



Florida Department of Transportation

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GOVERNOR

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SECRETARY

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

Date: February 20th, 2019
To: Yamilet Diaz, Project Manager
From: Steven Craig James, RLA, District Environmental Administrator
Emily Starnes, Environmental Specialist, Stantec
Copies: Omar Meitin, District Traffic Operations Engineer
David Crombie, Project Engineer
Subject: **ENVIRONMENTAL RESOURCES DESKTOP ANALYSIS**
Project Name: District 6 INFRA Grant Application
Financial Management Number: N/A
Federal Aid Project No.: N/A
Limits: SR 5/US-1/Overseas Highway Corridor from Key Largo to Key West
County: Monroe

The District 6 INFRA Grant Application completed for the above referenced project, dated February 2019, recommended the following improvements along SR 5/US-1/Overseas Highway in Monroe County, Florida:

- The proposed pilot project would deploy technology applications onto existing infrastructure.
- It is anticipated that the installation of roadside units (RSUs) would occur on existing structures such as traffic signals, mid-block crossings, and emergency signals.
- It is not anticipated that this project will result in any new ground disturbance; the scope of work would be limited to RSU attachment to existing roadside structures and use of existing ITS infrastructure.

The project corridor is located in an area dominated by residential and commercial land use along SR 5/US-1/Overseas Highway from Key Largo to Key West in Monroe County, Florida. The proposed improvements appear to be limited to the existing right-of-way. Based on the federal funds associated with the INFRA Grant under the Federal Highway Administration (FHWA), the proposed project would constitute a federal action. Therefore, the Class of Action for this project is anticipated to be a Type 1 Categorical Exclusion. The D6 Environment Section will continue to evaluate the project's Class of Action during future phases.

An Environmental Resources Desktop Analysis (ERDA) was prepared for the above-referenced project. This evaluation was prepared in support of an FHWA grant application by District 6. The purpose of this evaluation is to identify environmental features in the vicinity of the proposed project, and to assess the level of effort needed to complete the environmental review for this federal action should the project be approved. Based on the information provided in the application and our review of the proposed scope of work, if the project moves forward we anticipate that the project would qualify as a Type 1 Categorical Exclusion, which

is a minor Class of Action thereby facilitating the environmental review to be completed within a shortened timeframe.

The project was evaluated using the following sources:

- GIS review of natural, social, cultural, and physical resource layers including water quality, wetlands, wildlife and habitat, public lands and recreational areas, socioeconomic resources, historic and archaeological sites, and contamination, using the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST)
- Aerial imagery and street maps
- Review D6 INFRA Grant Application proposed project description

The GIS layers within the ETDM EST are continually updated. Likewise, the anticipated determinations of effect are based on the project improvements as currently proposed/recommended. Any changes in project scope, limits, and/or design may impact the effect determinations and, subsequently, the Class of Action. We highly recommend that the project manager keep the D6 Environment Section abreast of any significant design changes and/or scope additions. The D6 Environment Section will continue to review the ETDM EST and the project documents as the project advances through future phases.

NEPA items required to be reviewed for FDOT projects:

Local Traffic Patterns

The project corridor along SR 5/US-1/Overseas Highway from Key Largo to Key West consists of numerous signalized and unsignalized intersections, and is accessible from both SR 5/US-1/Overseas Highway in the northbound and southbound directions, and from cross streets in the eastbound and westbound directions. A Traffic Control Plan (TCP) may need to be developed to maintain access to local residences and businesses during construction. Based on a review of the proposed project and the scope of work being limited to RSU attachment to existing roadside structures, implementation of the proposed project is not anticipated to cause major adverse impacts on travel patterns.

Planned Community Growth/Land Use Patterns

Implementation of the proposed project would not affect capacity or alter land use. Any effects from these activities would be temporary in nature, and as such, are not expected to adversely impact planned community growth or planned land use patterns.

Property Access

Based on a review of the proposed project, no adverse effects to property access are expected as a result of the recommended activities.

Air Quality and Noise

This is not a capacity improvement project or an alignment shift; therefore, no long-term air quality or noise impacts will occur as a result of the proposed project. The project is located in an area which is designated attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply.

Because the recommended scope of the work does not involve construction of additional through lanes or auxiliary lanes, and no significant noise impacts are expected as per 23 CFR 772, a noise analysis is not required. There may be a temporary increase in noise from additional truck traffic and staging equipment during construction. Due to the proximity of the site to residential and commercial areas, project-related activities should consider noise impacts on nearby residences and businesses.

Water Quality

Based on a review of EST GIS layers and aerial imagery, a portion of the project corridor is adjacent to the Florida Keys National Marine Sanctuary (FKNMS), which is designated as Outstanding Florida Waters. However, no in-water work is proposed. Based on the minor scope of work, which is limited to RSU attachment to existing roadside structures, no adverse impacts to water quality are anticipated as a result of the proposed project.

Wetlands

Based on a review of EST GIS layers (including the National Wetlands Inventory wetland GIS layers) and aerial imagery, a portion of the project corridor is adjacent to wetlands, mangroves, and other environmentally sensitive areas. However, no work is proposed within wetlands. Based on the minor scope of work, which is limited to RSU attachment to existing roadside structures, no wetland impacts are anticipated as a result of the proposed project.

Navigation

Based on a review of EST GIS layers and aerial imagery, the project corridor crosses the Atlantic Intracoastal Waterway, Marathon Harbor, the Florida Shallow Water Spine, and the Gulf Deep Water Spur. In addition, numerous other bridged waterways exist along the SR 5/US-1/Overseas Highway corridor. However, no in-water work is proposed. Based on the minor scope of work, which is limited to RSU attachment to existing roadside structures, no impacts to navigation are anticipated as a result of the proposed project, and the project is not anticipated to require an individual U.S. Coast Guard (USCG) Bridge Permit.

Floodplain Encroachment

Based on a review of EST GIS layers, the project corridor is located within Zone AE and Zone VE of the 100-year floodplain. However, this project will not: 1) affect flood heights or base floodplain limits, 2) result in increased or new adverse environmental impacts, 3) increase flood risks or damage, or 4) significantly change the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, this project will not encroach upon the base floodplain, as defined in Part 2, Chapter 13 of the Project Development and Environment (PD&E) Manual.

Wild and Scenic Rivers

Based on a review of EST GIS layers and aerial imagery, there are no Wild and Scenic Rivers within or adjacent to the project corridor. The recommended activities will not require construction in, across, or adjacent to a river designated as a component of, or proposed for inclusion in, the National System of Wild and Scenic Rivers. Therefore, no adverse impacts to Wild and Scenic Rivers are anticipated as a result of the proposed project.

Endangered and Threatened Species, Wildlife, and Critical Habitats

Based on a review of EST GIS layers, the following species may inhabit or migrate through the project corridor. The project corridor is within to the U.S. Fish and Wildlife Service's (USFWS) critical habitat for the American crocodile (*Crocodylus acutus*), piping plover (*Charadrius melodus*), Florida Leafwing Butterfly (*Anaea troglodyta floralialis*), Bartram's Scrub-Hairstreak Butterfly (*Strymon acis bartrami*), and Cape Sable Thoroughwort (*Chromolaena frustrata*), and rice rat (*Oryzomys palustris natator*), and is adjacent to the critical habitat for elkhorn corals (*Acropora palmata*), staghorn corals (*Acropora cervicornis*), and smalltooth sawfish (*Pristis pectinata*). The project area is within the USFWS consultation area for the Schaus swallowtail butterfly (*Heraclides aristodemus ponceanus*), roseate tern (*Sterna dougallii dougallii*), cotton mouse (*Peromyscus gossypinus*), West Indian manatee (*Trichechus manatus*), Key deer (*Odocoileus virginianus clavium*), Lower Keys marsh rabbit (*Sylvilagus palustris hefneri*), Stock Island tree snail (*Orthalicus reses*) and Miami-Dade/Keys plants. The project corridor is within a Core Foraging Area for the wood stork (*Mycteria Americana*). However, there is no suitable habitat for the above-referenced species

within or adjacent to the limits of the proposed project. Therefore, this project is expected to have **No Effect** on these species.

There is no Essential Fish Habitat within or adjacent to the project area.

Based on a review of EST GIS layers and the District 6 INFRA Grant Application, this project is expected to result in a **Determination of No Effect** concerning impacts to threatened and endangered species and/or their critical habitat in accordance with Section 7 of the Endangered Species Act.

Project staging area selection will require environmental review and approval prior to use. No staging of equipment or materials should occur within environmentally sensitive areas.

The D6 Environment Section will continue to evaluate the project's potential effects on protected species during future phases.

Right of Way Acquisition and Displacements

Based on a review of the District 6 INFRA Grant Application, it appears that the proposed project is contained within the existing FDOT operational ROW. No ROW acquisition is proposed. Consequently, no residential or non-residential displacements are anticipated. The D6 Environment Section will continue to evaluate the project's ROW requirements during future phases. Please notify the D6 Environment Section of any proposed work outside of the ROW.

Section 4(f) of the Department of Transportation Act

Based on a review of EST GIS layers and aerial imagery, a portion of the project sites may be located in the vicinity of public parks, recreation areas, wildlife and waterfowl refuges, National Register-listed or – eligible historic districts, or other Section 4(f) resources. However, the proposed project is contained entirely within the existing FDOT operational ROW, and no work is proposed within Section 4(f) resources. Based on the minor scope of work, which is limited to RSU attachment to existing roadside structures, no impacts to Section 4(f) protected parks or other recreational resources are anticipated as a result of the proposed project, in accordance with Section 4(f) of the USDOT Act.

Section 106 of the National Historic Preservation Act

Based on a review of EST GIS layers and aerial imagery, a portion of the proposed improvements may be located in the vicinity of historic properties, archaeological sites, or other cultural resources. It is anticipated that the Area of Potential Effect (APE) for the proposed project will be limited to the footprint of the proposed improvements. Therefore, based on the minor scope of work, which is limited to RSU attachment to existing roadside structures, no impacts to historic properties are anticipated as a result of the proposed project. It is not anticipated that this project would result in any new ground disturbance; therefore, no impacts to archaeological resources are anticipated as a result of the proposed project. The D6 Environment Section will continue to evaluate the project's potential effects to cultural resources and will coordinate the project with the State Historic Preservation Officer (SHPO) during the design phases.

Contamination

Based on a review of EST GIS layers and aerial imagery, known contaminated sites may be located within a 500-foot radius of the project corridor. However, based on the minor scope of work, which is limited to RSU attachment to existing roadside structures, there are no drainage features, subsurface excavation, and/or dewatering in proximity of known contaminated sites. Therefore, no contamination impacts are anticipated as a result of the proposed project. The D6 Environment Section will continue to evaluate the project's potential effects to contamination during future phases.

February 20th, 2019

Project Name: District 6 INFRA Grant Application: SR 5/US-1/Overseas Highway from Key Largo to Key West (Monroe County, FL)

Controversy

There are no known controversial environmental issues associated with this project. The action is not anticipated to have substantial controversy on environmental grounds

Permits

Environmental permitting requirements are to be provided by the Environmental Permits Office. Based on the minor scope of work, which is limited to RSU attachment to existing roadside structures, it does not appear that any environmental permits would be needed for the proposed project; however, this would be reconfirmed at the time design plans are available.