

TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM

**I-95 / Ellis Road Interchange and
Ellis Road from I-95 to Wickham Road (CR 509)
Project Development & Environment Study**

Brevard County, Florida

Financial ID No. 426905-1-22-01

Federal Aid No. SFT1251R

Prepared For:



The Florida Department of Transportation, District 5

Prepared By:

RS&H, Inc.

October 2015

Type 2 Categorical Exclusion Determination Form

1. GENERAL INFORMATION

County: Brevard County

Project Name: I-95 / Ellis Road Interchange and Ellis Road from I-95 to Wickham Road (CR 509) Project Development and Environment Study

Project Limits: Just West of I-95 to west of Wickham Road

Project Numbers: 11460 426905-1-22-01 SFT1251R
ETDM (if applicable) Financial Management Federal Aid

2. PROJECT PURPOSE AND NEED

a. Purpose and Need Statement

Florida's Strategic Intermodal System (SIS) was designated by the Florida Legislature to efficiently serve the mobility needs of Florida's citizens, businesses, and visitors and help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship.

In Brevard County, Melbourne International Airport is an important transportation hub and also a major employment area for Melbourne and Palm Bay. Currently, the Melbourne International Airport and the Greyhound Bus Terminal are emerging SIS hubs. While the western limits of the airport are located approximately four miles from the interstate, access to I-95 is provided by way of Eau Gallie Boulevard (SR 518) from the north and New Haven Avenue (US 192) from the south, neither of which provide a direct access.

The proximity of I-95 to Melbourne International Airport is a primary stimulus for the study of the new I-95 interchange opposite the Ellis Road corridor.

b. Proposed Improvements

This Project Development and Environment Study (PD&E) examines a direct, multi-lane Strategic Intermodal System connection from I-95 to Melbourne International Airport and Greyhound Bus Terminal. The improved Ellis Road will tie into St. Johns Heritage Parkway, a new four-lane arterial planned by Brevard County that begins at Malabar Road and ends at John Rodes Boulevard. A new interchange connecting Melbourne



International Airport directly to I-95 will relieve Eau Gallie Boulevard / Sarno Road and US 192 as the SIS Connectors. The improvements to and the extension of Ellis Road will provide a direct connection between the interstate and the airport as well as mitigate capacity deficiencies at the existing I-95 interchanges at US 192 and Eau Gallie Boulevard / Sarno Road. Ellis Road will be extended to I-95, where a modified diamond interchange will join the interstate with Ellis Road from the east and St. Johns Heritage Parkway from the west, both of which are proposed four-lane divided arterial highways. Upon the completion of the improvements, Ellis Road will be designated as a “SIS Connector” for the Melbourne International Airport.

This project was screened through the Efficient Transportation Decision Making (ETDM) process. The ETDM Summary Report is included as Appendix J to the Project Development Summary Report (PDSR). The new I-95 interchange location was approved by the Federal Highway Administration in 2008.

Summary of Preferred Alternative

The following is a description of the preferred horizontal alignment beginning just west of I-95 and extending to just west of Wickham Road. The Preferred Alternative is a combination of Alternative 2 through the interchange area and the Standard 45 mph Urban Best Fit Alternative. Concept plan sheets of the Preferred Alternative are located in Appendix B of the PDSR.

The preferred alignment begins near the approximate profile touchdown point located approximately 1,350 feet west of the I-95 centerline. Through the interchange area, the Preferred Alternative utilizes alignment Alternative 2 in conjunction with the western ramp configuration recommended by the Value Engineering Study. The Preferred Alternative avoids impacts to the conservation easement in the northwest quadrant and eliminates the need for a retaining wall on the north side of Ellis Road in the vicinity of Lamplighter Village. By avoiding the conservation easement, this alignment demonstrates avoidance and minimization of environmental issues and will lessen the complexity of the permitting process and mitigation in future final design phases. An added benefit is that this alignment is farther away from Lamplighter Village when compared to Alternative 1. At the informational meeting held on March 24, 2011 in Lamplighter Village, both the management, ownership, and residents of Lamplighter Village expressed their desire for Alternative 2.

The west-side ramps are aligned so that the main portion of the ramp is parallel to the existing limited access right-of-way line. This configuration was recommended by the Value Engineering Study. The ramps were positioned such that a distance of 12 feet occurs between the limited access right-of-way and the base of the retaining wall along the ramps. The bridge over I-95 consists of four through lanes, a westbound left-turn



lane, dual 8-foot outside shoulders, and a dedicated 8-foot bicycle and pedestrian envelope (on each side), separated from the mainline shoulder by a concrete parapet wall.

East of the structure, the alignment begins to transition northward via an 8,400' radius (normal crown) curve on a fill section. A crossing over the M-1 Canal occurs immediately east of the eastern ramp intersection. While the size of the crossing has not been determined as part of this PD&E study, the preliminary recommendation is to utilize a single span or arch configuration in order to minimize the constraints within the channel. The L-15 Canal requires relocation and is shown as flaring northward in order to accommodate the increase in roadway fill as the roadway is raised to meet the structure over I-95.

Just west of John Rodes Boulevard and south of Ellis Road, a regional retention pond is proposed (Regional Pond Option B) as the preferred regional pond location. This regional pond concept utilizes attenuation-only ponds in the remaining basins. This pond configuration is desirable because the attenuation only ponds are significantly smaller than those that require sizing for both treatment and attenuation. Attenuation-only ponds reduce the right-of-way impacts along Ellis Road and can be seen in Appendix B of the PDSR as part of the Preferred Alternative.

At the John Rodes Boulevard intersection, the typical section changes from a high speed urban (50 mph) section west of John Rodes Boulevard to a standard 45 mph urban section east of John Rodes Boulevard. Across the intersection, the 30-foot median is reduced to 22 feet, and the 6.5-foot outside shoulder is reduced to a 4-foot bicycle lane.

East of John Rodes Boulevard, the alignment continues to curve via a normal crown radius such that the right-of-way impacts are on the north side of Ellis Road. Roughly halfway between John Rodes Boulevard and Stan Drive, the Preferred Alternative is transitioned to the south side of existing Ellis Road and continues roughly parallel to the existing roadway. Within this segment, the right-of-way impacts are primarily on the south side of the roadway. A total right-of-way width of 190.5 feet is required to accommodate the standard urban 45 mph typical section and canal relocation. The Preferred Alternative within this section of roadway has potential displacements or relocations to the following: a vacant building in the northeast quadrant of the Ellis Road / John Rodes Boulevard intersection, Wuestoff Health Systems, Empire Electric, and Affordable Signs, all located along the north side of Ellis Road.

Through the roadway transition between West Drive and East Drive, the Preferred Alternative significantly impacts the Coastal Mechanical Services (CMS) business on the north side of the roadway. The adjacent Coastal Mechanical Services to the east experiences a partial acquisition, which does not directly impact the existing building or parking. The ECAS business experiences a partial acquisition, but parking impacts are



avoided. East of this parcel, impacts to several parcels are avoided, including Downtown Produce Market. Along the south side of the roadway between East Drive and Distribution Drive (east), the Preferred Alternative impacts the existing retention ponds and landscaping for Florida Power and Light, the existing parking for Structural Composites, and existing parking and landscaping for Medicomp.

Between Distribution Drive (east) and Technology Drive (east), the Preferred Alternative experiences a series of normal crown reverse curves, which transition the alignment from the south side of the roadway to the north side. Through this transition, commercial displacements on the south side of the roadway include a vacant building, Habitat for Humanity, American Door and Millwork, and Laundry Delivered.com. Partial right-of-way impacts on the south side include Brooks Enterprise, Hills Inc., and Tempstor Heating and Cooling. Partial impacts on the north side include Classic Floors and Ferguson Water Works. Just west of Technology Drive (east), the L-15 Canal ends, and the typical section includes a 1:4 slope that matches into the existing ground behind the back of proposed sidewalk. The termination of the canal reduces the right-of-way width from 190.5 feet to 134 feet, a reduction of 56.5 feet.

East of Technology Drive (east) the impacts are primarily located on the north side of the roadway, thereby impacting all 19 residential properties. The residences on nine of these properties are located 10 feet or less from the proposed right-of-way. A total of 19 residential relocations are assumed for the Preferred Alternative, as the uneconomical remainders of the residential parcels are a designated location for a retention pond.

Between Shinn Avenue and Wickham Road, the Preferred Alternative matches into the recently constructed four lane section completed as part of the NASA Boulevard realignment. Partial business impacts on the south side of the roadway include Hott Cars Auto Service Center, Buckman's Auto Body, Mark's Body Shop, a vacant building, and Dependable Air Supply. On the north side, Walker's Ellis Road Auto Repair and Goodman A/C Heat are partially impacted by the transitioning typical section.

An eastbound right-turn lane is proposed at the Wickham Road intersection in order to optimize the level of service of the intersection.

The Preferred Alternative costs a total of \$36.13 million for the interchange (\$11.01 million for right-of-way and \$25.13 million for construction, engineering, and utility relocations) and \$55.39 million for the Ellis Road reconstruction (\$40.99 million for right-of-way and \$14.41 million for construction, engineering, and utility relocations). Utility relocation costs are estimated to be approximately \$3.2 million and are ultimately dependent upon the agreement between the municipality and the utility company regarding accommodations within the right-of-way.



Additional impacts caused by the Preferred Alternative include 7.32 acres and 1.05 acres of impacts to low to moderate quality wetlands from the interchange and mainline Ellis Road improvements, respectively. The project will require roadway fill and consequently impact the storage capacity of the floodplain. However, these floodplain impacts are considered minimal.

Federally- and State-listed species having the potential to occur with the Preferred Alternative include the American alligator, Florida scrub-jay, burrowing owl, southeastern American kestrel, Florida sandhill crane, bald eagle, wood stork, Audubon's crested caracara, red-cockaded woodpecker, listed wading birds (limpkin, little blue heron, snowy egret, tricolored heron and white ibis), gopher tortoises and associated commensals (gopher frog, Florida pine snake, Florida mouse and eastern indigo snake), and Sherman's fox squirrel. However, because of the quality of the habitat present and with the implementation of recommended protection and mitigation measures, these species and/or their habitats are not likely to be adversely affected by the construction of the I-95 interchange and the Ellis Road improvements.

The FDOT has determined the project has "no effect" on the Everglade snail kite and USFWS has concurred with this determination. The FDOT has determined the project "may affect, not likely to adversely affect" the Florida scrub-jay, Audubon's crested caracara, and eastern indigo snake. The results of surveys completed for these species, along with the request for concurrence with these determinations, were submitted to USFWS on May 27, 2015. USFWS has responded with their concurrence with these determinations in a letter dated July 29, 2015. (see **Appendix B**, Agency Coordination). Additionally, the FDOT has determined that this project "may affect, not likely to adversely affect" the wood stork based on the use of the wood stork effect determination key and available mitigation. This information and the request for concurrence with this determination was submitted to USFWS on October 1, 2015. USFWS responded with their concurrence in a letter dated October 9, 2015 (see **Appendix B**, Agency Coordination).

No building structures or archaeological sites within the project limits are eligible for the National Register of Historic Places. Based on a review of 2015 aerial photography compared to the original 2010 project photography, no land use changes are apparent during the course of this PD&E study.

c. Project Planning Consistency

Table 1 summarizes the current funding listed in the Space Coast Transportation Planning Organization (SCTPO) Transportation Improvement Plan (TIP) and the State Transportation Improvement Plan (STIP).



Table 1: Project Planning Consistency

Description	Phase	Planning Document	Total Cost					
			2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
St Johns Heritage Pkwy @ Ellis Road from John Rodes Blvd. to West of Wickham Rd.	Preliminary Engineering	TIP ⁽¹⁾	\$2,400,971					
		STIP ⁽²⁾	\$2,392,308	\$108,848				
	R/W	TIP ⁽¹⁾						
		STIP ⁽²⁾						
I-95 Interchange at Ellis Rd. / St. Johns Heritage Parkway	Preliminary Engineering	TIP ⁽¹⁾		\$3,823,000 ⁽³⁾				
		STIP ⁽²⁾	\$2,746,585	\$1,206,049				
	R/W	TIP ⁽¹⁾			\$2,980,000	\$3,175,000	\$4,170,000	\$1,121,698
		STIP ⁽²⁾			\$2,980,000	\$3,175,000	\$4,170,000	\$1,121,698
	CST	TIP ⁽¹⁾				\$44,410,967		
		STIP ⁽²⁾				\$44,410,967		

(1) TIP = Transportation Improvement Plan from Space Coast TPO

(2) STIP = State Transportation Improvement Plan (includes Ellis Road Interchange)

(3) Includes prior years



Preliminary engineering (final design) of the interchange at I-95 and the Ellis Road Extension / St. Johns Heritage Parkway is funded by FDOT along with right-of-way acquisition. Funding for the Ellis Road portion of the project between John Rodes Boulevard and Wickham Road is also funded for preliminary engineering (final design) but not for right-of-way acquisition. The interchange is funded for construction in FY 2016 / 17, but the reconstruction of Ellis Road is not funded for construction as of August 2014. Because Ellis Road is a Brevard County roadway, the County is overseeing the final design phase of the Ellis Road improvement, while FDOT is overseeing the interchange at I-95 and the connection to Ellis Road at John Rodes Boulevard.

The following pages contain excerpts from the following planning documents:

- (1) Figure 1: Space Coast TPO Transportation Improvement Program FY 2014-2018 (Adopted July 11, 2013; Amended 09/12/2013; 12/12/2013; 2/13/2014; 3/21/2014; 4/10/2014; 07/10/14) and the Space Coast TPO Transportation Improvement Program FY 2015-2019 (Adopted July 10, 2014);
- (2) Figure 2: FDOT State Transportation Improvement Plan (printed 8/11/2015);
- (3) Figure 3A: Space Coast 2035 Long Range Transportation Plan (2035 Cost Feasible Plan; updated July 2015)
- (4) Figure 3B: Amendment No. 1 Space Coast TPO's 2035 Long Range Transportation Plan



Figure 1: Space Coast TPO Transportation Improvement Program
 FY 2014-2018 (Adopted July 11, 2013; Amended 09/12/2013; 12/12/2013; 2/13/2014;
 3/21/2014; 4/10/2014; 07/10/14) and
 FY 2015-2019 (Adopted July 10, 2014)

Space Coast TPO Transportation Improvement Program - FY 2013/14 - 2017/18

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total	
FM# 4269051 (TIP#) I-95 @ ELLIS ROAD ST JOHNS HERITAGE PKWY							Length: 0.100 mi	*SIS*
Type of Work: PD&E/EMO STUDY							Lead Agency: Florida Department of Transportation	
							L RTP#: PAGE 59, TABLE 15	
EARMARK FUNDS								
PDE	TCSP	148,717	0	0	0	0	148,717	
PDE	SU	1,044	0	0	0	0	1,044	
PDE	DIH	8,927	0	0	0	0	8,927	
	Total	158,688	0	0	0	0	158,688	
Prior Years Cost		Future Years Cost		Total Project Cost		158,688		
FM# 4269052 (TIP#) ST JOHNS HERITAGE PKWY @ ELLIS ROAD FROM JOHN RHODES TO W OF WICKHAM ROAD							Length: 0.100 mi	*Non-SIS*
Type of Work: PRELIMINARY ENGINEERING							Lead Agency: Brevard County	*RSP*
							L RTP#: Page 59, Table 15	
PE	SU	519,776	0	0	0	0	519,776	
PE	ACSU	1,881,195	0	0	0	0	1,881,195	
	Total	2,400,971	0	0	0	0	2,400,971	
Prior Years Cost		Future Years Cost		Total Project Cost		2,400,971		

Space Coast TPO Transportation Improvement Program - FY 2014/15 - 2018/19

Phase	Fund Source	2014/15	2015/16	2016/17	2017/18	2018/19	Total	
FM# 4269043 (TIP#) I-95 INTERCHANGE @ ST JOHN HERITAGE PKWY/PALM BAY PKWY N OF MICCO RD							Length: 1.113	*SIS*
Type of Work: INTERCHANGE (NEW)							Lead Agency: Florida Department of Transportation	
							L RTP#: PAGE 12	
GOES WITH FM#4269041 (PD&E STUDY) GOES WITH PROJECT L-PALMBAY01 AND L-PALMBAY02 FOR PALM BAY LOCAL ACCESS ROADS								
ENV	ACNP	1,000,000	0	0	0	0	1,000,000	
PE	DDR	0	225,000	0	0	0	225,000	
ROW	PVT	0	14,838,000	0	0	0	14,838,000	
CST	ACNP	0	28,918,466	0	0	0	28,918,466	
CST	DDR	0	0	0	50,000	0	50,000	
	Total	1,000,000	43,981,466	0	50,000	0	45,031,466	
Prior Years Cost		3,940,190	Future Years Cost		Total Project Cost		48,971,656	
FM# 4269053 (TIP#) ST JOHNS HERITAGE PKWY INTERCHANGE NORTH @ I-95/ELLIS RD							Length: 1.010	*SIS*
Type of Work: INTERCHANGE (NEW)							Lead Agency: Florida Department of Transportation	
							L RTP#: PAGE 12	
GOES WITH FM 4269051 (PD&E STUDY)								
PE	DDR	1,200,000	0	0	0	0	1,200,000	
ROW	DIH	0	30,000	25,000	20,000	9,872	84,872	
ROW	DDR	0	2,950,000	3,150,000	4,150,000	1,111,826	11,361,826	
CST	ACNP	0	0	44,410,967	0	0	44,410,967	
	Total	1,200,000	2,980,000	47,585,967	4,170,000	1,121,698	57,057,665	
Prior Years Cost		2,623,000	Future Years Cost		Total Project Cost		59,680,665	



Figure 2: FDOT State Transportation Improvement Plan

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT

DATE RUN: 10/14/2014
TIME RUN: 07.08.10
MBRSTIP-1

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TOTAL SFT1	TCSP	824,292	115,326	0	0	0	0	939,618
251 R		1,132,867	115,326	0	0	0	0	1,248,193

FEDERAL PROJECT NUMBER: T129 354 R

PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	28,451	5,338	0	0	0	0	0	33,789
SU	68,116	0	0	0	0	0	0	68,116
S129	18,808	0	0	0	0	0	0	18,808
TOTAL T129 354 R	115,375	5,338	0	0	0	0	0	120,713
TOTAL 426905 1	1,281,687	120,664	0	0	0	0	0	1,402,351

ITEM NUMBER: 426905 2 PROJECT DESCRIPTION: ST JOHNS HERITAGE PKWY @ ELLIS RD FROM JOHN RHODES TO W OF WICKHAM RD *NON-SIS*
DISTRICT: 05 COUNTY: BREVARD TYPE OF WORK: ADD LANES & RECONSTRUCT
PROJECT LENGTH: .044MI

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	GREATER THAN 2018	ALL YEARS
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FEDERAL PROJECT NUMBER: ST10 382 R

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY BREVARD COUNTY								
ACSU	0	100,000	0	0	0	0	0	100,000
SU	2,389,207	0	0	0	0	0	0	2,389,207

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	158	0	0	0	0	0	0	158
SU	2,943	8,848	0	0	0	0	0	11,791
TOTAL ST10 382 R	2,392,308	108,848	0	0	0	0	0	2,501,156
TOTAL 426905 2	2,392,308	108,848	0	0	0	0	0	2,501,156

ITEM NUMBER: 426905 3 PROJECT DESCRIPTION: I-95 INT @ ELLIS RD /ST JOHNS HERITAGE PKWY *SIS*
DISTRICT: 05 COUNTY: BREVARD TYPE OF WORK: INTERCHANGE (NEW)
PROJECT LENGTH: 1.010MI

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	GREATER THAN 2018	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	44,132	6,049	0	0	0	0	0	50,181

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AS-OF DATE: 07/01/2014

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT

DATE RUN: 10/14/2014
TIME RUN: 07.08.10
MBRSTIP-1

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PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	2,950,000	3,150,000	4,150,000	1,111,826	11,361,826	
DIH	0	0	30,000	25,000	20,000	9,872	84,872	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	0	0	44,410,967	0	0	0	44,410,967

PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	1,200,000	0	0	0	0	0	1,200,000

TOTAL <N/A>	44,132	1,206,049	2,980,000	47,585,967	4,170,000	1,121,698	57,107,846	
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FEDERAL PROJECT NUMBER: MULT 005 R

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
EB	785,208	0	0	0	0	0	0	785,208
HPP	51,635	0	0	0	0	0	0	51,635
ST10	999,829	0	0	0	0	0	0	999,829
S129	130,826	0	0	0	0	0	0	130,826
TCSP	734,955	0	0	0	0	0	0	734,955
TOTAL MULT 005 R	2,702,453	0	0	0	0	0	0	2,702,453
TOTAL 426905 3	2,746,585	1,206,049	2,980,000	47,585,967	4,170,000	1,121,698	59,810,299	
TOTAL Project:	6,420,580	1,435,561	2,980,000	47,585,967	4,170,000	1,121,698	63,713,806	



Figure 3A: Space Coast 2035 Long Range Transportation Plan (2035 Cost Feasible Plan)

2035 Cost Feasible Plan

Table 15: Cost Feasible Projects (State / Federal Funded)

STATE / FEDERAL FUNDED CAPACITY PROJECTS	FROM/ TO	PROJECT	PROJECT COST (2010 \$'S)	YEAR OF EXPENDITURE	TOTAL COST
St. Johns Heritage Parkway	US 192 to Malabar Rd	New 4 Lane Road	\$9,760,000	2016 - 2020	\$11,899,000
St. Johns Heritage Parkway	John Rodes Blvd to US 192	New 4 Lane Road	\$12,300,000	2016 - 2020	\$14,996,000
St. Johns Heritage Parkway Interchange (North)	at I-95 / Ellis Rd	New Interchange (urban)	\$18,000,000	2016 - 2020	\$21,946,000
Ellis Road	John Rodes Blvd to Wickham Rd	Widen Road (2 to 4 Lanes)	\$15,780,000	2016 - 2020	\$19,239,000
St. Johns Heritage Parkway	Babcock St to I-95 Interchange (South)	New 4 Lane Road	\$5,460,000	2016 - 2020	\$6,657,000
St. Johns Heritage Parkway	I-95 Interchange (South) to Micco Rd	New 4 Lane Road	\$5,390,000	2016 - 2020	\$ 6,571,000
St. Johns Heritage Parkway Interchange (South)	at I- 95 (north of Micco Rd)	New Interchange (Mainline)	\$18,000,000	2016 - 2020	\$21,946,000
South Street (SR 405)	Existing 4 lane section to State Road 50	Widen Road (2 to 4 Lanes)	\$31,960,000	2021 - 2025	\$ 43,318,000
US 1	Eyster Blvd to Pineda Causeway	Widen Road (4 to 6 lanes)	\$34,180,000	2021 - 2025	\$35,361,000
US 192	Wickham Rd to Dairy Road	Widen Road (4 to 6 lanes)	\$26,000,000	2026 - 2030	\$38,933,000
Babcock Street	Malabar Rd to Foundation Park	Widen Road (2 to 4 Lanes)	\$7,660,000	2026 - 2030	\$11,609,000
Babcock Street	Foundation Park to New Parkway Interchange	Widen Road (2 to 4 Lanes)	\$38,400,000	2026 - 2030	\$58,199,000
Malabar Road	Babcock St to US 1	Widen Road (2 to 4 Lanes)	\$32,760,000	2026 - 2030	\$49,651,000
Malabar Road	Minton Rd to St. Johns Heritage Parkway	Widen Road (2 to 4 Lanes)	\$40,400,000	2031 - 2035	\$69,276,000
Babcock Street	New Parkway Interchange to Indian River County	Widen Road (2 to 4 Lanes)	\$46,860,000	2031 - 2035	\$82,755,000
*St. Johns Heritage Parkway from US 192 to Malabar Road includes the section from Malabar to Pace Dr that will be constructed	Total Project Cost		\$342,910,000		\$492,356,000
	Total Est. Revenue (Other Arterials / TMS funds)				\$520,300,000
	Surplus/Deficit				\$27,944,000

Figure 3B: Amendment No. 1 Space Coast TPO's 2035 Long Range Transportation Plan

AMENDMENT NO. 1 SPACE COAST TPO'S 2035 LONG RANGE TRANSPORTATION PLAN

	PROJECT	FROM/TO	WORK TYPE	PROJECT COST (2010 \$'S)	PROJECT COST DEVELOPER	PROJECT COST LOCAL	TOTAL PROJECT STATE AND FEDERAL
NEW PROJECT ADDITION	SR 528 (Beachline)	West of I-95 to W of SR 524	Widen Road (4 to 6 lanes)				\$96,775,000
NEW PROJECT ADDITION	SR 528 (Beachline)	West of SR 524 to East of SR 3	Widen Road (4 to 6 lanes)				\$427,924,000
NEW PROJECT ADDITION	SR 528 (Beachline)	East of SR 3 to Port Canaveral Interchange (W of SR 401 Bridge)	Widen Road (4 to 6 lanes)				\$274,995,000
CURRENT 2035 LRTP	Viera Blvd	Hérons Landing to Schenck Rd	Widen Road (2 to 4 Lanes)	\$8,855,000	\$8,855,000		
PROPOSED AMENDMENT		Power Line Drive to US1	Widen Road (2 to 4 Lanes) and Operational Improvements				

CURRENT 2035 LRTP	Viera Blvd Interchange	At I-95 / Viera Blvd	New Interchange	\$23,000,000	\$23,000,000		
MODIFICATION	Add Footnote: Right-of-way needed to construct the interchange will be donated by the Viera Company.						
CURRENT 2035 LRTP	St Johns Heritage Parkway	Malabar Rd to US 192	New 4 Lane Road	\$9,760,000			\$11,899,000
MODIFICATION				\$22,119,938		\$15,190,000	\$6,929,938
CURRENT 2035 LRTP	St Johns Heritage Parkway Interchange North	At I-95 / Ellis Road	New Interchange (urban)	\$18,000,000			\$21,946,000
MODIFICATION							\$57,248,823
CURRENT 2035 LRTP	St Johns Heritage Parkway Interchange (South)	At I-95 (north of Micco Rd)	New Interchange (mainline)	\$18,000,000			\$21,946,000
MODIFICATION	St Johns Heritage Pkwy/Palm Bay Pkwy Southern Interchange	I-95 North of Micco Road			\$14,838,000		\$33,735,000
CURRENT 2035 LRTP	St Johns Heritage Pkwy	Babcock St to I-95 Interchange	New 4 Lane Road	\$5,460,000			\$6,657,000
MODIFICATION	Palm Bay Pkwy Local Access Rd	Babcock St (east to I-95 Interchange)			\$23,959,000		
CURRENT 2035 LRTP	St Johns Heritage Pkwy	I-95 Interchange (south) to Micco Rd	New 4 Lane Road	\$5,390,000			\$6,571,000
MODIFICATION	Palm Bay Pkwy Local Access Rd	I-95 Interchange (south) to Micco Rd			\$18,012,000		

All proposed amendments to the LRTP have had a 30 day comment period. Project costs include PD&E, Design, Right-of-Way and Construction.



Figure 4 on the next page displays the form entitled “Planning Requirements for Environmental Document Approvals with Segmented Implementation.” **Appendix A** entitled “Planning Consistency Supporting Documents” contains additional documentation regarding federal funding. This appendix is included at the end of the CatEx.



Figure 4: Planning Requirements for Environmental Document Approvals with Segmented Implementation

Planning Requirements for Environmental Document Approvals with Segmented Implementation					
Document Information:					
Date: <u>12-Aug-15</u>		Document Type: <u>CE II</u>		Document Status: <u>Final</u>	
Project Name: <u>I-95 At Ellis Road PD&E Study</u>				FM #: <u>426905-1-22-01</u>	
Project Limits: <u>I-95 / Ellis Road Interchange and Ellis Road from I-95 to west of Wickham Road (CR 509)</u>				ETDM #: <u>11460</u>	
Are the limits consistent with the plans? <u>Yes</u>					
Identify MPO(s) (if applicable): <u>Space Coast TPO</u>				Original PD&E FAP# <u>SFT1251R</u>	
Segment Information: <u>Ellis Road from John Rodes Blvd. to west of Wickham Rd.</u>					
Segment Limits:				Segment FM #: <u>426905-1-22-01</u>	
Currently Adopted CFP-LRTP	COMMENTS - ROW & Construction in the LTRP, 2016 - 2020 (pg. 12)				
Y/N	Y				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y	Y	\$2,400,971/ \$2,501,156	2013-14 - 2017-18 /2015	STIP total includes \$2,392,308 (prior to 2015) + \$108,848 (FY 2015) = \$2,501,156
R/W	N	N	\$		In LTRP (2016 - 2020). Not in current TIP.
Construction	N	N	\$		In LTRP (2016 - 2020). Not in current TIP.
Segment Information: <u>I-95 at Ellis Road / St. Johns Heritage Parkway</u>					
Segment Limits:				Segment FM #: <u>426905-1-22-01</u>	
Currently Adopted CFP-LRTP	COMMENTS - ROW & Construction in the LTRP, 2016 - 2020 (pg. 12)				
Y/N	(If N, then provide detail on how implementation and fiscal constraint will be achieved)				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y	Y	\$3,823,000 / \$3,952,634	2013-14/2014	TIP total includes \$2,623,000 (prior years) + 1,200,000 (2014/15) = \$3,823,000 STIP total includes \$2,746,585 (prior to 2015) + \$1,206,049 (FY 2015) = \$3,952,634
R/W	Y	Y	\$11,446,698/ \$11,446,698	2015-19/2015	TIP total includes \$2,980,000 (FY 15) + \$3,175,000 (FY 16) + \$4,170,000 (FY 17) + \$1,121,698 (FY 19) = \$11,446,698 STIP Total includes \$2,980,000 (2016) + \$3,175,000 (2017) + \$4,170,000 (2018) + \$1,121,698 (> 2018) = \$11,446,698
Construction	N	N	\$44,410,967/ \$44,410,967	2016-17 / 2017	
FDOT Preparer's Name: <u>Lorena Valencia -cucek</u>		Date: <u>8/20/2015</u>		Phone #: <u>386-943-5429</u>	
Preparer's Signature: <u><i>Lorena Valencia Cucek</i></u>		Email: <u>Lorena.Valencia@dot.state.fl.us</u>			



3. CLASS OF ACTION

- a. Class of Action:
 - Type 2 Categorical Exclusion
- b. Other Actions:
 - Section 4(f) Evaluation
 - Section 106 Consultation
 - Endangered Species Biological Assessment
- c. Public Involvement:
 - 1. A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
 - 2. A public hearing was held on October 25, 2012, and a transcript is included. Approval of this determination constitutes Location and Design Concept Acceptance for this project.
 - An opportunity for a public hearing was afforded and a certification of opportunity is included. Approval of this determination constitutes acceptance of the location and design concepts for this project.
 - 3. A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.
 - An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.
- d. Cooperating Agency: COE USCG FWS EPA NMFS NONE

4. REVIEWERS' SIGNATURES

This project has been conducted without regard to race, color, national origin, age, sex, religion, disability, or family status.

Mary M^e Dekee 10/14/15
FDOT Project Manager Date

William G. Walsh 10/14/15
FDOT Environmental Administrator or Designee Date

5. FHWA CONCURRENCE

Sal [Signature] 10/20/15
(For) Division Administrator or Designee Date



6. IMPACT EVALUATION

Topical Categories	Impact Determination *				Basis for Decision *
	S i g	N o t S i g	N o n	N o I n v	
A. SOCIAL & ECONOMIC					
1. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.1.1</u>
2. Community Cohesion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.1.2</u>
3. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.1.3</u>
4. Community Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.1.4</u>
5. Nondiscrimination Considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.1.5</u>
6. Controversy Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.1.6</u>
7. Scenic Highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>NA</u>
8. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>NA</u>
B. CULTURAL					
1. Section 4(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See PDSR Section 6.2.1</u>
2. Historic Sites/District	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See PDSR Section 6.2.2</u>
3. Archeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See PDSR Section 6.2.2</u>
4. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
C. NATURAL					
1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.3.1</u>
2. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.3.3</u>
4. Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.3.4</u>
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>NA</u>
6. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.3.5</u>
7. Coastal Zone Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See PDSR Section 6.3.6</u>
8. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.3.7</u>
10. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Not Applicable</u>
D. PHYSICAL					
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.4.1</u>
2. Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.4.2</u>
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.4.3</u>
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 6.4.4</u>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 5.11</u>
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 5.8</u>
7. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See PDSR Section 5.10</u>
8. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
a.	<input checked="" type="checkbox"/> FHWA has determined that a USCG Permit IS NOT required in accordance with 23 CFR 650, Subpart H.				
b.	<input type="checkbox"/> FHWA has determined that a USCG Permit IS required in accordance with 23 CFR 650, Subpart H.				

* Impact Determination: Sig = Significant; NotSig = Not significant; None = issue present, no impact; NoInv = Issue absent, no involvement. Basis of decision will be a reference to the Project Development Summary Report (PDSR).



E. PERMITS REQUIRED

Preliminary coordination with the relevant regulatory agencies, including U. S. Army Corps of Engineers (USACE), U. S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), U.S. Environmental Protection Agency (USEPA), St. Johns River Water Management District (SJRWMD), Florida Fish and Wildlife Conservation Commission (FFWCC) and Florida Department of Environmental Protection (FDEP) was accomplished through the Environmental Screening Tool (EST) component of the Efficient Transportation Decision Making (ETDM) Process. In general, the comments received consisted of statements regarding the need for wetland delineation and functional value assessment, the need to acquire the appropriate permits, the need for avoidance and minimization of wetlands impacts and for the compensatory mitigation of unavoidable impacts, and the need for maintenance of existing water quality. The comments received assigned the degree of impact to wetlands ranging from minimal to moderate.

Copies of the ETDM agency comments are included in the ETDM Summary Report contained within Appendix J of the PDSR. Coordination with the permitting agencies will continue throughout the final design, permitting, and the construction phases of the project.

- Environmental Resource Permit (ERP) – SJRWMD;
- Dredge and Fill Permit – USACE; and,
- National Pollutant Discharge Elimination System Permit – FDEP (USEPA).

7. COMMITMENTS AND RECOMMENDATIONS

Commitments

In order to ensure that adverse impacts to the protected species within the vicinity of the project corridor will not occur, FDOT/Brevard County will abide by the following commitments:

- The design scope will include a survey during preparation of permit applications, of all suitable gopher tortoise habitat to be impacted by the roadway and the ponds. If the species is found, coordination will be initiated with the appropriate resource agency and required permits will be obtained. If gopher tortoise burrows cannot be avoided, a relocation permit would be obtained and mitigation implemented.
- To avoid any potential impacts to the eastern indigo snake, the *Standard Protection Measures for the Eastern Indigo Snake* (Appendix C) will be implemented during site preparation and construction. To ensure the implementation of the standard protection measures, the following will be added as a general plan note:



Eastern indigo snake habitat has been identified within the project limits. Utilize the US Fish and Wildlife Service Standard Protection Measures for the Eastern Indigo Snake, at the US Fish and Wildlife Service Link:

http://www.fws.gov/northflorida/IndigoSnakes/20130812_Eastern_indigo_snake_Standard_Protection_Measures.htm

- To ensure protection of the wood stork, FDOT/Brevard County will provide the appropriate compensatory mitigation for all unavoidable wetland impacts within a USFWS-approved mitigation bank.
- Level 2 Contamination Assessments will be conducted for the four potentially contaminated sites rated Medium and one potentially contaminated site rate High within the limits of this project during the design phase.
- All construction impacts will be minimized or controlled by adherence to measures set forth in the FDOT's Standard Specification for Road and Bridge Construction.
- FHWA and FDOT will continue to coordinate with St. Johns River Water Management District (SJRWMD) to address the final preferred stormwater pond locations and any additional drainage concerns or issues during the design phase of project development.

Recommendation

Based on the analysis of the environmental impacts, the engineering considerations, and public input received during the course of this project, including the public hearing held on October 25, 2012, the FDOT Preferred Alternative contained in Appendix B of the PDSR and described in Chapter 5 of the PDSR has been selected as the Recommended Alternative.

