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FLORIDA DIVISION

**Florida Department of Transportation
PROJECT REEVALUATION FORM**

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Design Change
- b. Document Type and Date of Approval: Categorical Exclusion Type 2
- c. Project Numbers: ⁽¹⁴⁾
SA-332-1(4); SA-332-1(15)
Federal Aid
- d. Project Local Name, Location and Limits: S.R. 200 from U.S. 41 (S.R. 45) to C.R. 484
- e. Segment of Highway Being Advanced: S.R. 200 from U.S. 41 (S.R. 45) to north of the Marion County Line WPI Segment No. 257188 1 Federal Aid No. FL62-020R
- f. County: Citrus

II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 CFR 771 or the Project Development and Environment Manual of FDOT, and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly affect the quality of the human environment. Therefore, the original Administration Action remains valid.

It is recommended that the project identified herein be advanced to the next phase of project development.

REVIEWER SIGNATURE BLOCK

M. H. E. Clasper
District Representative

3/18/02
Date

III. FHWA CONCURRENCE BLOCK

Martin Williams

May 7, 2002

• **CHANGES IN IMPACT STATUS OR DOCUMENT COMPLIANCE**

	<u>YES/NO</u>	<u>COMMENTS</u>
A. SOCIAL IMPACTS		
1. Land Use Changes	[] [x]	_____
2. Community Cohesion	[] [x]	_____
3. Relocation Potential	[x] []	See Attachment A
4. Churches and Schools	[] [x]	_____
5. Title VI Considerations	[] [x]	_____
6. Controversy Potential	[] [x]	_____
7. Energy	[] [x]	_____
8. Railroads and Utilities	[] [x]	_____
B. CULTURAL IMPACTS		
1. Section 4(f) lands	[] [x]	_____
2. Historic Sites/Districts	[] [x]	_____
3. Archaeological Sites	[x] []	See Attachment A
4. Recreation Areas	[] [x]	_____
C. NATURAL ENVIRONMENT		
1. Wetlands	[x] []	See Attachment A
2. Aquatic Preserves	[] [x]	_____
3. Water Quality	[] [x]	_____
4. Outstanding Florida Waters	[] [x]	_____
5. Wild/Scenic Rivers	[] [x]	_____
6. Floodplains	[] [x]	_____
7. Coastal Zone Consistency	[] [x]	_____
8. Coastal Barrier Island	[] [x]	_____
9. Wildlife and Habitat	[] [x]	_____
10. Farmlands	[] [x]	_____
11. Visual / Aesthetics	[] [x]	_____
D. PHYSICAL IMPACTS		
1. Noise	[] [x]	_____
2. Air	[] [x]	_____
3. Construction	[] [x]	_____
4. Hazardous Materials	[x] []	See Attachment A
5. Navigation	[] [x]	_____

- **EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA**

This reevaluation divided the project into segments for the purposes of analyzing design alternatives (See Figure 1):

- **Segment 1: From Project Southern Terminus to East Lake Park Road**

The Preferred Alternative remains a four-lane urban typical section with 12-foot lanes, four-foot bicycle lanes, five-foot sidewalks, 22-foot raised median with all contained within a 100-foot right-of-way. The alignment is centered within the existing 100 feet of right-of-way. Additional right-of-way will be limited to ponds. The alignment and typical section are consistent with the recommendation of the original PD&E study.

- **Segment 2: From East Lake Park Road to North of East Chappell Court**

The new Preferred Alternative is a four-lane suburban typical section with 12-foot lanes, eight-foot (five feet paved) outside shoulders, 22-foot raised median with all contained within a proposed 180-foot right-of-way. The alignment is shifted west and maintains the eastern existing right-of-way limit. The alignment is consistent with the recommendation of the original PD&E study. However, the original PD&E study recommended a rural typical section within a proposed 200-foot right-of-way.

- **Segment 3: From North of East Chappell Court to North of East Elise Court**

The new Preferred Alternative is a four-lane suburban typical section with 12-foot lanes, eight-foot (five feet paved) outside shoulders, 22-foot raised median with all contained within a proposed 180-foot right-of-way. The alignment is shifted west and maintains the eastern existing right-of-way limit. The alignment is consistent with the recommendation of the original PD&E study. However, the original PD&E study recommended a rural typical section within a proposed 200-foot right-of-way.

- **Segment 4: From North of East Elise Court to the Project's Northern Terminus**

The Preferred Alternative remains a four-lane rural typical section with 12-foot lanes, 10-foot (5 feet paved) outside shoulders, 40-foot median all contained within a proposed 200-foot right-of-way. The alignment continues the widening to the west before shifting to the east side, just beyond the S.R. 200 / CR 491 intersection. The alignment continues with widening to the east, crossing the Withlacoochee River and terminating at the project's northern terminus. The typical section and proposed alignment are consistent with the original PD&E study.

- **MITIGATION STATUS AND COMMITMENT COMPLIANCE**

Three commitments were provided in the CE Type II for the original PD&E study as follows:

1. Clearing of scrub habitat along the project will be done outside the Florida scrub jay nesting season (March 1 – June 30) to avoid potential destruction of scrub jay nests in case scrub jays have shifted their territorial boundaries. This commitment is still valid and will be addressed in the contract documents in the final design phase.
2. The FDOT will provide educational materials on the eastern indigo snake to all construction workers working on the project to minimize any potential impacts. This commitment is still valid.
3. Coordinated excavation of five archaeological sites based on a Cultural Resources Assessment Survey of the present project and a signed Memorandum of Agreement (MOA) among FHWA, FDOT, SHPO, and ACHP will be carried out prior to roadway construction. These activities will take place once the right of way is acquired and will be complete before construction activities commence.

- **PERMITS STATUS**

Permits from the Southwest Florida Water Management District, the U.S. Army Corp of Engineers, and the Environmental Protection Agency must be obtained for the project. Applications will be submitted during the design phase of the project.

ATTACHMENT A

SOCIAL IMPACTS

Relocation Potential

The previous PD&E study determined that there would be 35 residential and 9 business relocations within the original 12.8 miles project limits (from north of U.S. 41 to C.R. 484 in Marion County). The Conceptual Stage Relocation Plan did not identify the location of the residential relocations.

An updated Conceptual Stage Relocation Plan was developed for the PD&E study reevaluation. This reevaluation's project limits extend from north of U.S. 41 to just north of the Marion County Line, a distance of approximately 6.7 miles. Based on this updated Conceptual State Relocation Plan, this project will potentially require the displacement of thirty-two (32) residences, seven (7) occupied businesses and one (1) public facility (Citrus County Fire and Rescue Facility). In addition, there is a potential for an additional five (5) commercial type buildings, which are unoccupied at this time, and which would require relocation.

CULTURAL IMPACTS

In compliance with Section 106 of the *National Historic Preservation Act of 1996* (as amended), a Cultural Resource Assessment Survey (CRAS) Update Technical Memorandum was prepared for the project. The purpose of the survey was to update the CRAS conducted with the original study. The original study included an approximate 12.5-mile segment of S.R. 200, as well as 17 water retention areas. As a result of this previous investigation, 29 archaeological sites and four historic structures were identified and evaluated, of which 19 archaeological sites and three historic resources are located within the limits of the PD&E Study Reevaluation. Of the 19 archaeological sites, five (8CI807, -811, 8CI820, 8CI821, and 8CI823) were evaluated as potentially eligible for listing in the National Register of Historic Places (NRHP). 8CI807 is located adjacent but outside the project right-of-way. The Florida State Historic Preservation Officer (SHPO) concurred with this evaluation. In 1995, a Memorandum of Agreement (MOA) was executed by the FHWA, FDOT, and Florida SHPO, and accepted by the Advisory Council on Historic Preservation in 1996. This agreement document stipulated that excavation (Phase III) and artifact recovery be carried out at those portions of the Tiger Eye Site (8CI811), Magic

Farms Site (8CI820), Stokes Ferry Road Site (8CI821), and Stokes Ferry Site (8CI823) affected by FHWA activities. Site 8CI807 was not included in the MOA since it would not be affected by FHWA activities.

In addition to the sites recorded during the previous CRAS of S.R. 200, four other archaeological sites are recorded within the reevaluation survey area. None were determined to be significant. In summary, 26 recorded archaeological sites and historic resources are located within the S.R. 200 Reevaluation project, including four NRHP-eligible archaeological sites.

No new archaeological sites were discovered as a result of the update survey. Seventeen of the previously recorded archaeological sites are located, at least in part, within the proposed right-of-way and/or proposed pond areas. Among these sites, 8CI811, 8CI820, 8CI821, and 8CI823 have been determined NRHP-eligible by the Florida SHPO. Two of these significant sites, 8CI811 and 8CI821, are situated within proposed pond areas, as well as within the proposed right-of-way.

The historic structures survey verified the location of one previously recorded resource, the bridge over the Withlacoochee River (8CI824), within the reevaluation project. The previously recorded cemetery (8CI826) is located outside the proposed right-of-way, and the previously recorded residence at 110 Summit Road (8CI825) is no longer extant. Ten historic structures (8CI1078 through 8CI1086, 8MR3161) were newly identified and assessed; none is considered potentially eligible for listing in the NRHP.

In conclusion, the proposed improvements for S.R. 200, including development of proposed ponds, will affect four NRHP-eligible archaeological sites: the Tiger Eye Site (8CI811), Magic Farms Site (8CI820), Stokes Ferry Road Site (8CI821), and Stokes Ferry Site (8CI823). No significant cultural resources are located within the Withlacoochee River bridge replacement area.

NATURAL ENVIRONMENT

Wetlands

The original PD&E study identified approximately 3.7 acres of impacted wetlands along the original 12.8 miles of study limits. This reevaluation identified approximately 4.98 acres of direct wetland impact and

0.78 acres of indirect impact. Impacts to individual wetlands range from 0.11 to 1.88 acres in size. The project limits are divided into 4 segments (1,2,3, and 4) with impacts by segment as follows:

Segment 1

Improvements within Segment 1 include a 4-lane urban typical section within the existing 100-foot right-of-way. Construction of this preferred alternative will not result in impacts to wetlands.

Segment 2

There are no wetland areas affected by the project in this segment.

Segment 3

Since a majority of the wetlands located within this segment consist of large contiguous systems, potential impacts relative to total wetland size are minimal. In this segment, impacts to three (3) wetland systems will occur. Total potential impacts resulting from the preferred alternative will result in 1.01 acres of wetland impacts.

Segment 4

Improvements within Segment 4 for the preferred alternative will result in 4.75 acres of potential wetland impact (3.97 acres direct impacts/0.78 acre indirect impacts). Included in this impact is 1.88 acres of potential direct impact associated with bridge approaches to the Withlacoochee River, in addition to 0.78 acres of indirect impact associated with shading from the proposed bridge.

Mitigation

Mitigation policies have been established by the USACOE and the SWFWMD. Options for mitigating the loss of wetlands include mitigation banking, upland and/or wetland preservation, wetland restoration, enhancement, and creation. Also, in accordance with recently passed legislation (F.S. 373.4137), another mitigation option is available to the Department. Mitigation in the form of a transfer of funds to the FDEP at \$82,281.00 per acre of impact, is also available. These funds are to be used to finance mitigation

programs. This mitigation policy is acceptable to the State of Florida and the Federal Agency (USACOE).

Based on these considerations, it is recommended that mitigation, if necessary, be accomplished in accordance with F.S. 373.4137. These and other mitigation options will be explored further during the final design phase of the project. At that time, all appropriate regulatory agencies will be contacted to discuss the required mitigation criterion and to perform on-site investigations, if necessary.

PHYSICAL IMPACTS

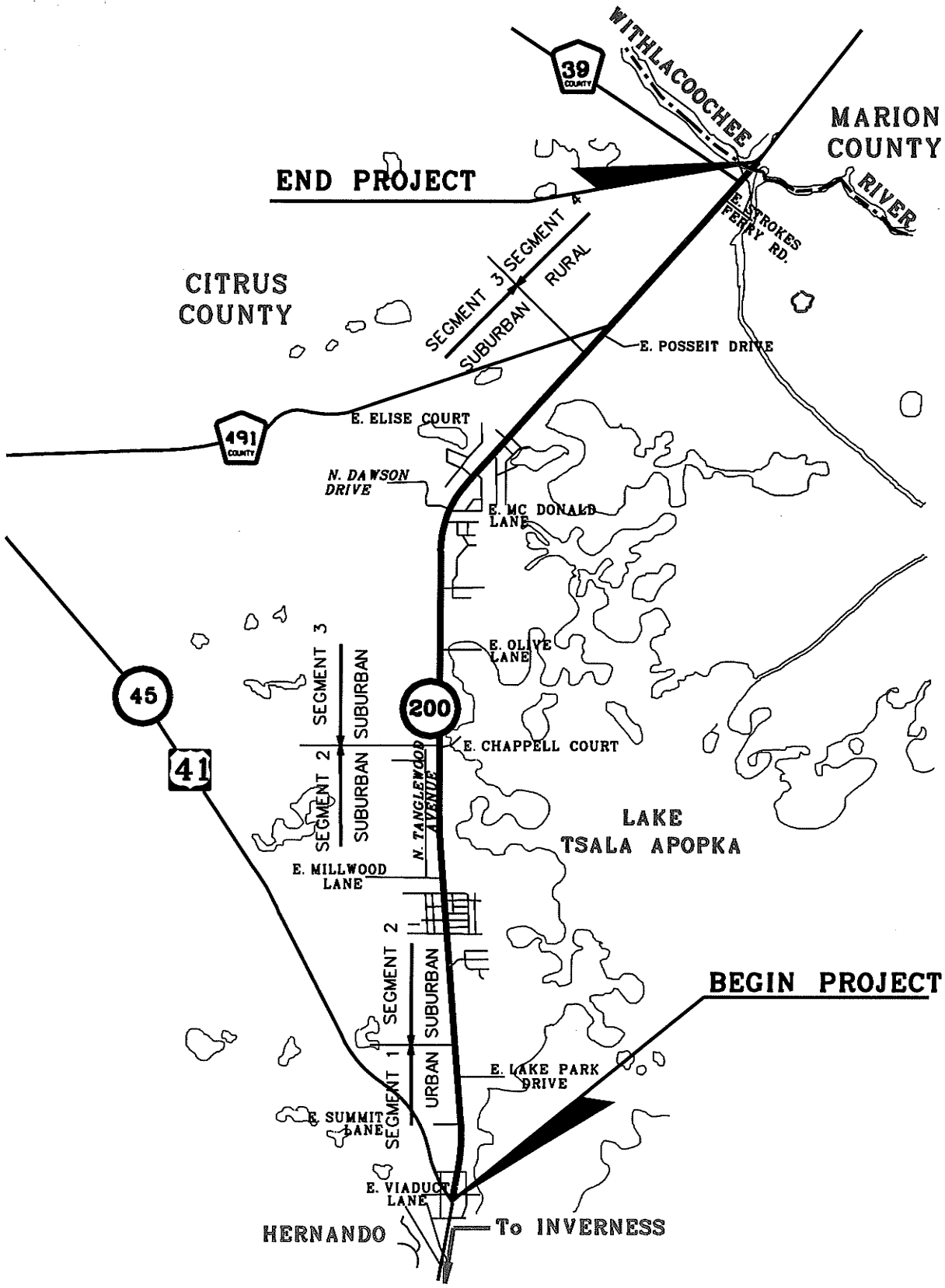
Hazardous Materials

The original PD&E study's Type II Categorical Exclusion identified no known significant contamination sites involved with this project. The current reevaluation of that original effort results in the identification of 21 sites within the study corridor, from north of U.S. 41 to just north of the Marion County Line, were identified that have questionable use of, a history of, or currently store, sell, or use petroleum products or hazardous material/hazardous wastes (HM/HW). These sites were assigned a risk rating of high, medium, low, or no for their potential to impact the project. The sites are identified using a three-part code made up of the site number, the potential contamination source (petroleum versus HM/HW), and the site risk rating.

The potential contamination sites that were identified through this contamination screening evaluation process have been investigated and the results for each site are available. Of the 21 sites, seven have the potential for petroleum contamination and 14 have the potential for HM/HW contamination. All seven potential petroleum contamination sites are listed with a medium risk of potential impact to the project. 13 of the 14 HM/HW sites are labeled with a low risk of potential impact to the project. The remaining HM/HW site is labeled with a high potential for impact to the project.

For the proposed build alternative, it is recommended that each of the low risk sites be revisited prior to right-of-way acquisition to determine if higher quantities or new types of hazardous materials have been introduced to them or if recent incidents indicate a higher potential for encountering contamination. A field review of the entire area is also recommended to identify new potential contamination sites prior to right-of-way acquisition. For the medium and high-risk sites, additional investigation is recommended prior to right-of-way acquisition, including site visits, interviews with property owners, and soil testing as

warranted. If testing verifies the presence of contamination, coordination with the property owner and the appropriate regulatory agency is recommended to accomplish the necessary remediation in a timely manner relative to the project schedule.



S.R. 200
PD&E STUDY REEVALUATION

Project Location Map

Figure 1

S.R. 200 PD&E Study
Reevaluation
 From U.S. 41 to N. of Marion County Line
Citrus County
 WPI Seg. No. 257188; FAP No. FL62-020R



Route Slip

Distribution:

U.S. Department of Transportation
Federal Highway Administration
Florida Division

To: Name		Date	Org/Rtg Symbol
Mr. Rick Adair or mark Glasgens	Environmental Management Office	5/7/02	FDOT, District 7, Tampa

Remarks

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 - Signature of
- FAPN: SA-3321 (014)
Design Change Reevaluation
County Road 200
Citrus County
- Attached is an approved Categorical Exclusion, Type 2, for the subject project.
- I can be contacted by phone at the number listed below or by correspondence to MS-29.
- Attachment

From: Name		Telephone	Org/Rtg Symbol
Marvin L. Williams 	Transportation Engineer	904-942-9650 ext.3029	FHWA-FL

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