

## TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM

### 1. PROJECT DESCRIPTION AND PURPOSE AND NEED

#### A. Project Information:

Project Name: SW 62<sup>nd</sup> Boulevard

Project Limits: SW 43<sup>rd</sup> Street/Clark Butler Boulevard to SW 52<sup>nd</sup> Street

County: Alachua

ETDM Number: 14336

Financial Management Number: 211365-6-22-01

Federal-Aid Project Number: 4220-025-C

Project Manager: Stephen Browning, PE

#### B. Project Description

The proposed project is located in the City of Gainesville, Alachua County, Florida and connects SW 43<sup>rd</sup> Street/Clark Butler Boulevard to SW 52<sup>nd</sup> Street (see **Figure 1**). This project hereinafter will be referred to as the SW 62<sup>nd</sup> Boulevard Extension in this document.

This connection would complete an additional north-south roadway between two existing major east-west arterials: SW Archer Road (SR 24) and SW 20<sup>th</sup> Avenue.



SW 62<sup>nd</sup> Blvd from SW 43<sup>rd</sup>  
 Street/Clark Butler Blvd to  
 SW 52<sup>nd</sup> Street

**Legend**

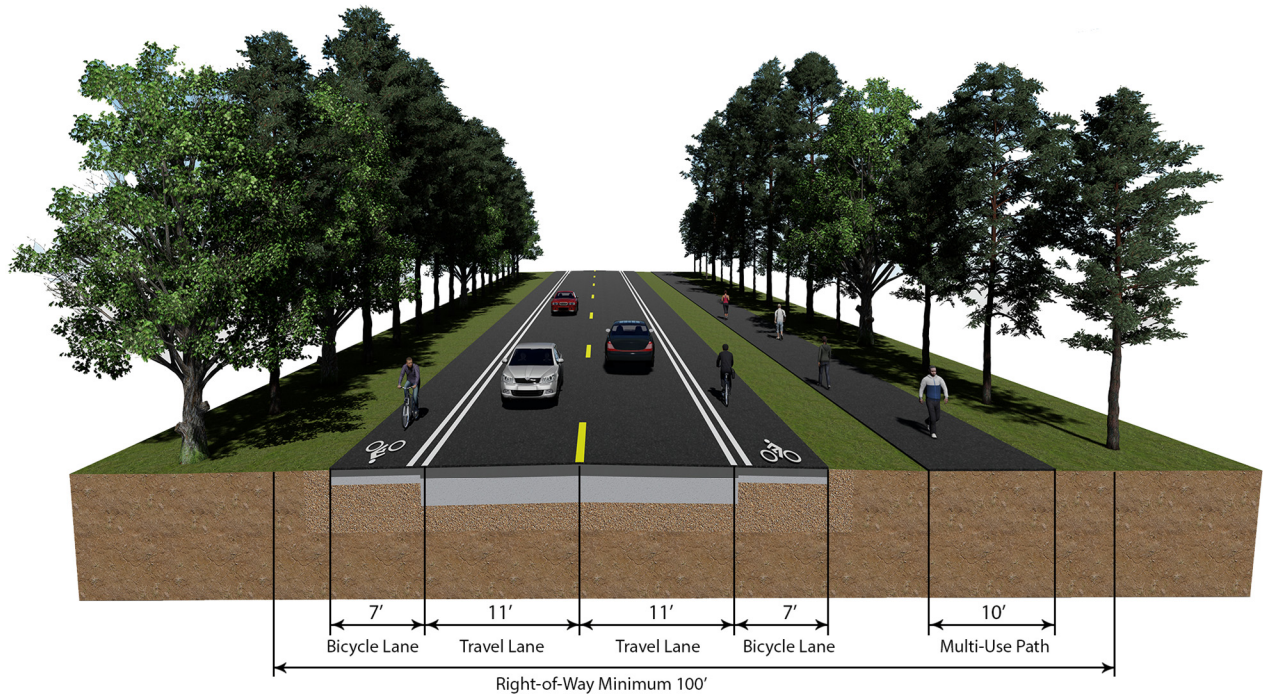
- Project Limits
- Lakes
- Parks, Conservation Areas

**Figure 1**  
**Project Location Map**

### C. Proposed Improvements:

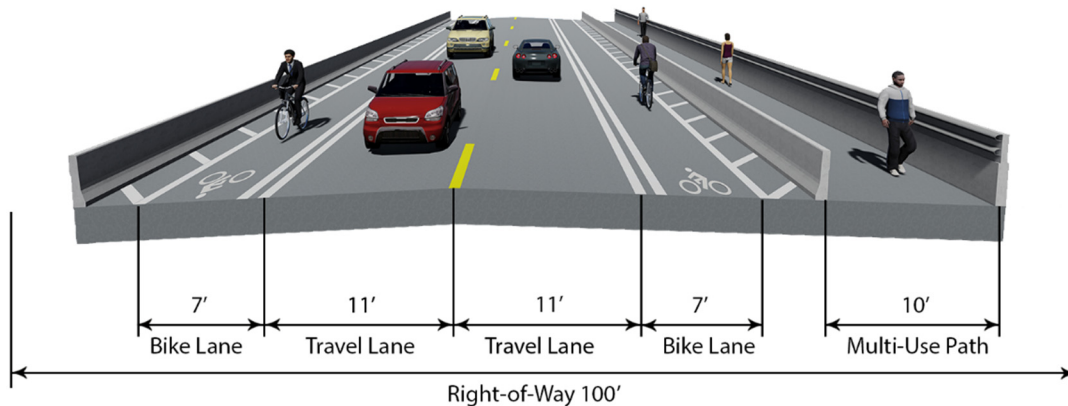
The proposed improvements consist of a new 2-lane roadway connecting SW 43<sup>rd</sup> Street/Clark Butler Boulevard to SW 52<sup>nd</sup> Street, distance of 0.81 miles. The proposed roadway typical section would consist of two 11-foot travel lanes, 7-foot bicycle lane (in each direction) and a 10-foot multi-use path on the east side. The proposed roadway typical section is shown in **Figure 2**.

**Figure 2 – Proposed Roadway Typical Section**



The proposed project would also include a bridge over Hogtown Creek. The overall bridge length would be 330 feet, with an out-to-out width distance of 55 feet 8 inches. The proposed bridge typical consists of two 11-foot travel lanes, 7-foot bicycle lane (in each direction) and a 10-foot multi-use path separated by a 36" single slope traffic railing. The proposed bridge typical section is shown in **Figure 3**.

**Figure 3 – Proposed Hogtown Creek Bridge Typical Section**



The proposed project would also include two new stormwater ponds to meet water quality and attenuation requirements. Additional right-of-way (ROW) would be required to construct the project and the proposed project will require two residential relocations. The proposed stormwater ponds and proposed ROW is shown in **Appendix A**.

The two-lane proposed project is an interim improvement towards the ultimate four-lane project listed in the Gainesville Metropolitan Transportation Planning Organization (MTPO) Long Range Transportation Plan (LRTP).

#### **D. Purpose and Need:**

The purpose of the project is to reduce traffic congestion on nearby roadways by linking SW 43<sup>rd</sup> Street/Clark Butler Boulevard to SW 52<sup>nd</sup> Street near I-75. The project would provide a direct connection between commercial developments such as the Oaks Mall and Butler Plaza to residential communities along SW 62<sup>nd</sup> Boulevard and SW 20<sup>th</sup> Street thus reducing traffic congestion on nearby roadways. The study area is currently served by seven transit routes and the project would allow for additional transit routes between commercial and residential developments further reducing congestion on nearby roadways.

The need for the project is based on existing and proposed commercial/residential developments in the study area and the projected population growth in Alachua County (from 247,336 in 2010 to 305,400 by 2040). This influx of population and development will overwhelm the existing limited transportation infrastructure in the area and will result in many of the roadways operating at Level of Service (LOS) F.

#### **E. Project Planning Consistency:**

The proposed project is consistent with the 2040 Cost Feasible Plan approved by the Gainesville MTPO on October 5, 2015.

The proposed project is consistent with the Transportation Improvement Program (FY 2017-18 to 2021-22) amended Dec 4, 2017 and the State Transportation Improvement Plan.

<b>Currently Adopted CFP-L RTP</b>	<b>COMMENTS</b>				
Y	The Gainesville MTPO 2040 Cost Feasible Plan lists this project as "SW 62 <sup>nd</sup> Boulevard from Butler Plaza to SW 20 <sup>th</sup> Avenue (four lanes)". The project is only partially funded out of total estimated cost of \$27.0 million.				
<b>PHASE</b>	<b>Currently Approved TIP</b>	<b>Currently Approved STIP</b>	<b>TIP/STIP \$ (000)</b>	<b>TIP/STIP FY</b>	<b>COMMENTS</b>
PE (Final Design)	Y	Y	\$120 / \$ 0	2017-2018/ 2017-2018	<i>Gainesville MTPO amended the TIP on December 4, 2017 to include SW 62<sup>nd</sup> Boulevard project.</i>
R/W	Y	Y	\$ 5,615/ \$ 6,059	2017-2019/ 2017-2019	
Construction	N	N	\$17,606 / \$ 17,606	2022/2022	<i>Construction Funding included in Tentative FDOT Work Program for 2018/19 – 2023/24. This change will be reflected in Gainesville MPTO TIP in July 2018 and STIP in October 2018</i>

Copies of selected pages from LRTP, TIP are included in **Appendix B**.

## 2. COOPERATING AGENCIES

USACE     
 USGS     
 USFWS     
 EPA     
 NMFS     
 NONE

## 3. ENVIRONMENTAL ANALYSIS

### Significant Impacts?\*

Issues/Resources	Yes	No	Enhance	No Inv	Supporting Information**
<b>A. SOCIAL &amp; ECONOMIC</b>					
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.A.1</u>
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.A.2</u>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.A.3</u>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.A.4</u>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.A.5</u>
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.A.6</u>
7. Farmland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>B. CULTURAL</b>					
1. Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.B.1</u>
2. Historic Sites/ Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.B.2</u>
3. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.B.2</u>
4. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.B.4</u>
<b>C. NATURAL</b>					
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.C.1</u>
2. Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Water Quality and Water Quantity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.C.3</u>
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.C.5</u>
6. Coastal Zone Consistency	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.C.6</u>
7. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.C.8</u>
9. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>D. PHYSICAL</b>					
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.D.1</u>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.D.2</u>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.D.3</u>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.D.4</u>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.D.5</u>
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section 8.D.6</u>
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
a.	<input checked="" type="checkbox"/>	A USCG Permit IS NOT required			
b.	<input type="checkbox"/>	A USCG Permit IS required			

\***Significant Impacts?** Yes = Significant Impact; No = No Significant Impact; Enhance = Enhancement; No Inv = Issue absent, no involvement

\*\*Supporting information is documented in the referenced attachment (s).

**E. ANTICIPATED PERMITS**

The following permits are anticipated for construction of this project:

Environmental Resource Permit – St. Johns River Water Management District (SJRWMD)

NPDES Construction Permit – Florida Department of Environmental Protection (FDEP)

**4. COMMITMENTS**

FDOT will implement the Standard Protection Measures for the *Eastern Indigo Snake* during site preparation and project construction.

Secretary of the Interior qualified archaeological monitor will be required to be present during the initial ground disturbing activities that occur within the boundaries of site 8AL04800.

**5. PUBLIC INVOLVEMENT**

- 1.  A public hearing is not required.
- 2.  A public hearing will be held **April 12, 2018**. This draft document is publicly available, and comments can be submitted to FDOT until **April 22, 2018**.

District Contact Information: **Stephen Browning, PE**

Florida Department of Transportation

1109 South Marion Street

Lake City, Florida 32025

Phone: (386) 961-7455

Email: Stephen.Browning@dot.state.fl.us

- 3.  A public hearing was held on (\_\_\_\_\_) and the transcript is available.
- 4.  An opportunity for a public hearing was afforded and was documented (\_\_\_\_\_).

**6. DISTRICT DETERMINATION**

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

\_\_\_\_\_  
FDOT Project Manager

\_\_\_\_\_  
Date

\_\_\_\_\_  
FDOT Environmental Manager or Designee

\_\_\_\_\_  
Date

## 7. OFFICE OF ENVIRONMENTAL MANAGEMENT CONCURRENCE

Signature below constitutes Location and Design Concept Acceptance:

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

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Director of the Office of Environmental Management or Designee      Date



# **SUPPORTING INFORMATION**

## 8.0 IMPACT EVALUATION

### 8.A SOCIAL AND ECONOMIC

#### 8.A.1 Social

#### No Significant Impacts

The existing land use around the proposed project consists primarily of medium/high density residential, conservation lands, planned development and business industrial. The proposed project would require additional Right-of-Way (ROW) and two residential relocations. No community facilities would be impacted.

Most of the proposed corridor is located on undeveloped lands. No existing neighborhoods would be divided. The proposed project would not cause social isolation or separate residences from community facilities. Impacts to adjacent multi-family homes such as the Cabana Beach Apartment Complex and Southfork Apartments have been avoided.

The proposed project would provide a direct connection between existing residential developments along SW 62<sup>nd</sup> Boulevard and SW 20<sup>th</sup> Avenue with commercial centers, shops and restaurants in the Butler Plaza development. When fully completed, Butler Plaza planned development will have added 2.5-million square feet of commercial use, 50,000 square feet of office use, 1,000 residential units and a 500-room hotel. The proposed project is expected to support the projected growth and the land use vision in the area by providing congestion relief.

Limited English Proficiency (LEP) analysis was conducted to identify individuals with limited ability to read, speak, write or understand English. The proposed project corridor traverses five Census Block Groups (Census Tract 15.21 Block Group 1 and 3; Census Tract 16.04 Block Group 4; and Census Tract 22.19 Block Group 1 and 3). Using Census Block Groups data, it was determined that LEP is not required. Overall, less than 1% of the population within the study area speaks English "Not Well" or "Not At All".

The proposed project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status. No minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above. Therefore, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a, no further Environmental Justice analysis is required.

Therefore, the proposed project is expected to have no significant social impacts.

#### 8.A.2 Economic

#### Enhance

The proposed project would impact nine parcels and would require approximately 11.56 acres of additional ROW. However, no businesses would be relocated. The ROW acquisition converts land

from private ownership to city ownership, but the net effect to the City of Gainesville tax base would be negligible.

The proposed project would provide a direct connection between existing residential developments along SW 62<sup>nd</sup> Boulevard and SW 20<sup>th</sup> Avenue with commercial centers, shops and restaurants in Butler Plaza.

No access management changes to current roadways are being proposed as part of this project.

The surrounding area of the proposed project is expecting large scale commercial and residential developments. The University of Florida, which is located adjacent to SW 34<sup>th</sup> Street, is a major economic center and numerous residential developments have emerged to accommodate the growing student population of the University. Additionally, the influx of future commercial developments such as Butler Plaza North and Celebration Pointe, and existing commercial developments such as the Butler Plaza West and Butler Plaza Central will drive property values and increase the local government tax base as additional businesses enter the study area. (See **Figure 4**). Furthermore, short-term and construction-related employment opportunities may be generated during the construction phase of the project.

Therefore, the proposed project is expected to enhance economic resources.

### **8.A.3 Land Use Changes**

### **No Significant Impacts**

The existing land use around the proposed project consists primarily of medium/high density residential, conservation lands, planned development and business industrial. See **Figure 5** for the existing land use map.

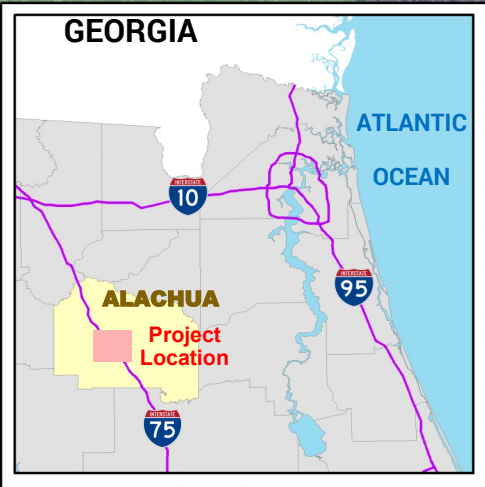
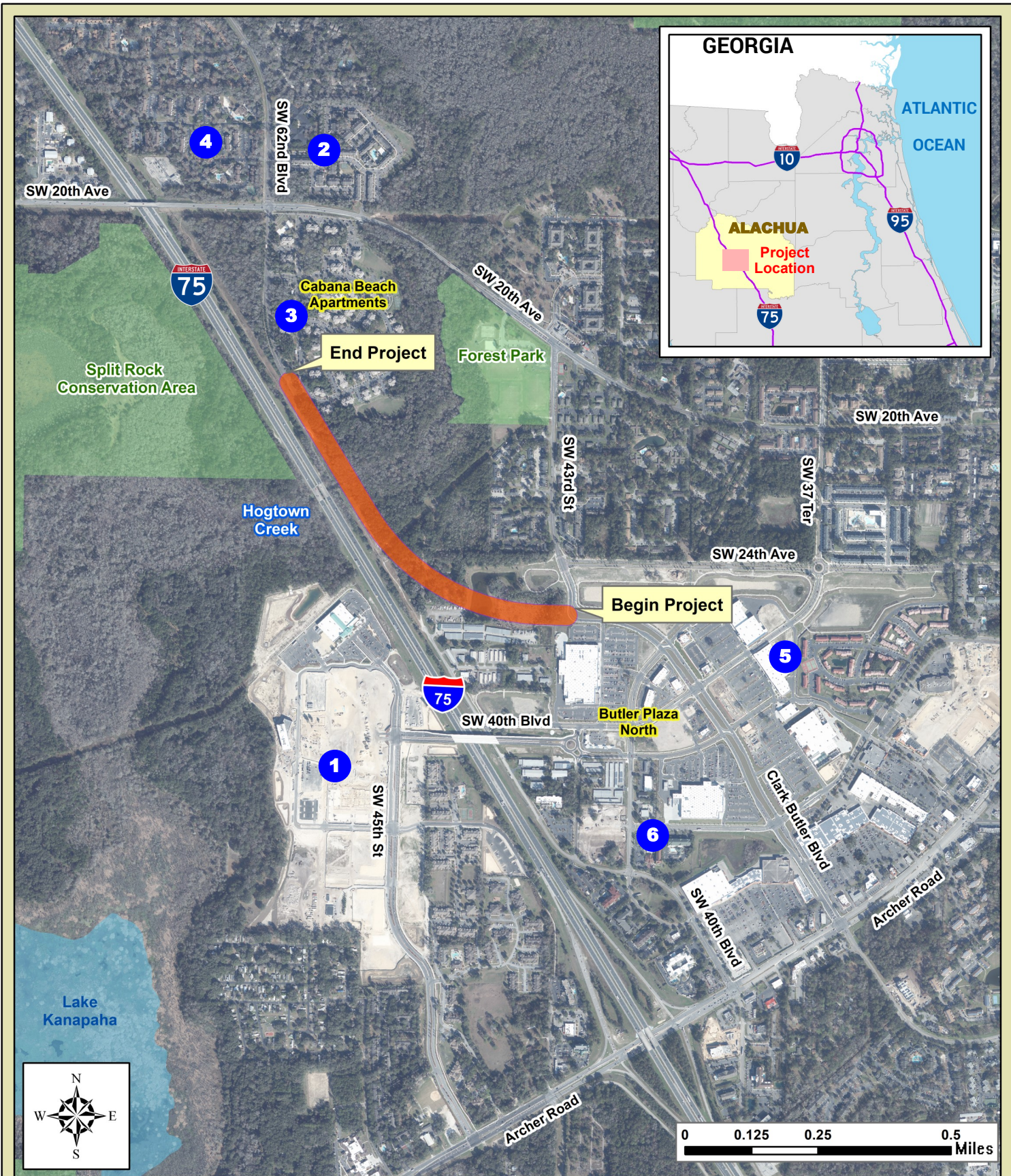
Changes to the land uses are not anticipated because the proposed project is consistent with the transportation and future land use element of the City of Gainesville's Comprehensive Plan. The future land map (**Figure 6**) envisions the same land use surrounding SW 62<sup>nd</sup> Boulevard Extension.

The proposed project is consistent with the Gainesville MTPO 2040 Long Range Transportation Plan. Therefore, the proposed project is expected to have no significant impacts to land use.

### **8.A.4 Mobility**

### **Enhance**

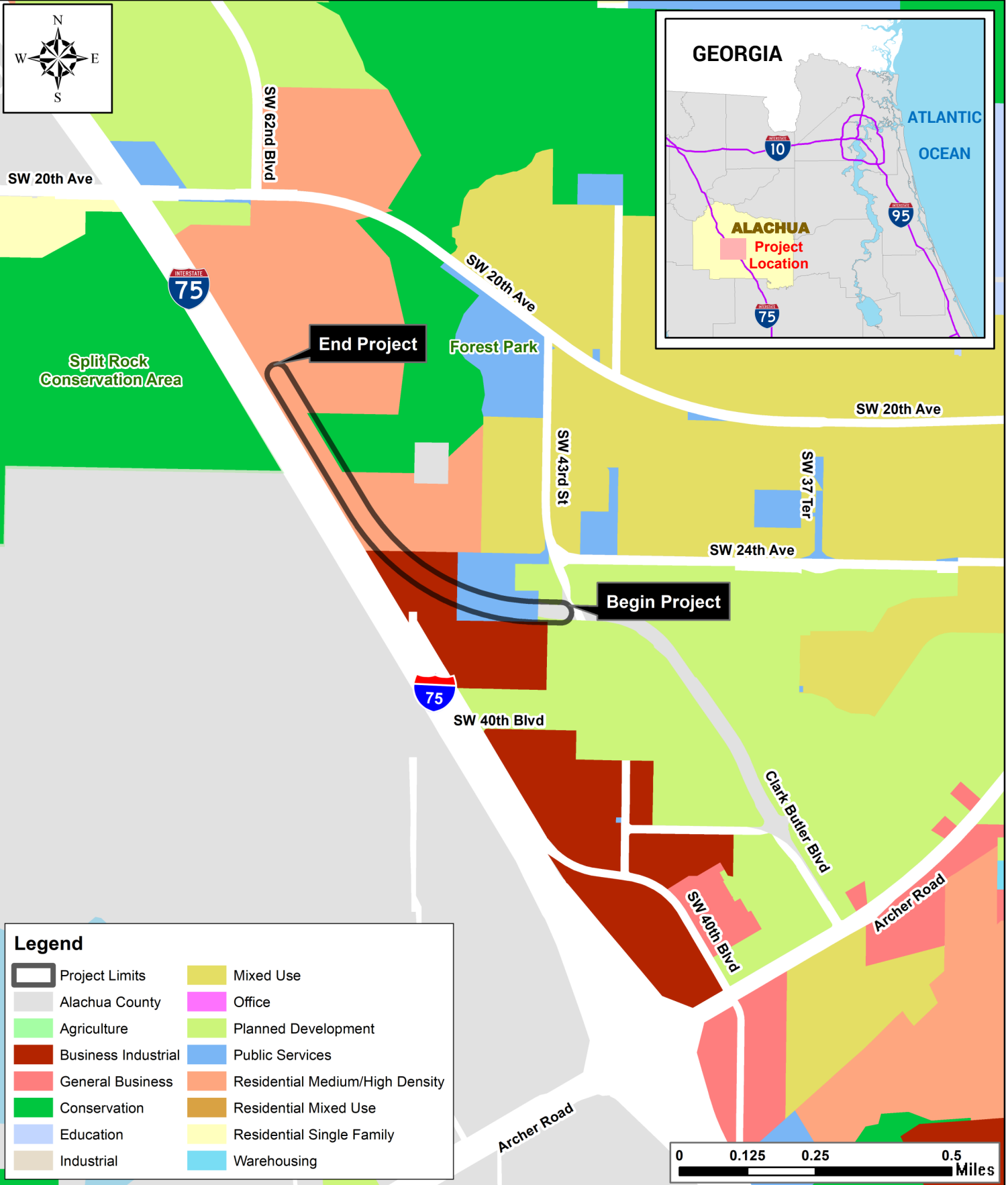
The project area is currently served by three major north-south roadways, SW 75<sup>th</sup> Street (Tower Road), SW 34<sup>th</sup> Street and I-75. Access to I-75 is restricted to the SW Archer Road (SR 24)/I-75 interchange and the Newberry Road (SR 26)/I-75 interchange, leaving the two remaining arterials to serve intermediate destinations between Newberry Road (SR 26) and SW Archer Road (SR 24). The distance between SW 75<sup>th</sup> Street (Tower Road) and SW 34<sup>th</sup> Street is approximately 3 miles, forcing residents, workers and students to drive approximately 1.5 miles east or west to travel north or south. This current condition results in congestion on many east-west roadways such as



**SW 62<sup>nd</sup> Blvd from SW 43<sup>rd</sup> Street/Clark Butler Blvd to SW 52<sup>nd</sup> Street**

- Legend**
- Project Limits
  - Conservation Areas
  - Celebration Pointe
  - Woodlands of Gainesville Apts.
  - Cabana Beach Apts.
  - Pavilion on 62nd Apts.
  - Butler Plaza North
  - Butler Plaza

**Figure 4**  
**Existing Developments**



SW 62<sup>nd</sup> Blvd from SW 43<sup>rd</sup>  
Street/Clark Butler Blvd to  
SW 52<sup>nd</sup> Street

Figure 5  
Existing Land Use Map



SW 62<sup>nd</sup> Blvd from SW 43<sup>rd</sup>  
Street/Clark Butler Blvd to  
SW 52<sup>nd</sup> Street

Figure 6  
Future Land Use Map

SW 20<sup>th</sup> Avenue due to motorists traveling east-west in order to get to north-south roadways such as SW 34<sup>th</sup> Street.

Currently, there is an incomplete north-south roadway in the form of 62<sup>nd</sup> Boulevard from West Newberry Road (SR 26) to SW 20<sup>th</sup> Avenue and SW 52<sup>nd</sup> Street from south of 20<sup>th</sup> Avenue to SW 18<sup>th</sup> Place. This leaves an approximate 1.5-mile gap between the terminus of 52<sup>nd</sup> Street and SW Archer Road (SR 24). The recent construction of Clark Butler Boulevard from SW Archer Road (SR 24) to SW 42<sup>nd</sup> Street has decreased this gap to 0.8 miles.

The extension of SW 43<sup>rd</sup> Street/ Clark Butler Boulevard to SW 52<sup>nd</sup> Street would complete the north-south roadway in the area and relieve traffic congestion on I-75, SW 75<sup>th</sup> Street (Tower Road) and SW 34<sup>th</sup> Street. The extension would also relieve traffic on east-west roadways such as SW 20<sup>th</sup> Avenue.

The project corridor is an important north-south link located centrally within the City of Gainesville and is home to large commercial and residential developments, such as Oaks Mall, Butler Plaza, Celebration Pointe, North Florida Regional Medical Center and numerous residential/apartment complexes for students attending the University of Florida. The proposed project is located adjacent to the I-75 and SW Archer Road (SR 24) interchange. Alternate access to SW Archer Road and SW 20<sup>th</sup> Avenue via the proposed project will serve the dense commercial and residential area and enhance mobility and connectivity for residents of the City of Gainesville and Alachua County. Addressing the capacity needs will ensure that the project corridor continues to meet mobility and safety goals as travel demands continue to grow.

The Gainesville Regional Transit System (RTS) currently operates several bus routes within the study area. The Student Village Transportation Study indicates that transit currently serves 23% of travelers within the study area. During the morning peak hour, as many as 35% of trips are transit trips within the study area. This travel is primarily associated with the substantial student population living within the study area who use bus service to travel to the University of Florida.

A new RTS transfer facility recently opened in Butler Plaza West is directly served by seven routes. These seven routes serve more than 2 million riders each year (based on 2014 data).

- Route 5 – 466,131 riders per year
- Route 20 – 1,124,947 riders per year
- Route 23 – 153,186 riders per year
- Route 62 – 15,537 riders per year
- Route 75 – 265,624 riders per year
- Route 76 – 34,335 riders per year
- Route 77 – 16,828 riders per year

Providing an additional north-south roadway would allow the RTS to provide additional bus transit routes connecting commercial developments such as Oaks Mall and Butler Plaza to residential communities along SW 62<sup>nd</sup> Boulevard and SW 20<sup>th</sup> Avenue.

The proposed project is expected to enhance mobility within the study area.

#### **8.A.5 Aesthetics**

#### **No Significant Impacts**

The proposed project is a new roadway and will not create any features inconsistent with the communities' character. Buffered bicycle lanes and a 10-foot multi-use trail are proposed as part of the project to balance transportation design concepts with community vision. The proposed project is located mostly on residential and commercial land uses and noise/vibration issues are addressed in the Noise Study Report. Finally, the proposed project would not impact any community focal points. Therefore, the proposed project is expected to have no significant impacts to aesthetics.

#### **8.A.6 Relocation Potential**

#### **No Significant Impacts**

The proposed project would require Right-of-Way (ROW) acquisition. A total of nine parcels would be impacted and would require two residential relocations. In accordance with Chapter 9 of the FDOT *Right-of-Way Manual*, a conceptual stage relocation plan identifying project impacts and special relocation needs was prepared.

The proposed project is expected to have no significant impacts on relocation potential.

In order to minimize the unavoidable effects of ROW acquisition and displacement of people, the Florida Department of Transportation will carry out a Right-of-Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The Florida Department of Transportation provides advance notification of impending ROW acquisition. Before acquiring ROW, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the Florida Department of Transportation has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.



At least one relocation specialist is assigned to each highway project to carry out the Relocation Assistance and Payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant relocatees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project.
- Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market, as determined by the Department.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$31,000 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$7,200, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

The brochures that describe in detail the Florida Department of Transportation's Relocation Assistance Program and Right of Way acquisition program are "Residential Relocation Under the Florida Relocation Assistance Program", "Relocation Assistance Business, Farms and Non-profit Organizations", "Sign Relocation Under the Florida Relocation Assistance Program", "Mobile Home Relocation Assistance", and "Relocation Assistance Program Personal Property Moves". All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

## **8.B CULTURAL**

### **8.B.1 Section 4(f)**

### **No Significant Impacts**

The proposed project is located adjacent to the Forest Park Conservation Area. The Forest Park Conservation Area is identified as a conservation property and was acquired with funds from the

Florida Communities Trust by the City of Gainesville. The Forest Park Conservation Area is also identified as a section of the Hogtown Creek Greenway which was established by the City of Gainesville to be a linear open space system envisioned as a network of trails for hiking, biking, and canoeing that linked neighborhoods to parks and places for shopping and employment. Therefore, the Forest Park Conservation Area meets the criteria for a "Public Parks and Recreation Areas" Section 4(f) protected resource.

While the proposed project is located adjacent to the Forest Park Conservation Park, there would be no impacts. The proposed project would not require any permanent or temporary acquisition of land, no change to access, and no proximity impacts that rise to the level of substantial impairment to the protected resource.

A Section 4(f) No Use Determination Form was completed and approved by the FDOT Office of Environmental Management on January 30, 2018 and is included in **Appendix C**.

The proposed project is expected to have no impacts to Section 4(f) resources.

## **8.B.2 Historic Sites/Districts and Archaeological Sites** **No Significant Impacts**

A number of Cultural Resource Assessment Surveys (CRAS) have been conducted to locate, identify and bound archaeological resources, historic structures and potential districts within the project's Area of Potential Effect (APE) and assess their potential for listing in the National Register of Historic Places (NRHP).

September 2009: A CRAS was conducted in support of proposed alignments for a four-lane connector (including SW 62<sup>nd</sup> Boulevard) from SR 24 (Archer Road) to SR 26 (Newberry Road). The survey documented nine archaeological sites, two archaeological occurrences, four historic structures, a historic road, and a historic railroad corridor within the project APE. Only one archaeological site (8AL4800) within the project APE had been previously determined eligible for listing the NRHP. Large portions of the overall site had been subject to extensive and destructive looting activities. Therefore, Phase II investigations were recommended for the portion of 8AL4800 within the project ROW to determine if intact portions of the site existed within the project's APE. The State Historic Preservation Officer (SHPO) concurred with these findings on March 13, 2009.

March 2012: A Phase II investigation at archaeological site (8AL4800) was completed that tested the portion of the site within the proposed ROW for the project. The investigation recommended that the portion of the site within the proposed ROW lacked diagnostic criteria, had poor integrity, and diminished ability to contribute to understanding of the site or region (Criterion D, National Register eligibility). On September 27, 2012, the Federal Highway Administration agreed that while 8AL4800 overall remained eligible for the NRHP, the portion of the site within the project ROW

had lost integrity to such a degree that no further archaeological work was needed. SHPO concurred with this finding on October 11, 2012.

September 2016: The CRAS was updated in September 2016 to address proposed ROW associated with an interim improvement alternative and to survey right-of-way not covered in 2009 (approximately SW 43<sup>rd</sup> Street to SW 52<sup>nd</sup> Street). One new archaeological site was recorded (8AL05736), but was determined ineligible for the NRHP. No new architectural historic resources were recorded. The CRAS recommended that the proposed interim alternative would have no effect on cultural resources listed or eligible for listing in the NRHP. SHPO concurred with these findings on October 10, 2016.

The proposed project alignment matches the APE for the four-lane interim projected surveyed in the CRAS addendum from September 2016. No further cultural resource survey is recommended.

The proposed project is expected to have no significant impacts on the historic sites/districts and archaeological sites.

#### **8.B.4 Recreation Areas**

#### **No Significant Impacts**

Two recreation areas adjacent to the proposed project were identified. The first recreation area is Forest Park, a county park, located at the southwest corner of SW 20<sup>th</sup> Avenue/SW 43<sup>rd</sup> Street intersection. This recreation area is approximately 0.5 miles away from the proposed project and would not be impacted.

The second recreation area is the Forest Park Conservation Area and is located adjacent to the proposed project. This area is identified as a conservation property and established by the City of Gainesville to be a linear open space system envisioned as a network of trails for hiking, biking, and canoeing. The proposed project would also not impact the Forest Park Conservation Area. Therefore, the proposed project is expected to have no impacts to recreation areas.

### **8.C NATURAL**

#### **8.C.1 Wetlands and Other Surface Waters**

#### **No Significant Impacts**

A Natural Resources Evaluation (NRE) Report was prepared to identify, map and evaluate jurisdictional wetlands within both the corridor and proposed pond sites, and to briefly assess the function and value of each wetland area. The NRE was prepared in accordance with Executive Order 11990, Protection of Wetlands, and FDOT PD&E Manual Part 2 Chapter 9, Wetlands and Other Surface Waters (2017).

The area within the project ROW plus the additional ROW required for the proposed stormwater ponds was assessed for the presence of wetlands, and a functional analysis of those wetlands was performed. The functional value of the wetlands was evaluated using the Uniform Mitigation Assessment Methodology (UMAM), which determines the amount of mitigation required to offset impacts to wetlands and other surface waters.

The proposed project would impact approximately 4.86 acres of wetlands. The initial PD&E study (2007-2012) evaluated numerous alternatives to first avoid and then minimize wetland impacts. In addition, the proposed project would tie into existing roadways to minimize wetland impacts. Therefore, there is no practicable alternative to construction in the wetlands.

A coordination meeting with SJRWMD was held on November 8, 2017 to review wetland impacts. Wetland impacts which would result from the construction of this project would be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344.

The project is located in the Northern Ocklawaha River Basin of the SJRWMD. However, there are no approved mitigation banks available within the basin. On-site mitigation options (such as restoration, enhancement, or creation), mitigation within the SJRWMD Orange Creek Mitigation Bank using Senate Bill 1986 funds may be considered during project design and permitting.

Therefore, the proposed project is expected to have no significant impacts on wetlands and other surface waters.

### **8.C.3 Water Quality and Water Quantity**

### **No Significant Impacts**

*A Pond Siting Report (PSR) and Water Quality Impact Evaluation (WQIE) Checklist* were prepared to document the recommended type, design, and location of stormwater treatment and attenuation systems.

The proposed project is located within the Hogtown Creek Drainage Basin, which is within the Ocklawaha Planning Unit. Hogtown Creek was previously identified by the US Environmental Protection Agency and the Florida Department of Environmental Protection as an Impaired Water Body (IWB # 2698; Group 1) for Dissolved Oxygen (due to high nutrients) and Fecal Coliform. Hogtown Creek has since been delisted as of the January 27, 2014 assessment. This project is within the Alachua Sensitive Karst Area Basin, as identified in Chapter 40C-41, F.A.C. No additional water quality treatment is required for projects within this area, but the treatment system design must comply with more stringent criteria to preclude the formation of solution pipe sinkholes and other potential problems associated with karst features.

The required treatment volume is the greater of either one inch of runoff over the drainage area or 2.5 inches times the impervious area (excluding water bodies). Wet detention ponds shall recover one-half of the applicable treatment volume within 24-30 hours following the storm event. Two new stormwater ponds are recommended to meet water quality and attenuation requirements. Pond sizing calculations and supporting drainage information is documented in the *Pond Siting Report* available under a separate cover.

Therefore, the proposed project is expected to have no significant impacts on the water quality and water quantity.

#### **8.C.5 Floodplains**

#### **No Significant Impacts**

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) for Alachua County show the proposed project encroaching on Zone AE (areas subject to inundation by 1% annual chance flood) with a base flood elevation of 61ft NAVD (see **Figure 7**).

The proposed project would impact 2.53 acres of floodplains. The bridge over Hogtown Creek has been hydraulically designed to achieve a no-rise (or net impact) to flood elevation. The no-rise model was accepted by SJRWMD and therefore, no compensatory ponds are required.

Therefore, the proposed project is expected to have no significant impacts on floodplains.

#### **8.C.6 Coastal Zone Consistency**

#### **No Significant Impacts**

The proposed project was reviewed in the Environmental Screening Tool (EST) from October 30, 2017 to December 14, 2017. As part of the review, Florida Department of Environmental Protection determined that this project is consistent with the Florida Coastal Zone Management Plan on November 02, 2017 (see **Appendix D**).

The proposed project is expected to have no significant impacts to coastal zone consistency.

#### **8.C.8 Protected Species and Habitat**

#### **No Significant Impacts**

A NRE was prepared to document any potential impacts to wildlife and habitat resources, including state and federal species, in accordance with Section 7 of the Endangered Species Act (ESA, 1973), as amended, Preservation of Native Flora of Florida (Chapter 5B-40, F.A.C.), Rules

**NOTES TO USERS**

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **Floodways** have been determined, users are encouraged to consult the Flood Profiles, Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

**Coastal Base Flood Elevations** shown on this map apply only landward of 0.7 North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **Floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 17. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at [www.ngs.noaa.gov](http://www.ngs.noaa.gov) or contact the National Geodetic Survey at the following address:

Spatial Reference System Division  
National Geodetic Survey, NGA  
Silver Spring Metro Center  
1315 East-West Highway  
Silver Spring, Maryland 20910  
(301) 713-3391

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit their website at [www.ngs.noaa.gov](http://www.ngs.noaa.gov).

**Base map** information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quads (DOQs) produced at a scale of 1:12,000 from photography dated 1994 or later.

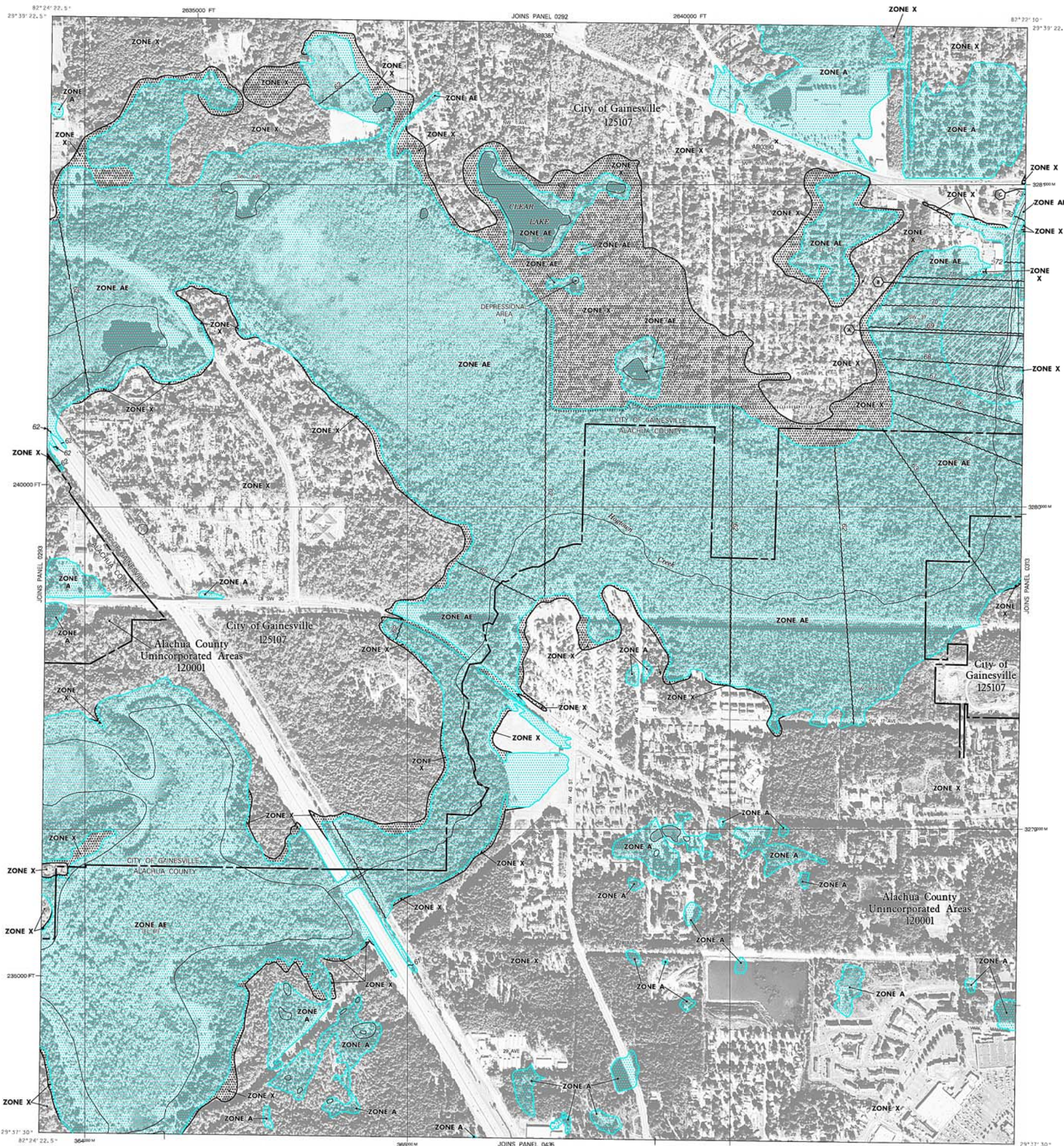
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

**Corporate limits** shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-368-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-368-9620 and their website at [www.fema.gov/msc](http://www.fema.gov/msc).

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at [www.fema.gov](http://www.fema.gov).



**LEGEND**

**SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD**

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, APF, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

**ZONE A** No Base Flood Elevations determined.

**ZONE AE** Base Flood Elevations determined.

**ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

**ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

**ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently identified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

**ZONE APF** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

**ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

**ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

**FLOODWAY AREAS IN ZONE AE**

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

**OTHER FLOOD AREAS**

**ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

**OTHER AREAS**

**ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.

**ZONE D** Areas in which flood hazards are undetermined, but possible.

**COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**

**OTHERWISE PROTECTED AREAS (OPAs)**

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary  
0.2% annual chance floodplain boundary  
Floodway boundary  
Zone D boundary  
CBRS and OPA boundary  
Boundary dividing Special Flood Hazard Areas Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.  
Base Flood Elevation line and value; elevation in feet\*  
(EEL 0827)  
\*Referenced to the North American Vertical Datum of 1988

○ Cross section line  
○ Transsect line  
91°07'30", 32°22'30"  
4270000 M  
600000 FT  
5000-foot grid ticks: Florida State Plane coordinate system, north zone (FIPSZONE 903), Lambert Conformal Conic projection  
DX5510 X  
●M1.5  
River Mile  
MAP REPOSITORY  
Refer to listing of Map Repositories on Map Index  
EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP  
JUNE 16, 2006  
EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.  
To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-618-6620.

MAP SCALE 1" = 500'  
250 0 500 1000 FEET  
150 0 150 300 METERS

**FIGURE 7 - FLOOD INSURANCE RATE MAP**

**NFIP** PANEL 0294D

**FIRM FLOOD INSURANCE RATE MAP**  
ALACHUA COUNTY, FLORIDA AND INCORPORATED AREAS

PANEL 294 OF 640  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

COMMUNITY	NUMBER	PANEL	SUFFIX
ALACHUA COUNTY	120001	0294	D
GAINESVILLE CITY OF	125107	0294	D

Notice to User: The **Map Number** shown below should be used when placing map orders. The **Community Number** shown above should be used on insurance applications for the subject community.

**MAP NUMBER 12001C0294D**  
**EFFECTIVE DATE JUNE 16, 2006**

Federal Emergency Management Agency

Relating to Endangered or Threatened Species (Chapter 68A-27, F.A.C.), and FDOT PD&E Manual Part 2, Chapter 16: *Protected Species and Habitat* (June 2017).

Federally and state listed species potentially occurring within the project area were identified through literature reviews, agency databases, agency coordination, and field surveys of potential habitat areas (see **Table 1**).

**Table 1- Federal & State Listed Species with a Probability of Occurrence within Project Area**

Scientific Name	Common Name	Status*	Preferred Habitat	Habitat Present	Probability of Occurrence
<b>Plants</b>					
<i>Brickellia cordifolia</i>	Flyr's brickell-bush	SE	Dry, upland pine-oak woods	Yes	Low
<i>Forestiera godfreyi</i>	Godfrey's Swamp privet	SE	Calcareous hammocks	Yes	High
<i>Gonolobus suberosus</i>	Angle pod	ST	Upland to floodplain hardwood forests	Yes	Moderate
<i>Lobelia cardinalis</i>	Cardinal flower	ST	Floodplain forests	Yes	High
<i>Matelea floridana</i>	Florida spiny-pod	SE	Upland hardwood Forests	Yes	Moderate
<i>Monotropa hypopithys</i>	Pinesap	SE	Mesic hammocks	Yes	Moderate
<i>Najas filifolia</i>	Narrowleaf naiad	ST	Fresh water ponds and Creeks	Yes	Low
<i>Triphora trianthophora</i>	Three-birds orchid	ST	Moist hardwood Hammocks	Yes	Low
<b>Reptiles</b>					
<i>Drymarchon corais couperi</i>	Eastern indigo snake	FT	Various natural habitats; linked to xeric habitats and gopher tortoise burrows	Yes	Moderate
<i>Gopherus polyphemus</i>	Gopher tortoise	C/ST	Sandhill, scrub, flatwoods, ruderal areas	Yes	Moderate
<i>Pituophis melanoleucus mugitus</i>	Florida pine snake	ST	Well-drained sandy soils with moderate to open canopy	Yes	Low
<b>Birds</b>					
<i>Egretta caerulea</i>	Little blue heron	ST	Swamps, estuaries, ponds, lakes, and rivers	Yes	High
<i>Egretta tricolor</i>	Tricolored heron	ST	Fresh and saltwater marshes, estuaries, mangrove swamps, lagoons, and river deltas	Yes	High
<i>Falco sparverius paulus</i>	Southeastern American kestrel	ST	Open pine habitats, woodland edges, prairies, and pastures	Yes	Low
<i>Mycteria americana</i>	Wood stork	FT	Freshwater and wetlands; estuaries	Yes	High

\*Status: C = Candidate for Federal listing; FT = Federally Threatened; SE = State Endangered; ST = State Threatened

The project may affect, but is not likely to adversely affect the federally-listed eastern indigo snake and the wood stork. No adverse effect is anticipated for the following state-listed species: Flyr's brickell-bush, Godfrey's swamp privet, angle pod, cardinal flower, Florida spiny-pod, pinesap, narrowleaf naiad, three-birds orchid, gopher tortoise, Florida pine snake, little blue heron, tri-colored heron and southeastern American kestrel.

To protect eastern indigo snakes which may be present within the project area, the U.S. Fish and Wildlife Service (USFWS) *Standard Protection Measures for the Eastern Indigo Snake* will be *implemented* during site preparation and project construction.

Therefore, the proposed project is expected to have no significant impacts on the protected species and habitat.

## **8.D PHYSICAL**

### **8.D.1 Highway Traffic Noise**

### **No Significant Impacts**

An assessment of noise impacts was conducted for this project and is documented in the Noise Study Report (February 2018) available at the FDOT District Office located at 1109 South Marion Avenue, Lake City, Florida 32025.

A total of 97 noise-sensitive sites in the Hailey Gardens, Southfork Oaks and Cabana Beach development were identified. The majority of the sites fall within FHWA Noise Abatement Category (NAC) Activity Category B - residential land use.

At Hailey Gardens, the proposed project will increase noise levels an average of 1.2 dB(A) over existing conditions but none of the condominiums exceed the 66 dB(A) threshold for Category B land use.

At Southfourk Oaks, the proposed project will increase noise levels an average of 5.2 dB(A) over existing conditions but none of the condominiums exceed the 66 dB(A) threshold for Category B land use.

Therefore, no further noise evaluation was required for Hailey Gardens and Southfork Oaks.

At Cabana Beach, two noise barrier scenarios were evaluated to abate the traffic noise impacts for the 23 impacted Cabana Beach apartments. Neither of the two analyzed barrier scenarios can achieve both the 7.0 dB(A) noise reduction design goal and be constructed within the \$42,000 cost per benefited receptor guideline. Consequently, noise abatement for these impacts is not considered reasonable.

Therefore, the proposed project is expected to have no significant impacts on traffic noise.



#### **8.D.1 Air Quality**

#### **No Significant Impacts**

The project is located in Alachua County which is an attainment area for all six criteria pollutants. Therefore, Alachua County meets all National Ambient Quality Standards (NAAQS) in accordance with the Clean Air Act.

Therefore, the proposed project is expected to have no significant impacts on air quality.

#### **8.D.3 Contamination**

#### **No Significant Impacts**

A *Level 1 Contamination Screening Technical Memorandum* (CSTM) was prepared for this project to identify and evaluate known or potential contamination problems.

No known contamination sites were identified during the screening review. Archer Road Automotive, a former conditional exempt small quantity generator (EPA ID FLD984241190) was identified approximately 500 feet south of the proposed alignment. The site is currently Billy's Auto Repair and Towing and no spills or releases of hazardous materials have been reported at this location. No other sites of concern were identified within 2,000 feet of the project corridor. Therefore, the proposed project would have no impacts to contamination sites.

#### **8.D.4 Utilities and Railroads**

#### **No Significant Impacts**

The proposed project is located adjacent to a 138KV overhead electric transmission line owned by Gainesville Regional Utility (GRU). It also owns a perpetual easement adjacent to the proposed project for the purposes of constructing, repairing and maintaining overhead electric transmission lines and related appurtenances.

The proposed project would require a long-term maintenance agreement for the use of the easement.

There are no railroads located within the project limits.

The proposed project is expected to have no significant impacts on the utilities and railroads.

#### **8.D.5 Construction**

#### **No Significant Impacts**

The SW 62<sup>nd</sup> Boulevard Extension is a new roadway and therefore, there would be no disruption of travel movements and emergency services.

Construction activities would produce temporary air, noise, water quality, traffic flow, and visual impacts for the traveling public only within the immediate vicinity of the project. All construction impacts would be minimized or controlled by adherence to measures set forth in the FDOT's *Standard Specifications for Road and Bridge Construction*.

The air quality impacts would be temporary and primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution

associated with the creation of airborne particles would be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* as directed by the FDOT Project Engineers.

Noise and vibration impacts would be temporary and come from the movement of heavy equipment and construction activities. Noise control measures would include those contained in FDOT's *Standard Specifications for Road and Bridge Construction*. Adherence to local construction noise and/or construction vibration ordinances by the contractor would also be required where applicable.

Water quality impacts resulting from erosion and sedimentation would be controlled in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* and through the use of Best Management Practices.

Therefore, the proposed project is expected to have no significant construction impacts.

#### **8.D.6 Bicycles and Pedestrians**

#### **Enhance**










The proposed project includes 7-foot buffered bicycle lanes on both sides of the roadway and connects to the existing bicycle lanes north and south of the project. When completed, this would provide continuous bicycle lanes from SW Archer Road to SW 20<sup>th</sup> Avenue.

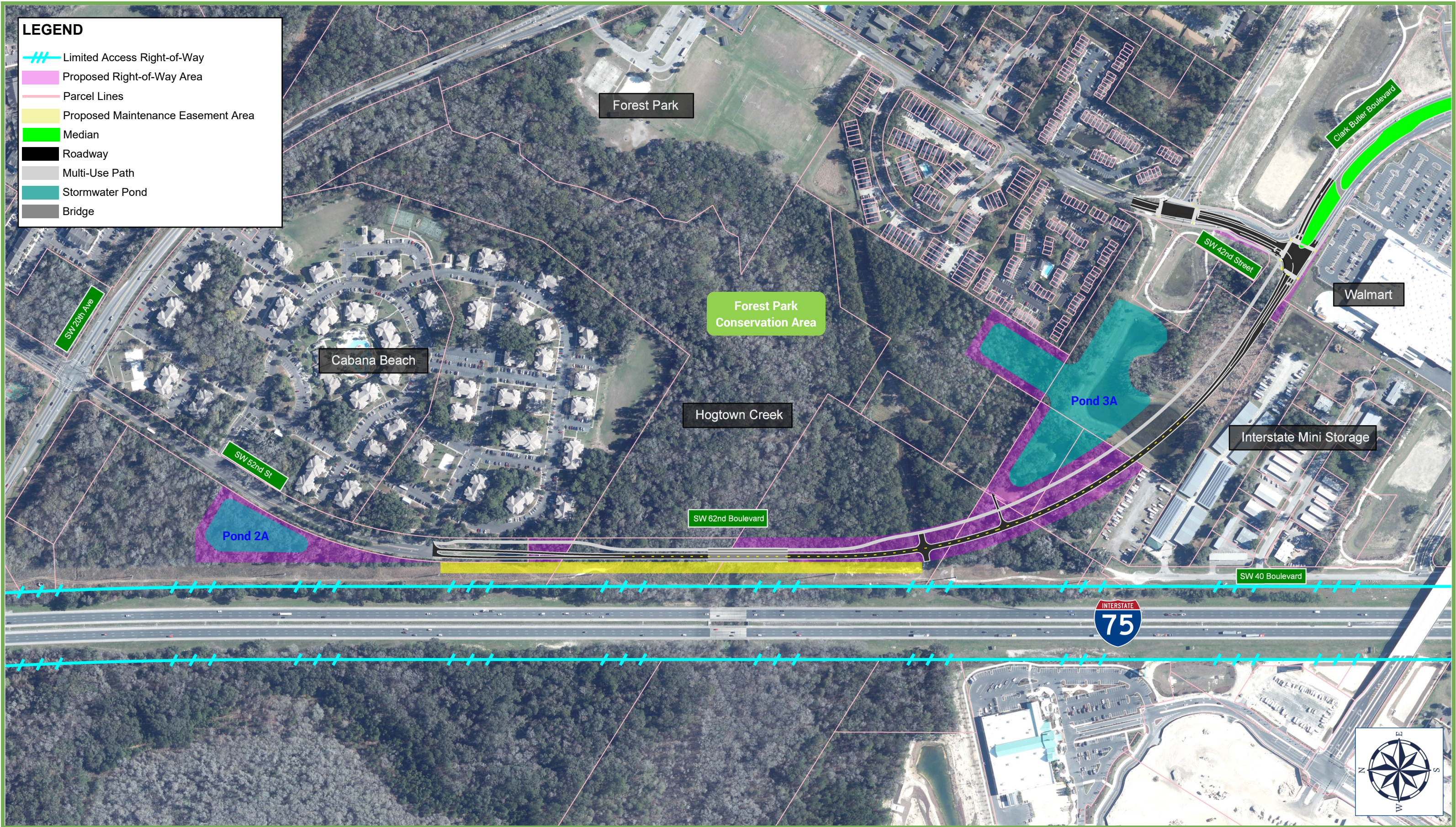
The proposed project includes a 10-foot multi-use path. This multi-use path connects to existing sidewalks north and south of the project. When completed, this would provide continuous sidewalk from SW Archer Road to SW 20<sup>th</sup> Avenue.

Therefore, the proposed project is expected to enhance bicycle and pedestrian facilities.

**Appendix A**  
**Recommended Alternative**

**LEGEND**

-  Limited Access Right-of-Way
-  Proposed Right-of-Way Area
-  Parcel Lines
-  Proposed Maintenance Easement Area
-  Median
-  Roadway
-  Multi-Use Path
-  Stormwater Pond
-  Bridge



SW 62<sup>nd</sup> Blvd from SW 43<sup>rd</sup> Street/Clark Butler Blvd to SW 52<sup>nd</sup> Street

Recommended Alternative

## **Appendix B**

Selected pages from 2040 Gainesville MTPO Long Range  
Transportation Plan, Transportation Improvement Program  
(FY 2017-18 to 2021-22) and State Transportation  
Improvement Program

Table 10: Adopted Year 2040 Cost Feasible Plan Projects Using State and Federal Funds

Priority	Map ID	Project	Description	Estimated Cost in 2014 Dollars (In Millions)
<b>Strategic Intermodal System - \$5.1 Million Available (Year of Expenditure Dollars)</b>				
1	S-A	Interstate 75	Modifications at the Interstate 75 / State Road 121 Interchange	\$5.1 (2021-2025 Dollars)
<b>State Highway System - \$57.3 Million Available (2014 Dollars)</b>				
1	BP-I	US 441 (West 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	\$2.1
2	BP-J	State Road 26 (University Avenue)	Multimodal Emphasis Corridor projects from Gale Lemerand Drive to Waldo Road	\$6.0
3	BP-H	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	\$2.94
4	R-H R-I R-J	State Road 121 (West 34th Street)	Safety and Capacity Enhancements from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bike lanes	\$33.56
5	R-A	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street (not fully funded)	\$12.7 (Partially Funded)
<b>Surface Transportation Program - \$21.1 Million Available (2014 Dollars)</b>				
1	R-CC	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bike lanes - \$27 million project (not fully funded)	\$9.0 (Partially-Funded)
2	R-DD	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bike lanes - \$18.2 million project (funded for design only)	\$0.25
3	-	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	\$10.55
4	-	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	\$1.3
<b>Transportation Alternatives Program - \$3.51 Million Available (2014 Dollars)</b>				
1	-	Bicycle/Pedestrian Program	Miscellaneous "boxed funds" for bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	\$3.51

## D. Road Projects

**Table 8  
Construction Projects**

Road Construction Projects	Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)									Fund Code Table 1
		Prior Funding	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Future Funding	Total Funding		
<b>Construction Projects</b>											
<b>Type Work</b> <b>Map Number</b> <b>Project Location</b>  <b>Project Length (miles)</b> <b>Project Description</b>  <b>FDOT Finance Number</b> <b>Responsible Agency</b> <b>SIS / Non-SIS</b> <b>LRTP Consistency</b> <b>LRTP ID</b> <b>Federal Funds</b>	Construction 1 SW 45 Street and Bridge FM: Archer Road (SR 24) TO: Interstate 75 9 Celebration Pointe State Infrastructure Bank Loan 2 - for Road, Bridge and Archer Braid Trail Construction 4407481 Alachua County Non-SIS VS, P-1, P-4, P-6, P-7 - No	Construction	-	26,750 CST	-	-	-	-	-	26,750	SIB1
<b>Type Work</b> <b>Map Number</b> <b>Project Location</b>  <b>Project Length (miles)</b> <b>Project Description</b>  <b>FDOT Finance Number</b> <b>Responsible Agency</b> <b>SIS / Non-SIS</b> <b>LRTP Consistency</b> <b>LRTP ID</b> <b>Federal Funds</b>	New Road Construction 2 SW 62 Boulevard FM: Archer Road (SR 24) TO: Newberry Road (SR 26) Project, Development and Environment Study SR 24 to SR 26; Add Lanes and Reconstruct SR 24 to SW 43 Street 2113656, 4337211 & 2113657 Alachua County Non-SIS VS, G-1, G-5 Table 6.5, Page 274 No	Preliminary Engineering Construction Preliminary Engineering Right-of-Way	1,276 3 12,124	120 PE 4,797 ROW 45 ROW *4,797 ROW	773 ROW *444 ROW	-	-	-	-	19,138	HPP S117 SIB1 REPE  TRIP SA REPE LF
		All Phases	-							26,750	
		All Phases	13,403							19,138	

\* Transportation Regional Incentive Program Local Match has been met by Local Agency and Developer based on previous right-of-way and construction in Phase 1 of the project. These are not local matching funds.



Florida Department of

# TRANSPORTATION

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The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

**Transportation Improvement Program Amendment  
FY2017/18 - 2021 /22**

STIP Amendment Number:**18-04**

**\*\* This STIP is in an MPO Area \*\***

**TIP Page Number: Attached**

On **Monday, December 04, 2017**, the **Gainesville MTPO** Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. **This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.**

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number:**20**)

This document was electronically signed  
12/6/2017  
**Michael Escalante**  
Gainesville MTPO

Metropolitan Planning Organization Chairman or Designee  
[Gainesville MTPO](#)

This document was electronically signed  
12/6/2017  
**James Green**  
FI DOT

FDOT District Representative or Designee District **02**

This document was electronically signed  
12/18/2017  
**Denise Strickland**  
FDOT Federal Aid

Federal Aid Management Manager or Designee

This document was electronically signed  
12/20/2017  
**Teresa Parker**  
FHWA

Federal Highway Authorization

STIP amendment criteria:

**A - The change adds new individual projects to the current STIP**

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

**E - The MPO is not in an air quality non-attainment or maintenance area.**

**Project Name 2113657 SW 62nd Boulevard**

Status	ITEM	Ver	Description	< FY 2018	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	> FY 2022	All Years
Original STIP				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proposed Project	211365 7	AM	SW 62ND BLVD 4-LANE ARTERIAL CONNECTOR								
			MANAGED BY FDOT								
		LF	ROW	0.00	4,797,481.00	443,700.00	0.00	0.00	0.00	0.00	5,241,181.00
		REPE	ROW	0.00	0.00	772,801.00	0.00	0.00	0.00	0.00	772,801.00
		SA	ROW	0.00	45,000.00	0.00	0.00	0.00	0.00	0.00	45,000.00
		TRIP	ROW	0.00	4,797,481.00	0.00	0.00	0.00	0.00	0.00	4,797,481.00
Funding Source After Change	419321 1	AD	TRIP-TRANSPORTATION REGIONAL INCENTIVE PROG. FUTURE PROJECTS								
			MANAGED BY FDOT								
		TRIP	CST	0.00	72,362.00	86,908.00	676,438.00	1,019,712.00	0.00	0.00	1,855,420.00
Funding Source Balance Before Change					9,712,324.00	1,303,409.00	676,438.00	1,019,712.00			12,711,883.00
Funding Source Balance After Change					72,362.00	86,908.00	676,438.00	1,019,712.00			1,855,420.00
Net Change to Funding Source					-9,639,962.00	-1,216,501.00					-10,856,463.00
Proposed Project Before Change											
Proposed Project After Change					9,639,962.00	1,216,501.00					10,856,463.00
Net Change to Project					9,639,962.00	1,216,501.00					10,856,463.00
Net Change to Funding Source					-9,639,962.00	-1,216,501.00					-10,856,463.00
Net Change to Proposed Project					9,639,962.00	1,216,501.00					10,856,463.00
Net Change to STIP											



## **Appendix C**

Section 4(f) No Use Determination Form

FLORIDA DEPARTMENT OF TRANSPORTATION  
**SECTION 4(F) NO USE DETERMINATION**

650-050-49  
Environmental  
Management  
06/17

<b>Project Name:</b>	SW 62nd Boulevard from SW 52nd Street to SW 43rd Street/Clark Butler Boulevard		
<b>FM#:</b>	211365-6-22-01	<b>ETDM#:</b>	14336
<b>FAP#:</b>			
<b>Project Review Date:</b>	12/15/2017		
<b>FDOT District:</b>	2		
<b>County(ies):</b>	Alachua		

**Project Description including Section 4(f) Specific Information:**

The Florida Department of Transportation (FDOT), District Two, in cooperation with the City of Gainesville, is conducting a Project Development & Environment (PD&E) Study to evaluate the extension of Southwest 62nd Boulevard/Southwest 52nd Street as a two-lane roadway from the newly constructed intersection of Southwest 43rd Street and Butler Boulevard to the existing terminus of Southwest 62nd Boulevard/Southwest 52nd Street, a length of 0.79 miles.

The proposed project runs along the southwest boundary of the Forest Park Conservation Area as shown on the attached map. The project does not require any right-of-way (ROW) acquisition from the Conservation Area on a temporary or permanent basis, and will not constitute a "use" of the property within the meaning of Section 4(f).

**Type of Property: Public Parks and Recreation Areas**

**Description of Property:** The Forest Park Conservation Area is identified as a conservation property and was acquired with funds from the Florida Communities Trust by the City of Gainesville. The Forest Park Conservation Area is also identified as a section of the Hogtown Creek Greenway which was established by the City to be a linear open space system envisioned as a network of trails for hiking, biking, and canoeing that linked neighborhoods to parks and places for shopping and employment. Currently the Conservation Area does not have any designated recreational facilities but has the opportunity for mountain biking and hiking through the forest. There are no designated parking areas or access from SW 62nd Boulevard or SW 20th Avenue. These trails are likely accessed from Forest Park, but there are no designated entrances.

**Establishing Section 4(f) Use of the Property**

Will the property be "used" as defined in **Section 4(f)** Resources chapter of the FDOT PD&E Manual? Examples of a "use" include but are not limited to new right of way, new easements, and temporary occupancy?

Yes

No

**An explanation of the relationship between the Section 4(f) property and the project:**

A portion of the project is located adjacent to the Forest Park Conservation Area, but there will be no "use" within the meaning of Section 4(f) to the Conservation Area. There will be no permanent or temporary acquisition of land, no changes to access, and no proximity impacts that rise to the level of substantial impairment to the protected resource.

**Documentation**

The following items **must** be attached to this form to ensure proper documentation of the Section 4(f) No Use:

1. DOA form and documentation (*Including the Form and Attachments*)
2. Required communications with the OWJ

**Signatures**

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, and executed by FHWA and FDOT.

FLORIDA DEPARTMENT OF TRANSPORTATION  
**SECTION 4(F) NO USE DETERMINATION**

650-050-49  
Environmental  
Management  
06/17

Signature: Wendy E. Lasher 1/25/2018  
Preparer Date

Signature: Juli Newman 1/25/2018  
Environmental Manager, or designee Date

**OEM  
Concurrence:**

Signature: [Signature] 1/30/18  
Director of OEM, or designee Date

FLORIDA DEPARTMENT OF TRANSPORTATION  
**SECTION 4(F) DETERMINATION OF APPLICABILITY**

650-050-45  
Environmental  
Management  
06/17

<b>Project Name:</b>	SW 62nd Boulevard from SW 52nd Street to SW 43rd Street/Clark Butler Boulevard		
<b>FM#:</b>	211365-6-22-01	<b>ETDM#:</b>	14336
<b>Project Review Date:</b>	12/15/2017	<b>FAP#:</b>	
<b>FDOT District:</b>	2		
<b>County(ies):</b>	Alachua		

**A DOA IS REQUIRED FOR EACH SECTION 4(f) PROPERTY AND PROPOSED ALTERNATIVE.**

**Project Description including Section 4(f) Specific Information:**

The Florida Department of Transportation (FDOT), District Two, in cooperation with the City of Gainesville, is conducting a Project Development & Environment (PD&E) Study to evaluate the extension of Southwest 62nd Boulevard/Southwest 52nd Street as a two-lane roadway from the newly constructed intersection of Southwest 43rd Street and Butler Boulevard to the existing terminus of Southwest 62nd Boulevard/Southwest 52nd Street, a length of 0.79 miles.

The proposed project runs along the southwest boundary of the Forest Park Conservation Area as shown on the attached map. The project does not require any right-of-way (ROW) acquisition from the Conservation Area on a temporary or permanent basis, and will not constitute a "use" of the property within the meaning of Section 4(f).

**Type of Property**

Check all that apply:

- Public Parks and Recreation Areas
- Wildlife and Waterfowl Refuges
- Historic Sites

**Description of Property:** The Forest Park Conservation Area is identified as a conservation property and was acquired with funds from the Florida Communities Trust by the City of Gainesville. The Forest Park Conservation Area is also identified as a section of the Hogtown Creek Greenway which was established by the City to be a linear open space system envisioned as a network of trails for hiking, biking, and canoeing that linked neighborhoods to parks and places for shopping and employment. Currently the Conservation Area does not have any designated recreational facilities but has the opportunity for mountain biking and hiking through the forest. There are no designated parking areas or access from SW 62<sup>nd</sup> Boulevard or SW 20<sup>th</sup> Avenue. These trails are likely accessed from Forest Park, but there are no designated entrances.

**Criteria of Selected Property Type(s):**

**Public Parks and Recreation Areas**

- Must be publicly owned which refers to ownership by local, state or federal government
  - Ownership can also include permanent easements and long-term lease agreements
- Must be open to the public during normal hours of operation
- The major purpose must be for park or recreation activities
- Must be designated or function as a significant park or recreational area.
  - Applies to the entire park or recreation area not just a specific feature

**Wildlife and Waterfowl Refuge**

- Must be publicly owned which refers to ownership by local, state or federal government;
  - Ownership can also include permanent easements and long-term lease agreements;
- Must be open to the public but **refuges are able to restrict access for the protection of refuge habitat and species;**

FLORIDA DEPARTMENT OF TRANSPORTATION  
**SECTION 4(F) DETERMINATION OF APPLICABILITY**

650-050-45  
Environmental  
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- The major purpose must be for wildlife and waterfowl refuges;
- Must be designated or function as a significant as a wildlife and waterfowl refuges; -
  - Applies to the entire wildlife and waterfowl refuges not just a specific feature

**Historic Sites-** includes historic buildings, historic transportation facilities, archeological sites, traditional cultural places, historic & archeological districts and historic trails.

- Must be of national, state or local significance and it must be eligible for listing or is listed on the National Register of Historic Places (NRHP); or
- If a site is determined not to be eligible OEM may determine that the application of Section 4(f) is otherwise appropriate when an official (such as the Mayor, president of a local historic society) provides information to support that the historic site is of local importance.

**Does the identified resource meet all of the criteria for the selected property type?**

Yes, continue to complete the form

No, STOP Section 4(f) does not apply

**Identify the Official(s) with Jurisdiction (OWJ) contacted:** City of Gainesville

**Date correspondence sent to the OWJ:** 11/30/2017

**Has the Official(s) with Jurisdiction (OWJ) responded?**

Yes  No

**Has the 30 day response period passed since the initial OWJ correspondence was sent?**

Yes  No

**Please answer the questions below about the resource:**

**Note:** A potential source for this information can include the property management plan, resource website and/or communications with the OWJ (*be sure to document these communications in writing*).

**What is the size and location of the property (include a map of the resource)?**

23.69 acres

**Who/what organization owns/manages the property?**

City of Gainesville

**What is the primary function (activities, features and attributes) within the meaning of Section 4(f) of the facility or property?**

The primary function is a natural conservation area, but undesignated mountain biking and hiking opportunities are available.

**Please describe the location of available appurtenances and facilities (e.g. tennis courts, pools, shelter houses, sports fields, beaches) on the property:**

There are no existing appurtenances and facilities.

**What is the function of/or the available activities on the property?**

FLORIDA DEPARTMENT OF TRANSPORTATION  
**SECTION 4(F) DETERMINATION OF APPLICABILITY**

650-050-45  
Environmental  
Management  
06/17

Public conservation area, but undesignated mountain biking and hiking opportunities are available.

**Access and Usage of the property by the Public:**

There are no designated parking areas or access from SW 62nd Boulevard or SW 20th Avenue. These trails are likely accessed from Forest Park, but there are no designated entrances.

**Relationship to other similarly used lands/facilities in the vicinity:**

This conservation area adjoins Forest Park and part of Hogtown Creek Greenway.

**Are there any unusual characteristics of the property that either limit or enhance the value of the resource? If so please explain:**

Located in Hogtown Creek basin inclusive of Hogtown Creek.

**Describe project activities that could potentially "use" the resource:**

The proposed project is a new roadway that runs along the southwest boundary of the Forest Park Conservation Area as shown on the attached map. The project does not require any right-of-way (ROW) acquisition from the Conservation Area on a temporary or permanent basis, and will not constitute a "use" of the property within the meaning of Section 4(f). The project will not change, or impact, access to the Conservation Area.

**If applicable, give a general description of the history of the Historic Site, Archaeological Site or Historic District:**

N/A

**Based on the above information the recommended level of Section 4(f) evaluation for this property is:**

Select the level of Section 4(f) evaluation: No Use

**Reason the selected level is appropriate:**

A portion of the project is located adjacent to the Forest Park Conservation Area, but there will be no "use" within the meaning of Section 4(f) to the Conservation Area. There will be no permanent or temporary acquisition of land, and no proximity impacts that rise to the level of substantial impairment to the protected resource.

**Supporting Documentation**

The following items **must** be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
2. Statement of Significance from OWJ or FDOT's presumption of significance.
3. Determination of Eligibility or Listing in the National Register of Historic Places, Archaeological Site (*include criterion of eligibility*) or a Historic District if applicable.

**Signatures**

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, and executed by FHWA and FDOT.

Signature: Wendy G. Lecker  
Preparer

: 1/25/2018  
Date

FLORIDA DEPARTMENT OF TRANSPORTATION  
**SECTION 4(F) DETERMINATION OF APPLICABILITY**

650-050-45  
Environmental  
Management  
06/17

Signature: *Juli Newman*  
Environmental Manager, or designee

1/25/2018  
Date

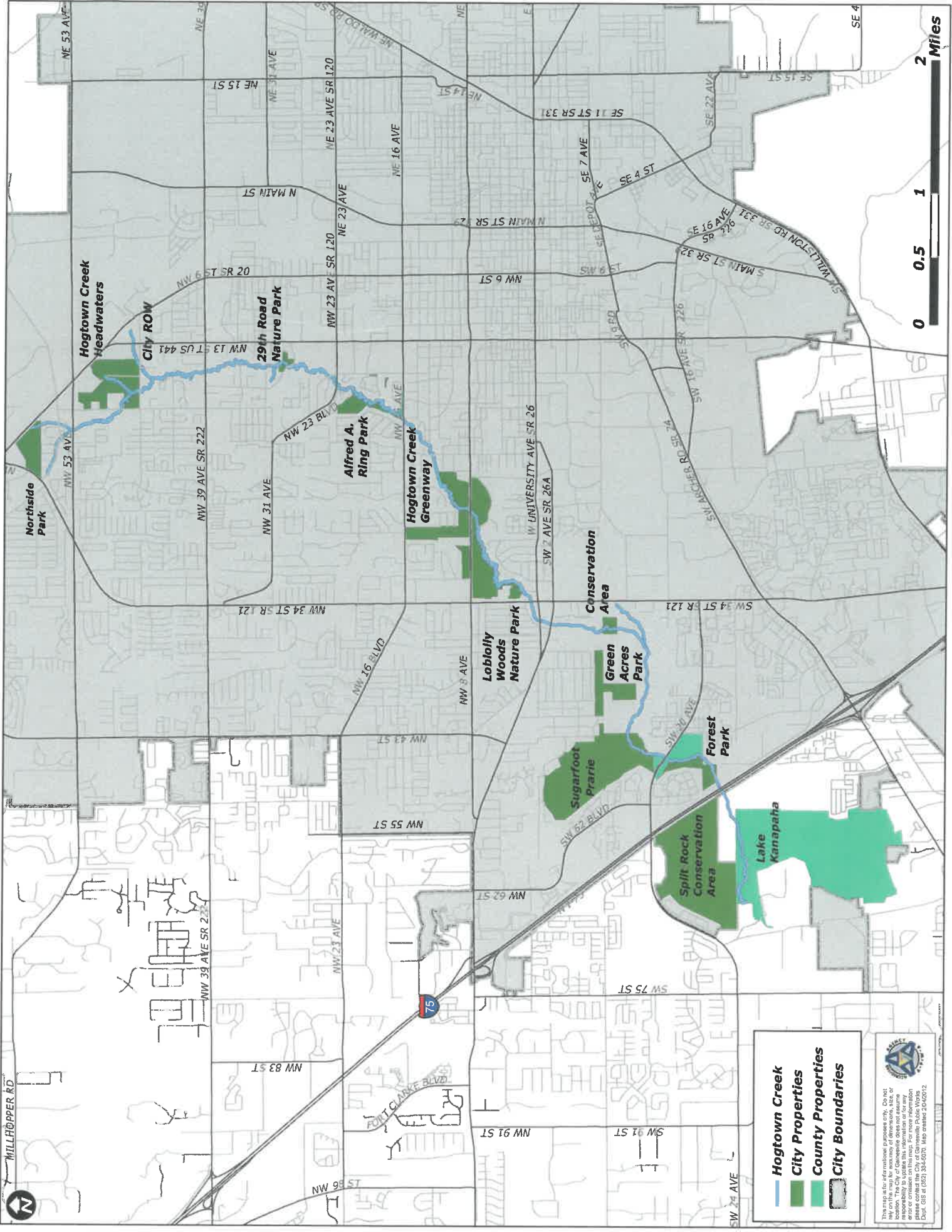
OEM  
Concurrence: *[Signature]* 1/30/2018

Signature: *[Signature]*  
Director of OEM, or designee

1/  
Date







This map is for informational purposes only. Do not rely on the map for accuracy of dimensions, area, or responsibility to update this information or for any error or omission on this map. For more information, contact the City of Asheville GIS Department at (813) 394-5070. Map created 2/04/2012.



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1109 S. Marion Ave.  
Lake City, FL 32025

**MIKE DEW**  
SECRETARY

November 30, 2017

Mr. Stefan Broadus, PE, Project Engineer  
City of Gainesville  
Public Works  
306 NE 6<sup>th</sup> Avenue  
Gainesville, FL 32601

**Subject:** SW 62<sup>nd</sup> Boulevard from SW 52<sup>nd</sup> Street to SW 43<sup>rd</sup> Street/Clark Butler Boulevard  
Section 4(f) Coordination  
FPID: 211365-6-22-01  
Alachua County, Florida

Dear Mr. Broadus:

The Florida Department of Transportation (FDOT), District Two, in cooperation with the City of Gainesville, is conducting a Project Development & Environment (PD&E) Study to evaluate extension of Southwest 62nd Boulevard/Southwest 52nd Street as a two-lane roadway from the newly constructed intersection of Southwest 43rd Street and Butler Boulevard to the existing terminus of Southwest 62nd Boulevard/Southwest 52nd Street, a length of 0.79 miles.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT. As part of the compliance with the National Environmental Policy Act (NEPA), FDOT must evaluate whether the proposed project will use lands protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. Section 303 and Title 23 U.S.C. Section 138, as amended). Section 4(f) typically applies to publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance. It also applies to historic or archaeological sites of national, state, or local significance regardless of ownership. The term "significance" for the purposes of Section 4(f) when applying it to the Forest Park Conservation Area means that, when comparing the recreational, ecological, and historic preservation functions of the Conservation Area with the recreational and historic preservation objectives of the City of Gainesville for this area and its surrounding communities, the Forest Park Conservation Area plays an important role in meeting those objectives. It is our determination that the Forest Park Conservation Area, due to its public ownership and existing uses, meet Section 4(f) definition of a significant facility.


A portion of the project is located adjacent to the Forest Park Conservation Area, but there will be no impact to the Conservation Area as shown on the attached map. During the Class of Action meeting

SW 62<sup>nd</sup> Boulevard from SW 52<sup>nd</sup> Street to SW 43<sup>rd</sup> Street/Clark Butler Boulevard  
Mr. Broadus  
Page 2

between the FDOT and FHWA on October 14, 2009 there was concurrence that there are no constructive use impacts to the Forest Park Conservation Area.

The purpose of this letter is to establish a dialogue with you to seek your concurrence with the assessment that Forest Park Conservation Area meets Section 4(f) definition of a significant facility and that the project will not impact this resource. If you concur, please sign and date the concurrence block at the bottom of this letter, confirming its significance, and return it to Terri Newman at the address below or by email at: [terri.newman@dot.state.fl.us](mailto:terri.newman@dot.state.fl.us).

We thank you in advance for your input. If you have any questions about this project, Section 4(f), the issues raised in this letter, or if you would like any clarifications of the questions or issues, please contact Terri Newman at (386) 961-7713 or via email at [terri.newman@dot.state.fl.us](mailto:terri.newman@dot.state.fl.us).

Concurrence	
 <small>Digitally signed by Stefan M Broadus Date: 2017.12.04 13:28:55-05'00'</small>	<u>12/04/2017</u>
<i>(Signature)</i> City of Gainesville	<i>(Date)</i>
<input checked="" type="checkbox"/> property is significant	<input type="checkbox"/> property is not significant

Sincerely,

  
Stephen Browning,  
FDOT District 2 Planning and Environmental Manager

Attachments: SW 62<sup>nd</sup> Boulevard Proposed Alternative Map

## **Appendix C**

Selected pages from ETDM Programming Screen Summary Report

morning peak hour, as many as 35 percent of trips are transit trips within the study area. This travel is primarily associated with the substantial student populations living within the study area who use bus service to travel to the University of Florida.

A new RTS transfer facility recently opened in Butler Plaza and SW 62nd Boulevard is directly served by seven routes, and more than 2 million riders are served each year (based on 2014 data).

1. Route 5 - 466,131 riders per year
2. Route 20 - 1,124,947 riders per year
3. Route 23 - 153,186 riders per year
4. Route 62 - 15,537 riders per year
5. Route 75 - 265,624 riders per year
6. Route 76 - 34,335 riders per year
7. Route 77 - 16,828 riders per year

Providing another north-south roadway will allow RTS to provide additional bus transit routes connecting commercial developments such as Oaks Mall and Butler Plaza to residential communities along SW 62nd Boulevard and SW 20th Street.

## Project Description

The project is located within the City of Gainesville. The Build Alternative provides for an extension of Southwest 62nd Boulevard/Southwest 52nd Street as a two-lane roadway from the newly constructed intersection of Southwest 43rd Street and Butler Boulevard to the existing terminus of Southwest 62nd Boulevard/Southwest 52nd Street, a length of 0.79 miles. The extension of Southwest 62nd Boulevard/Southwest 52nd Street will parallel the existing overhead utility line along I-75 and includes construction of a new bridge over Hogtown Creek. These limits are a smaller subset of the original project to provide a four-lane roadway from Archer Road (SR 24) to Newberry Road (SR 26) as well as the reduction in scope from a four-lane to a two-lane roadway. In 2015 as part of on-going development, portions of the proposed roadway were built by private development from Archer Road to Southwest 43rd Street which has reduced the overall scope and cost of the project. This proposed roadway will serve local traffic and build upon the grid network that is prevalent in Gainesville. The project is consistent with the Long Range Transportation Plan as a two lane roadway.

This project was previously submitted in April of 2009 to the ETAT for review as ETDM #8707, but the limits and scope of the project have been reduced and the FDOT is screening this as a new project to avoid confusion.

## Summary of Public Comments

Summary of Public Comments is not available at this time.

## Planning Consistency Status

Are the limits consistent with the plans?	Yes
Currently Adopted CFP-LRTP?	Yes
MPOs	Gainesville MTPO

Attachments L RTP Pages - <https://www.fla-etat.org/est/servlet/blobViewer?blobID=23077>

## Federal Consistency Determination

**Date of Determination:** 11/02/2017 by Chris Stahl

**FDEP Clearinghouse Determination:** CONSISTENT with Coastal Zone Management Program.

## US Coast Guard Review