

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DETERMINATION

1. GENERAL INFORMATION

County:	<u>Hernando</u>	
Project Name:	<u>Cobb Road/US 98 PD&E Study</u>	
Project Limits:	<u>Cobb Road from SR 50 to US 98 and US 98 from Cobb Road to North Suncoast Parkway</u>	
Project Numbers:	<u>2891 007 P & 2891 008 P</u>	<u>257299 1 & 405017 1</u>
	Federal Aid Project #s	WPI Segment #s

2. PROJECT DESCRIPTION

a. Existing: Cobb Road (CR 485) is primarily a north-south highway with its southern terminus at the SR 50/SR 50A intersection in the city of Brooksville and its northern terminus at US 98. Cobb Road is a Hernando County-maintained rural facility with a length of approximately 4.5 miles. The existing Cobb Road from SR 50 to Shadyside Drive is a 4-lane urban divided facility, with a 24-foot (ft.) raised median, 12-ft. inside lanes, 14-ft. outside lanes, and 5-ft. sidewalks. From Shadyside Drive to US 98, the existing Cobb Road is a 2-lane rural facility with 12-ft. lanes and 10-ft. shoulders (4 ft. paved).

The US 98 corridor is a southeast to northwest intra-regional highway that is functionally classified as a rural arterial within the project area from Cobb Road to the Suncoast Parkway, a length of approximately 7 miles. The existing US 98 is a 2-lane undivided rural facility with 12-ft. lanes and 8-ft. shoulders (4 ft. paved). Both Cobb Road and US 98 have open drainage ditches.

See Enclosed Project Location Map.

b. Proposed Improvements: The recommended typical sections were developed for distinct segments along the project corridor to minimize the impacts of the planned project. The segments of Cobb Road were chosen based on surrounding land use characteristics and environmental constraints, as well as alignment concerns. The segments of US 98 match Florida Department of Transportation (FDOT) resurfacing project limits. These segments are not to be construed as recommended limits for future construction projects. The segments of the project are identified as follows:

- Segment 1a: Cobb Road from north of SR 50 to north of the Brooksville Water Reclamation Facility (WRF) driveway
- Segment 1b: Cobb Road from north of the WRF driveway to north of Yontz Road
- Segment 2a: Cobb Road from north of Yontz Road to south of US 98
- Segment 2b: Cobb Road/US 98 Intersection
- Segment 3: US 98 from north of Cobb Road to CR 491
- Segment 4: US 98 from CR 491 to Suncoast Parkway

The recommended typical section for Segment 1a is an urban typical section consisting of two 12-ft. travel lanes in each direction, a 6-ft. sidewalk on the left (west) side and a 12-ft. shared use path on the right (east) side. This typical section utilizes a 17.5-ft. median and fits within the existing right-of-way width (minimum 100 ft.), with the exception of a small acquisition from the northwest quadrant of the Shadyside Drive intersection. The proposed design speed is 45 mph. The recommended typical section for Segment 1b and for the portion of Segment 2a south of Youth Drive is a suburban typical section consisting of two 12-ft. travel lanes in each direction with 8-ft. outside shoulders (5 ft. paved) and a 12-ft. shared use path on the right (east) side. This typical section utilizes a 30-ft. median (22-ft. curb to curb and 4-ft. offsets to edge of inside travel lanes). The proposed design speed is 55 mph. The recommended typical section for Segment 2a north of Youth Drive and Segments 2b, 3 and 4 is a rural typical section consisting of two 12-ft. travel lanes, 8-ft. outside shoulders (5-ft. paved) and 6-ft. inside shoulders (4-ft. paved) in each direction, and a 12-ft. shared use path on the right (east) side. The proposed design speed is 70 mph.

These planned improvements are important elements of the regional roadway network and are included in the Hernando County Metropolitan Planning Organization's Long Range Transportation Plan. Improvement alternatives involve widening the facility to a four-lane divided highway with a grassed median, as well as implementation of a 12-ft. shared use path along the corridor to accommodate non-vehicular traffic. The new facility will increase capacity of the existing roadway and decrease congestion; reduce air pollution; accommodate anticipated growth in traffic volumes; decrease police, fire and emergency response times; and increase safety. Additionally, the planned improvements will accommodate truck traffic through the area, and be used as a truck bypass route around the downtown Brooksville area.

3. CLASS OF ACTION

a. Class of Action:

- Environmental Assessment
- Environmental Impact Statement
- Type 2 Categorical Exclusion

b. Other Actions:

- Section 4(f) Evaluation
- Section 106 Consultation
- Endangered Species Assessment


c. Public Involvement:

1. A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
2. A public hearing was held on November 21, 2002 and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes location and design concept acceptance for this project.
 An opportunity for a public hearing was afforded and a certification of opportunity is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.

3. A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute acceptance of the project's location and design concepts.
- An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the project's location and design concepts.


d. Cooperating Agency: COE USCG FWS EPA NMFS NONE

4. REVIEWERS' SIGNATURES




FDOT Project Manager

6/20/03
Date



FDOT Environmental Representative

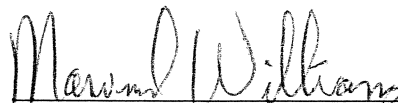
6/20/03
Date



FHWA Urban Transportation Engineer

TT
Date

5. FHWA CONCURRENCE



(For) Division Administrator

7/7/2003
Date

6. IMPACT EVALUATION

Topical Categories:

S M N N
 I I O O
 G N N I
 N E N V

REMARKS

A. SOCIAL IMPACTS

- | | | | | | |
|----------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|------------------|
| 1. Land Use Changes | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | See Attachment A |
| 2. Community Cohesion | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | “ |
| 3. Relocation Potential | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | “ |
| 4. Community Services | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | “ |
| 5. Title VI Considerations | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | “ |
| 6. Controversy Potential | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | “ |
| 7. Utilities and Railroads | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | “ |

B. CULTURAL IMPACTS

- | | | | | | |
|------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|---------------------------------|
| 1. Section 4(f) lands | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | See Attachment B |
| 2. Historic Sites//districts | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | See Attached letter, Appendix A |
| 3. Archaeological Sites | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | “ |
| 4. Recreation Areas | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | See Attachment B |

C. NATURAL ENVIRONMENT

- | | | | | | |
|-----------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---------------------------------|
| 1. Wetlands | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | See Attachment C |
| 2. Aquatic Preserves | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | “ |
| 3. Water Quality | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | See Attachment C |
| 4. Outstanding Fla. Waters | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | “ |
| 5. Wild/Scenic Rivers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | “ |
| 6. Floodplains | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | See Attachment C |
| 7. Coastal Zone Consistency | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | See Attached letter, Appendix B |
| 8. Coastal Barrier Island | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | “ |
| 9. Wildlife and Habitat | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | See Attachment C |
| 10. Farmlands | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | “ |

D. PHYSICAL IMPACTS

- | | | | | | |
|------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|------------------|
| 1. Noise | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | See Attachment D |
| 2. Air | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | “ |
| 3. Construction | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | “ |
| 4. Contamination | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | “ |
| 5. Navigation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | “ |

a. FHWA has determined that a Coast Guard Permit IS NOT required in accordance with 23 CFR 650, Subpart H.

- b. FHWA has determined that a Coast Guard Permit IS required in accordance with 23 CFR 650, Subpart H.

E. PERMITS REQUIRED

- Southwest Florida Water Management District (SWFWMD) – Environmental Resource Permit (ERP)
- Army Corps of Engineers – Dredge and Fill Permit
- Environmental Protection Agency – National Pollutant Discharge Elimination System (NPDES) Permit

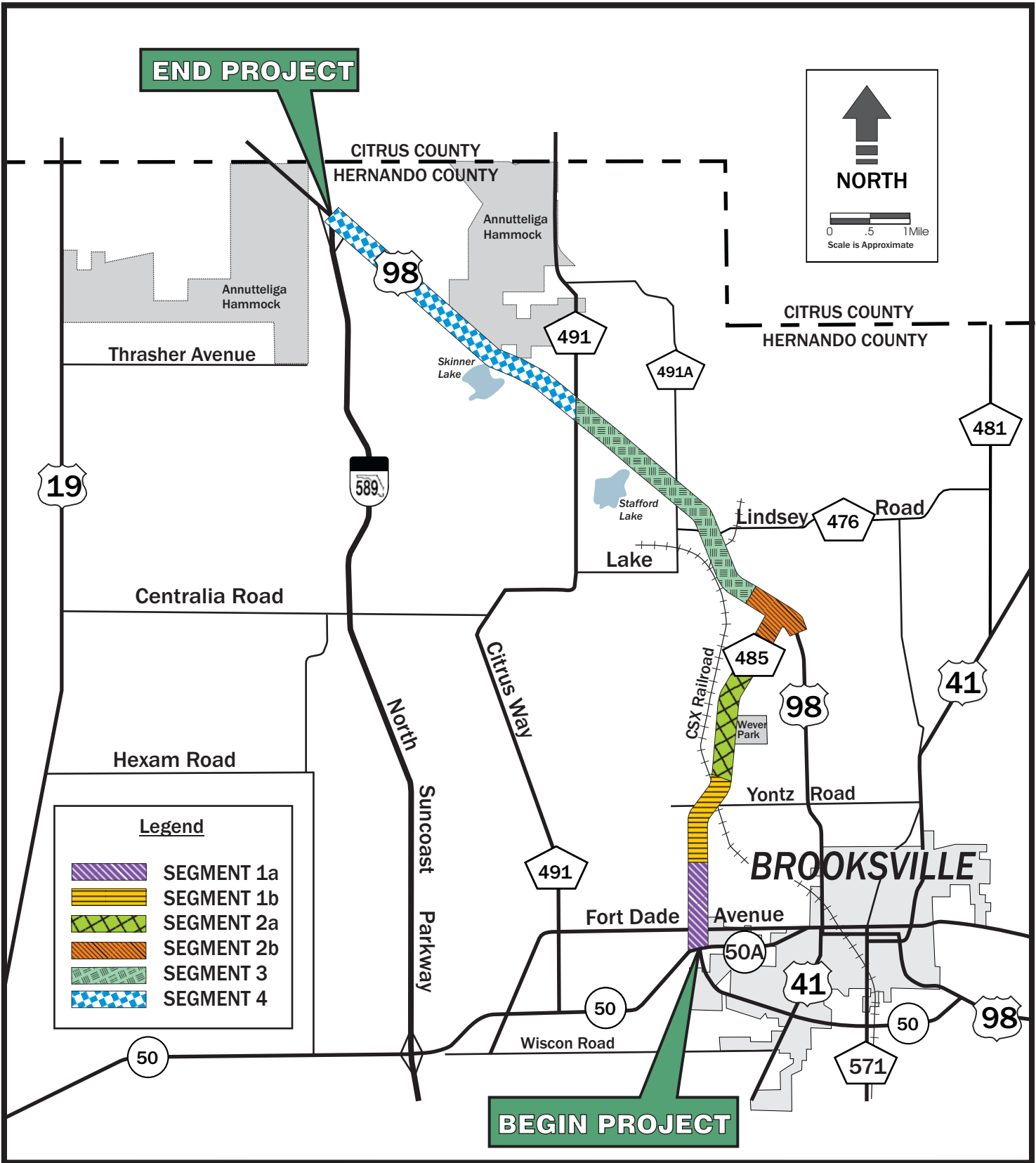
7. WETLANDS FINDING

Based upon the above considerations, it is determined that there is no practical alternative to the proposed construction in wetland areas and that the proposed action includes all practical measures to minimize harm to wetlands which may result from such use.

8. COMMITMENTS AND RECOMMENDATIONS

The following commitments were made during the Project Development and Environment (PD&E) Study process in order to minimize impacts of this project on the environment and local residents and business owners. These commitments will optimize the effectiveness of the planned improvements.

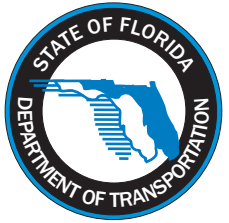
1. The FDOT is committed to further coordination during the design phase with the CSX Railroad concerning the railroad switch relocation and trail crossing at the railroad crossing near Yontz Road.
2. The FDOT is committed to further evaluation during the design phase of issues concerning access management at the Fort Dade Avenue intersection.
3. The FDOT is committed to further coordination during the design phase with the Office of Motor Carrier Compliance concerning access to and re-design of the existing weigh station north of the Cobb Road/US 98 intersection.
4. It is recommended that further investigation be conducted during the design phase to determine if there is a need for a traffic signal at the Youth Drive intersection for safe access to and from the D.S. Parrott Middle School.
5. The FDOT has prepared an Eastern indigo snake protection plan and will implement its provisions during the planned project's construction.



Project Location Map

Cobb Road (CR 485) / US 98 PD&E Study

WPI Segment Nos: 257299 1 & 405017 1
FAP Nos: 2891 007 P & 2891 008 P



Class of Action Determination

Attachment A. Social Impacts

- 1. Land Use Changes:** The project study area contains mostly rural and agricultural land uses, as well as scattered single-family residential and commercial uses in the southern portion of the corridor. Notable land uses along the corridor include D.S. Parrott Middle School, Wever Park, the Annutteliga Hammock CARL site, and three major mining facilities. No major changes in land use are anticipated as a result of the improvements.
- 2. Community Cohesion:** Due to the lack of concentrated settlement patterns along the project corridor, as well as the fact that the planned action is a widening of an existing facility, the improvements should have minimal impact on community cohesion, neighborhoods, or other community concerns. The planned project will improve travel patterns and traffic throughout the Brooksville area, strengthening overall community cohesion.
- 3. Relocation Potential:** The potential for relocations as a result of the planned project are relatively minor. There are no residential relocations, and two business relocations as a result of implementing the Recommended Alternative.
- 4. Community Services:** Community services and facilities will not be adversely affected by the planned action. The improvements should in fact improve community services such as emergency response time, evacuation time, roadway level of service and safety.
- 5. Title VI Considerations:** There are no Title VI considerations within the project study area.
- 6. Controversy Potential:** There are no project issues considered to be controversial.
- 7. Utilities and Railroads:** There are utilities and two at-grade CSX railroad crossings along the project corridor. Coordination with the CSX Railroad will be conducted during the design phase to facilitate the railroad switch relocation and the trail crossing at the railroad near Yontz Road.

Attachment B. Cultural Impacts

- 1. Section 4(f) Lands:** There are four potential Section 4(f) properties along the planned project: 1) Wever Park, 2) a historic school/cannery (FMSF No. 8HE447), 3) a parcel of the Annutteliga Hammock (a state-owned Conservation And Recreation Land purchase) located west of County Road 491, and 4) another parcel within the Annutteliga Hammock located south of Lake Lindsey Road. The planned project would not require the acquisition of any right-of-way from these potential Section 4(f) protected properties as indicated on the concept plans included in Appendix B of the Preliminary Engineering Report (Sheets 6, 7, 11, 19 and 20). Additionally, the planned project would not substantially impair the activities, features, or attributes that qualify these Section 4(f) properties for protection.

- 2. Historic Sites and/or Districts:** There are approximately 25 structures that may be listed as historic properties. However, of these 25 only one, FMSF No. 8HE447, is potentially eligible for listing in the *National Register of Historic Places (NRHP)*. The FHWA, after consultation with the State Historic Preservation Officer (SHPO), has determined that there would be no involvement with *NRHP* properties.

A Cultural Resource Assessment, conducted in accordance with the procedures contained in 36 CFR Part 800 and including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No archaeological or historical sites or properties were identified, nor are any expected to be encountered during subsequent project development. The FHWA, after consultation with the SHPO, has determined that no resources listed or eligible for listing on the *NRHP* would be impacted. A SHPO letter dated March 14, 2003 is shown in Appendix A.

- 3. Archaeological Sites:** There are approximately 11 archaeological sites that are known within the study area. A preliminary review found that none of the sites are eligible for listing in the *NRHP*. The FHWA, after consultation with the State Historic Preservation Officer (SHPO), has determined that there would be no involvement with *NRHP* properties.

A Cultural Resource Assessment, conducted in accordance with the procedures contained in 36 CFR Part 800 and including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No archaeological or historical sites or properties were identified, nor are any expected to be encountered during subsequent project development. The FHWA, after consultation with the SHPO, has determined that no resources listed or eligible for listing on the *NRHP* would be impacted. The SHPO coordination letter is shown in Appendix A.

- 4. Recreation Areas:** The public parks and recreation areas within the project limits include Wever Park and the Annutteliga Hammock. Neither of these parks are involved with the planned project.

Attachment C. Natural Environment

- 1. Wetlands:** Wetlands occur throughout the project corridor and include ditches and swales, small lakes and ponds, freshwater marshes, and floodplain type wetlands. Approximately 46 individual wetlands are present. Twelve of the 46 wetlands are affected by the Recommended Alternative, for a total of 3.72 acres of wetland impacts. These impacts are expected to be minimal, as the majority of wetlands that abut the highway are roadside swales and upland ditches. Wetland impacts which will result from the construction of this project will be mitigated pursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part IV. Chapter 373, F.S. and 33 U.S.C.s. 1344.
- 2. Water Quality:** Although additional impervious surface will be added due to the improvements, there should be no degradation of surface water quality. Stormwater run-off will be treated, and impacts to the adjacent water bodies will be avoided.

The proposed stormwater management facilities design includes at a minimum, the water quality requirements, as required by the Southwest Florida Water Management District

(SWFWMD) in Rules 40D-4, 40D-40 and 40D-400. Therefore, no further mitigation for water quality will be needed. A Water Quality Impact Evaluation (WQIE) checklist has been completed and is available for further information.

3. **Floodplains:** The Location Hydraulics Report evaluation indicates that the improvements will encroach upon the 100-year floodplain areas FP-1 and FP-2. Floodplain areas FP-1 and FP-2 will have 0.07 and 0.16 acres of impacts, respectively. These encroachments will be decreased through adjustment to the typical section in the vicinity of the floodplain areas. These encroachments will be minimal, and there will be no significant adverse impact on the natural and beneficial floodplain values, as well as no change in flood risk. Therefore, it has been determined that each encroachment is not significant. Some minor compensation for the floodplain encroachment will be provided during permitting in the design phase.

The proposed drainage structures will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency services or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

4. **Coastal Zone Consistency:** The planned project has been reviewed by the Florida Department of Community Affairs and have been deemed consistent with Florida Department of Environmental Protection's Coastal Management Program, as confirmed by a letter dated December 7, 2001 (See Appendix B).
5. **Wildlife and Habitat:** Field surveys indicated the presence of two federally listed protected species along the project corridor. An Eastern indigo snake protection plan has been prepared and the FDOT has committed to implement the plan provisions during construction. Cooley's water willow, *Justicia cooleyi*, has also been identified adjacent to the project. No major impacts to either of these species are anticipated. The USFWS has concurred with this conclusion, and therefore determined that the planned action is not likely to adversely affect resources protected by the Endangered Species Act of 1973, as amended (Letter dated January 7, 2003).

Attachment D. Physical Impacts

1. **Noise:** Based on the noise analysis performed to date, there are no apparent solutions available to mitigate the noise level changes identified in Table 4.5. Three (3) barriers were analyzed for the affected noise-sensitive sites. The results of the analysis indicate that none of the barriers are reasonable and feasible to reduce predicted traffic noise levels. Depending on the location, this finding is based on one or more of the following:
 - The minimum required insertion loss would not be provided by a noise barrier.
 - The cost of a barrier would exceed the Department's reasonable cost guideline.

Notably, in most cases, the barriers were determined to be unreasonable or unfeasible due to limitations on barrier length because of required property access (driveways) and intersecting roadways.

There are 57 potential noise sensitive receptor locations identified along the project corridor where noise levels may increase due to the planned project. Twenty-one of the 57 potential receptor sites were found to experience an increase in noise levels as a result of the planned project. Noise barrier modeling conducted on the receptors found that there are no apparent solutions available to mitigate the noise impacts at these receptors. Therefore, based on the results of the evaluation, noise abatement barriers are not feasible.

Construction of the planned project will have a temporary effect on the noise sensitive sites adjacent to the project corridor. Trucks, earth moving and pile driving equipment, pumps and generators are construction noise sources. The contractor will adhere to the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction as related to the control of construction noise.

2. **Air:** A COSCREEN98 analysis was performed for the two intersections within the project corridor with the highest traffic volumes and lowest operating link speeds. These two intersections included Cobb Road at Yontz Road and Cobb Road at SR 50. The screening model results include the one-hour and eight-hour carbon monoxide (CO) concentrations. Neither standard was equaled or exceeded at the closest receptor location. Therefore, the project will not have an impact on air quality. Although, there will be an increase in highway laneage and traffic capacity, air quality in the project should be enhanced as a result of the planned project. The project is in an area which has been designated as attainment for all the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990; therefore, conformity does not apply.
3. **Construction:** Construction impacts will be temporary and transient, and should not cause any long-term adverse impacts to the surrounding environment.
4. **Contamination:** Field reconnaissance, Florida Department of Environmental Protection (FDEP) files, local records, and an EDR database search found 19 potential hazardous material and/or contamination sites within the project corridor. No federal or state Superfund sites are located within the project study area. Nine of the 19 sites had documented discharges or violations. Five of the nine were rated as a **Low** risk; the remaining four were ranked as **Medium**. Two of the five Low risk sites will be acquired for the planned project. However, it is anticipated that neither of these sites will create contamination for the planned project or exacerbate the existing situation at any of the facilities. This planned project contains no known significant contamination.

APPENDIX A



U. S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
Florida Division

227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301
(850) 942-9650

FLORIDA
www.fhwa.dot.gov/fldiv

PBS 4-4

RECEIVED
FEB 24 11 12 AM '03

February 21, 2003

IN REPLY
REFER TO: HPO-FL

RECEIVED
FEB 24 11 12 AM '03

Dr. Janet Snyder Matthews, Director
Division of Historical Resources
State Historic Preservation Officer
500 South Bronough Street
Tallahassee, FL 32399-0250

Attn: Ms. Laura Kammerer

Dear Dr. Matthews:

Subject: CR 485/U.S. 98 Project Development and Environment (PD&E) Study
From SR 50 to the Suncoast Parkway
Financial Management #: 257299-1 & 405017-1
Federal-aid Project #: P-2891 (007) & (008)
Hernando County

The Federal Highway Administration (FHWA), in cooperation with the Florida Department of Transportation (FDOT), is conducting a PD&E study for the subject project. The proposed project involves improving CR 485 and U.S. 98, from a primarily two-lane roadway to a four-lane facility, from the vicinity of SR 50 to the Suncoast Parkway 1.

A Cultural Resource Assessment Survey (CRAS) was prepared in February 2003. The purpose of the CRAS was to locate and identify any cultural resources within the area of potential effect (APE), and to assess their significance in terms of eligibility for listing in the *National Register of Historic Places (NRHP)*.

The following documents are enclosed for your review:

- A copy of the CRAS dated February 2003;
- One completed Survey Log Sheet;
- One set of original Florida Master Site File (FMSF) forms with original photographs (8HE28, 8HE67-71 and 8HE73-74), (8HE461-462 and 8HE477-478), (8HE439-443 and 8HE445-449), and (8HE477); and
- One *NRHP* Registration Form.

The archaeological field survey identified and evaluated eight previously recorded archaeological sites (8HE28, 8HE67-71, and 8HE73-74) and four newly recorded sites (8HE461-462 and 8HE477-478) within the APE. None of these 12 archaeological sites are considered potentially eligible for listing in the *NRHP*. In addition, two archaeological occurrences were found.

Dr. Janet Snyder Matthews
February 21, 2003

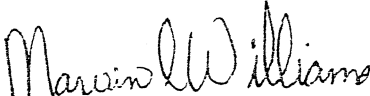
2

The historic structures field survey identified and evaluated 10 newly discovered historic resources (8HE439-443 and 8HE445-449) within the APE. One of these historic resources, the Hammock Consolidated School (HCS) (8HE447) is considered potentially eligible for listing in the *NRHP* under Criterion A in the areas of education and community planning and development. The HCS was constructed in 1941 as a two-teacher schoolhouse, constructed of locally quarried stone. Although minimal modifications have been made, the building conveys its historic function as a rural schoolhouse. A *NRHP* Registration Form has been prepared and included in the CRAS. The potential *NRHP* boundaries for the historic structure are located adjacent to, but outside of the existing right-of-way. Located at the corner of U.S. 98 and CR 491, the HCS fronts CR 491, facing east, and the proposed improvements recommend widening to the other (south) side of U.S. 98. Therefore, the proposed roadway improvements appear to have no physical involvement with this potentially *NRHP*-eligible structure. None of the remaining nine historical resources are considered potentially eligible for listing in the *NRHP*.

Based on the information presented in the CRAS, the FHWA has determined that none of the historic properties and archaeological sites, except for the HCS (8HE477), is considered eligible for listing in the *NRHP*. Based on the information presented in the CRAS and the application of adverse effects criteria included in 36 CFR Part 800.5, the FHWA has determined that the HCS is eligible for listing in the *NRHP*, and that this proposed undertaking would have no effect on the Hammock Consolidated School. Pursuant to 36 CFR Part 800.8; we request your review and concurrence with the above stated determination of eligibility and effect.

If you have any questions, please contact Mr. Marvin L. Williams at (850) 942-9650 extension 3029.

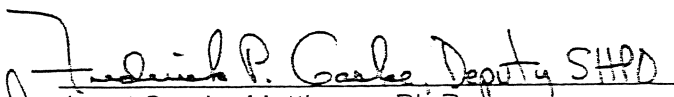
Sincerely,


For: James E. St. John
Division Administrator

Enclosure(s)

✓ cc: Mr. Waddah Farah, FDOT, District Seven EMO, (MS-50)

The Florida Division of Historical Resources concurs with this determination, and finds the report complete and sufficient.


Janet Snyder Matthews, Ph.D.
Florida State Historic Preservation Officer

3/14/03
Date

DHR File No. 2003-1539

✓ xc: C. Leroy Irwin, FDOT, CEMO

APPENDIX B



257299 1.18

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

STEVEN M. SEIBERT
Secretary

December 7, 2001

Mr. Jeraldo Comellas, Jr., P.E.
District Environmental Management Engineer
Florida Department of Transportation
11201 N. McKinley Drive/MS 7-500
Tampa, Florida 33612-6456

RECEIVED
COMMUNITY AFFAIRS
DEPARTMENT OF
FLORIDA
DEC 11 2001

RE: Florida Department of Transportation - Advance Notification for Project
Development and Environmental Study for Cobb Road and US 98 - FPN(s):
257299 1 22 01/405017 1 22 01 - Hernando County, Florida
SAI: FL 200108140804C

Dear Mr. Comellas:

The Florida State Clearinghouse, pursuant to Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 14 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated the review of the above-referenced project.

The Department of Environmental Protection (DEP) notes that the funding for the Federal Aid action and Project Development and Environmental Study is consistent with the DEP's authorities in the Coastal Management Program. However, detailed project information is not yet available, and therefore, the DEP cannot determine the consistency of the interstate improvements project at this time. In addition, information is required regarding the anticipated roadway width, design, impacts, construction, and mitigation for any proposed wetland impacts. Please refer to the enclosed DEP comments.

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: <http://www.dca.state.fl.us>

CRITICAL STATE CONCERN FIELD OFFICE
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227
(850) 488-2102

COMMUNITY PLANNING
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-2156

EMERGENCY MANAGEMENT
2575 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 413-9969

HOUSING & COMMUNITY DEVELOPMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-7856

Mr. Jeraldo Comellas, Jr., P.E.

December 7, 2001

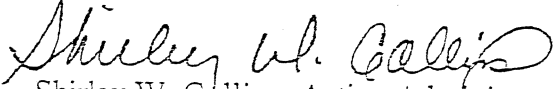
Page Two

Based on the information contained in the referenced application and the enclosed comments provided by our reviewing agencies, the state has determined that, at this stage of project development, the referenced project is consistent with the Florida Coastal Management Program. However, the applicant is required to provide the Florida State Clearinghouse with the detailed project information requested by the DEP as soon as the information becomes available. In addition, the Withlacoochee Regional Planning Council notes the project's consistency with the Strategic Regional Policy Plan.

Please attach a copy of this letter and any enclosures to your application facesheet or cover form and forward to the federal funding agency. (If applicable, enter the State Application Identifier (SAI) number, shown above, in box 3A of Standard Form 424 or where appropriate on other cover form.) This action will assure the federal agency of your compliance with Florida's review requirements and reduce the chance of unnecessary delays in processing your application.

Thank you for the opportunity to review this project. Should questions arise regarding this letter, please call Ms. Jasmin Raffington at (850) 922-5438.

Sincerely,


Shirley W. Collins, Acting Administrator
Florida Coastal Management Program

SWC:jj

Enclosures

cc: Lauren P. Milligan, Department of Environmental Protection
Joseph P. Quinn, Southwest Florida Regional Planning Council
Vivian Whittier, Withlacoochee Regional Planning Council