

2017 FDOT MITIGATION PLAN



2017-2018 Road Projects

**Approved by SJRWMD Governing Board
March 14, 2017**

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WETLAND MITIGATION PLAN FOR FLORIDA DEPARTMENT OF TRANSPORTATION PROJECTS WITHIN THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT

INTRODUCTION

This mitigation plan is developed pursuant to the provisions of section 373.4137, Florida Statutes, (F.S.), to provide wetland mitigation for the Florida Department of Transportation (FDOT). Section 373.4137, F.S. (Appendix 1), directs the water management districts to plan and implement mitigation for the FDOT projects in the adopted FDOT work program for which FDOT requests the District to provide the mitigation. Section 373.4137, F.S. directs the District mitigation plans to focus on land acquisition, restoration or enhancement, and Surface Water Improvement and Management projects where that option represents the best mitigation. In determining activities to be included in the plans, the FDOT must also consider the purchase of mitigation bank credits (credits) from public and private mitigation banks.

This is the twentieth annual mitigation plan prepared for the FDOT Mitigation Program. An annual plan was not prepared for FY 2013-2014 as FDOT elected to purchase credits for their impacts. Each annual plan addresses the funded projects for the following FDOT fiscal year and necessary updates or modifications to previous plans. A Master Project List, including previously approved road projects is located in Appendix 2.

The 2017 mitigation plan includes four new road projects within the SJRWMD portions of FDOT District 4 and District 5 (Figure 1). The FDOT District 2 and the Turnpike Authority indicated that they did not have new projects to include in this plan. The plan also includes an update of all mitigation projects for which the mitigation is not completed. The new projects are estimated to result in 22.2 acres of wetland and other surface water impacts and an estimated loss of 10.5 Uniform Mitigation Assessment Method (UMAM) functional units, however, impacts for two of the projects have not been assessed. Two of the projects occur in Regulatory Basin 22 and two of the projects occur in Regulatory Basin 21. Two mitigation banks occur within Basin 22, CGW and Basin 22 Mitigation Banks. CGW does not have the appropriate type or sufficient number of credits and Basin 22 Mitigation Bank does not have credits to meet both the state and federal mitigation needs. One mitigation bank occurs within Basin 21, Neoverde Mitigation Bank, however, this mitigation bank does not have federal approval and cannot currently meet the State and Federal mitigation need. In addition, FDOT has determined that permittee responsible mitigation is the most ecologically preferable and/or cost effective mitigation option to offset impacts associated with these projects. If mitigation bank credits that meet state and federal mitigation requirements become available, that will be the preferred mitigation option.

All impact estimates in the plan are based on information provided by FDOT. Mitigation will be adjusted to account for permitted changes in impact acreage. The Uniform Mitigation Assessment Method will be used during permitting to determine the appropriate mitigation need and ensure that sufficient mitigation has been provided. Project mitigation groups are organized by regulatory mitigation basin, and impacts are offset within the same basin unless specifically stated otherwise. During the permitting process, FDOT is required to implement practicable design modifications to reduce or eliminate impacts pursuant to subsection 373.4137(8), F.S.

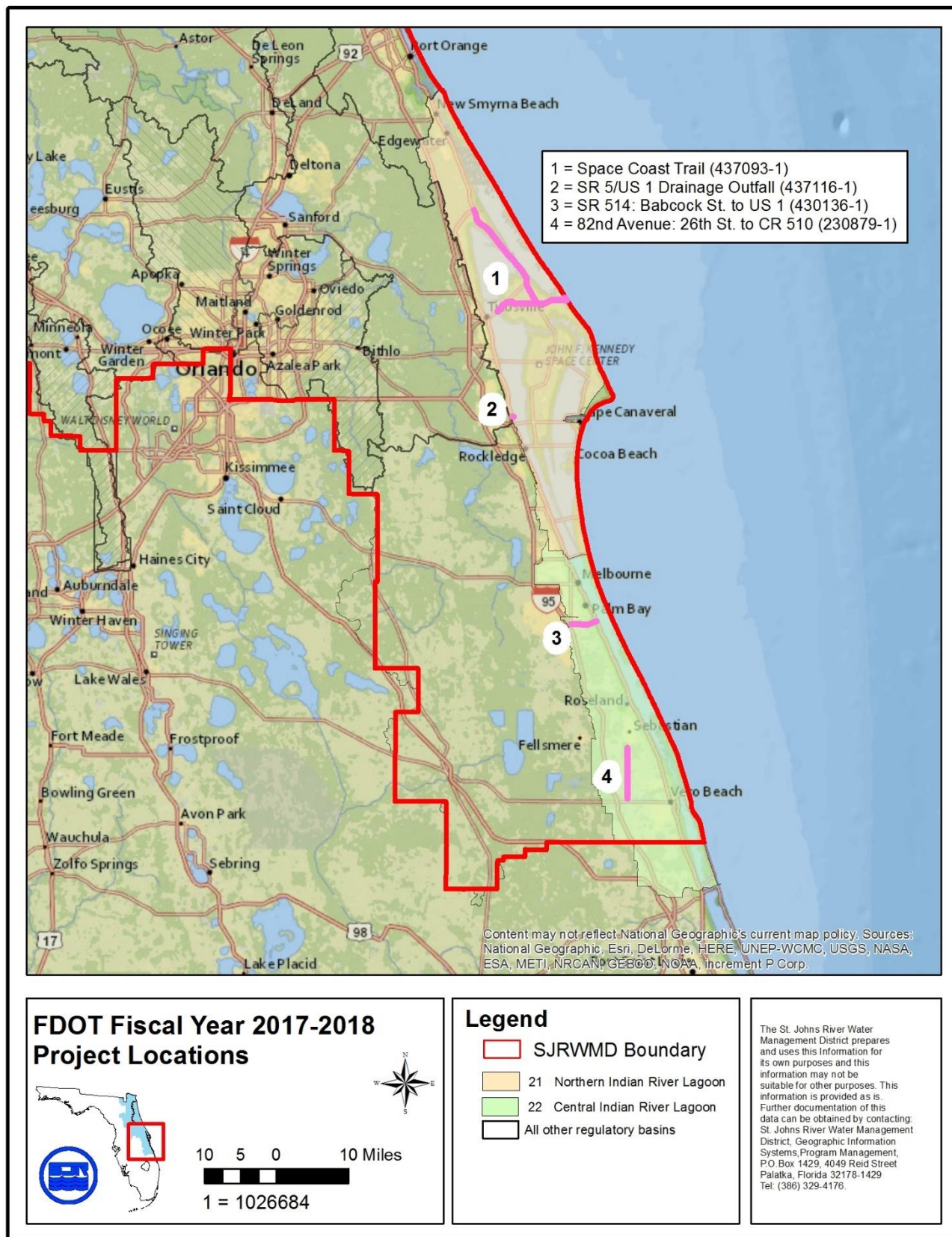


Figure 1. FDOT Fiscal Year 2017-2018 project locations and SJRWMD regulatory basins.

FDOT WETLAND MITIGATION WORK PLAN MEASURES

Each program within the District is required to prepare a work plan with measurable goals and objectives. The work plan measure for this program is the total acreage of mitigation implemented per acre of wetland impact. For purposes of the work plan, mitigation is reported upon implementation and after issuance of required permits for the road project and after the District has been reimbursed by FDOT for land acquisition and management, restoration, enhancement, credit purchase, contracted work and/or other activities. The impact acreage includes all permitted impacts and is the sum of the larger impact (State or Federal) for each project.

The pie chart below (Figure 2) provides a breakdown of the amount and distribution of wetland mitigation that has been implemented by the FDOT Wetland Mitigation program as of September 30, 2016. A total of 46,594.04 acres of mitigation has been provided to offset 1610.04 acres of wetland and other surface waters impacts. This total includes 40,280.77 acres of acquired property, the mitigation acreage (841.68 acres) attributable to the 283.17 mitigation bank credits purchased, and the acreage associated with numerous habitat enhancement or restoration projects. Wetland and upland enhancement acres added in 2016 were completed on previously preserved land and were subtracted from the preservation totals. These figures represent completion of mitigation for 174 road projects through September 30, 2016. Mitigation is in development or partial implementation for nine additional road projects and will be incorporated into mitigation totals upon completion.

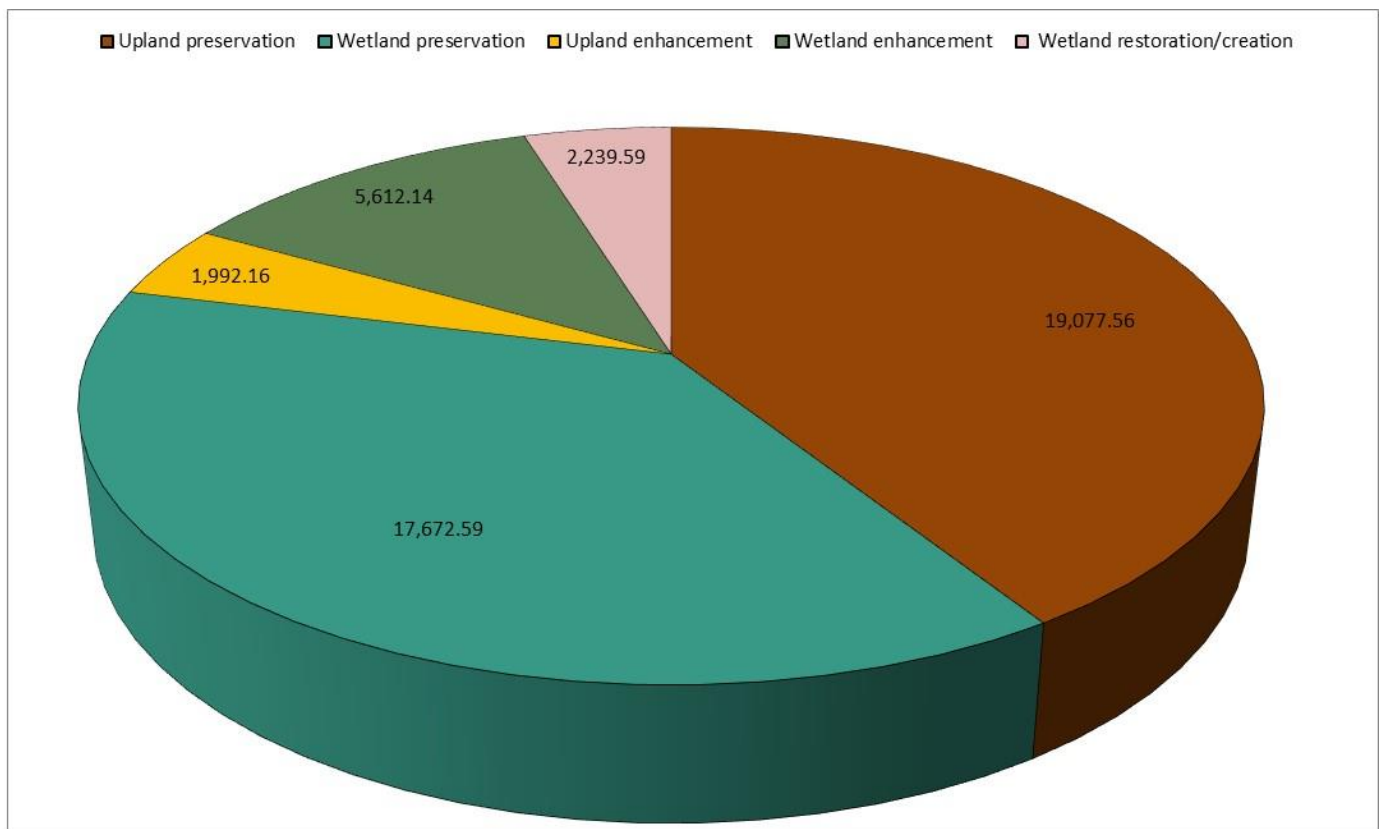


Figure 2. FDOT Program - Mitigation acres completed through 9/30/2016.

Table 1. FDOT Fiscal Year 2017-2018 road projects and projected impacts.

Mitigation Group	Regulatory Mitigation Basin**	FDOT Project Name	FM#	County	Projected Impact Acres	Projected Functional Loss (UMAM)*
SJ57	22	SR 514 (Malabar Rd) from Babcock St to US 1	430136-1	Brevard	6.1	4.6
SJ57	22	82 nd Avenue Extension from 26 th St to CR 510	230879-1	Indian River	9.8	0.5
SJ67	21	Space Coast Trail from Max Brewer Causeway to Atlantic Ocean	437093-1	Brevard	*5.3	4.7
SJ67	21	SR 5/US 1 Drainage Outfall from N of Cross Rd to Indian River Dr.	437116-1	Brevard	1	0.7
Total Acres (Does not include impacts for Space Coast Trail or 82nd Ave. Ext.)					22.2	10.5

Note - Projected functional loss, if not provided by FDOT, was estimated as 0.6 to 0.75 x Impact Acres. Wetland system quality was typically described in the FDOT impact inventory as moderate.

*Project impacts were estimated by review of aerial imagery and the anticipated project route.

** Regulatory Mitigation Basins

21 – Northern Indian River Lagoon

22 – Central Indian River Lagoon

BASIN 22: PROJECT GROUP SJ57

Two new road projects (Figures 3, 4, and 5) are proposed for addition to this existing mitigation group, which currently includes the following six projects:

I-95 from N. of CR512 to SR 514	FM# 413072-1
SR 5 (US1) S. of Highlands Dr. to S. of Oslo Rd.	FM# 228583-4
I-95 from Indian River C/L to SR 60	FM# 413048-1
I-95 SR 60 to Brevard Co. Line	FM# 413049-2
SR 507 (Babcock St.) from Malabar Rd. to Palm Bay Rd.	FM# 237650-6
Central Railroad Corridor Greenway	FM# 432574-2

**Note – FM# 413049-1 (I-95 N. of CR514 to Brevard/Indian River C/L) was incorporated as part of FM# 413072-1*

**Note – FM# 413050-1 (I-95 SR 60 to N. of CR 514) was revised to FM# 413049-2*

**Note – FM# 413761-1 (SR 514 from Weber Rd to Corey Road) was removed from the project list*

The new projects are:

SR 514 (Malabar Rd) from Babcock St. to US 1	FM# 430136-1
82 nd Avenue Extension from 26 th St to CR 510	FM# 230879-1

The SR 514 project is anticipated to directly impact a total of 6.07 acres of wetlands and 82nd Avenue Extension is anticipated to directly impact a total of 9.8 acres of ditches. The wetlands primarily consist of forested wetlands and wet prairies and the impacts to other surface water impacts are primarily to upland cut ditches. The functional loss associated with these impacts based on a preliminary UMAM assessment is 5.1 units. Mitigation projects implemented include acquisition of a conservation easement adjacent to the St. Sebastian River Buffer Preserve State Park and wetland enhancement and restoration at the Wheeler Groves parcel (Figures 6 and 7) to restore habitat connectivity between the Sebastian River Buffer Preserve State Park and the North Prong of Sebastian River.

The functional loss associated with these two new projects is planned to be partially offset by the remaining functional value generated from restoration and enhancement of the Wheeler Groves Mitigation Area. It is anticipated that mitigation bank credits that meet state and federal mitigation requirements will be available in the near future. If mitigation bank credits become available that meet the remaining mitigation need then no additional mitigation will be implemented through the SJRWMD's FDOT Mitigation Program for these projects. Detailed mitigation plan(s) demonstrating how the impacts will be offset will be completed concurrently with the FDOT permit application(s), as needed, to address all proposed impacts.

Regulatory Basin 22 has two mitigation banks: CGW Mitigation Bank and Basin 22 Mitigation Bank. CGW Mitigation Bank has received both state and federal approval. CGW provides only saltwater mitigation credits, which would not offset the freshwater wetland impacts of the road projects in this group. Basin 22 Mitigation Bank received state approval in December 2013, and is expect to have federal approval in the near future.

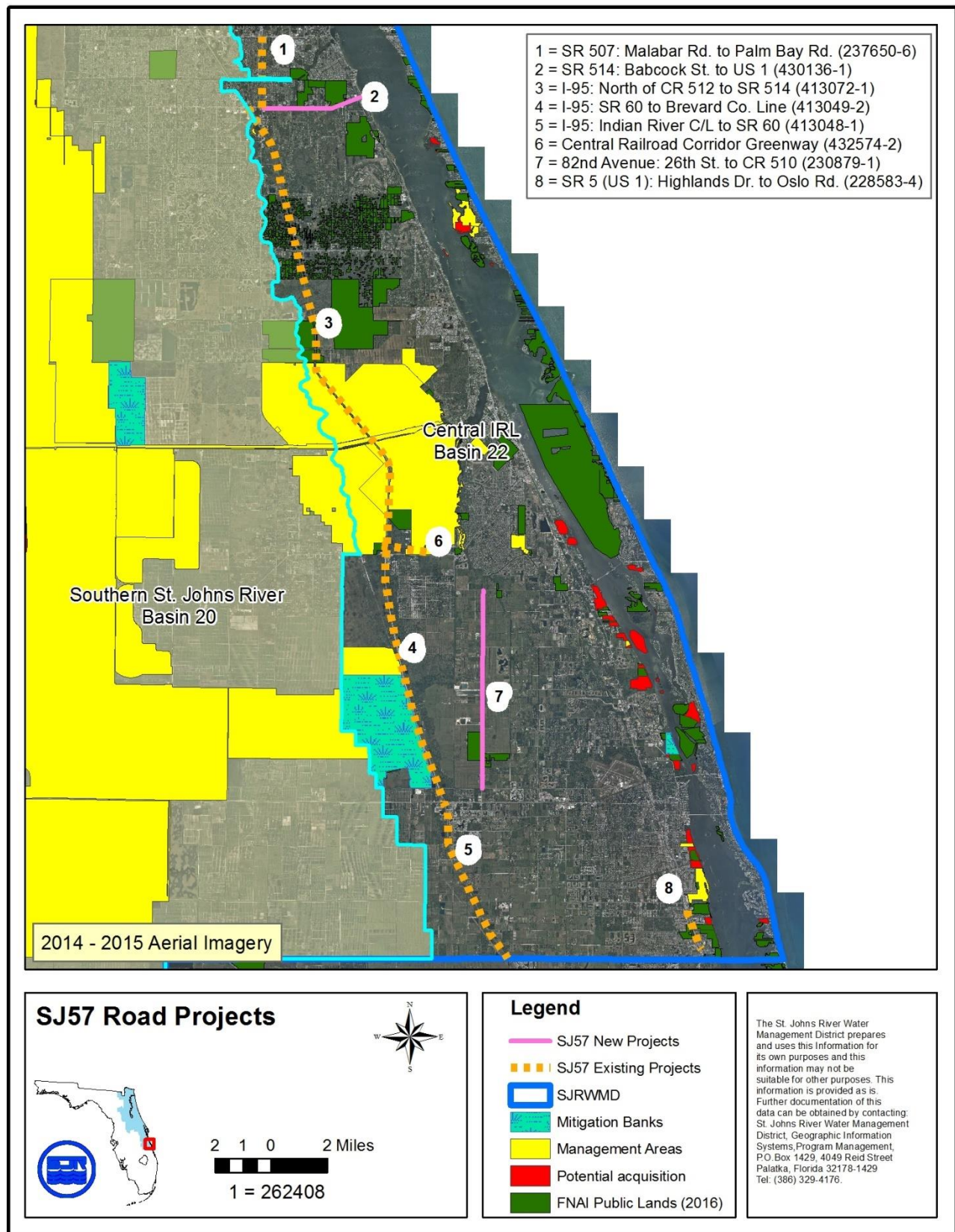


Figure 3. Road projects in Regulatory Basins 22, Central IRL and proximity to public lands and mitigation banks.

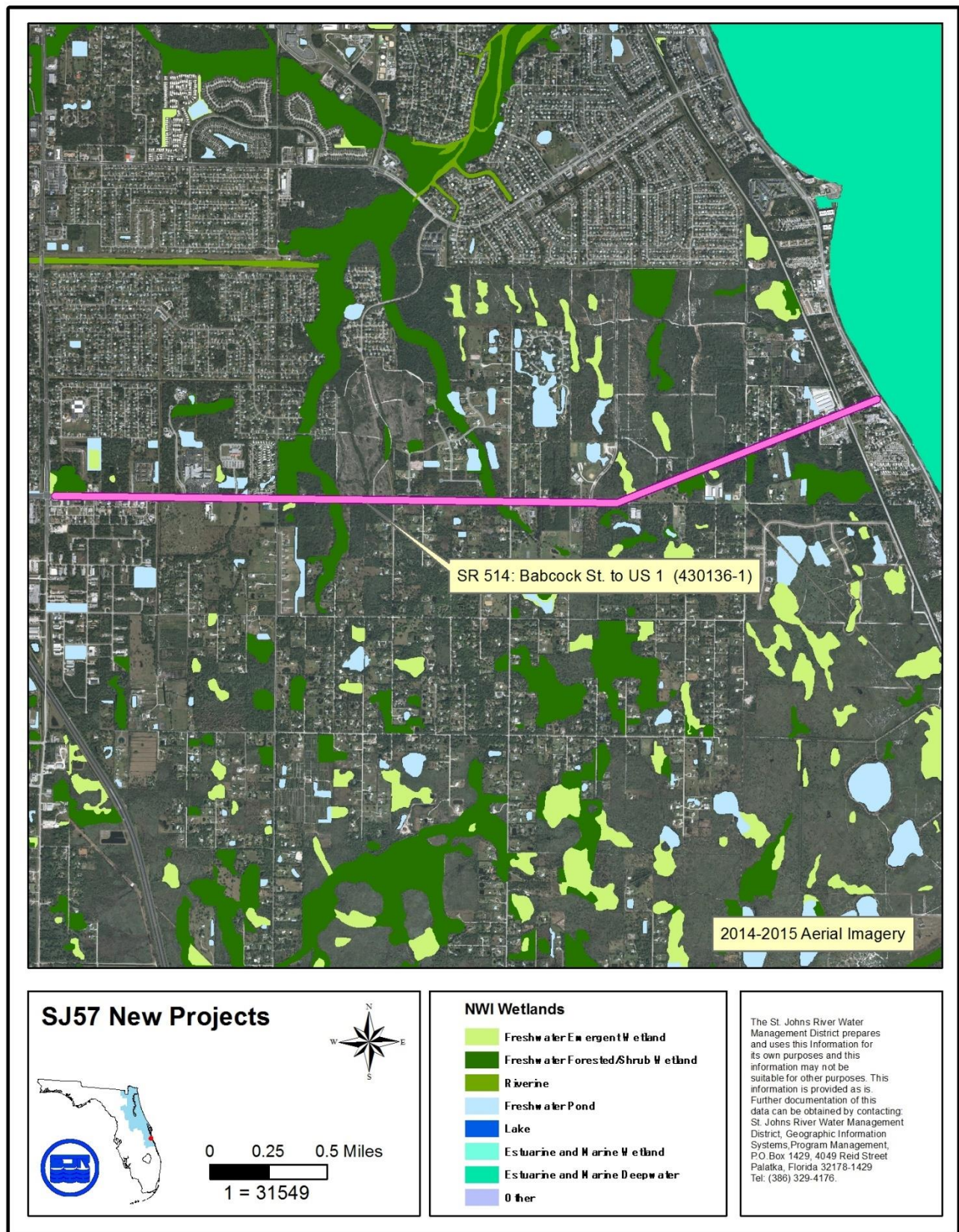


Figure 4. New road projects in SJ Group 57 in relation to National Wetlands Inventory (NWI) mapped wetlands.

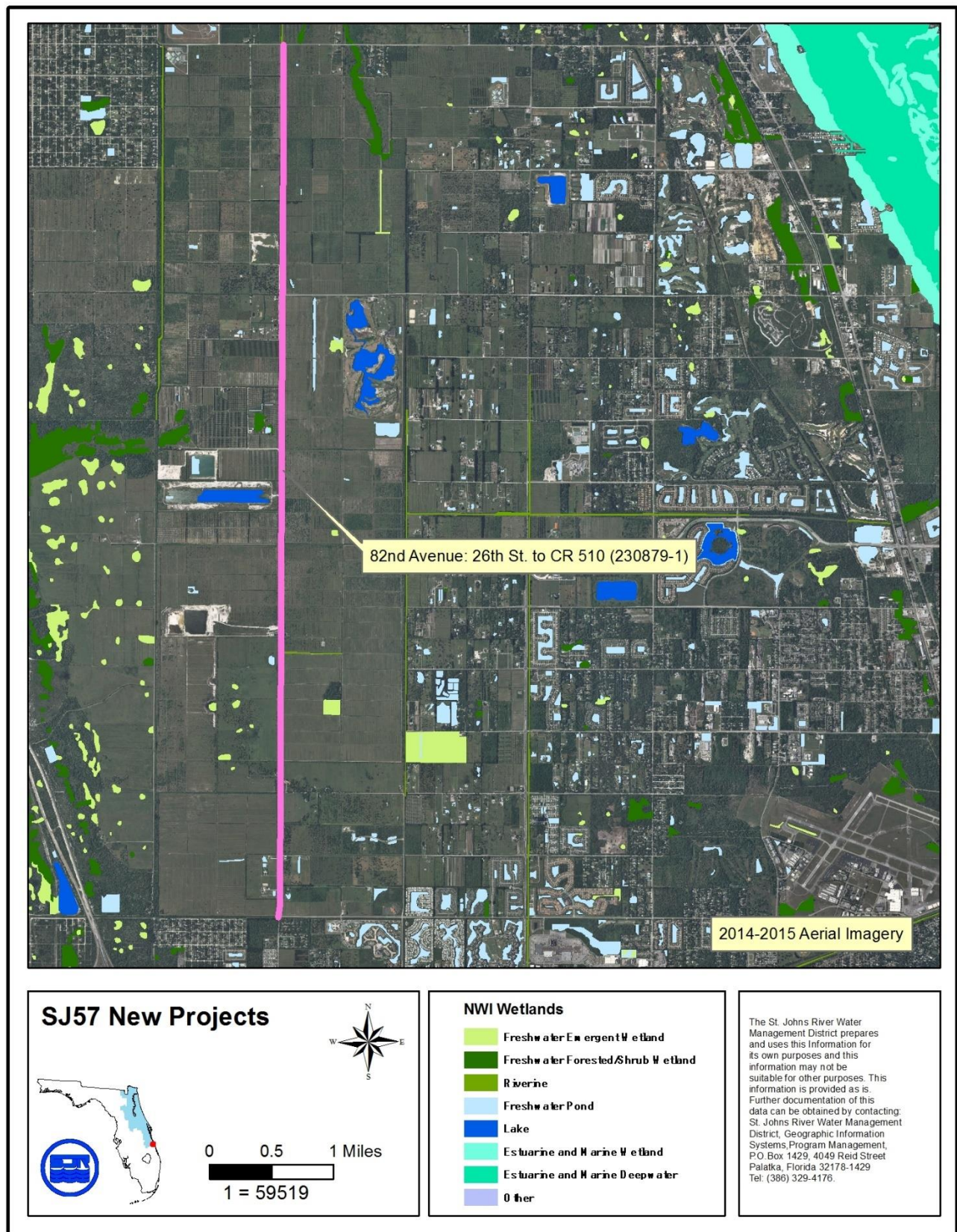


Figure 5. New road projects in SJ Group 57 in relation to National Wetlands Inventory (NWI) mapped wetlands.

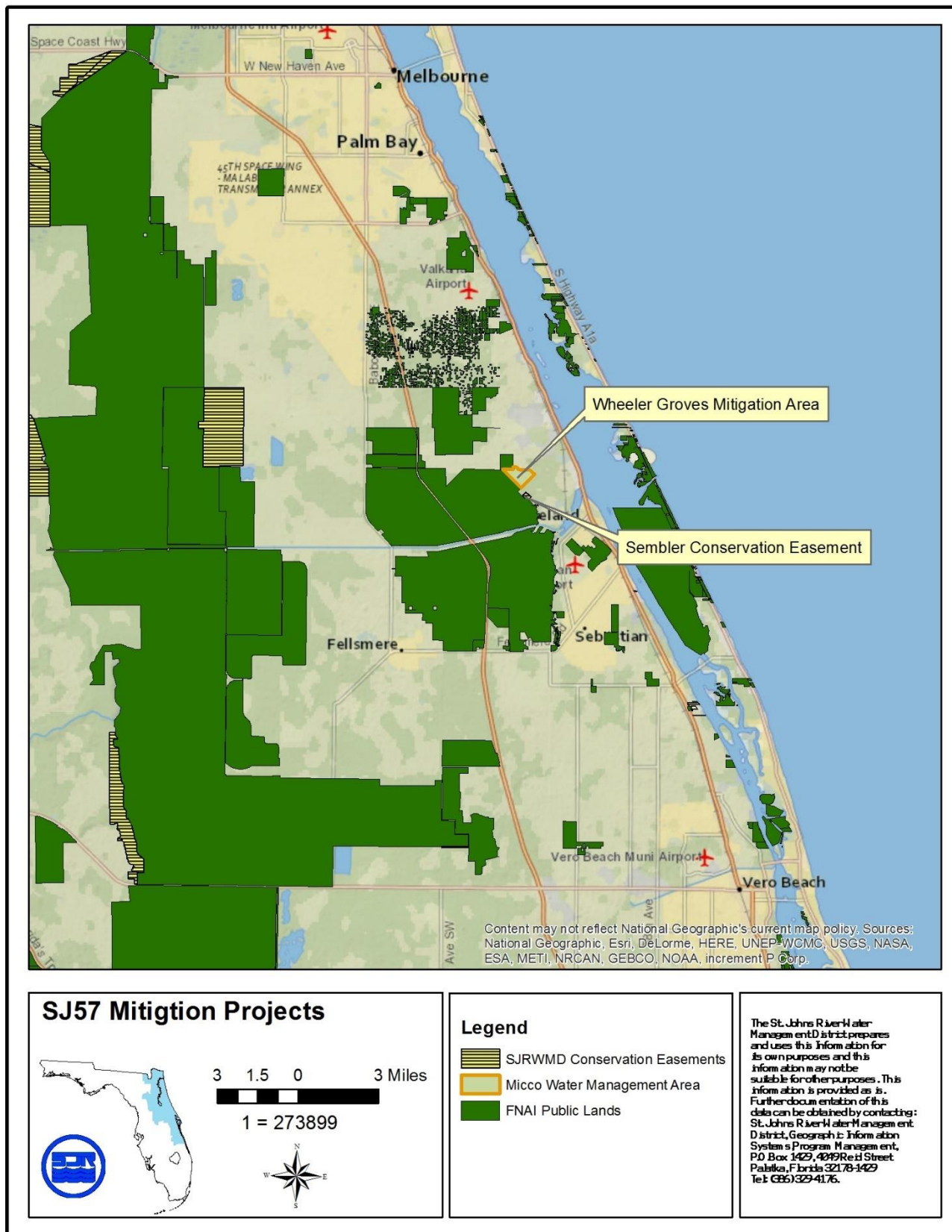


Figure 6. General location of mitigation projects completed in SJ Group 57.

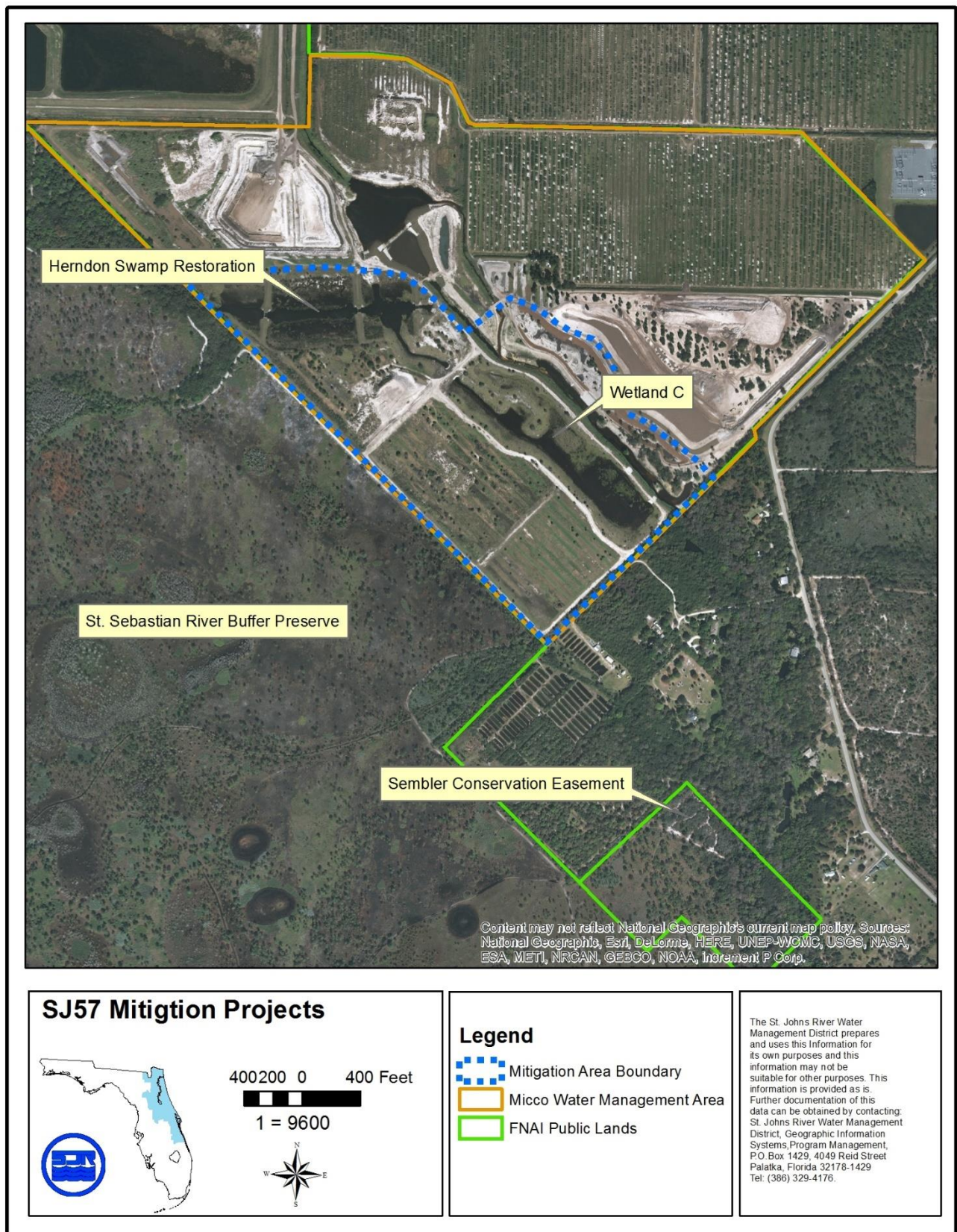


Figure 7. Restoration completed within Wheeler Groves Mitigation Area.

Two new road projects (Figures 8, 9, and 10) are proposed for addition to this existing mitigation group, which currently includes the following four projects:

I-95 Interchange at Viera Blvd.	FM# 428238-1
SR 528 from SR 524 to East of SR 3	FM# 407402-3
SR 528 from East of SR 3 to Port Canaveral Interchange	FM# 407402-4
SR 501 from Michigan Avenue to Industry Rd.	FM# 433605-1

The new projects are:

Space Coast Trail from Max Brewer Causeway to Atlantic Ocean	FM# 437093-1
SR 5/US 1 Drainage Outfall from N of Cross Rd. to Indian River Drive	FM# 437116-1

The SR 5/US 1 project is anticipated to directly impact a 1 acre of wetlands and the the Space Coast Trail project is estimated to impact 5.3 acres of wetlands. The wetlands primarily consist of forested wetlands, freshwater marsh, and salt marsh. The functional loss associated with these projects is estimated at 5.4 UMAM functional units. The total function loss for all projects in this mitigation group is expected to exceed 31.3 UMAM functional units. The functional loss associated with these new project impacts are planned to be offset by the preservation and enhancement of additional conservation lands in Regulatory Basin 21. Detailed mitigation plan(s) demonstrating how the impacts will be offset will be completed concurrently with the FDOT permit application(s) as needed to address all proposed impacts.

Regulatory Basin 21 currently has one mitigation bank, Neoverde Mitigation Bank. Neoverde Mitigation Bank has been permitted by the state but does not currently have any credits available. Neoverde Mitigation Bank does not have a federal permit and currently cannot satisfy both the state and federal mitigation requirements. The FDOT has determined that permittee responsible mitigation is the most ecologically preferable or cost effective mitigation option for these projects.

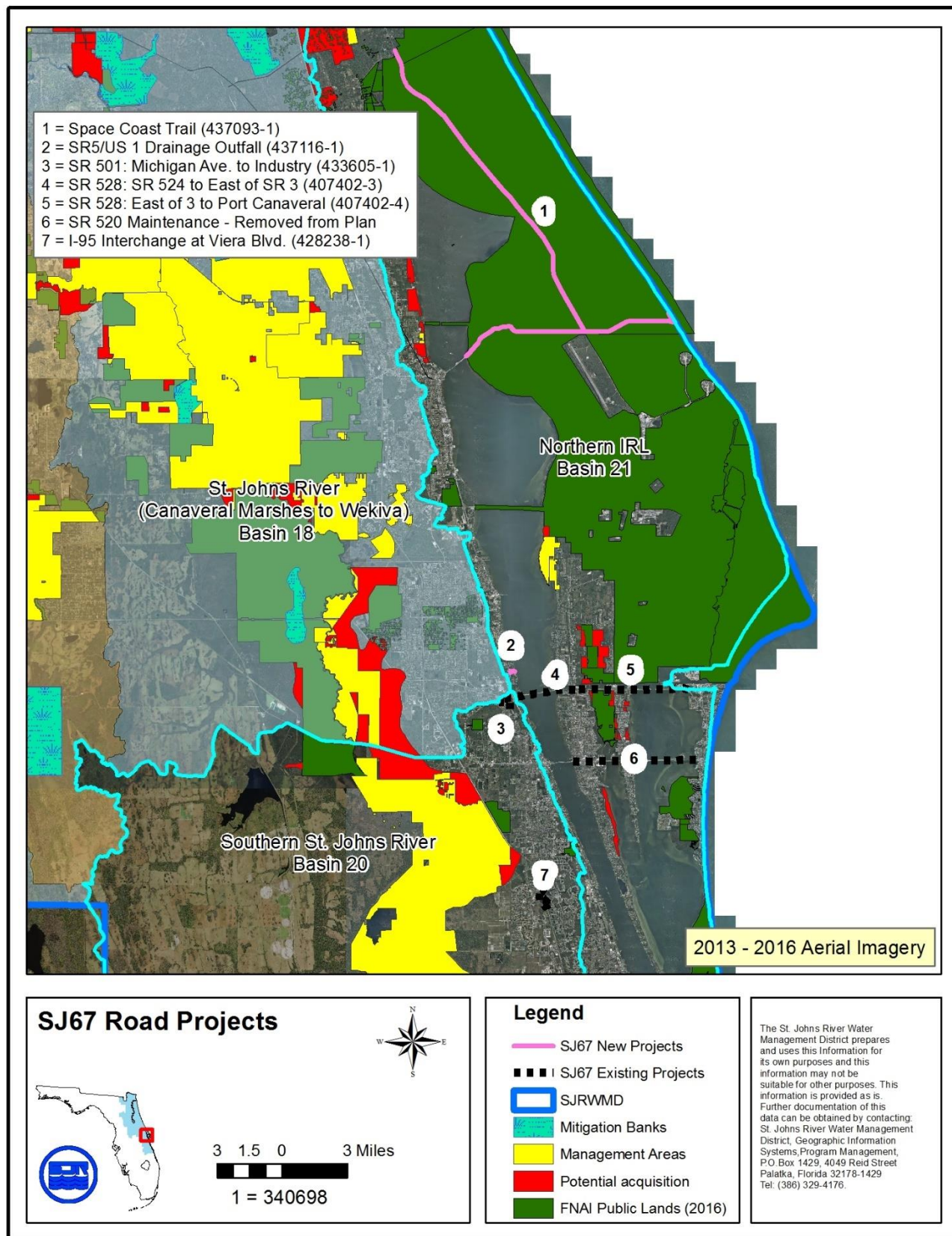


Figure 8. Road projects in Regulatory Basins 21, Northern IRL and proximity to public lands and mitigation banks.

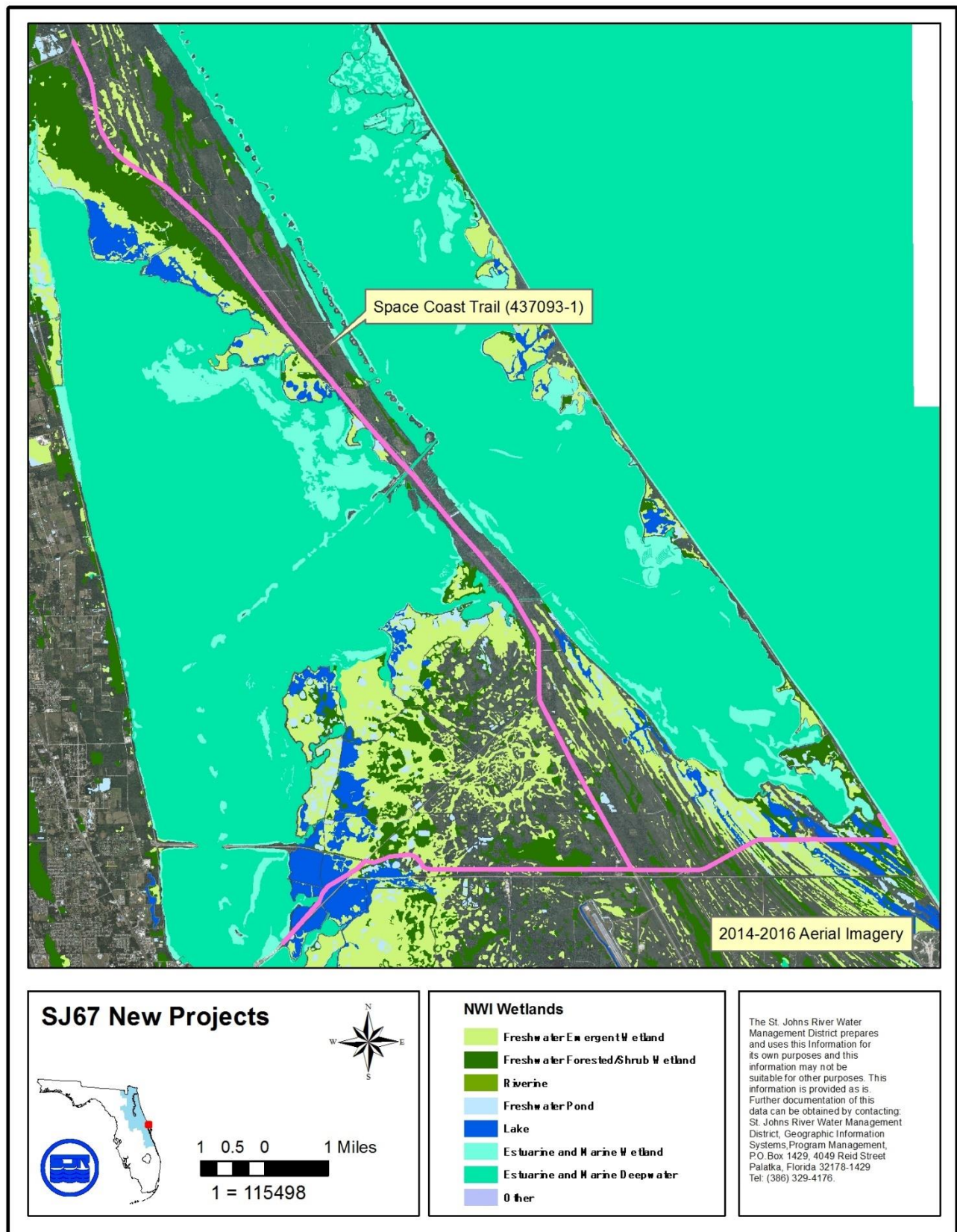


Figure 9. New road projects in SJ Group 67 in relation to National Wetlands Inventory (NWI) mapped wetlands.

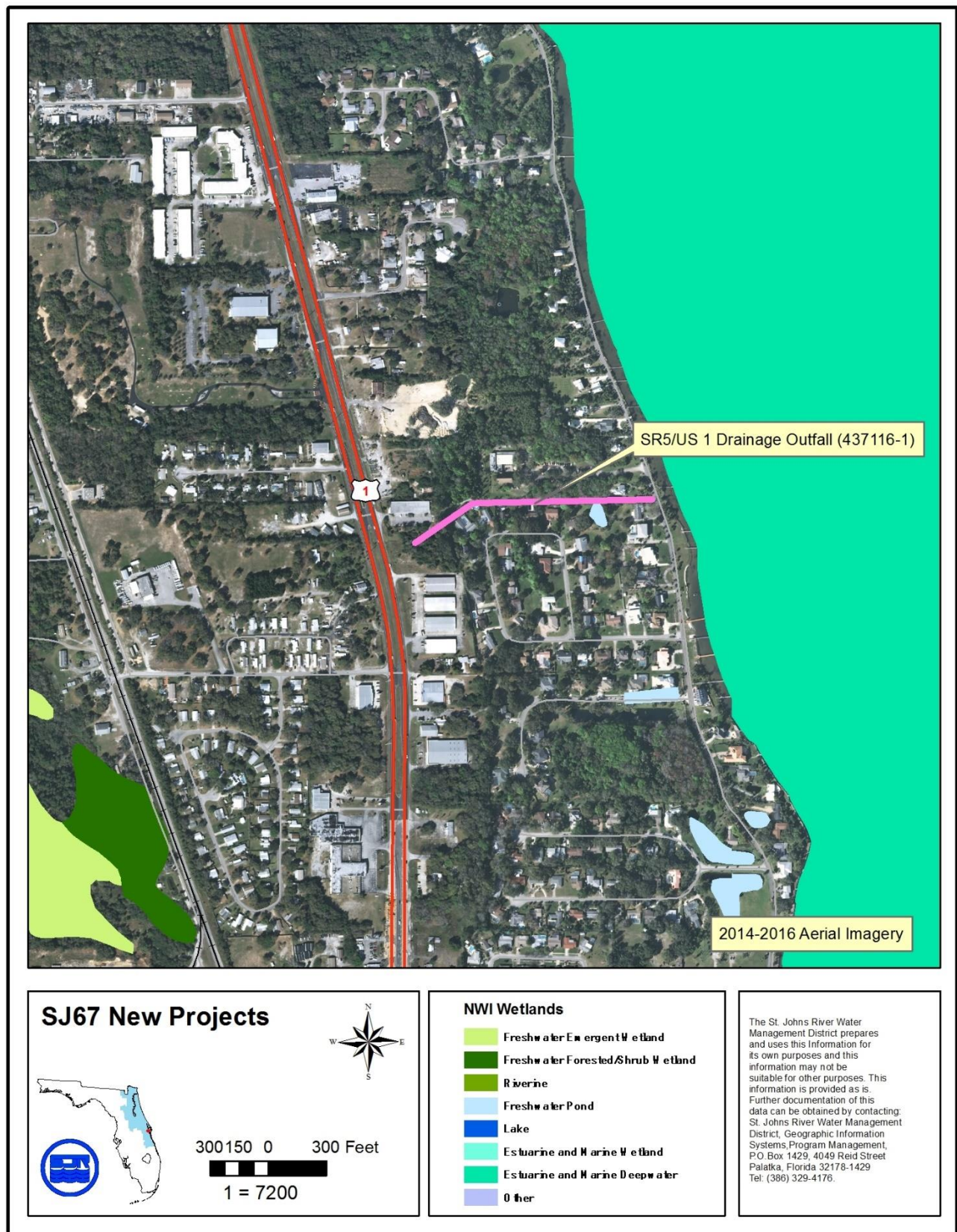


Figure 10. New road projects in SJ Group 67 in relation to National Wetlands Inventory (NWI) mapped wetlands.

BASIN 23: PROJECT GROUP SJ47

Project group SJ47 includes the following five road projects (Figure 11):

I-4 S. of Ivanhoe to No. of Kennedy Blvd	FM# 242484-5 (2006 plan)
SR 426 (Mitchell Hammock to Winter Sprgs.)	FM# 404525-1 (2002 plan)
SR 419/SR 434 from west of Jetta Pt. to SR 426/CR426	FM# 422015-1 (2012 plan)
Widen Seminole Xway from Aloma Ave. to SR 434 (MP 38 - 44)	FM# 417545-1 (2016 plan)
SR 414 Maitland Blvd.	FM# 424217-1 (2016 plan)

The total wetland and surface water impacts for SJ47 is 13.2 acres. The previously approved mitigation plan for this group identified preservation and enhancement as additions to existing conservation lands in this basin as the preferred mitigation option. It was also noted, that in the event that suitable parcels could not be identified, the District would pursue enhancement and/or restoration activities on existing public lands as a viable mitigation option.

The functional loss or wetland acreage associated with all of the projects except FM# 417545-1 is partially offset by acquisition and management of a 13.3-acre parcel within the Lake Jesup Conservation Area. This parcel contains approximately 12.4 acres of wetlands and 0.9 acres of uplands and is managed consistent with the land management plan for this conservation area (Figure 12). The remaining mitigation for these projects will consist of control of nuisance, exotic, or invasive species within approximately 300 acres of shoreline within the Lake Jesup Conservation Area (Figure 12) and reestablishment of a diverse and native mixture of marsh species.

The District intends to offset the impacts associated with FM# 417545-1 through hydrologic and wetland restoration and shoreline enhancement within the Lake Jesup Conservation Area (Figures 12 and 13). Hydrologic restoration will be achieved via construction of 4 ditch blocks that provide internal drainage of SJRWMD property only. The wetland restoration will involve removal of fill from 1.5 acres of wetlands impacted from previous land uses, hydrologic restoration resulting from construction of ditch blocks, and replanting with appropriate wetland species. A detailed mitigation plan demonstrating how the impacts will be offset, was submitted to the US Army Corps of Engineers (USACE) as part of the FDOT permit application.

There are no mitigation banks in Basin 23.

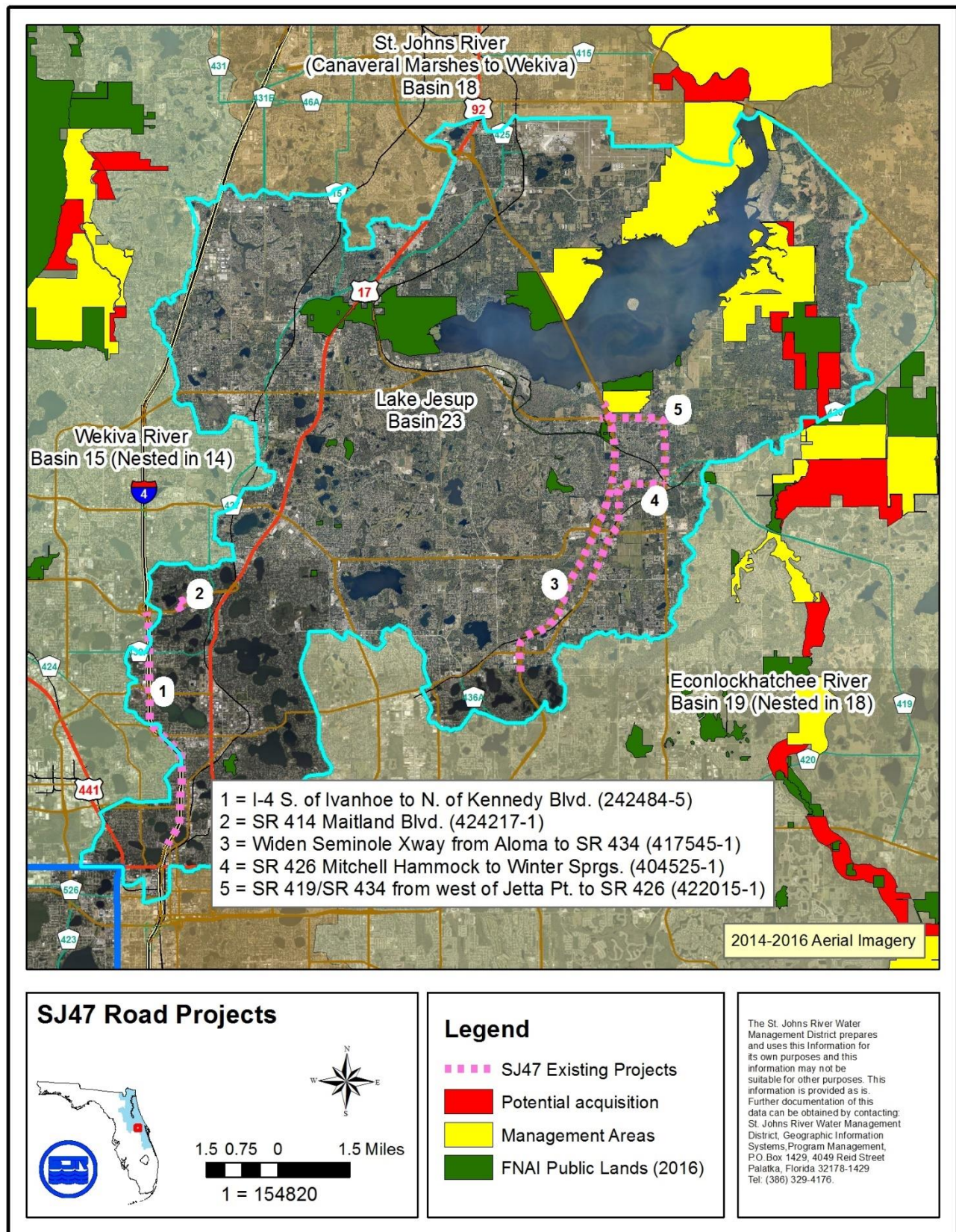


Figure 11. Road projects in Regulatory Basin 23, Lake Jesup and proximity to public lands.

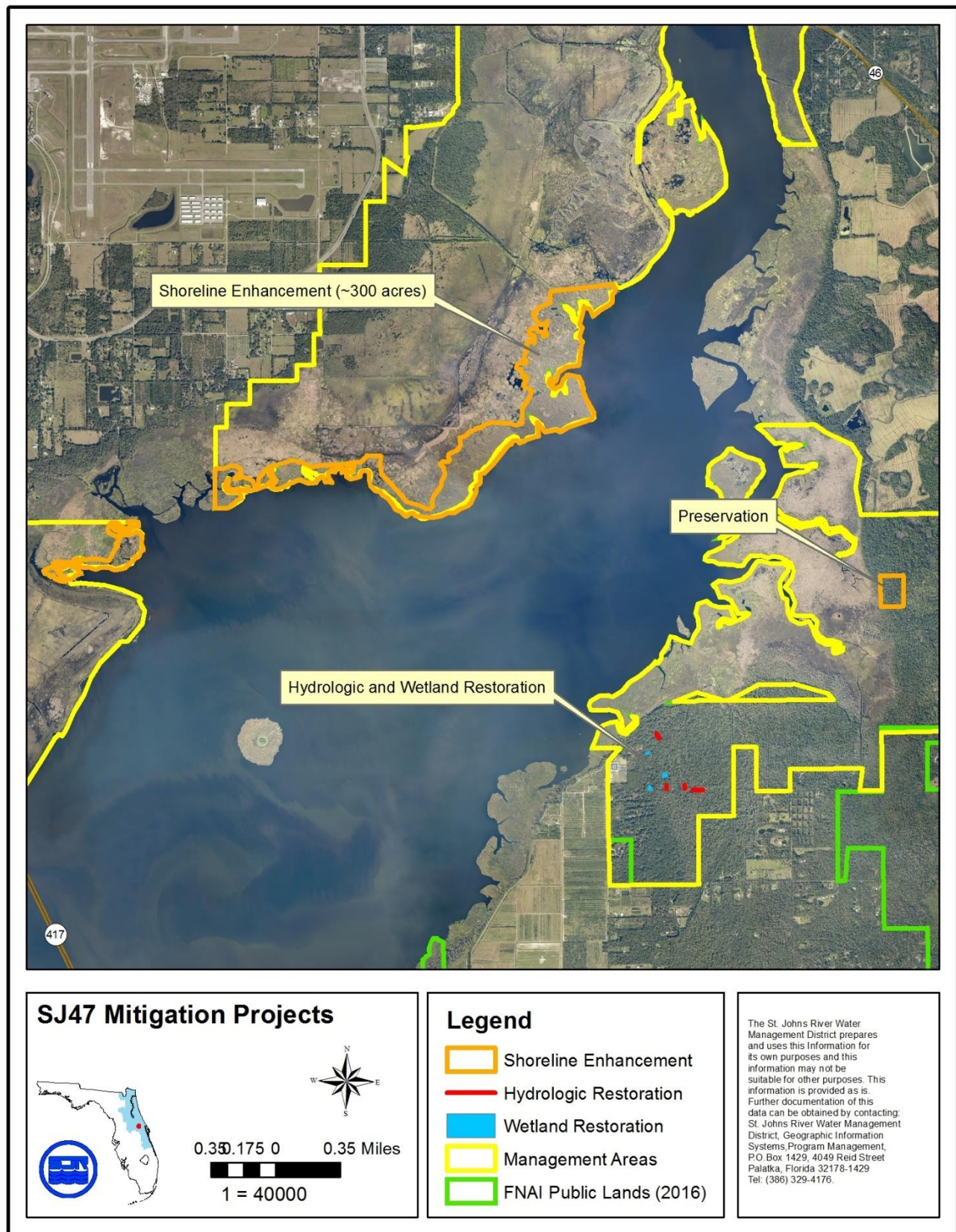


Figure 12. Mitigation projects implemented or in progress for SJ Group 47.

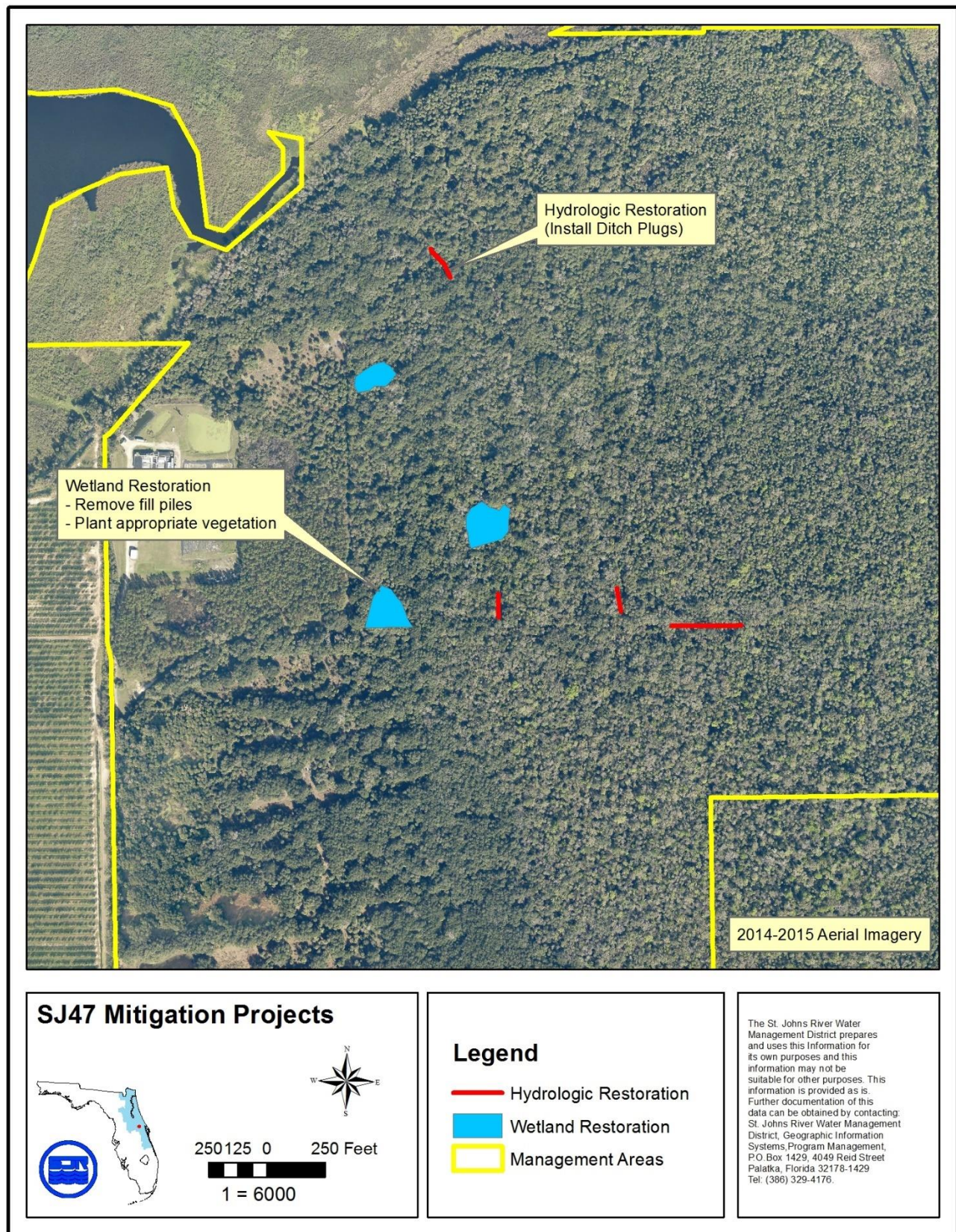


Figure 13. Restoration and enhancement mitigation project proposed for SJ Group 47. Project is currently under review.

BASINS 14 AND 16: PROJECT GROUP SJ56

Project group SJ56 includes the following nine projects (Figure 14):

SR 15 (US 17) DeLeon Springs to SR 40	FM# 410251-1 (2008 plan)
US 1 @ Black Branch Bridge	FM# 411092-1 (2008 plan)
Commuter Rail Transit Project	FM# 412994-4 (2009 plan)
92 Multiuse Path US17 to Kepler	FM# 417205-1 (2009 plan)
Sunrail/Commuter Rail –Deland Station	FM# 423446-1* (2011 plan)
Sunrail/Commuter Rail –Debary to Deland	FM# 423446-1* (2011 plan)

**Note – FM# modified from 423446-9 to 423446-1 per FDOT*

SR 40 from SR 15 (US 17) to SR 11	FM# 240836-1 (2016 plan)
SR 44 Over St. Johns River Bridge #11063	FM# 429556-1 (2016 plan)
SR 15 (US 17) DeLeon Springs to SR 40	FM# 410251-1 (modification – 2016 plan)

The total wetland and surface water impacts for all projects included in SJ56 are approximately 80.2 acres. The widening of SR 15(US 17) and SR 40 account for the majority of the impacts in this mitigation group. These widening projects have the potential to sever a significant wildlife corridor between the Ocala National Forest and conservation lands to the east such as Tiger Bay State Forest, Relay Wildlife Management Area and the Volusia Conservation Corridor, as well as the north-south connectivity of conservation lands. To address this concern FDOT is incorporating wildlife crossings in the project design, and as part of the mitigation, the District has acquired land and intends to acquire additional land to support these corridors.

The mitigation implemented to offset permitted impacts (2008 and 2009 projects) for group SJ56 includes preservation, enhancement, and long-term management of 301 acres at Heart Island Conservation Area (Figure 15), deduction of 0.6 credits from the Lake Monroe Mitigation Bank, and preservation and enhancement of an additional 50 acres adjacent to Heart Island Conservation Area or other conservation land (Figure 16). The 2011 projects (FM# 423446-1) have not been permitted and have previously been recommended to be offset by purchase of mitigation bank credits if that is the most cost-effective option. The addition of projects to this group in the 2016 plan, makes implementing a larger mitigation project that can provide sufficient mitigation for the projects in this group, including the 2011 projects, viable.

Three mitigation banks are located within Basin 14 (or Basin 15 nested in Basin 14) that have the potential to satisfy both state and federal mitigation requirements: Barberville, Blackwater Creek, and Wekiva River Mitigation Banks. These mitigation banks do not currently have sufficient credits available to offset the state and federal mitigation needs for these projects. The FDOT has indicated that they will need additional mitigation for projects in their 5-year work program and the mitigation need for all projects in-basin exceeds the available credits of the appropriate type from all three mitigation banks combined.

The District intends to implement a mitigation project through preservation, enhancement, or restoration of additional land in basin to meet the mitigation need. In the event that suitable parcels cannot be identified, the

District will pursue enhancement or restoration activities on exiting public lands as a viable mitigation option. The functional gain attributable to the mitigation project would be used to offset the impacts associated with the 2016 road projects (FM#s 240836-1, 429556-1, and FM# 410251-1) and the 2011 road projects (FM# 423446-1). If sufficient functional gain is not provided by permittee responsible mitigation to fully offset the proposed impacts, it is recommended that the FDOT purchase state and/or federal mitigation bank credits, as appropriate, to fulfill the mitigation requirements. If sufficient credits are not available, an additional permittee responsible project may be implemented to fully offset the proposed impacts. A detailed mitigation plan demonstrating how the impacts will be offset will be completed concurrently with the FDOT permit application(s).

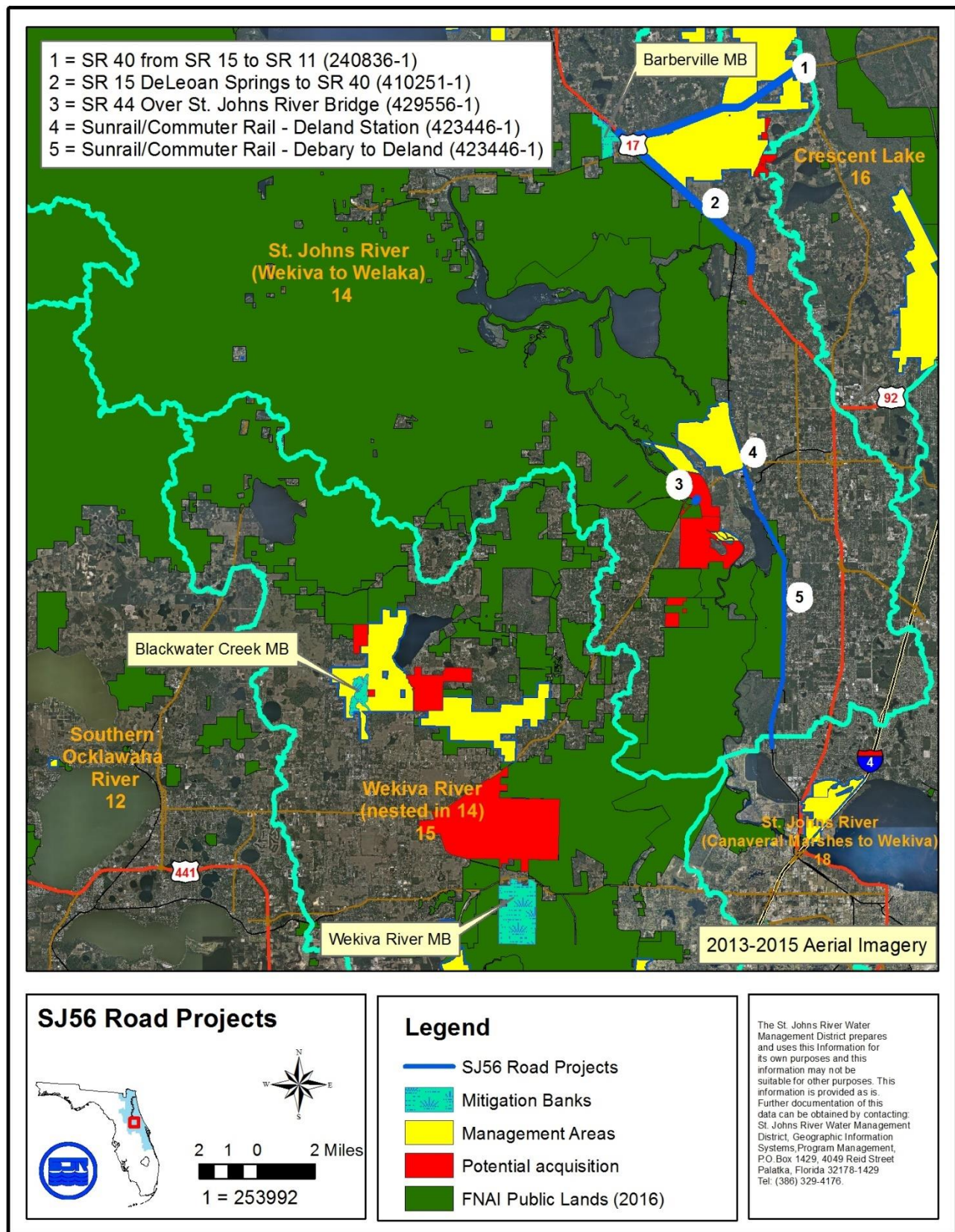


Figure 14. Road projects in Regulatory Basin 14, St. Johns River (Wekiva to Welaka) and proximity to public lands and mitigation banks.

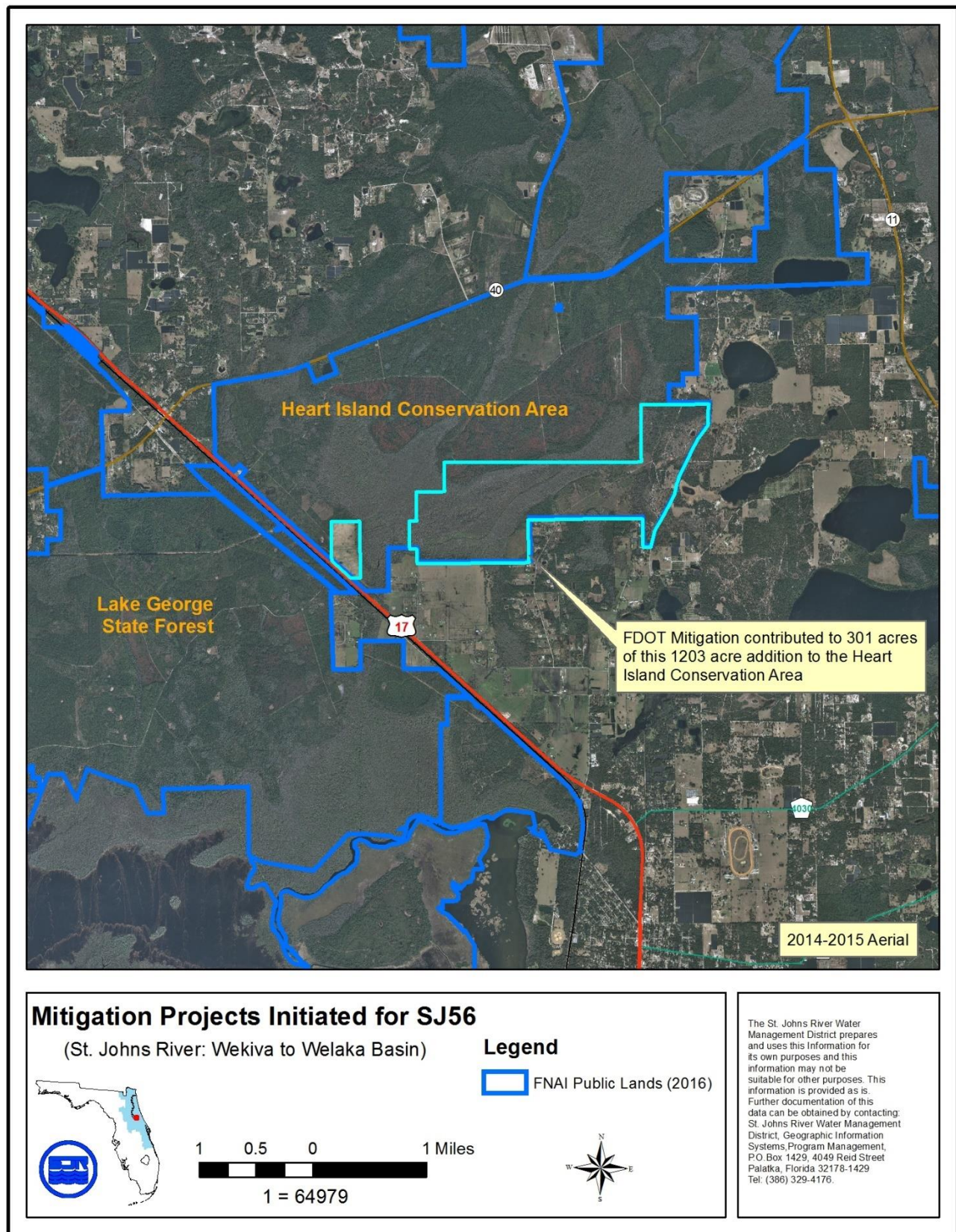


Figure 15. Mitigation implemented for SJ Group 56.

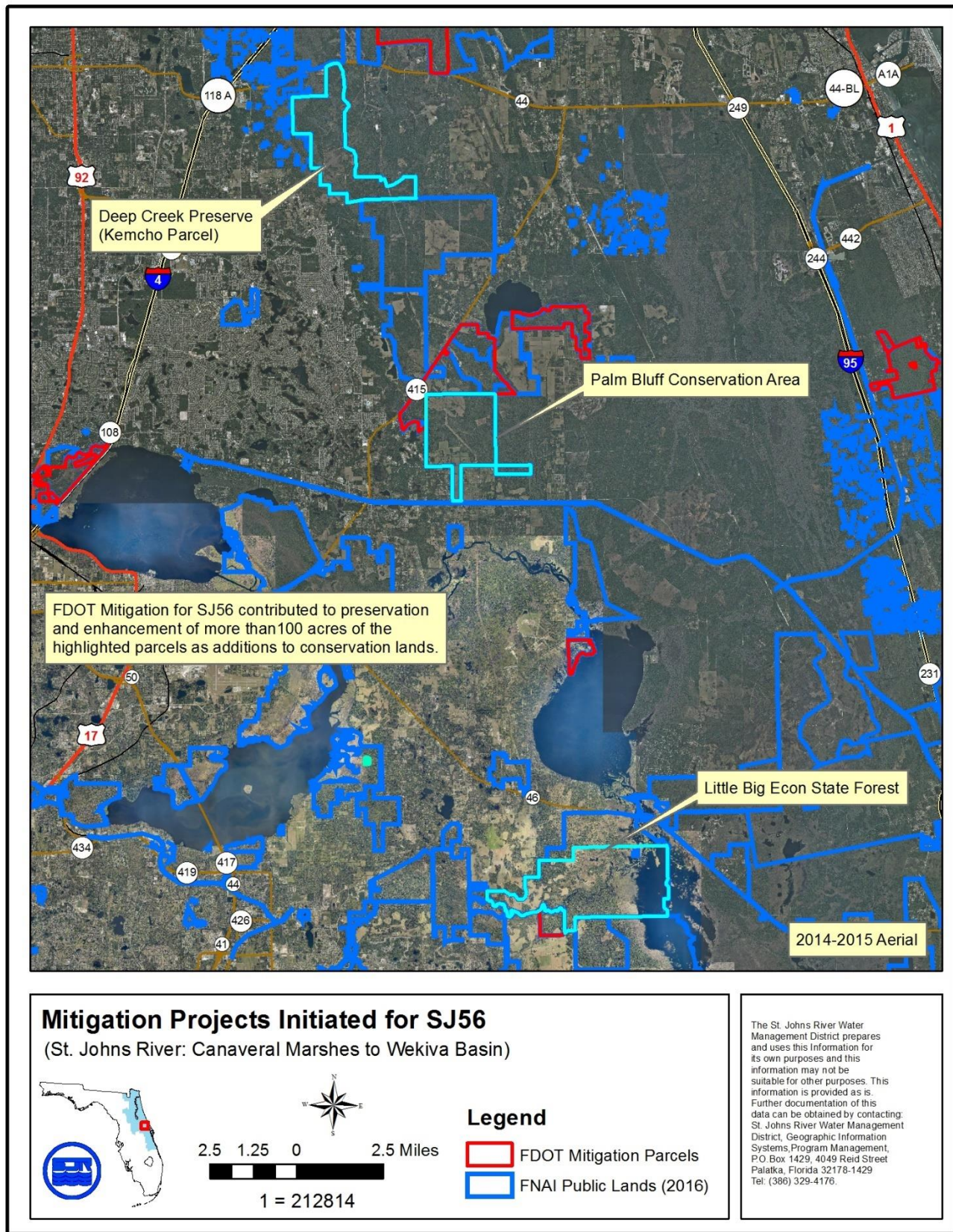


Figure 16. Mitigation implemented for SJ Group 56, for project impacts within Basin 18, St. Johns River (Canaveral Marshes to Wekiva Basin).

BASIN 22: PROJECT GROUP SJ66

This mitigation group includes one project (Figure 17):

I-95 Interchange at Ellis Road/St. Johns Heritage Pkwy FM #426905-3

The portion of I-95 Interchange at Ellis Road/St. Johns Heritage Pkwy within Basin 22 is estimated to have 14.3 acres of direct and 9.3 acres of secondary impacts to forested wetlands. The anticipated functional loss associated with these impacts based on a preliminary UMAM assessment is 8.2 units. The functional loss associated with this project is planned to be offset by the preservation, restoration, and enhancement of additional conservation lands in Regulatory Basin 22 and/or by enhancement or restoration on existing public lands if a suitable acquisition cannot be identified. A detailed mitigation plan demonstrating how the impacts will be offset has been submitted to the USACE along with the FDOT permit application for this project. The proposed mitigation project is a joint project with Indian River Land Trust and includes, partial funding for acquisition of a ± 29 -acre parcel adjacent to the existing Coastal Oaks Preserve and creation, restoration, and enhancement of ± 17.0 acres of wetlands and ± 17.9 acres of uplands (Figure 18). This partnership will allow a substantial increase in wetland functions (± 7.2 functional units) and provide recreational and educational opportunities for the public. The remaining mitigation need will be offset using Wheeler Groves Mitigation Area (Permit SAJ-2013-1482 (SP-GGL). If the proposed plan is not accepted, then alternate mitigation will be proposed, that includes the preservation and enhancement of additional conservation lands in Regulatory Basin 22 and/or additional habitat enhancement and restoration on existing public lands. The Basin 20 portion of this project is planned to be offset by purchase of mitigation bank credits by the FDOT.

Regulatory Basin 22 has two mitigation banks: CGW Mitigation Bank and Basin 22 Mitigation Bank. CGW Mitigation Bank has received both state and federal approval. CGW provides only saltwater mitigation credits, which would not offset the freshwater wetland impacts of the road projects in this group. Basin 22 Mitigation Bank received state approval in December 2013, but has not received federal approval. Basin 22 Mitigation Bank cannot meet both the state and federal mitigation need at this time.

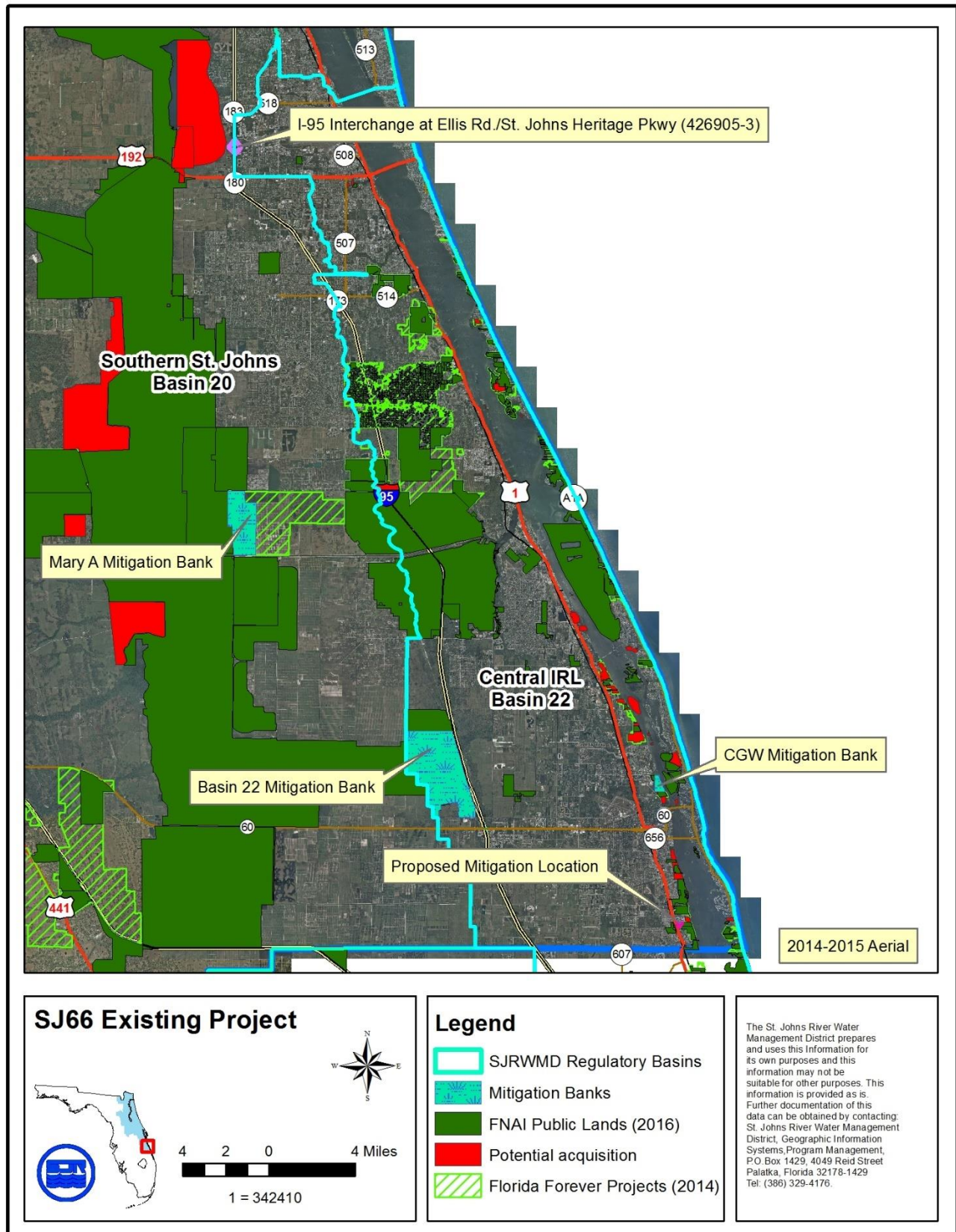


Figure 17. General location of the existing SJ66 road project (FM 426905-3) in relation to public lands, mitigation banks, potential acquisitions, and Florida Forever Projects.

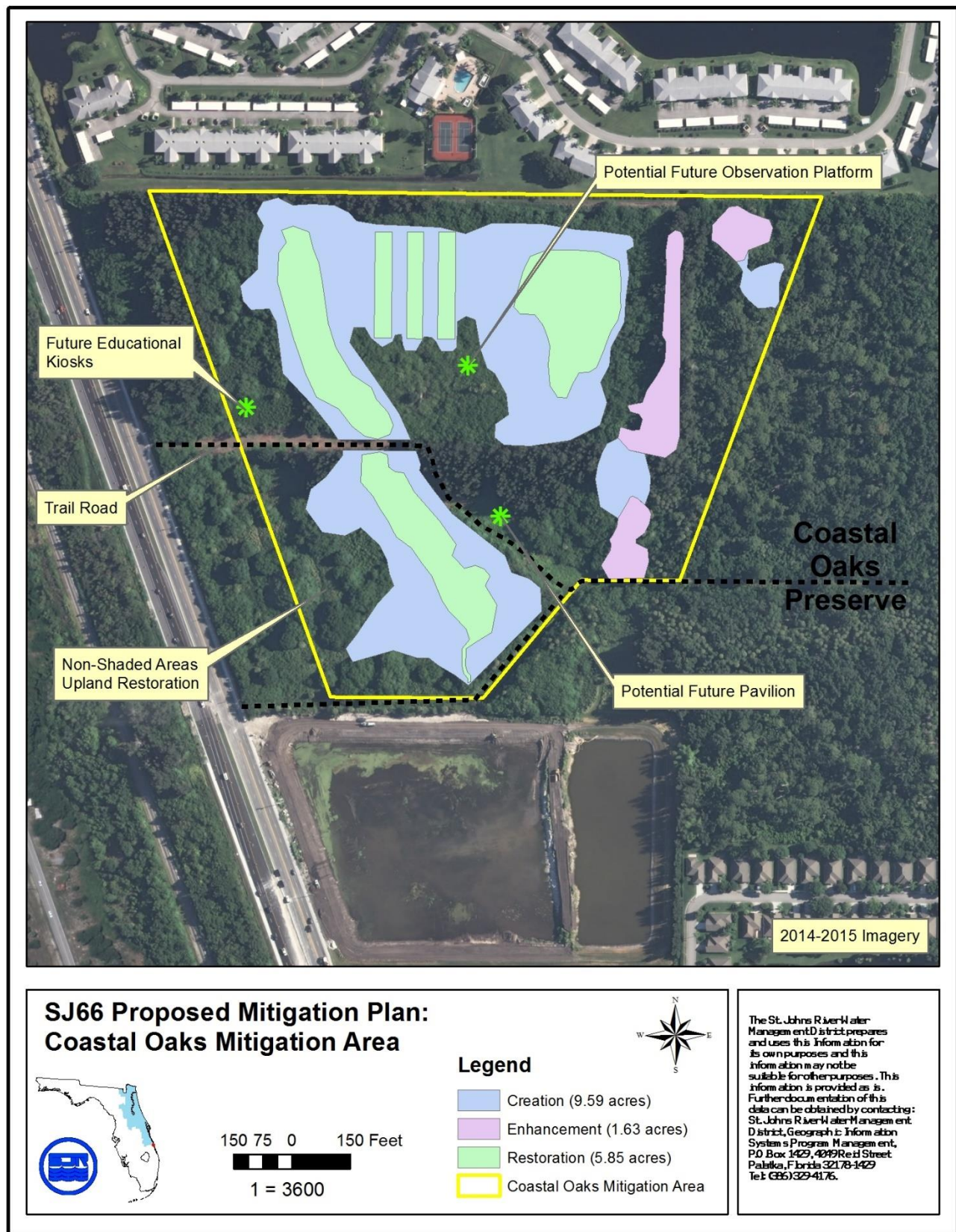


Figure 18. Creation, restoration, and enhancement mitigation project proposed for SJ Group 66. Project is currently under review.

BASINS 4, 5, AND 8: PROJECT GROUP SJ68

This is a mitigation group includes two projects (Figures 19):

First Coast Expressway	FM# 422938-2
First Coast Expressway	FM# 422938-3

This project group will impact an estimated 49.6 acres of tidal freshwater forested wetland and 2.4 acres of submerged aquatic vegetation (SAV). The anticipated functional loss associated with these impacts is 38.9 UMAM functional units. The functional loss associated with the tidal freshwater forested impacts is planned to be offset by the preservation, enhancement, and/or restoration of like communities as additional conservation lands or on existing conservation lands in Regulatory Basins 4, 5, and 8 as appropriate. The SAV impacts are planned to be offset by a combination of backfilling the old bridge piling holes, dredge holes, or prop scars to match the grade of adjacent SAV beds, implementation of a water quality improvement project, and/or other projects that will benefit SAV in basin. Mitigation options are currently being evaluated including the preservation, enhancement, and restoration of additional conservation lands and enhancement and restoration on existing public lands in basin. Detailed mitigation plan(s) demonstrating how the impacts will be offset will be completed concurrently with the FDOT permit application(s) as needed to address the proposed impacts.

Regulatory Basins 4, 5, and 8 have ten mitigation banks with both state and federal approval: Greens Creek, Highlands, Loblolly, Lower St. Johns, North Florida Saltwater Marsh, St. Marks Pond, Star 4, Sundew, Town Branch, and Tupelo Mitigation Banks. These mitigation banks do not have the appropriate credit type to offset impacts to tidal freshwater forested systems or SAV; therefore, permittee responsible mitigation will be implemented to address state and federal mitigation requirements.

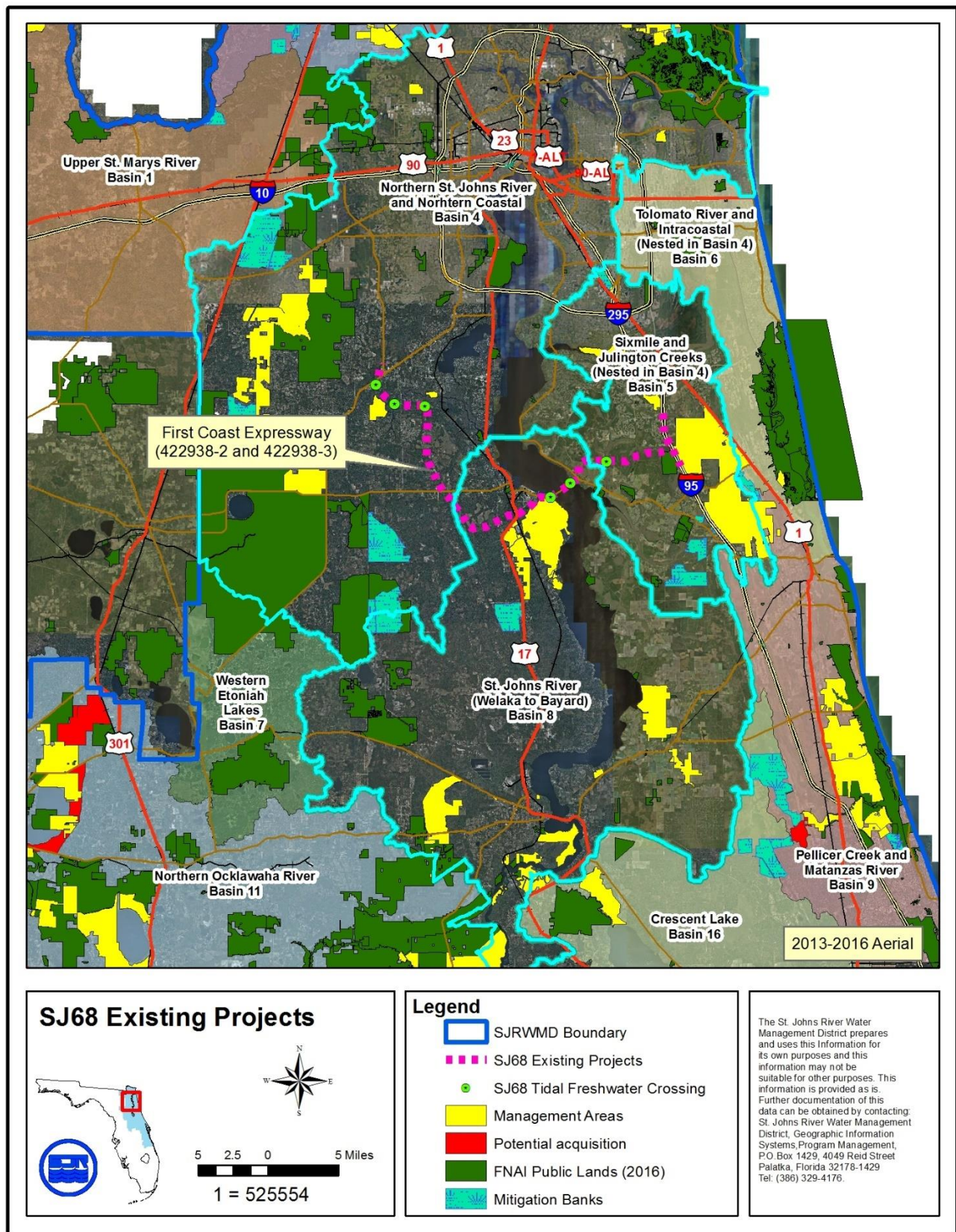


Figure 19. Road projects in Regulatory Basins 4, 5, and 8 and proximity to public lands and mitigation banks.

PROJECTS PROPOSED FOR EXCLUSION FROM THE MITIGATION PROGRAM

Paragraph 373.4137(4)(a), F.S., provides that “[s]pecific projects may be excluded from the mitigation plan, in whole or in part, and are not subject to this section upon election by the Department of Transportation, a transportation authority if applicable, or the appropriate water management district.”

The following projects from previously approved annual mitigation plans are proposed for exclusion because they have been closed by the FDOT and are no longer planned for construction, the FDOT purchased credits, the projects have minimal impacts, or the projects did not require mitigation (Table 2). These projects have been removed from the Master Project List Report (Appendix 2).

Table 2. Projects proposed for exclusion from previously approved annual mitigation plans.

Mitigation Group	Regulatory Mitigation Basin	FDOT Project Name	FM#	County	Why Excluded
SJ57	22	SR 514 from Weber Rd. to Corey Road	416761-1	Brevard	No wetland impacts assessed
SJ67	21	SR 520 Causeway Maintenance	429276-1	Brevard	No wetland impacts assessed

USE OF MITIGATION BANKS

Paragraphs 373.4137(2)(c) and 373.4137(4)(b), F.S., require the FDOT to consider the use of permitted mitigation banks prior to inclusion of a project in a water management district mitigation plan. Please reference Figure 20 for the location of mitigation banks that have received both state and federal approval.

The FDOT has requested that SJRWMD include four new projects in the 2017 FDOT Annual Mitigation Plan. The FDOT determined that either a mitigation bank was not available, that the appropriate type or sufficient number of mitigation credits were not available, or that permittee responsible mitigation could result in more cost effective or more ecologically beneficial mitigation as compared to purchase of mitigation bank credits. If permittee responsible mitigation does not fully offset the permitted impacts, the FDOT will purchase credits, if available, to satisfy the mitigation requirements. If the appropriate type or sufficient number of credits are not available to satisfy the remaining mitigation requirement an additional permittee responsible mitigation project will be implemented commensurate with the remaining mitigation need.

The FDOT requested that SJRWMD include two new projects in the Central Indian River Lagoon Basin (Basin 22) in the 2017 FDOT Annual Mitigation Plan. The SJRWMD added these projects to mitigation group SJ57, which, currently includes six projects. Regulatory Basin 22 has two mitigation banks: CGW Mitigation Bank and Basin 22 Mitigation Bank. CGW Mitigation Bank has received both state and federal approval. CGW provides only saltwater mitigation credits, which would not offset the freshwater wetland impacts of the road projects in this group. Basin 22 Mitigation Bank received state approval in December 2013, but does not currently have federal approval and cannot satisfy both the state and federal mitigation needs. If mitigation bank credits become available, FDOT will consider use of mitigation bank credits prior to implementation of a permittee responsible mitigation plan.

The FDOT requested that SJRWMD include two new projects in the Northern Indian River Lagoon Basin (Basin 21) in the 2017 FDOT Annual Mitigation Plan. The SJRWMD added these projects to mitigation group SJ67, which currently includes four projects. Regulatory Basin 21 currently has one mitigation bank. Neoverde Mitigation Bank has been permitted by the state but does not currently have any credits available. Neoverde Mitigation Bank does not have a federal permit and cannot satisfy both the state and federal mitigation requirements. The FDOT has determined that permittee responsible mitigation is the most ecologically preferable or cost effective mitigation option for these projects.

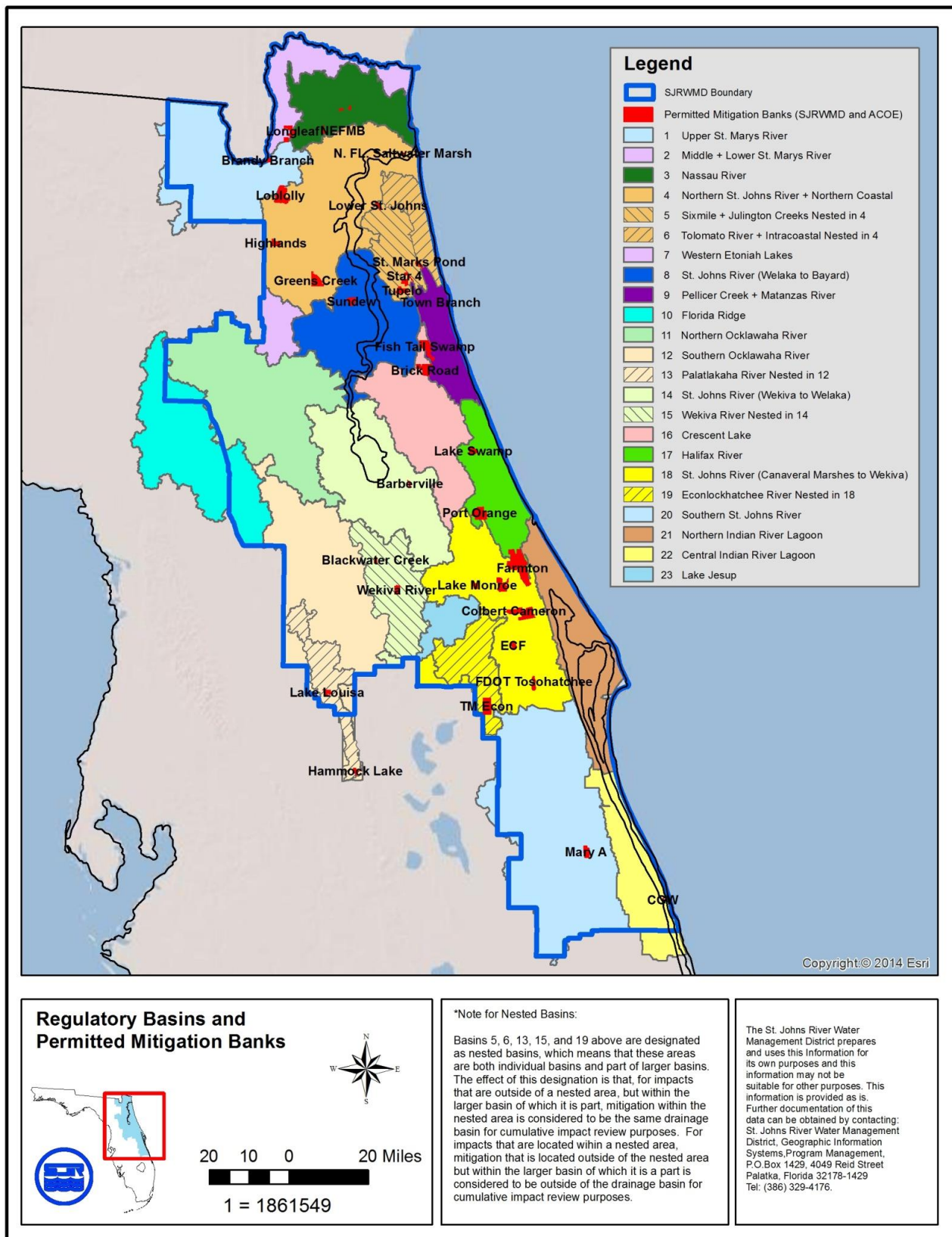


Figure 20. Mitigation Banks with state and federal approved permits.

373.4137 Mitigation requirements for specified transportation projects.

(1) The Legislature finds that environmental mitigation for the impact of transportation projects proposed by the Department of Transportation or a transportation authority established pursuant to chapter 348 or chapter 349 can be more effectively achieved by regional, long-range mitigation planning rather than on a project-by-project basis. It is the intent of the Legislature that mitigation to offset the adverse effects of these transportation projects be funded by the Department of Transportation and be carried out by the use of mitigation banks and any other mitigation options that satisfy state and federal requirements in a manner that promotes efficiency, timeliness in project delivery, and cost-effectiveness.

(2) Environmental impact inventories for transportation projects proposed by the Department of Transportation or a transportation authority established pursuant to chapter 348 or chapter 349 shall be developed as follows:

(a) By July 1 of each year, the Department of Transportation, or a transportation authority established pursuant to chapter 348 or chapter 349 which chooses to participate in the program, shall submit to the water management districts a list of its projects in the adopted work program and an environmental impact inventory of habitat impacts and the anticipated mitigation needed to offset impacts as described in paragraph (b). The environmental impact inventory must be based on the rules adopted pursuant to this part, s. 404 of the Clean Water Act, 33 U.S.C. s. 1344, and the Department of Transportation's plan of construction for transportation projects in the next 3 years of the tentative work program. The Department of Transportation or a transportation authority established pursuant to chapter 348 or chapter 349 may also include in its environmental impact inventory the habitat impacts and the anticipated amount of mitigation needed for any future transportation project. The Department of Transportation and each transportation authority established pursuant to chapter 348 or chapter 349 may fund any mitigation activities for future projects using current year funds.

(b) The environmental impact inventory must include a description of habitat impacts, including location, acreage, and type; the anticipated mitigation needed based on the functional loss as determined through the uniform mitigation assessment method adopted by the Department of Environmental Protection by rule pursuant to s. 373.414(18); identification of the proposed mitigation option; state water quality classification of impacted wetlands and other surface waters; any other state or regional designations for these habitats; and a list of threatened species, endangered species, and species of special concern affected by the proposed project.

(c) Before projects are identified for inclusion in a water management district mitigation plan as described in subsection (4), the Department of Transportation must consider using credits from a permitted mitigation bank. The Department of Transportation must consider the availability of suitable and sufficient mitigation bank credits within the transportation project's area, the ability to satisfy commitments to regulatory and resource agencies, the availability of suitable and sufficient mitigation purchased or developed under this section, the ability to complete suitable existing water management district or Department of Environmental Protection mitigation sites initiated with Department of Transportation mitigation funds, and the ability to satisfy state and federal requirements, including long-term maintenance and liability.

(3)(a) To implement the mitigation option identified in the environmental impact inventory described in subsection (2), the Department of Transportation may purchase credits for current and future use directly from a mitigation bank, purchase mitigation services through the water management districts or the Department of Environmental Protection, conduct its own mitigation, or use other mitigation options that meet state and federal requirements. Funding for the identified mitigation option as described in the environmental impact inventory must be included in the Department of Transportation's work program developed pursuant to s. 339.135. The amount programmed each year by the Department of Transportation and participating transportation authorities established pursuant to chapter 348 or chapter 349 must correspond to an estimated cost to mitigate for the functional loss identified in the environmental impact inventory described in subsection (2).

(b) Each transportation authority established pursuant to chapter 348 or chapter 349 which chooses to participate in this program shall create an escrow account within its financial structure and deposit funds in the account to pay for the environmental mitigation phase of projects budgeted for the current fiscal year. The escrow account shall be maintained by the authority for the benefit of the water management districts. Any interest earnings from the escrow account must remain with the authority.

(c) For mitigation implemented by the water management district or the Department of Environmental Protection, as appropriate, the amount paid each year must be based on mitigation services provided by the water management districts or the Department of Environmental Protection pursuant to an approved water management district mitigation plan, as described in subsection (4). The water management districts or the Department of Environmental Protection, as appropriate, may request payment no sooner than 30 days before the date the funds are needed to pay for activities associated with development or implementation of permitted mitigation that meets the requirements of this part, 33 U.S.C. s. 1344, and 33 C.F.R. part 332, in the approved water management district mitigation plan described in subsection (4) for the current fiscal year. The projected amount of mitigation shall be reconciled each quarter with the actual amount of mitigation needed for projects as permitted, including permit modifications, pursuant to this part and s. 404 of the Clean Water Act, 33 U.S.C. s. 1344. The subject year's programming of funds shall be adjusted to reflect the mitigation as permitted. If the water management district excludes a project from an approved water management district mitigation plan, if the water management district cannot timely permit a mitigation site to offset the impacts of a Department of Transportation project identified in the environmental impact inventory, or if the proposed mitigation does not meet state and federal requirements, the Department of Transportation may use the associated funds for the purchase of mitigation bank credits or any other mitigation option that satisfies state and federal requirements. Upon final payment for mitigation of a transportation project as permitted, the obligation of the Department of Transportation or the participating transportation authority is satisfied, and the water management district or the Department of Environmental Protection, as appropriate, has continuing responsibility for the mitigation project.

(d) Beginning with the March 2015 water management district mitigation plans, each water management district or the Department of Environmental Protection, as appropriate, shall invoice the Department of Transportation for mitigation services to offset only the impacts of a Department of Transportation project identified in the environmental impact inventory, including planning, design, construction, maintenance and monitoring, and other costs necessary to meet the requirements of this section, 33 U.S.C. s. 1344, and 33 C.F.R. part 332. If the water management district identifies the use of mitigation bank credits to offset a Department of Transportation impact, the water management district shall exclude that purchase from the mitigation plan, and the Department of Transportation shall purchase the bank credits.

(e) For mitigation activities occurring on existing water management district or Department of Environmental Protection mitigation sites initiated with Department of Transportation mitigation funds before July 1, 2013, the water management district or the Department of Environmental Protection, as appropriate, shall invoice the Department of Transportation or a participating transportation authority at a cost per acre of \$75,000 multiplied by the projected acres of impact as identified in the environmental impact inventory. The cost per acre must be adjusted by the percentage change in the average of the Consumer Price Index issued by the United States Department of Labor for the most recent 12-month period ending September 30, compared to the base year average, which is the average for the 12-month period ending September 30, 1996. When implementing the mitigation activities necessary to offset the permitted impacts as provided in the approved mitigation plan, the water management district shall maintain records of the costs incurred in implementing the mitigation. The records must include, but are not limited to, costs for planning, land acquisition, design, construction, staff support, long-term maintenance and monitoring of the mitigation site, and other costs necessary to meet the requirements of 33 U.S.C. s. 1344 and 33 C.F.R. part 332.

(f) For purposes of preparing and implementing the mitigation plans to be adopted by the water management districts on or before March 1, 2014, for impacts based on the July 1, 2013, environmental impact inventory, the funds identified in the Department of Transportation's work program or participating transportation authorities' escrow accounts must correspond to a cost per acre of \$75,000 multiplied by the projected acres of impact as identified in the environmental impact inventory. The cost per acre must be adjusted by the percentage change in the average of the Consumer Price Index issued by the United States

Department of Labor for the most recent 12-month period ending September 30, compared to the base year average, which is the average for the 12-month period ending September 30, 1996. Payment under this paragraph is limited to mitigation activities that are identified in the first year of the 2013 mitigation plan and for which the transportation project is permitted and are in the Department of Transportation's adopted work program, or equivalent for a transportation authority. When implementing the mitigation activities necessary to offset the permitted impacts as provided in the approved mitigation plan, the water management district shall maintain records of the costs incurred in implementing the mitigation. The records must include, but are not limited to, costs for planning, land acquisition, design, construction, staff support, long-term maintenance and monitoring of the mitigation site, and other costs necessary to meet the requirements of 33 U.S.C. s. 1344 and 33 C.F.R. part 332. To the extent moneys paid to a water management district by the Department of Transportation or a participating transportation authority are greater than the amount spent by the water management districts in implementing the mitigation to offset the permitted impacts, these funds must be refunded to the Department of Transportation or participating transportation authority. This paragraph expires June 30, 2015.

(4) Before March 1 of each year, each water management district shall develop a mitigation plan to offset only the impacts of transportation projects in the environmental impact inventory for which a water management district is implementing mitigation that meets the requirements of this section, 33 U.S.C. s. 1344, and 33 C.F.R. part 332. The water management district mitigation plan must be developed in consultation with the Department of Environmental Protection, the United States Army Corps of Engineers, the Department of Transportation, participating transportation authorities established pursuant to chapter 348 or chapter 349, other appropriate federal, state, and local governments, and other interested parties, including entities operating mitigation banks. In developing such plans, the water management districts shall use sound ecosystem management practices to address significant water resource needs and consider activities of the Department of Environmental Protection and the water management districts, such as surface water improvement and management (SWIM) projects and lands identified for potential acquisition for preservation, restoration, or enhancement, and the control of invasive and exotic plants in wetlands and other surface waters, to the extent that the activities comply with the mitigation requirements adopted under this part, 33 U.S.C. s. 1344, and 33 C.F.R. part 332. The water management district mitigation plan must identify each site where the water management district will mitigate for a transportation project. For each mitigation site, the water management district shall provide the scope of the mitigation services; provide the functional gain as determined through the uniform mitigation assessment method adopted by the Department of Environmental Protection by rule pursuant to s. 373.414(18); describe how the mitigation offsets the impacts of each transportation project as permitted; and provide a schedule for the mitigation services. The water management districts shall maintain records of costs incurred and payments received for providing these services. Records must include, but are not limited to, planning, land acquisition, design, construction, staff support, long-term maintenance and monitoring of the mitigation site, and other costs necessary to meet the requirements of 33 U.S.C. s. 1344 and 33 C.F.R. part 332. To the extent moneys paid to a water management district by the Department of Transportation or a participating transportation authority are greater than the amount spent by the water management districts in providing the mitigation services to offset the permitted transportation project impacts, these moneys must be refunded to the Department of Transportation or participating transportation authority. The mitigation plan shall be submitted to the water management district governing board or its designee for review and approval. At least 14 days before approval by the governing board, the water management district shall provide a copy of the draft mitigation plan to the Department of Environmental Protection and any person who has requested a copy. Subsequent to the governing board approval, the mitigation plan shall be submitted to the Department of Environmental Protection for approval. The plan may not be implemented until it is submitted to, and approved in part or in its entirety by, the Department of Environmental Protection.

(a) Specific projects may be excluded from the mitigation plan, in whole or in part, and are not subject to this section upon the election of the Department of Transportation, a transportation authority if applicable, or the appropriate water management district. The Department of Transportation or a participating transportation authority may not exclude a transportation project from the mitigation plan if mitigation is scheduled for implementation by the water management district in the current fiscal year unless the transportation project is removed from the Department of Transportation's work program or transportation authority funding plan, the mitigation cannot be timely permitted to offset the impacts of a Department of

Transportation project identified in the environmental impact inventory, or the proposed mitigation does not meet state and federal requirements. If a project is removed from the work program or the mitigation plan, costs spent by the water management district before removal are eligible for reimbursement by the Department of Transportation or participating transportation authority.

(b) When determining which projects to include in or exclude from the mitigation plan, the Department of Transportation shall investigate using credits from a permitted mitigation bank before those projects are submitted for inclusion in a water management district mitigation plan. The Department of Transportation shall exclude a project from the mitigation plan if the investigation undertaken pursuant to this paragraph results in the conclusion that the use of credits from a permitted mitigation bank promotes efficiency, timeliness in project delivery, cost-effectiveness, and transfer of liability for success and long-term maintenance.

(5) The water management district shall ensure that mitigation requirements pursuant to 33 U.S.C. s. 1344 and 33 C.F.R. part 332 are met for the impacts identified in the environmental impact inventory for which the water management district will implement mitigation described in subsection (2), by implementation of the approved mitigation plan described in subsection (4) to the extent funding is provided by the Department of Transportation, or a transportation authority established pursuant to chapter 348 or chapter 349, if applicable. In developing and implementing the mitigation plan, the water management district shall comply with federal permitting requirements pursuant to 33 U.S.C. s. 1344 and 33 C.F.R. part 332. During the federal permitting process, the water management district may deviate from the approved mitigation plan in order to comply with federal permitting requirements upon notice and coordination with the Department of Transportation or participating transportation authority.

(6) The water management district mitigation plans shall be updated annually to reflect the most current Department of Transportation work program and project list of a transportation authority established pursuant to chapter 348 or chapter 349, if applicable, and may be amended throughout the year to anticipate schedule changes or additional projects that may arise. Before amending the mitigation plan to include new projects, the Department of Transportation must consider mitigation banks and other available mitigation options that meet state and federal requirements. Each update and amendment of the mitigation plan shall be submitted to the governing board of the water management district or its designee for approval. However, such approval shall not apply to a deviation as described in subsection (5).

(7) Upon approval by the governing board of the water management district and the Department of Environmental Protection, the mitigation plan shall satisfy the mitigation requirements under this part for impacts specifically identified in the environmental impact inventory described in subsection (2) and any other mitigation requirements imposed by local, regional, and state agencies for these same impacts. The approval of the governing board of the water management district and the Department of Environmental Protection authorizes the activities proposed in the mitigation plan, and no other state, regional, or local permit or approval is necessary.

(8) This section does not eliminate the need for the Department of Transportation or a transportation authority established pursuant to chapter 348 or chapter 349 to comply with the requirement to implement practicable design modifications, including realignment of transportation projects, to reduce or eliminate the impacts of its transportation projects on wetlands and other surface waters as required by rules adopted pursuant to this part, or to diminish the authority under this part to regulate other impacts, including water quantity or water quality impacts, or impacts regulated under this part which are not identified in the environmental impact inventory described in subsection (2).

History.—s. 1, ch. 96-238; s. 36, ch. 99-385; s. 1, ch. 2000-261; s. 93, ch. 2002-20; s. 39, ch. 2004-269; s. 30, ch. 2005-71; s. 12, ch. 2005-281; s. 1, ch. 2009-11; s. 3, ch. 2012-174; s. 22, ch. 2014-223.

APPENDIX 2: MASTER PROJECT LIST REPORT (FDOT MITIGATION PROGRAM)

*Note – Light blue shading indicates SJ groups with open FM numbers; light green shading indicates SJ groups with all FM numbers closed.

Mit. ID	FDOT Project Name	FM Number	County	Basin	Impact Acres	Plan Index
SJ47	Basin 23. Preservation, habitat enhancement and/or stormwater retrofit in Lake Jesup basin					
	I-4 S. of Ivanhoe to No of Kennedy Blvd	242484-5	Orange	23	5.14	2006:p20
	SR 426 (Mitchell Hammock to Winter Sprgs.)	404525-1	Seminole	23	1.1	2002:p52
	Widen Seminole Xway from Aloma Ave. to SR 434 (MP 38 - 44)	417545-1	Seminole	23	1.92	2016:p8
	SR 414 Maitland Blvd.	424217-1	Seminole	23	0.63	2016:p8
SJ56	Basins 14,16. Preservation as additions to Heart Island CA or other adjacent conservation lands (Strawn)					
	Commuter Rail Transit Phase 1	412994-4P1	Volusia	14	1.55	2009:p11
	US 92 Multiuse Path US 17 to Kepler	417205-1	Volusia	16	0.99	2009:p11
	US17/SR15 DeLeon Springs to SR 40	410251-1	Volusia	14	17.96	2008:p17
	Central FL Comm Rail Ph II - Deland Station	423446-1	Volusia	14	2.98	2012:p10
	Central FL Comm Rail Ph II - Corridor	423446-1	Volusia	14	1.46	2012:p10
	SR 40 from SR 15 (US 17) to SR 11	240836-1	Volusia	14	41.7	2016:p13
	SR 44 Over St. Johns River Bridge #11063	429556-1	Lake	14	8.1	2016:p13
SJ57	Basin 22. Preservation/enhancement and/or District water quality improvement or restoration project (Herndon/Wheeler, Sembler)					
	I-95 No of CR 512 to SR 514	413072-1	Brevard	22	21.128	2008:p30
	SR 5 (US 1) S. of Highlands Dr. to S of Oslo Rd.	228583-4	Indian River	22	2.2	2012:p17
	SR 9 (I-95) Indian River C/L to SR 60	413048-1	Indian River	22	0.36	2012:p17
	I-95/SR 9 from SR 60 to Brevard Co. Line	413049-2	Indian River	22	2.02	2012:p29
	SR 507 (Babcock St) from Malabar Rd. to Palm Bay Rd.	237650-6	Brevard	22	0.28	2015:p8
	CRCG Pedestrian Path	432574-2	Brevard	22	2.53	2015: p8
	SR 514 (Malabar Rd) from Babcock St to US 1	430136-1	Brevard	22	6.1	2017
	82nd Avenue Extension from 26th St. to CR 510	230879-1	Brevard	22	n/a	2017
SJ64	Basin 11, 12. Pres/enh within areas identified by SR40 Task Force					
	SR 40 from CR 314 to CR 314A	410674-3	Marion	11	14.55	2012:p24
	SR 40 from end of 4 lane to CR 314	410674-2	Marion	11	4.84	2012:p24
SJ66	Basin 22. Preservation or Enhancement in basin					
	I-95 Interchange at Ellis Rd./SJ Heritage Pkwy	426905-3	Brevard	22	14.32	2015:p14
SJ67	Basin 20 and 21. Preservation, Enhancement, or Restoration in basin					
	SR 528 from SR 524 to East of SR 3	407402-3	Brevard	20, 21	15.6	2016:p20
	SR 528 from East of SR 3 to Port Canaveral Interchange	407402-4	Brevard	21	13.43	2016:p20
	SR 501 from Michigan Avenue to Industry Rd.	433605-1	Brevard	21	4.55	2016:p20
	I-95 Interchange at Viera Blvd.	428238-1	Brevard	20	1	2016:p20
	Space Coast Trail from Max Brewer Causeway to Atlantic Ocean	437093-1	Brevard	21	n/a	2017
	SR 5/US 1 Drainage Outfall from N of Cross Rd. to Indian River Dr.	437116-1	Brevard	21	1	2017
SJ68	Basins 4, 5, and 8. Preservation, enhancement, or restoration in basin					
	First Coast Expressway	422938-2	St. Johns	4, 8	25	2016:p24
	First Coast Expressway	422938-3	Clay	5, 8	26.99	2016:p24

Mit. ID	FDOT Project Name	FM Number	County	Basin	Impact Acres	Plan Index
SJ01	Basins 1,2. Preservation and enhancement in the greater St. Mary's River basin (Baker State Forest)					
	CR 121 Brandy Branch Bridge	212595-1	Nassau	2	3.1	1997:p5, 2001:p5
	CR 121 Mill Creek Bridge	212606-1	Nassau	2	4.6	1997:p5, 2001:p5
	I-10 Rest Areas	213317-1	Duval	1	0	2002:p5
	SR 200 Thomas Creek to Callahan	210683-3	Nassau	1	22.06	2001:p5
	US 17 Bridge over St. Mary's River	210676-1	Nassau	2	0	1997:p5, 2001:p5
	US 90 SCLRR Deep Creek Bridge	210693-1	Nassau	1	0.71	1997:p5, 1999:p12, 2001:p5
	SR 200 from US-90 to Nassau CL	209537-3	Duval	1	23.86	2001:p5
SJ06	Basins 3,4. Purchase of purchase of credits at Northeast Florida Wetland Mitigation Bank					
	I-95 from I-295 to Nassau Co.	213271-1	Duval	3,4	12.35	1997:p11, 2000:p11
	I-95 Nassau County	213469-1	Nassau	3	14.1	1997:p11, 1999:p11, 2000:p11
SJ10	Basins 4,5. Preservation in 12-mile Swamp (Cummer Trust parcel)					
	I-95 (Int'l Golf Parkway to Duval Co.)	213516-2	St. Johns	5	1.79	2001:p13
	I-95 (SR 16 to International Golf Parkway)	213515-2	St. Johns	5	8.24	2001:p13
	I-95 from I-295 south to St. Johns Co.	213274-1	Duval	5	3.71	2000:p12
	I-95 Rest Area in St. Johns Co.	213506-1	St. Johns	5	0.54	2000:p12
	Racetrack Rd./Durbin Creek Bridge	212367-1	St. Johns	5	3.8	1997:p14, 2000:p12
	SR 13 Cunningham Creek Bridge	210213-1	St. Johns	4	2.67	1997:p14, 2000:p12
	SR 13 Robert Rd. to Davis Pond	210223-1	St. Johns	4	0	1997:p14, 2000:p12
	US 1 (St. Johns Co. to Judith Ave.)	209641-1	Duval	5	1.73	2000:p12
	US 1 Durbin Creek Bridge	210281-1	St. Johns	5	0.67	1998:p7, 2000:p12
SJ12	Basins 8,9. Pres & enhancement of uplands and wetlands in the Deep Creek basin (TCAA, Yarbrough & Edgefield)					
	CR 13 @ Sixteen Mile Creek Bridge	212382-1A	St. Johns	8	1.61	2007:p10
	CR 13 @ Sixteen Mile Creek Bridge (mod1)	212382-1B	St. Johns	8	0.069	(blank)
	Deep Creek Mitigation	211699-8	(blank)	(blank)	(blank)	(blank)
	SR 207 (CR 206 to CR 305)	210409-1	St. Johns	8	5.97	2001:p17
	SR 207 (CR 305 to I-95)	210253-1A	St. Johns	8,9	26.64	2001:p17
	SR 207 (CR 305 to I-95)(mod1)	210253-1B	St. Johns	8,9	6.39	2001:p17
	SR 207 (CR 305 to I-95)(mod2)	210253-1C	St. Johns	8,9	2.12	2001:p17
	SR 207 at Cracker Branch Bridge	210283-1	St. Johns	8	0.83	1997:p20, 2001:p17
	SR 207 from CR 207 to St. Johns Co.	210016-1	Putnam	8	1.92	1997:p20, 2001:p17
	SR 207 from SR100 to CR 207	209965-1	Putnam	8	3.04	1997:p20, 2001:p17
	SR 207 Putnam Co. to SR 206	210410-1	St. Johns	8	9.68	1997:p20, 2001:p17

Mit. ID	FDOT Project Name	FM Number	County	Basin	Impact Acres	Plan Index
SJ16	Basin 16. Crescent Lake Basin preservation and long-term management (Plum Crk/Volusia/Rayonier, WT Ranch)					
	CR305 Bridges	407463-1	Flagler	16	0	(blank)
	SR 100 (US 1 to Belle Terre Pkwy.)	237965-1	Flagler	16	6.54	2002:p27
	SR 100 Bridges Flagler Co.	237921-1	Flagler	16	2.96	2000:p20, 2002:p27
	SR 11 (Little Haw Creek Bridge)	408639-1	Flagler	16	0.44	2005:p25
	SR 11 Bridge Replacement (1)	237915-1	Flagler	16	0	(blank)
	SR 11 Bridge Replacement (2)	237916-1	Flagler	16	0	(blank)
	SR 11 Bridge Replacement (3)	237917-1	Flagler	16	0	(blank)
SJ18	Basins 18, 23. Gemini Springs additions (Empire Cattle Co)					
	SR 417 I-4 Interchange	242593-1	Seminole	18	8.05	1998:p7, 1999:p13
	SR 417 Old Lake Mary to Rinehart	240259-1	Seminole	23	1.41	1998:p7, 1999:p13
	SR 417 US 17/92 to Old Lake Mary	240258-1	Seminole	23	1.74	1998:p7, 1999:p13
SJ19	Basins 10,12. Funds advanced for restoration of freshwater wetlands through the Lake Apopka SWIM program at the North Shore Area or Clay Island					
	CR 325 A Bridge (near CR 448)	407165-1	Lake	12	0	(blank)
	SR 500 CR 464 to CR 225A	238679-1	Marion	10	1.09	1999:p18
	SR 500 Lake Eustis to CR 44B	238314-1	Lake	12	0.184	1999:p14
	SR 500 Lake Shore to Lake Eustis	238358-1	Lake	12	0.57	1999:p14
	SR 500 SR 44 to College Rd.	238315-1	Lake	12	2.3	1999:p14
	SR500 College Rd. to Lake Shore	238412-1	Lake	12	2.16	1999:p14
SJ22	Basin 6. South Shore Pablo Creek preservation and long-term management (Hodges II)					
	9A Butler to Beach	209301-1	Duval	6	15.18	1999:p17
	9A JTB Interchange	209278-1	Duval	6	13.87	1999:p17
	9A SJB to Beach	209168-1	Duval	6	22.65	1999:p17
SJ23	Basin 4. Western Basin 4 Conservation Areas (Jackson, Timber Forest, Bull Creek North, Longleaf Timber, Longbranch Farms)					
	Branan Field/Chaffee	209250-1	Duval	4	69.45	1997:p23, 2000:p7
	Branan Field/Chaffee Rd	208225-1	Clay	4	5.6	1997:p23, 2000:p7
	CR-209 over Black Creek Bridge Replacement	211560-2	Clay	4	3.7	2007:p5
	I-10 Marietta Interchange (Hammond Blvd)	213301-2	Duval	4	1.29	2009:p8
	I-295 @ Collins/Blanding	213345-1	Duval	4	25.33	2008:p8
	SR 228 SCLRR Bridge #720045	209484-1	Duval	4	2.47	1997:p23, 2000:p7
	SR-23 (BFC) - I-10 Interchange	213258-2	Duval	4	45	(blank)
	SR-23 (BFC)from SR-134 to I-10	209659-5	Duval	4	83.53	2005:p8
	I-295 at Commonwealth	213259-4	Duval	4	1.75	2012:p8
	Branan Field Frontage Roads and Lane Additions	429304-2	Clay/Duval	4	53.79	2012:p8
SJ24	Basin 3. Upper Nassau River basin preservation (Four Creeks) and mitigation bank credits (NEFWMB)					
	SR 200 Griffin Rd. to I-95	210687-2	Nassau	3	22.6	2000:p1
	SR 200 Griffin Rd. to Stratton Road	210687-3	Nassau	3	33.38	2000:p1
	SR 200 Griffin Rd. to Stratton Road(mod)	2106870-3	Nassau	3	1.03	2000:p1

Mit. ID	FDOT Project Name	FM Number	County	Basin	Impact Acres	Plan Index
SJ25	Basin 4. Preservation at Pumpkin Hill/Timucuan Preserve (Birchfield, Fanning Island)					
	Cedar River Bridge	209655-1	Duval	4	0	(blank)
	I-295 (Commonwealth to Trout River Brdg.)	213259-2	Duval	4	0.42	2002:p8
	I-95 (Lem Turner to Heckscher Dr.)	213245-1	Duval	4	3.262	2001:p10
	I-95 from Heckscher Dr. to I-295	213273-1	Duval	4	0.2	2000:p9, 2001:p10
	JIA Access Road	209399-1	Duval	4	10.35	2000:p9, 2001:p10
	JIA Interchange	209399-2	Duval	4	0.51	2000:p9, 2001:p10
SJ26	Basin 6. Project withdrawn. Water quality enhancement and vegetation control at Guana River State Park					
	AIA from CR 210 to Duval Co.	210404-1	St. Johns	6	0	2000:p15
SJ27	Basin 8. Etoniah Creek CARL Project (Rice Creek) and Murphy Island					
	CR 309 Access Road	403855-1	Putnam	8	1.72	2002:p14
	SR 100 Little Rice Creek Culvert Replacement	210014-2	Putnam	8	0.85	2010:p11
	SR 15 (Dunn Creek Turn Lane)	210034-2	Putnam	8	0	(blank)
	SR 20 (Francis to SR 19)	210004-1	Putnam	8	2.28	2001:p20, 2002:p14
	SR 20 (Rowland Ave. to Francis)	209999-1	Putnam	8	40.63	2001:p20, 2002:p14
	SR 20 Rice and Sweetwater Creek Bridges	209962-1	Putnam	8	6.17	1997:p26, 2000:p17, 2000a:p13, 2001:p20
SJ28	Basin 17. Stormwater retrofit by City of So. Daytona. Preservation (Paul smith, Volusia 44, Krol)					
	I-4 (SR 44 to I-95)	408464-1	Volusia	17	58.22	2002:p30
	I-95 SR 40 to Flagler Co.	242696-1	Volusia	17	1.9	2000a:p9, 2001:p24, 2002:p30
	I-95 Volusia County to Palm Coast	242340-1	Flagler	9,17	9.68	2000:p22, 2001:p24, 2002:p30
	SR 100 (Belle Terre Parkway to I-95)	237925-1	Flagler	17	9.3	2001:p24, 2002:p30
	SR 40 (Cone Rd. to Tymber Creek)	241009-1	Volusia	17	14.83	2002:p30
SJ29	Basin 11. Northern Ocklawaha River Basin Group (Lybass, Rayonier/River Styx, Orange Crk, Crones Cradle, Bloom/Frank)					
	SR 20 (CR 315 to Roland Ave.)	209969-1A	Putnam	11	6.15	2001:p34
	SR 20 (CR 315 to Roland Ave.)(2)	209969-1B	Putnam	11	0.22	2001:p34
	SR 20 (Hawthorne to CR 315)	210024-1	Putnam	11	0	(blank)
	SR 20 (SR 325 to Hawthorne)	207714-1	Alachua	11	12.7	2000:p24, 2001:p34
	SR-20 from US-301 to Putnam CL	207818-2	Alachua	11	0	2005:p11
	SR-26/US-301	207831-1	Alachua	11	20.58	2005:p11
	SR-26@ 222 & 234	207796-3	Alachua	11	0.63	2007:p13
	SR-26A from SR-26 to SR-26	207790-1	Alachua	11	0.88	2005:p11
SJ30	Basins 21,22. Blueway acquisition and/or restoration at Pine Island					
	SR 5 (Post Rd. to SR 404-Pineda)	237550-1	Brevard	22	0.98	1999:p15
	SR 518 Causeway repairs	237724-1	Brevard	21,22	0.28	2000a:p5

Mit. ID	FDOT Project Name	FM Number	County	Basin	Impact Acres	Plan Index
	SR 518 Causeway repairs (mod1)	237724-1	Brevard	21,22	0.44	2000a:p5
	SR 528 (WB lane Indian River Bridge)	404601-1	Brevard	21	0.5	2002:p42
	US 1 Goat Creek Bridge	237674-1	Brevard	22	0	2000a:p5
	US 192 Causeway repairs	237723-1	Brevard	22	0	2000a:p5
SJ32	Basin 4. Jacksonville West Project Group - Mitigation Bank credits (NEFWMD)					
	I-95/I-10 Interchange	213243-1	Duval	4	1.8	2003:p8
	Old Kings Road Bridge replacement	212079-1	Duval	4	0.37	2000a:p11
	US 90 McGirts Creek Bridge	209568-1	Duval	4	0.86	2000:p6, 2000a:p11
SJ34	Basin 3. Nassau River basin preservation (Logan, Four Creeks) and Mitigation Bank credits					
	SR 200 (Duval Co. to Thomas Creek)	210683-4	Nassau	3	51.812	2001:p8
	SR 200 (Thomas Creek to Callahan)	210683-3	Nassau	3	22.567	2001:p8
SJ35	Basins 5,9. Preservation and enhancement at Matanzas Marsh parcel (Rayonier/Matanzas Marsh)					
	I-95 (Equestrian crossing)	242345-1	Flagler	9	0.24	2001:p13
	I-95 (FECRR to SR 207)	213503-1	St. Johns	9	20.53	2001:p13
	I-95 (Flagler Co. to FEC RR)	213502-1	St. Johns	9	1.48	2002:p17
	I-95 (SR 207 to SR 16)	213505-1	St. Johns	9	2.78	2001:p13
	I-95 Palm Coast to St. Johns Co.	242341-1	Flagler	9	3.94	2000:p22, 2001:p24
	SR 207 (Permit modification in St. Johns Co.)	210224-1	St. Johns	9	0.35	2001:p13
SJ36	Basin 17. Stormwater retrofit by City of Port Orange, acquisition in Spruce Creek Preserve (Eubanks), and saltmarsh restoration (Parades)					
	SR 5A (Flomich to Wilmette)	240719-1	Volusia	17	0	2001:p27
	SR 5A (US 1 to Village Trail)	240757-1	Volusia	17	14.9	2001:p27
	SR 5A (Village Trail to Herbert)	240720-1	Volusia	17	0	2001:p27
	SR 5A (Wilmette to US 1)	240758-1	Volusia	17	2.33	2001:p27
SJ37	Basin 19. Preservation and enhancement in the Econlockhatchee River basin (LeFevre, Dietrich, Yarborough Ranch)					
	SR 436 (SR 528 to SR 552)	239454-2	Orange	19	11.97	2001:p31
	SR 50 (Dean Rd. to Old Cheney Rd.)	239203-4	Orange	19	16.76	2001:p31
	SR 50 (SR 417 to Dean Rd.)	239203-3	Orange	19	2.34	2001:p31
	SR 50 (SR 436 to SR 417)	239203-2	Orange	19	0	2001:p31
	SR 520 (SR 50 to SR 528)	239292-1	Orange	19	8.26	2002a:p2
SJ38	Basin 12. Southern Ocklawaha River Basin SWIM projects (Emeralda Marsh, North Shore Lake Apopka)					
	CR 44B (US 441 to SR 44)	409870-1	Lake	12	0.025	2008:p14
	SR 19 (Juniper Springs Run Bridge)	238770-2	Marion	14	0	(blank)
	SR 500 (Lake Ella Rd to Avienda)	238395-5	Lake	12	0	2007:p16
	SR 500 (M.L.K. to Lake Ella Rd)	238395-4	Lake	12	4.29	2007:p16
	SR 500 (Picciola Rd. to Sumter Co.)	238395-1	Lake	12	0	2003:p11
	SR 500 SR 44 to College Rd.	238315-1	Lake	12	4.65	1999:p14
	SR 500 SR44 to Picciola(Perkins to Griffin)	238394-1	Lake	12	0	2003:p11
	Turnpike/CR 470 Interchange	404214-1	Lake	12	11.5	2001:p38
	US 441 Perkins to SR 44	238394-3	Lake	12	0.56	2007:p16
	US-27 (SR-25) Sblane/Leesburg	413950-1	Lake	12	0.54	2005:p.19

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SJ41	Basins 15. Restoration/preservation in the Wekiva River basin (Hubler, Sutton)					
	Commuter Rail Transit Phase 1	412994-4P1	Volusia	15	1.026	2009:p15
	Fla. Turnpike (I-4 to Beulah)	406148-1	Orange	14	0.16	2005:p22
	I-4 (Saxon to SR 472)	242716-1	Volusia	14	0.44	2002:p23
	I-4 From Central Parkway to SR 434	242592-3	Seminole	15	0.01	2010:p14
	I-4 N of Kennedy to N of Maitland Blvd.	242484-6	Orange	23	0.28	2006:p20
	I-4 Orange Co. to Central Pkwy	242592-2	Seminole	15	3.71	2007:p22
	Lake Norris Rd. Bridge	241444-1	Lake	15	0	2002:p2
	SR 408 Interchange	406102-1	Orange	15	0	2003:p18
	SR 423 (Shader Rd. to SR 424)	239496-2	Orange	15	0	
	SR 434 @ Little Wekiva Outfall	423513-1	Seminole	15	0	2009:p15
	SR 438 (Clark to Hiawassee)	239289-1	Orange	15	0	
	SR 50 (SR 429 to Good Homes Road)	239535-3	Orange	12,15	3.31	2004:p14
	SR 50 Good Homes to Pine Hills	239535-4	Orange	15	2.98	2006:p8
	US 441 By-pass (CR 437 to CR 424)	239414-1	Orange	12,15	0	(blank)
SJ42	Basin 18. Mitigation Bank credits, preservation in Volusia Corridor & Tiger Bay connector (Menard, Marvin Fore, Donald Fore, WT Ranch, Plum Crk, Volusia 44)					
	I-4 (SR 472 to SR 44and interchange)	408463-1	Volusia	18	19.66	2002:p34
	I-4 (SR44 to I-95)	408464-1	Volusia	18	38.44	2002:p34
	SR 415 (Reed Ellis to Acorn)	407355-4	Volusia	18	5.54	2006:p11
	SR 415 (Seminole Co. to Reed Ellis Rd.)	407355-3	Volusia	18	36.09	2006:p11
	SR 415 (SR 46 to Volusia Co.)	407355-1	Seminole	18	6.96	2006:p11
SJ43	Basins 18, 20. Marsh restoration at Lake Harney by Seminole County government					
	SR 46 (Volusia Co. to Carpenter)	237711-1	Brevard	18	2.1	2002:p36
SJ44	Basin 18. Project withdrawn. City of Orlando - Southeast Lake Basin Restoration Project					
	I-4/East-West Interchange	242484-2	Orange	18	0	2002:p39
SJ45	Basin 18 Preservation and enhancement in Basin 18 (Maytown Tract) and mitigation bank credits					
	I-4 West of OBT to So. of Ivanhoe	242484-4	Orange	18	3.95	2005:p28, 2009:p.24
	I-95 (SR 528 to SR 50)	405506-2	Brevard	18	21.33	2005:p28, 2009:p.24
	I-95 SR 519 to SR 528	405506-5	Brevard	18	17.32	2003:p.21, 2009:p.24
	SR 5 (Barnes to SR 520)	237576-1	Brevard	20	0	2002:p47
	SR 5 (SR 520 to Cidco Rd.)	237592-1	Brevard	20	0	2002:p47
SJ46	Basin 21. Restoration/preservation at Turnbull Hammock (Peters, Hart, Cape Atlantic Estates)					
	I-95 Brevard C/L to SR 44	406869-4	Volusia	21	36.74	2007:p35
	SR 442 (I-95 to Air Park Rd.)	240812-1	Volusia	21	0	2002:p49
	SR 442 (US 1 to Air Park Rd.)	240811-1	Volusia	21	16.1	2002:p49
	US 1 (Turnbull Creek Bridge)	241043-1	Volusia	21	0	
	US 1 @ Barnes Blvd.	237576-3	Brevard	21	2.1	2008:p24
SJ48	Basin 20. BCWMA enhancement, Fellsmere Farms restoration					
	I-95 @ Pineda Interchange	405506-6	Brevard	20	14.1	2006:p14
	I-95 SR 514 to SR 518	405506-3	Brevard	20	20.358	2003:p.21

Mit. ID	FDOT Project Name	FM Number	County	Basin	Impact Acres	Plan Index
	I-95 SR 518 to SR 519	405506-4	Brevard	20	6.89	2003:p.21
	I-95 SR 519 to SR 528	405506-5	Brevard	20	12.59	2003:p.21
	SR 60 west of 82nd Ave to 66th Ave	228627-1	Indian River	22	1.76	2008:p27
	SR 60 Fla. Turnpike to I-95	228596-1	Indian River	20	2.84	2005:p31
	SR 60 west of I-95 to 82nd Ave	228628-1	Indian River	22	0.13	2008:p27
SJ49	Basin 12. Mitigation Bank Credits (changed to SJ58; see 2008 Plan)					
	no projects	9999999	(blank)		(blank)	(blank)
SJ50	Basin 4. Mitigation Bank Project Group (Bull Crk, Longbranch Crossing)					
	Dr.'s Inlet Bridge	208207-1	Clay	4	0.62	2005:p5
	I-10 BFC to I-295	213272-4	Duval	4	11.88	2007:p8
	I-295 (Blanding Blvd. Ramps)	213351-5	Duval	4	6.13	2002:p11
	I-95/I-295 North interchange	213323-4	Duval	4	0.75	2005:p5
	SR 21 Old Jennings Rd to Knight Boxx Rd.	208211-2	Clay	4	1.68	2006:p6
SJ51	Basin 22. Restoration and enhancement (Herndon Swamp/Wheeler Groves, Sembler)					
	Apollo Sarno to Eau Gallie	241241-1	Brevard	22	1.93	2007:p38
	Babcock St. (Malabar to Hunter)	237650-4	Brevard	22	0	
	Babcock St. (Malabar to US 192) - see Inv. 0044	237650-3	Brevard	22	0	2006:p17
	Babcock St. (SR 507 Melbourne Av. To Fee)	237650-2	Brevard	22	0	2003:p.21
	Gradick Dr. @Goat Creek Bridge	241210-1	Brevard	22	0	2002:p42
	I-95 (Palm Bay Rest Areas)	242318-1	Brevard	22	7.18	2002:p42; 2003:p.21
	I-95 SR 514 to SR 518	405506-3	Brevard	22	0.552	2003:p.21
	Palm Bay Road (Minton to Conlin)	241221-1	Brevard	22	6.06	2002:p42; 2004:p.7
	Port Malabar Rd. @ Turkey Creek Bridge	241211-1	Brevard	22	0	
	Vero Beach Municipal Airport	409842-1	Indian River	22	0	2005:p31
	Wickham Rd. @ NASA/Ellis Rd.	404667-1	Brevard	22	0.494	2004:p19
SJ52	Basin 17. Mitigation Bank credits, preservation and enhancement (Krol, Paredes, Nordstrom, Dan Paul, Ford)					
	Amaral Plaza (US 1/SR 5)	428918-1	Volusia	17	0.182	2011:p5
	I-4, SR 44 to I-95 (Flyover Ramp)	408464-1	Volusia	17	0	2012:p5
	I-95 Brevard C/L to SR 44	406869-4	Volusia	17	16.52	2007:p25
	I-95 So of I-4 to US 92	242715-2	Volusia	17	16.06	2009:p19
	I-95 SR 44 to I-4	406869-6	Volusia	17	76.5	2007:p25
	SR 483 (Clyde Morris) Beville Rd. to US 92	408178-1	Volusia	17	0	2012:p5
SJ53	Basin 18. Preservation and enhancement (Maytown, Yarbrough, Kemcho) and mitigation bank credits					
	Commuter Rail Phase 1	412994-4P1	Volusia	18	5.147	2008:p21
	Commuter Rail stations	412994-4S	Seminole	18	6.5	2008:p21
	I-95 Brevard C/L to SR 44	406869-4	Volusia	18	22.45	2007:p29
	I-95 SR 46 to Volusia C/L	406869-5	Brevard	18	7.14	2007:p29
	I-95 SR 50 to SR 46	406869-3	Brevard	18	5.84	2007:p29
	SR 46 Mellonville to SR 415	240216-2	Seminole	18	7.38	2007:p29

Mit. ID	FDOT Project Name	FM Number	County	Basin	Impact Acres	Plan Index
SJ54	Basin 22. Central Indian River Lagoon restoration and enhancement					
	US1 Emergency Slope Repairs	420930-1	Brevard	22	1	2007:p41
SJ55	Basins 1,2. Mitigation Bank Credits					
	CR 125 St. Mary's River (S. Prong) Bridge	211448-1	Baker	1	0.924	2009:p5
	Lessie Road Bridge/culvert replacement	212594-1	Nassau	2	0.98	2008:p5
SJ58	Basin 12. Pres/enhance as additons to existing conservation lands in Basin 12 and/or restoration/enhancement (Lake Apopka, Lewis, & Emeraldal Marsh)					
	Fla. Turnpike (I-4 to Beulah)	406148-1	Orange	12	0.42	2008:p33
	Fla. Turnpike (SR-429 to SR-50 North)	406146-1	Orange	12	18.82	2008:p33
	SR 50 Avalon Road to SR 429	410983-1	Orange	12	0	2008:p33
	SR 50 Hancock Road to Orange/Lake CL	238429-4	Lake	12	0	2008:p33
	SR 50 Turnpike to Avalon Road	239535-2	Orange	12	0.391	2008:p33
SJ59	Basin 5. Preservation & enhancement of wetlands/uplands in Basin 5; preferably as additions to other conservation lands within basin					
	SR9B Corridor	213516-5	St. Johns	5	35.4	2010:p8
SJ60	Basin 18. Mitigation Bank credits, preservation and enhancement					
	Sunrail/Commuter Rail- Debary to Deland	423446-9	Volusia	18	0	2012:p14
SJ62	Basin 5. Mitigation Bank credits and/or pres/enh of additional land in Basin 5					
	SR 16, From Green Acres Road to SR 5A	424481-1	St. Johns	5	0.07	2012:p14
SJ65	Basin 11. Preservation or Enhancement in basin					
	SR20 through Fowler's Prairie	210024-4	Putnam	11	8.66	2014:p8
	SR20, East of US 301 to Putnam County Line	207818-1	Alachua/Putnam	11	0.7	2014:p8
	UF Greenway and Trails Seg 1	428896-1	Alachua	11	0.31	2014:p8
	UF Greenway and Trails Seg 2	430614-1	Alachua	11	0.043	2014:p8