

**RE-EVALUATION
FORM****1. GENERAL PROJECT INFORMATION**A. Re-evaluation Type: Construction Advertisement, Design ChangeB. Original approved Environmental Document:**Document Type:** Type 2 CE**Date of Approval:** 02/19/2020**Project Numbers:**

N/A

437264-2-52-01

N/A

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: GOOD NEIGHBOR TRAIL GAP FR W OF SR 50/CORTEZ BLVD TO GOOD NEIGHBOR TR**Project Location:** FDOT District 7 (Hernando County)**Project Limits:** SR 50/Cortez Boulevard to Good Neighbor TrailC. Prior Re-evaluation(s):

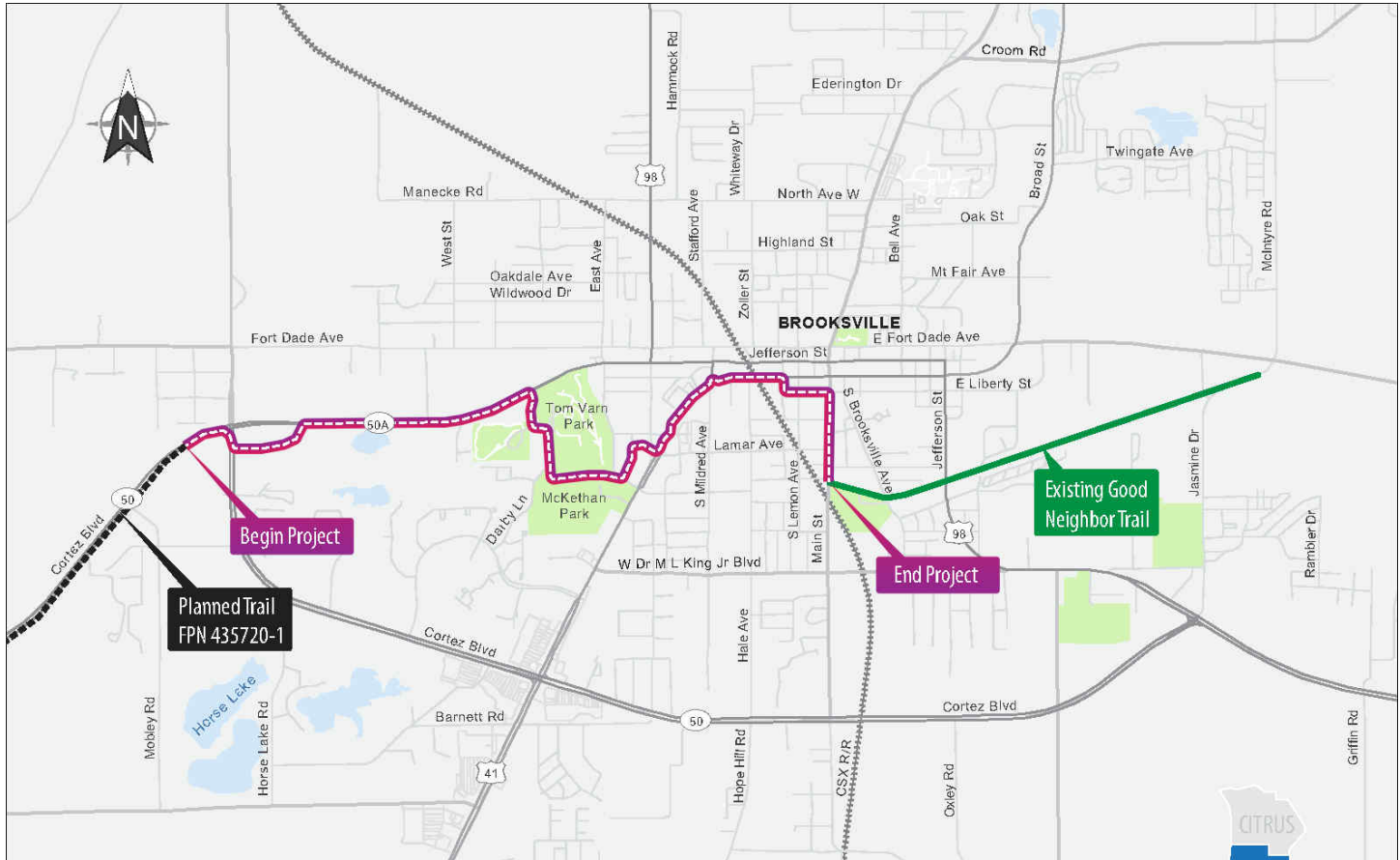
There is no previous re-evaluation of this Environmental Document.

D. Project or project segment(s) being evaluated

FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
	437264-2-32-01	GOOD NEIGHBOR TRAIL GAP FROM SR 50/CORTEZ BLVD TO GOOD NEIGHBOR TRAIL	District 7 - HERNANDO	☐	☒	☐	☒	Design-Bid-Build	Federal

2. PROJECT DESCRIPTION

The proposed Good Neighbor Trail (GNT) Gap through Brooksville will complete a gap in Florida's Coast to Coast Trail in the Brooksville area. The proposed "gap trail" will begin on State Road (SR) 50/Cortez Boulevard, west of Cobb Road, and continue easterly through Brooksville, ending at the present GNT near the intersection of Main Street and Russell Street. The total distance is approximately 3.2 miles. The project involves constructing a shared use path (SUP) ("trail") which is expected to range in width from 10 to 12 feet (12 feet in most areas). Trail bridges are proposed at two locations: across Cortez Boulevard south of West Jefferson Street (SR 50A) and over the CSX Transportation Railroad at Broad Street just west of uptown Brooksville.

**RE-EVALUATION
FORM****Good Neighbor Trail Gap**

from West of SR50-Cortez Boulevard to Good Neighbor Trail
Hernando County, Florida
WPIS: 437264-2

**Status of Design Segments within the Original Study Limits**

Segment One - Good Neighbor Trail Gap from West of SR 50/Cortez Boulevard to Good Neighbor Trail
(WPIS: 437264-2)

Status: This segment is the subject of this Design Change and Construction Advertisement Re-evaluation.

3. CHANGES IN APPLICABLE LAW OR REGULATION

Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or subsequent Re-evaluation(s)? Yes

Since approval of the Type II CE on February 19, 2020, the status of the following federally listed species has changed pursuant to Chapter 68A-27, Florida Administrative Code (F.A.C.) - Rules Relating to Endangered or Threatened Species and 50 CFR 17.11 and 17.12 - Endangered and Threatened Wildlife and Plants.

- As of November 9, 2020, the eastern black rail (*Laterallus jamaicensis jamaicensis*) was listed as federally Threatened under the Endangered Species Act of 1973 (Docket No. FWS-R4_ES-2018-0057).
- The Homosassa shrew (*Sorex longirostris eionis*) and Sherman's fox squirrel (*Sciurus niger shermani*) were removed from the Florida's Endangered and Threatened Species List on December 23, 2018.

**RE-EVALUATION
FORM**

On December 22, 2020, the US Environmental Protection Agency (USEPA) approved the State Section 404 program for Florida which gives the responsibility of Section 404 authorization to the Florida Department of Environmental Protection (FDEP) for projects with "Assumed Waters" as regulated under Chapter 62-331 (FAC) and approved in accordance with 40 CFR 233 as published in the Federal Register as 85 FR 83553.

4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? Yes

The Final Plans dated June 2021 were compared to the approved conceptual plans from the Type II CE approved on February 19, 2020.

Alignment: Final Plans (June 2021) show a slight alignment change along the trail where it crosses Tom Varn Park east of Darby Lane (station 1080+00 to 1082+50) for 250 feet, this alignment change is designed within the existing easement. There is an additional alignment change along West Liberty Street from west of Lemon Avenue to east of Lemon Avenue (station 2509+60 to 2511+40) for 180 feet, this alignment change requires additional Right-of-Way (ROW). Final Plans show two new sidewalk connections from the trail: one within Tom Varn Park west of Veterans Avenue and one in the southeast corner of Darby Lane and Jefferson Street. The proposed trail spur along the west side of Main Street, north of Liberty Street, identified in the approved Type II CE was not included in the Final Plans.

The proposed trail runs along the west side of Broad Street (US 41) from Veterans Avenue to east of Ponce de Leon Boulevard. Due to ROW constraints, the trail encroaches into the existing southbound roadway, resulting in proposed narrowing of the median to shift the through lanes. This resulting roadway widening and milling and resurfacing on Broad Street was not shown in conceptual plans; however, the trail alignment does not differ. Median access did not change, and the existing northbound outside edge of pavement will remain.

Typical Sections: A median ditch was added to the Darby Lane/Tom Varn Park typical. This proposed addition of the median ditch is designed within the existing and approved easement. An existing bike lane was added to the typical section for Broad Street.

**RE-EVALUATION
FORM**

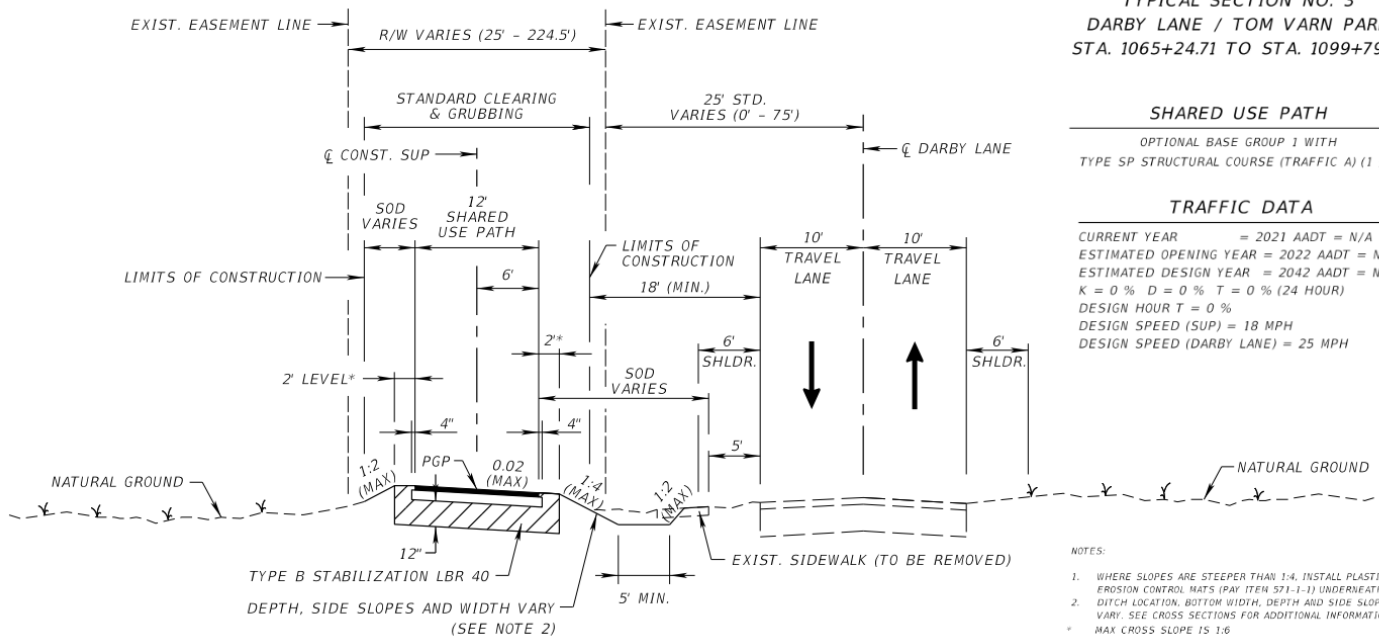
TYPICAL SECTION NO. 3
DARBY LANE / TOM VARN PARK
STA. 1065+24.71 TO STA. 1099+79.61

SHARED USE PATH

OPTIONAL BASE GROUP 1 WITH
 TYPE SP STRUCTURAL COURSE (TRAFFIC A) (1 1/2")

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = N/A
 ESTIMATED OPENING YEAR = 2022 AADT = N/A
 ESTIMATED DESIGN YEAR = 2042 AADT = N/A
 K = 0 % D = 0 % T = 0 % (24 HOUR)
 DESIGN HOUR T = 0 %
 DESIGN SPEED (SUP) = 18 MPH
 DESIGN SPEED (DARBY LANE) = 25 MPH



Median ditch added to the Darby Lane/Tom Varn Park typical.

**RE-EVALUATION
FORM**

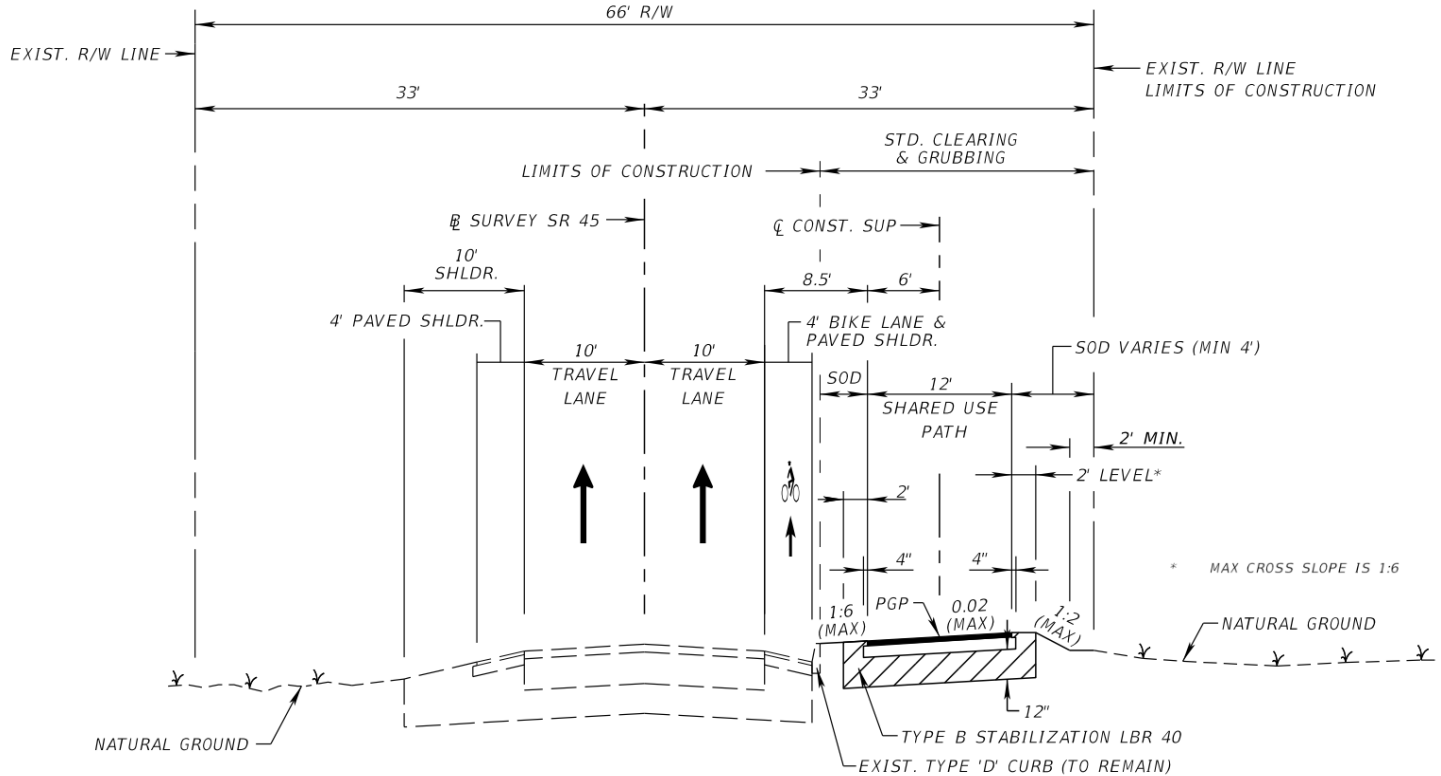
TYPICAL SECTION NO. 6
SR 45 / US 41 / BROAD ST.
STA. 1126+85.50 TO STA. 2505+38.76

SHARED USE PATH

OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC A) (1 1/2")

NOTES:

1. SEE STRUCTURE PLANS FOR BRIDGE LIMITS BETWEEN STA. 1133+54.81 TO STA. 2502+89.21.
 2. WHERE SLOPES ARE STEEPER THAN 1:4, INSTALL PLASTIC EROSION CONTROL MATS (PAY ITEM 571-1-1) UNDERNEATH SOD.
- STATION EQUATION:
STA. 1133+80.81 BK. = STA. 2500+00.00 AHD.



Existing bike lane added to the typical section along Broad Street.

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? No

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Segment FM Number: 437264-2-32-01

Currently Adopted CFP-LRTP	Comments				
Yes	Hernando Citrus Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) - December 9, 2019 The project name, limits, funding, and description shown in the MPO's LRTP Cost Affordable Plan is consistent with the MPO's Transportation Improvement Program (TIP) and FDOT's State Transportation Improvement Program (STIP). Hernando Citrus MPO - LRTP Pg. 74, FY 2022, Construction \$12,170,814				
Phase	TIP/STIP	Currently Approved	\$	FY	Comments

**RE-EVALUATION
FORM**

PE (Final Design)	TIP	Yes	0	2022	See comments below.
PE (Final Design)	STIP	Yes	\$18,211	2022	See comments below.
PE TIP Comments	No Action Required: Funding shown in the TIP and STIP is WITHIN allowable variance of 20% AND \$2m Project Limits: No Action Required - Project/Limits shown in the TIP are consistent with the STIP Project Improvements: No Action Required - Improvements shown in the TIP are consistent with the STIP				
PE STIP Comments	No Action Required: Funding shown in the LRTP and STIP is WITHIN allowable variance of 50% AND \$50m Project Limits: No Action Required - Project/Limits shown in the LRTP are consistent with the STIP Project Improvements: No Action Required - Project Improvements shown in the LRTP are consistent with the STIP				
R/W	TIP	Yes	0	2022	See comments below.
R/W	STIP	Yes	\$2,543,833	2022	See comments below.
ROW TIP Comments	No Action Required: Even though the cost variance is over \$2m, the difference is 13% Project Limits: No Action Required - Project/Limits shown in the TIP are consistent with the STIP Project Improvements: No Action Required - Improvements shown in the TIP are consistent with the STIP				
ROW STIP Comments	No Action Required: Funding shown in the LRTP and STIP is WITHIN allowable variance of 50% AND \$50m Project Limits: No Action Required - Project/Limits shown in the LRTP are consistent with the STIP Project Improvements: No Action Required - Project Improvements shown in the LRTP are consistent with the STIP				
Construction	TIP	Yes	\$12,170,814	2022	See comments below.
Construction	STIP	Yes	\$12,170,814	2022	See comments below.
Construction TIP Comments	No Action Required: Funding shown in the TIP and STIP is WITHIN allowable variance of 20% AND \$2m Project Limits: No Action Required - Project/Limits shown in the TIP are consistent with the STIP Project Improvements: No Action Required - Improvements shown in the TIP are consistent with the STIP				
Construction STIP Comments	No Action Required: Funding shown in the LRTP and STIP is WITHIN allowable variance of 50% AND \$50m Project Limits: No Action Required - Project/Limits shown in the LRTP are consistent with the STIP Project Improvements: No Action Required - Project Improvements shown in the LRTP are consistent with the STIP				

[\[1 - 437264-2_STIP_Consistency_Document_01-09-2022\]](#)[\[3 - 437264-2_TIP_Consistency_Document_06-17-2021\]](#)[\[4 - 437264-2_LRTP_Consistency_Document_12-09-2019\]](#)**7. EVALUATION OF CHANGES IN IMPACTS****a. SOCIAL & ECONOMIC****Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects?** No**Are there changes in right-of-way needs?** Yes

The Final Plans dated June 2021 show that proposed ROW is required on the south side of Jefferson Street from east of Massey Services to east of the drainage easement, approximately 10-feet wide for 1140 feet. Proposed ROW is also required on the south side of Liberty Street east of Orange Avenue and varies between approximately 5-feet to 12-feet wide, for 700 feet. Additional slight changes in proposed ROW can be found in two small areas: one at the southeast corner of Hale Avenue and Broad Street, and one at the southwest corner of South Bailey Avenue and Broad Street. These changes in ROW are minor changes and NEPA clearances were completed for the overall footprint during the completion of the PD&E Study, no additional NEPA clearances are needed.

Is there a change in anticipated relocation(s)? No

The proposed project with the additional ROW identified within the Final Plans dated June 2021 will not displace any residences or businesses along this design segment. No relocation assistance will be required.

Are there changes in impacts to Prime or Unique Farmlands? N/A

**RE-EVALUATION
FORM****b. CULTURAL**

Are there changes in impacts to cultural resources pursuant to Section 106 of the National Historic Preservation Act (historic sites/districts and archaeological sites)? No

Based on a review of the Final Plans dated June 2021 the following changes were identified when compared to the PD&E Study concepts. The Conceptual plans proposed a trail spur along the west side of Main Street, north of Liberty Street. This trail spur was not included in the Final Plans. This area included sidewalk improvements only and encompassed one block within the National Register of Historic Places (NRHP)-eligible Downtown Brooksville Historic District so there is now a reduction in work proposed within the historic district. In addition, the proposed trail along the west side of South Main Street, south of Liberty Street (approximately one block within the historic district) was proposed in the Conceptual plans to be 10 to 12 feet wide. In the Final Plans it is 10 feet wide and is clearly within the existing ROW with a 4-foot minimum buffer from the ROW line. None of the changes required an updated cultural resource assessment survey (CRAS), Section 106 Consultation Case Study Report (CSR), or coordination with the SHPO.

There was one commitment in the Type 2 CE related to cultural resources stating that FDOT would continue to coordinate with the SHPO during the project's design phase regarding the design of the screened cage over the CSX Railroad adjacent to the Brooksville Overpass. The City of Brooksville selected a color for the pedestrian bridge (Dark Green 14062) which was one of the options identified in the Section 106 Consultation CSR. The color name and number designation correspond to the Federal Standard 595 Colors. This information was submitted by FDOT District Seven to the SHPO via email on November 16, 2020. No comments were received from the SHPO. There is no change in status.

Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources or other protected public lands? No

The changes in alignment and typical section are designed within the existing trail ROW within Tom Varn Park and Bud McKethan Park as provided by the Brooksville City Council Resolution 2016-05 and 2015-12. The project continues to meet the Section 4(f) exception eligibility for Transportation enhancement projects and mitigation activities, where the use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection. There is no change in status.

Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? N/A

Are there changes in impacts to recreational areas or protected lands? N/A

c. NATURAL

Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat? Yes

Protected Species and Habitat

A 100% gopher tortoise survey was completed on October 6, 2021 by a FWC certified Gopher Tortoise Agent. No burrows were documented in or adjacent to the study area, consistent with the findings of prior field reviews and the Type II CE. Gopher tortoise involvement is not anticipated. Therefore, the effect determination is "no effect anticipated" for the gopher

**RE-EVALUATION
FORM**

tortoise, modified from the previous effect determination of "no adverse effect anticipated".

No additional potential protected species habitat was identified with the exception that 0.05-acre (ac) of wetland impact was proposed in addition to the previously noted other surface water (OSW) impact. Wetland and OSW impacts were determined to be de minimis to fish, wildlife and listed species during permitting, with no habitat compensation/mitigation required for any species. The USFWS *Effect Determination Key for the Wood Stork in Central and North Peninsular Florida* and USFWS *Eastern Indigo Snake Programmatic Effect Determination Key* considered the newly identified wetland impacts; the effect determination remained "may affect, but not likely to adversely affect" for both species as given in the Type II CE. Effect determinations for state-listed wetland-dependent avian species (little blue heron, tri-colored heron, roseate spoonbill, Florida sandhill crane) also remain unchanged from the Type II CE as "no adverse effect anticipated".

The eastern black rail, listed as a federally threatened species in November 2020, was not considered in the Type II CE. However, there is no habitat suitable for the eastern black rail that will be impacted by the project. Wetland impact is confined to 0.02 acre of impact to Wetland 1, a 0.1-acre wetland vegetated with water tupelo trees (*Nyssa aquatica*), and 0.03 ac of impact to Wetland 3, a stormwater conveyance vegetated with smartweed (*Persica sp.*) and dog fennel (*Eupatorium capillifolium*). The eastern black rail requires larger stands of emergent vegetation which is not provided in these wetlands or in the upland-cut drainage ditches that will be impacted. Therefore, there is "no effect" to the eastern black rail.

Wetlands and Other Surface Waters

There are permanent filling impacts to 0.03 acre of freshwater herbaceous wetlands and 0.02 acre of freshwater forested wetlands for a total of 0.05 acre of wetland impact. Wetland mitigation was not required for these impacts as the impacts were considered to be de minimis to fish, wildlife and listed species. In addition, permanent filling of 0.12 acre of other surface waters (OSWs) (upland cut ditches) will result from the construction of the project. Mitigation was not required for OSW impacts as these are upland cut ditches that are not constructed to divert natural stream flow and do not provide significant habitat for listed species.

[\[5 - 4372642_20080900_JAXESO_WOST_Key_11192021\]](#)[\[6 - 4372642_20130813_Eastern Indigo Snake Key_11192021\]](#)

Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, Nationwide Rivers Inventory Rivers, and/or Outstanding Florida Waters? N/A

Are there changes in impacts to Floodplains or Water Resources? No

Water Quality

The Southwest Florida Water Management District (SWFWMD) reviewed the project under Environmental Resource Permit (ERP) application 794715/ERP Permit 43044666.000 issued June 5, 2020. SWFWMD confirmed that water quality treatment is not required for the project and that the proposed improvements will not cause adverse impacts to adjacent properties or existing drainage facilities.

Floodplains

The SWFWMD reviewed the project under ERP application 794715/ERP Permit 43044666.000 issued June 5, 2020. The proposed improvements within the Peck Sink Watershed will result in 0.25 acre-foot of floodplain encroachment.

**RE-EVALUATION
FORM**

Approximately 0.25 acre-foot of compensatory storage is provided in a Floodplain Compensation (FPC) Site, Darby Pond, and improvements in the ROW. Encroachment into the 100-year floodplain was demonstrated to have no adverse impacts on offsite locations. SWFWMD determined that the encroachment is minimal.

d. PHYSICAL

Are there changes in Air Quality? No

What is the status of Highway Traffic Noise?

This project is a Type III project according to the provisions of 23 CFR 772 and Section 335.17, Florida Statute (FS), therefore noise assessment or consideration of abatement measures is not required. There is no change in status.

What is the status of Contamination?

The Level I Contamination Screening Evaluation Report (CSER) dated June 2019 identified 43 sites as possible for having the potential for Contamination. Three sites were rated as MEDIUM and 14 sites were rated as HIGH potential for contamination:

1. MEDIUM - Site No. 1 - Speedway #6531
2. MEDIUM - Site No. 13 - Mobil Station (Formerly Known As Chevron Brooksville #755)
3. MEDIUM - Site No. 38 - Pronto Cleaners/Marke Cleaners Corporation (Formerly Known As Brooksville Cleaners and Laundry)

1. HIGH - Site No. 2 - Vacant Lot (Formerly Known As Presto Food Store #17)
2. HIGH - Site No. 7 - Jerome Brown Sports Complex (Formerly Known As Hernando County Mining Association Enrichment Center)
3. HIGH - Site No. 9 - Vacant Lot (Formerly Known As Circle K)
4. HIGH - Site No. 10 - Sunoco Station (Formerly Known As Speedway)
5. HIGH - Site No. 14 - Wilkerson Auto Service
6. HIGH - Site No. 15 - CITGO Station
7. HIGH - Site No. 19 - P&B Sales and Service
8. HIGH - Site No. 20 - Vacant Facility (Formerly Known As Moneyhan Bus Depot)
9. HIGH - Site No. 21 - B&L Suncoast Auto
10. HIGH - Site No. 29 - First United Methodist Church
11. HIGH - Site No. 30 - Patricia's Boutique (Formerly Known As Broad Street ROW, Cumberland Farms #1039)
12. HIGH - Site No. 31 - Mountaineer Coffee (formerly a gas station)
13. HIGH - Site No. 36 - Little Lady Cafe (formerly a gas station)
14. HIGH - Site No. 37 - Bobby Meadows Printing

The Level II CSER was completed September 2020. Based on the land and analytical results from the samples collected during this assessment, no direct exposure concerns exist for this project and no Level III support is required.

Are there changes in impacts to Utilities and Railroads? No

Are there changes in impacts to Navigation? N/A

**RE-EVALUATION
FORM****8. COMMITMENT STATUS**

Are there prior commitments from the Environmental Document or previously approved re-evaluation(s)? Yes

Are there new environmental commitments? No

[\[2 - 437264 2 GNT Gap PCR 110321\]](#)

9. STATUS OF PERMITS**Federal**

None anticipated.

State

Segment	Name	Descriptor	Status	Date
437264-2-32-01	DEP or WMD Environmental Resource Permit (ERP)	Permit No. 43044666.000	Obtained	06/05/2020
437264-2-32-01	DEP National Pollutant Discharge Elimination System Permit	By Contractor - 48 hours prior to Construction	Needed	

Local

None anticipated.

Other

None anticipated.

Comment/explanation if permit listed in original Environmental Document is no longer required.

The USACE Section 404 Permit is not required. This project would fall under the FDEP State 404 General Permit for Linear Transportation Projects (62-331.217 FAC). However, as per the FDEP Section 404 General Permit criteria in 62-331.217(3), a Notice of Intent to use this GP for projects is not required if the project does not exceed 1/10 of an acre of impact.

A 100% gopher tortoise survey was completed on October 6, 2021 by a FWC certified Gopher Tortoise Agent. No burrows were documented in or adjacent to the study area, consistent with the findings of prior field reviews and the Type II CE. Gopher tortoise involvement is not anticipated. Therefore, the effect determination is "no effect anticipated" for the gopher tortoise, modified from the previous effect determination of "no adverse effect anticipated".

10. CONCLUSION

- ☒ The project has been re-evaluated pursuant to 23 CFR § 771.129. The FDOT has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.

11. DISTRICT REVIEW AND APPROVAL

Name and title of FDOT Preparer: Robin M. Rhinesmith

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

**RE-EVALUATION
FORM****OEM approval required?** Yes

Robin Rhinesmith

January 26, 2022

District approving authority or designee

Date

Electronically signed within SWEPT
on January 26, 2022 3:44:06 PM EST
(electronic signature on file)**12. OEM CONCURRENCE**

Jennifer Marshall, P.E.

February 7, 2022

Print Name

Date

Director of the Office of Environmental Management or Designee

Electronically signed within SWEPT
on February 7, 2022 3:38:10 PM EST
(electronic signature on file)**13. Links to Supporting Documentation**

- 1 - [43726425201-CE2-D7-437264-2_STIP_Consistency_Document_01-09-2022-2022-0109.pdf](#)
- 2 - [43726425201-CE2-D7-437264_2_GNT_Gap_PCR_110321-2021-1103.pdf](#)
- 3 - [43726425201-CE2-D7-437264-2_TIP_Consistency_Document_06-17-2021-2021-0617.pdf](#)
- 4 - [43726425201-CE2-D7-437264-2_LRTP_Consistency_Document_12-09-2019-2019-1209.pdf](#)
- 5 - [43726425201-CE2-D7-20080900_JAXESO_WOST_Key_11192021-2022-0131.pdf](#)
- 6 - [43726425201-CE2-D7-20130813_Eastern_Indigo_Snake_Key_11192021-2022-0131.pdf](#)