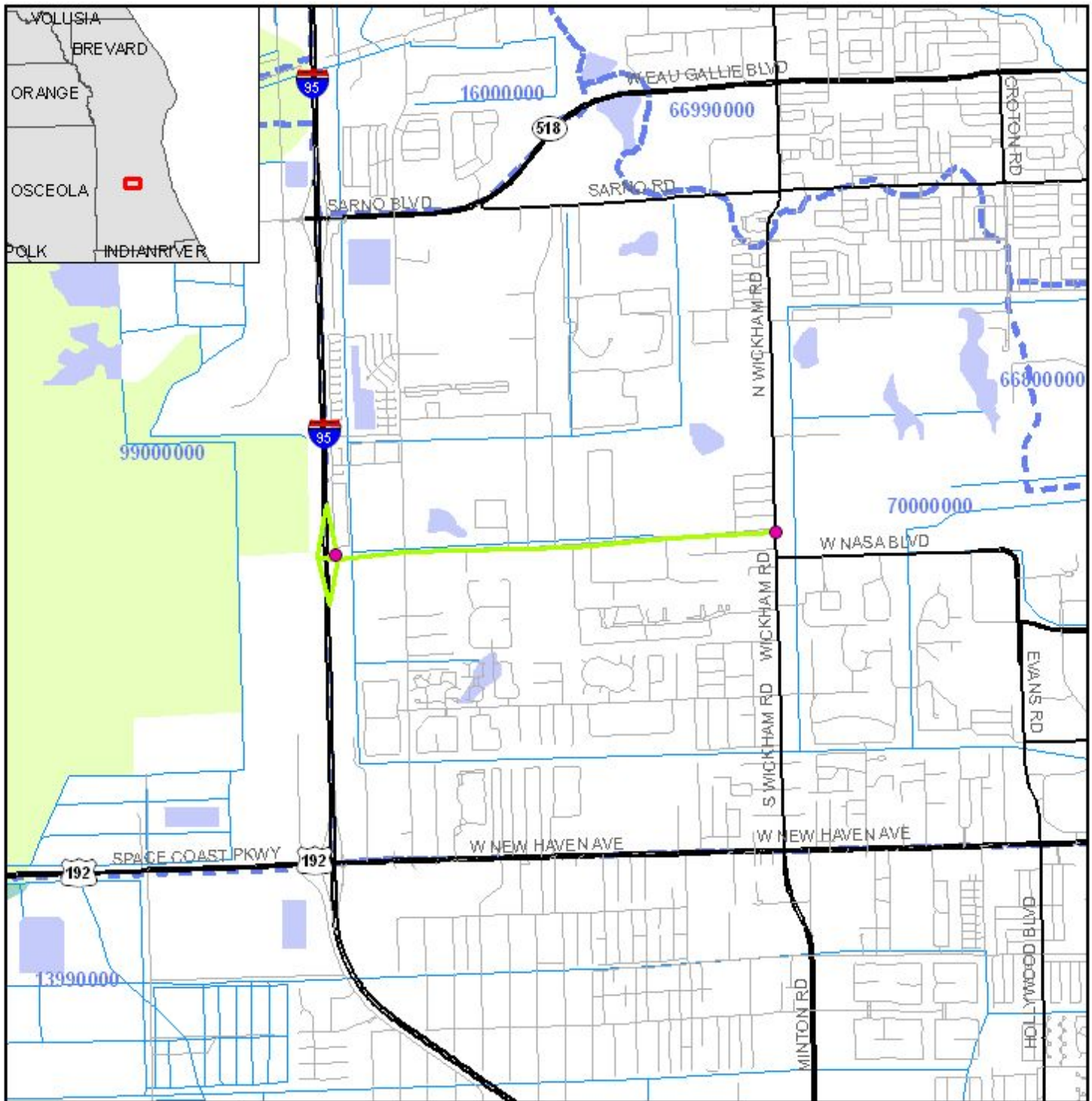
- | | | | | | | |
|----------------------------|----------------------------|----------------------------------|----------------------------|---------------------|---------------------|-------------------|
| ETDMA Alternative Polygon | Not Classified | Hardwood Hammocks and Forests | Bay Swamp | Mangrove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

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



11460 I-95 and Ellis Road Interchange, Alternative #1

to



0 1 Miles

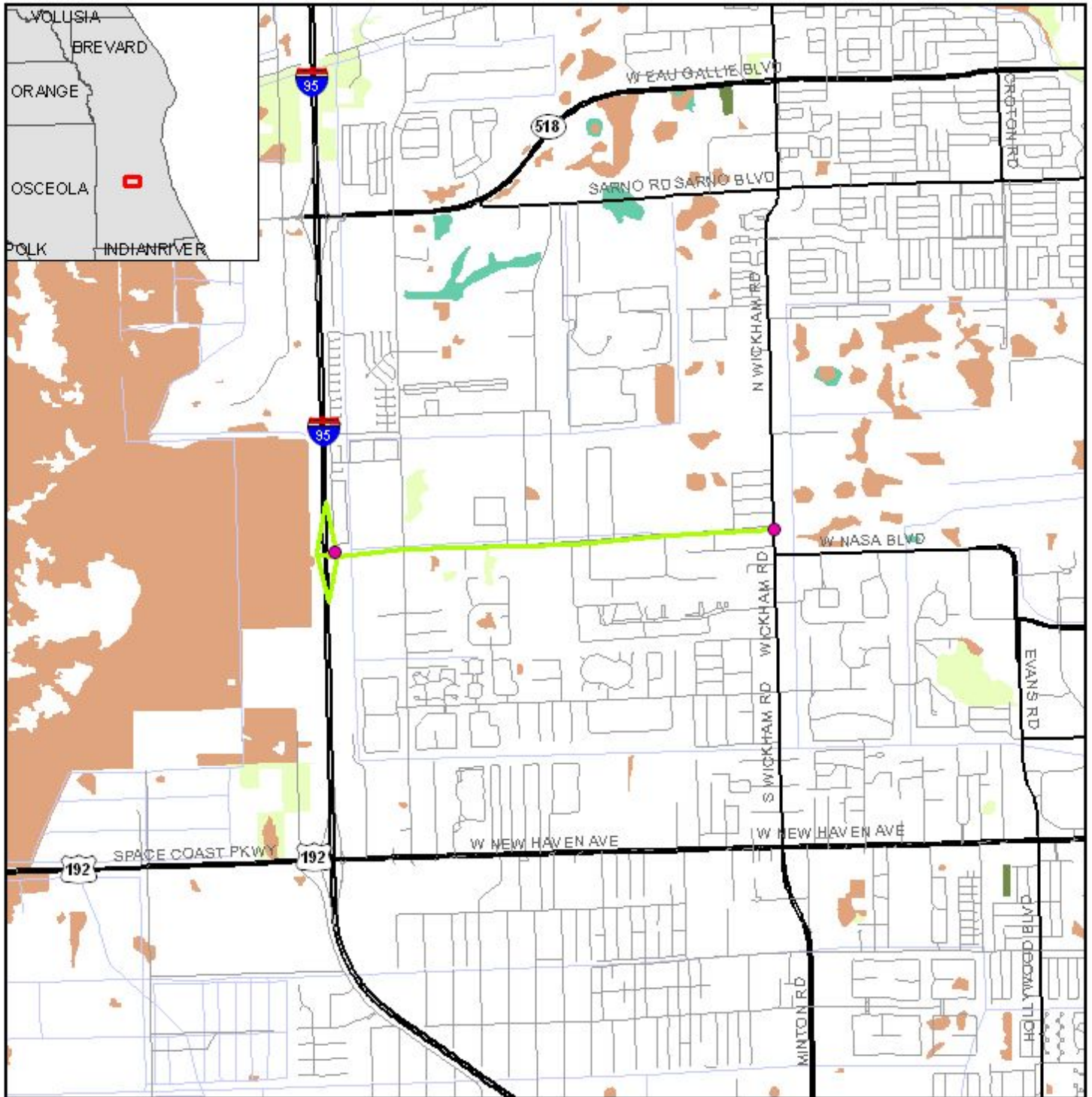
- | | | | |
|---------------------------|---------------------|---------------------------|------------------------|
| ETDM Alternative Point | Major Road | 1st Magnitude Spring | Surface Water Class I |
| ETDM Alternative Terminus | Local Road or Trail | River, Stream or Canal | Surface Water Class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

Data Sources:

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

11460 I-95 and Ellis Road Interchange, Alternative #1

to



Wetland Resource Map

- | | | |
|---|---------------------------|--------------------------------|
| 0 | ETDM Alternative Polygon | River, Stream or Canal |
| | ETDM Alternative Segment | Water Body |
| | ETDM Alternative Terminus | Non-vegetated Wetland |
| | ETDM Alternative Point | Vegetated Non-forested Wetland |
| | Major Road | Wetland Forested Mixed |
| | Local Road or Trail | Wetland Coniferous Forest |
| | | Wetland Hardwood Forest |

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

Appendicies

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

Supporting Documents

Date	Type	Size	Link	Name / Description
12/09/2009	Form SF-424: Application for Federal Assistance	113 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=9132	Final SF-424 form for I-95 and Ellis Rd Interchange: Application for Federal Assistance
12/04/2009	Feasibility Study	5.1 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=9074	I-95 @ Ellis Rd. Feasibility Study: Systems Operational Analysis Report (SOAR)
12/03/2009	Interchange Modification/Justification Report	53.19 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=9054	Final__MLB_IJR_Report_Revised_10-03-08: Interchange Justification Report for I-95 at Ellis Road