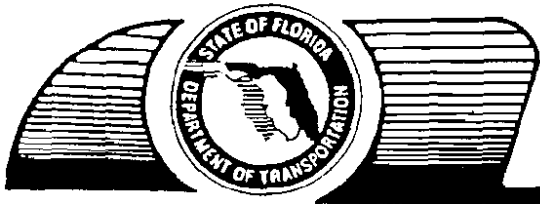


#1



**FLORIDA
DEPARTMENT OF TRANSPORTATION**

S.R.200

From S.R.45 to C.R.484

Citrus & Marion Counties

STATE PROJECT NO.	02040-1503; 36100-1524
WORK PROGRAM NO.	5111615; 5113521
FEDERAL AID PROJECT NO.	SA-332-1(14); SA-332-1(15)

Type 2 Categorical Exclusion



Route Slip

Distribution:

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

To Name	Date	Org/Rtg Symbol
Mr. Fred Birnie	11/26/96	FDOT, MS-8-501
Remarks		
<input checked="" type="checkbox"/> Per Your Request <input type="checkbox"/> For Your Information <input type="checkbox"/> Per Our Conversation <input type="checkbox"/> Note & Return <input type="checkbox"/> Discuss With Me <input type="checkbox"/> For Your Approval <input type="checkbox"/> For Your Signature <input type="checkbox"/> Comment <input type="checkbox"/> Take Appropriate Action <input type="checkbox"/> Please Answer <input type="checkbox"/> Prepare Reply For Signature of	<p>RE: SR 200 from SR 45 in Citrus Co. to CR 484 in Marion Co. FAP No. SA-332-1(14) & (15) State No. 02040-1502 & 36100-1524 WPI No. 5111615 & 5113521</p> <p>Attached is a copy of the approved Type 2 Categorical Exclusion. Thanks to you and your staff for the efforts to clear up the wetland banking documentation.</p>	
<p>RECEIVED DEC 4 - 1996</p>		
From Name	Telephone	Org/Rtg Symbol
David Unkefer	904/942-9612	FHWA

Florida Department of Transportation
ENVIRONMENTAL DETERMINATION

1. GENERAL INFORMATION

County: Citrus and Marion
Project Name: Upgrade SR 200 from two lane to four lanes
Project Limits: From SR 45 in Citrus County to CR 484 in Marion County
Project Numbers: 36100-1524 SA-332-1(15) 5113521
 02040-1502 SA-332-1(14) 5111615
 State Federal WPA

2. PROJECT DESCRIPTION

a. Existing: SR 200 is a "Minor Arterial" two lane road with 11-foot travel lanes and 8 foot grass shoulders. The existing right of way is 100 feet. SR 200 is presently operating at levels of service ranging from C to D. The existing two-lane bridge over the Withlacoochee River is functionally obsolete.

b. Proposed Improvements: Within the limit, SR 200 will be upgraded to a four-lane roadway in order to accommodate projected future traffic demands and safety requirements. An urban typical section was chosen between station 1360+00 and 1300+00 (Citrus County) due to commercial and residential land use adjacent to the roadway. A rural typical section was chosen between station 1300+00 and 710+00 (Part of Citrus and entire Marion section). Detailed drawings are in Figure 1.

3. CLASS OF ACTION

a. Class of Action: b. Other Actions:


Environmental Assessment Section 4(f) Statement
 Environmental Impact Statement Section 106 Consultation
 Type 2 Categorical Exclusion 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 October 18, 1994 and a transcript 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.
- 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 concept.
- 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.

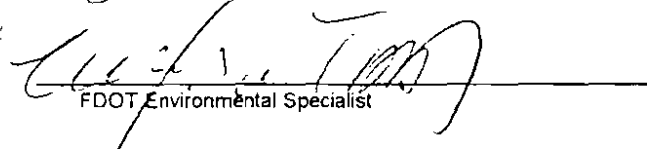
d. Cooperating Agency: COE USCG FWS EPA NMFS NONE

4. REVIEWER'S SIGNATURE:



FDOT Project Engineer

11/12/96
Date



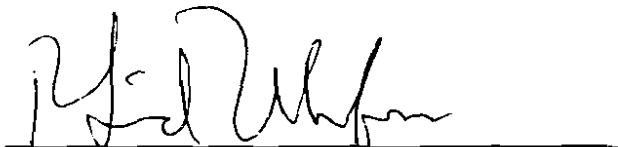
FDOT Environmental Specialist

11/12/96
Date

FHWA Area Engineer

11/1
Date

5. FHWA CONCURRENCE:



(For) Division Administrator

11/25/96
Date

6. IMPACT EVALUATION

Topical Categories	S i g n	M i n	N o n	N o i n v	REMARKS
A. SOCIAL IMPACTS					
1. Land Use Changes	[]	[]	[x]	[]	See Attached
2. Community Cohesion	[]	[]	[x]	[]	See Attached
3. Relocation Potential	[]	[x]	[]	[]	See Attached
4. Churches and Schools	[]	[x]	[]	[]	See Attached
5. Title VI Considerations	[]	[]	[x]	[]	See Attached
6. Controversy Potential	[]	[]	[x]	[]	See Attached
7. Energy	[]	[]	[]	[x]	
8. Utilities & Railroads	[]	[]	[x]	[]	See Attached

B. CULTURAL IMPACTS					
1. Section 4(f) Lands	[]	[]	[]	[x]	
2. Historic Sites	[]	[]	[x]	[]	See Attached
3. Archaeological Sites	[]	[x]	[]	[]	See Attached
4. Recreation Areas	[]	[]	[]	[x]	

C. NATURAL ENVIRONMENT					
1. Wetlands	[]	[x]	[]	[]	See Attached
2. Aquatic Preserves	[]	[]	[]	[x]	
3. Water Quality	[]	[]	[x]	[]	See Attached
4. Outstanding Florida Waters	[]	[]	[x]	[]	See Attached
5. Wild/Scenic Rivers	[]	[]	[]	[x]	
6. Floodplains	[]	[x]	[]	[]	See Attached
7. Coastal Zone Consistency	[]	[]	[x]	[]	See Attached
8. Coastal Barrier Island	[]	[]	[]	[x]	
9. Wildlife and Habitat	[]	[]	[x]	[]	See Attached
10. Farmlands	[]	[]	[x]	[]	See Attached

D. PHYSICAL IMPACTS					
1. Noise	[]	[x]	[]	[]	See Attached
2. Air	[]	[]	[x]	[]	Passed Air Screening Test
3. Construction	[]	[x]	[]	[]	See Attached
4. Contamination	[]	[]	[x]	[]	See Attached
5. Navigation	[]	[]	[x]	[]	See Attached

- a. [X] 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:

South Florida Water Management District - MSSW and Wetland Resources
 U.S. Army Corps of Engineers - Dredge and Fill
 U.S. Environmental Protection Area - NPDES

7. WETLANDS FINDING: (Applies to Type 2 Categorical Exclusion Only)

To comply with Presidential Executive Order 11990 entitled, "Protection of Wetlands", dated May 23, 1977, a wetland impact study related to this project has been conducted. According to the U.S. Department of Interior's National Wetland Inventory maps for Stokes Ferry, Inverness, and Ocala, Florida, the proposed roadway encroaches upon eight (8) wetland areas. All wetlands involved are classified as palustrine emergent scrub-shrub or forested. The wetland at the eight locations are associated with Tsala Apopka Lake, Withlachoche River, Ross Prairie, and several other isolated wetlands. The wetland associated with Tsala Apopka Lake is large and contiguous, situated on the east side of the existing roadway. The proposed roadway expansion will acquire the required right of way from the west side of the roadway to avoid any wetland impacts. As a result of this west side right of way acquisition, impacts to wetland of the Tsala Apopka Lake is none. As the roadway travels north, there are three small isolated wetlands located on both sides of the existing roadway. To minimize the unavoidable impacts, the right of way required will be obtained from the east side where the quality of the wetland is lower than that on the west side. SR200 crosses Ross Prairie at the north end of the project, roadway expansion was chosen to be placed on the west side to minimize wetland impacts. Since the project is to expand the current existing roadway, the proposed alignment is chosen to avoid and minimize unavoidable impacts to wetlands. Based on the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

8. COMMITMENTS AND RECOMMENDATIONS (Applies to Type 2 Categorical Exclusions Only)

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.
 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.
 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.
-

6. IMPACT EVALUATION

A. SOCIAL IMPACTS

1. Land Use Changes

The existing land use along this segment of SR200 is primarily undeveloped natural land. Toward the southern end of the project (SR45) in Hernando, residential build up along the roadway is predominate. As the road travels northeast, it becomes more rural. The proposed project is consistent with the Withlacoochee Regional Planning Council's Comprehensive Regional Policy Plans. Also this project is listed in the Marion County Metropolitan Planning Organization's 1995/1996 to 1999/2000 Transportation Improvement Program (TIP) and the 2010 improvements identified in the Citrus County Comprehensive Plan. Land use is not expected to change due to the proposed roadway improvements.

2. Community Cohesion

Currently SR 200 within the study limit is a 2- lane undivided roadway without any median. The proposed action is to add one travel lane in each direction and incorporate a 22-ft median in the urban section and a 40-ft median in the rural section. The median addition will make crossing the roadway much easier and safer than before.

Coordination has been made in the relocation of a Volunteer Fire Station. A suitable replacement site for the Volunteer Fire Station within the project area has been located. And impacts to the community is not anticipated.

Since the project is to upgrade an existing roadway, splitting of neighborhoods, social isolation or degradation in quality of life will not occur. Neighborhoods will not be separated from community facilities due to the proposed roadway improvements.

3. Relocation Potential

A conceptual stage relocation plan has been conducted for the proposed project (available in the district EMO office). A total of 35 families (mobile homes, 3 of the 35 are not occupied) and nine business (2 of the 9 are not occupied), one volunteer fire department, and one on-premise sign will be relocated.

During the search of the project area for replacement housing and commercial sites, numerous Real Estate Agents were contacted. The Right of Way Agents were able to find an abundance of both residential sites and commercial sites for the displacees to relocate within the project area. The Volunteer Fire Department has been coordinated and a replacement site for the fire station has been located. There were no public controversies over the relocation issue.

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

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

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

FORM 508-01

Page 6 of 9

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

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

Financial assistance is available to the eligible relocatee to:

1. Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
2. Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market;
3. Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling;
4. Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$5,250, to rent a replacement dwelling or room or to use as down payment, including closing costs, on the purchase of a replacement dwelling. The brochures which describe in detail the Department's relocation assistance program and right of way acquisition program are "Your Relocation: Residential", "Your Relocation: Businesses, Farms and Nonprofit Organization", "Your Relocation: Signs" and "The Real Estate Acquisition Process". All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

4. Churches and Schools

The Riverside Baptist Church and the Riverside Baptist Academy is located on the east side of SR200 at the intersection of CR491 and SR200. The required right of way for the proposed project will be obtained from the west side of the roadway. And consequently, the proposed project will not have any major impacts on church activities.

5. Title VI Considerations

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

6. Controversy Potential

The Withlacoochee Regional Planning Council (Marion and Citrus counties) endorsed the project. Opinions and expressions of interested people, groups and parties were collected at both the public hearing and public comments following the hearing. Overall, there is no controversy regarding this project.

8. Utilities and Railroads

Sumter Electric Cooperation Inc. and Cablevision of Central Florida are the utility companies located on or adjacent to the proposed roadway improvements. The FDOT will continue to coordinate with all public utilities involved through the design and construction phases of the project.

There is no involvement with railroads in this project

B. Cultural Impacts

2 & 3. Historical Sites/Districts and Archaeological Sites

A Cultural Resources Assessment including background research and a field survey coordinated with the State Historical Preservation Officer (SHPO) has been conducted. The above assessment identified five potentially significant archaeological sites. Through coordination with Florida State Historical Preservation Officer (SHPO), Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT), and the Advisory Council on Historical Preservation (ACHP), and taken floodplain and wetland impacts into consideration, it was determined that preservation of these sites in place is not the least overall environmental impacts alternative. Consequently, coordinated excavation of the above five sites based on a signed Memorandum of Agreement (MOA) among FHWA, FDOT, SHPO, and ACHP to mitigate any unavoidable effects will be carried out prior to roadway construction (see attached MOA). Through the above mitigation efforts, the impacts to archaeological and historical sites are determined to be minimal.

C. Natural Environments

1. Wetland

To comply with Presidential Executive Order 11990 entitled, "Protection of Wetlands", dated May 23, 1977, a wetland impact study related to this project has been conducted. According to the U.S. Department of Interior's National Wetland Inventory maps for Stokes Ferry, Inverness, and Ocala Florida, the proposed roadway encroaches upon eight (8) wetland areas. All wetlands involved are classified as palustrine emergent scrub-shrub or forested. The wetland at the eight locations are associated with Tsala Apopka Lake, Withlacoochee River, Ross Prairie, and several other isolated wetlands. The wetland associated with Tsala Apopka Lake is large and contiguous, situated on the eastside of the existing roadway. The proposed roadway expansion will acquire the required right of way from the west side of the roadway to avoid any wetland impacts. As a result of this west side right of way acquisition, impacts to wetland of the Tsala Apopka Lake is none. As the roadway travels north, there are three small isolated wetlands located on both sides of the existing roadway. To minimize the unavoidable impacts, the right of way required will be obtained from the east side where the quality of the wetland is lower than that on the west side as determined by the WETII analysis. SR200 crosses Ross Prairie at the north end of the project, roadway expansion was chosen to be placed on the west side to minimize wetland impacts. Since the project is to expand the current existing roadway, the proposed alignment is chosen to avoid and minimize unavoidable impacts to wetlands. WETII Level I analysis for social significance and feasibility effectiveness and opportunity has been conducted. The results of the analysis indicated current wetland impacts do not involve high quality wetlands.

As a result of the proposed project, approximately 3.7 acres of wetlands will be impacted. Marion One Sustainable Mitigation Project will be used as the conceptual mitigation plan. Currently, Marion I Sites has been approved by the Southwest Florida Water Management District to mitigate wetland impacts within the Withlacoochee Basin under a Management and Storage of Surface Water Permit (Permit No.: 4012339) and the U.S. Army Corps of Engineers under a Nationwide Permit (Permit No: 199504207NW-26).

3. Water Quality

The proposed Storm water facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the Southwest Florida Water Management District, in Rules 40D-4 (F.A.C.). Therefore, no further mitigation for water quality impacts will be needed. Please see the attached Water Quality Impact Evaluation (WQIE) Check List for additional information.

4. Outstanding Florida Water

SR200 crosses the Outstanding Florida Water, Withlacoochee River in Marion County. A bridge structure consisting of 4 travel lanes is proposed to replace the current two lane bridge. (The bridge has been determined to be functionally obsolete.)

The proposed storm water system will be designed to convey roadway runoff to the respective proposed pollution abatement ponds for treatment based on Southwest Florida Water Management District requirements. Discharging the treated storm water is expected to have minimal, non significant effects on the water quality of the Withlacoochee River.

6. Floodplain

In accordance with Executive Order 11988, a floodplain evaluation was conducted. Federal Insurance Administration Flood Insurance Rate Maps (FIRM Numbers 120063 0150B and 120063 0175B in Citrus County. FIRM Numbers 120160 0780B, 120160 0640B, and 120160 0650B in Marion County) were examined to determine whether or not the proposed project will encroach upon the base of 100 year floodplain. The 100 year floodplain transversed by the proposed project includes Tsala Apopka lake, Withlacoochee river, and Ross Prairie drainage basins.

The proposed improvement to SR200 involves the development of approximately 57 acres of the 100 year floodplain along the entire corridor. Such encroachment would consist of deposition of material for the proposed travel lanes, grass strips, and fill slopes. Due to the extensive size of the aggregate 100 year floodplain, and the design of compensating storage for storm water, the project would have no measurable effects on surface water elevation. Neither would there be any risk of damage to or interruption of the roadway. In conclusion, the proposed project would not increase the probability of flooding, property damage or loss of life. And such 100 year floodplain encroachment is negligible.

There is no alternative to new construction within the floodplain since the project involves expanding a facility which has been situated within the 100 year floodplain base.

The proposed improvements for the segment of SR200 located in both Marion and Citrus Counties are classified as Category 4. And the following statement applies: The proposed structure 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 flood plain values, there will be no significant change in flood risks, and there will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

Developments along the project corridor are controlled and planned by local county and city governments. The widening of SR200 is consistent with the comprehensive plans of both Marion and Citrus Counties. Incompatible land use and development is not expected as a result of the roadway development.

There are no regulatory floodways within the project corridor.

7. Coastal Zone Consistency

The Office of Planning and Budget, Office of the Governor has determined that this project is consistent with the Florida Coastal Zone Management Program (ltr. 4/2/93).

9. Wildlife and Habitat

An extensive environmental study of the wildlife and habitat resources coordinated with the US Fish and Wildlife Service (USFWS) in the project area was conducted to determine existing wildlife and vegetation populations, critical habitats, and what impact the proposed project may have on threatened and endangered (T&E) species and wildlife populations in the area. Field surveys showed no signs that there are any federally listed endangered and threatened vegetation and wildlife present along the road corridor itself. It has determined that the the proposed project has no impact to the T& E within the project corridor.

The United States Fish and Wildlife Service concurrence letters on the above findings are attached.

10. Farmland

Through coordination with the Soil Conservation Service, it has been determined that no farmlands as defined by 7CFR658 are located in the project vicinity.

D. Physical Impacts

1. Noise

A complete noise study has been completed and a noise report has been prepared. Based on the results from the noise study, receivers along SR200 currently approach or exceed noise abatement criteria. Compared with the existing noise level, future noise level will be much alike for the "No Build" alternative, and 1-2 dBA increase for the "Build" alternative in design year. Roadway expansion adjacent to three subdivisions (noise receivers) is proposed to obtain additional right of way from the opposite side of the current roadway alignment to reduce noise impact. After taking considerations of antiquity, potential additional wetland impacts, and the relative small increase of noise level, the Florida Department of Transportation will not propose any additional noise abatement measures such as building noise barrier walls other than the current alignment selection.

2. Air

The proposed project passed the air screening test.

This project is in an area which has been designated as attainment for the ozone standards under the criteria in the Clean Air Act Amendments of 1990. The project is in conformance with the State Implementation Plan because it will not cause violations of the National Ambient Air Quality Standards.

3. Construction

Construction activities for the proposed improvements to SR200 will have temporary air, noise, water quality and traffic flow impacts. Air quality impacts, water quality impacts and noise pollution impacts will be effectively controlled in accordance with FDOT's "Standard Specifications for Road and Bridge Construction" and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize delays throughout the project.

Construction of the improvements could require placement of embankments and use of materials such as lime rock, asphaltic concrete, and portland cement concrete. The removal of any structures or debris will be in accordance with local and state regulation agencies permitting this operation. The contractor will be responsible for the methods of controlling pollution on haul roads, in borrow pits, or other areas used for disposal of waste material from the project. Temporary erosion control as specified in the FDOT's Standard Specifications, Section 104, will consist of either temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, or berms.

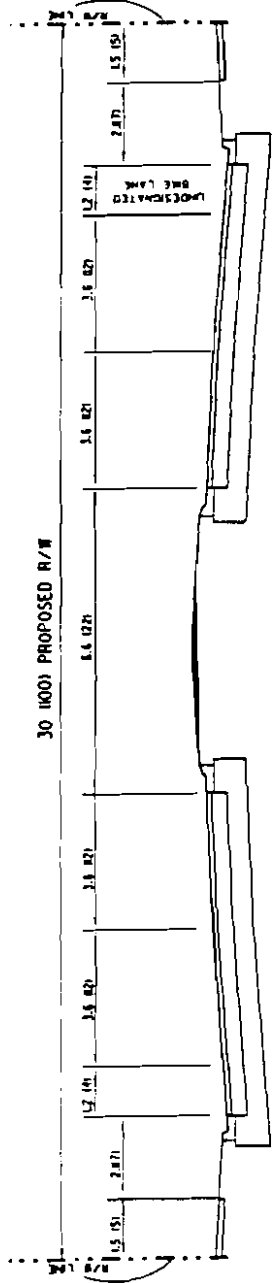
4. Contamination

Based on information obtained from both in house review and field survey, there are no known significant contamination sites involved with this project.

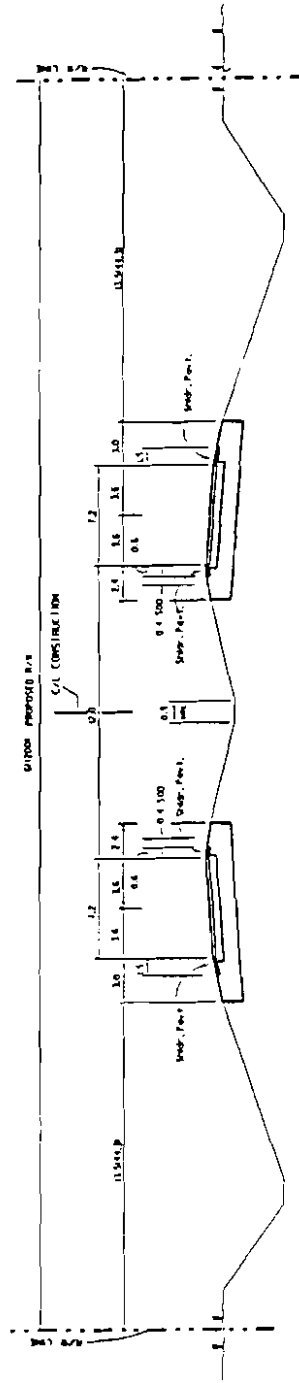
5. Navigation

SR200 crosses the Withlacoochee River (Bridge No.: 020008-s) at 38 river miles measured from the confluence. Detailed information is presented in the attached Bridge Project Questionnaire. (The bridge has been determined to be functionally obsolete.)

PROPOSED TYPICAL SECTION
S.R. 200

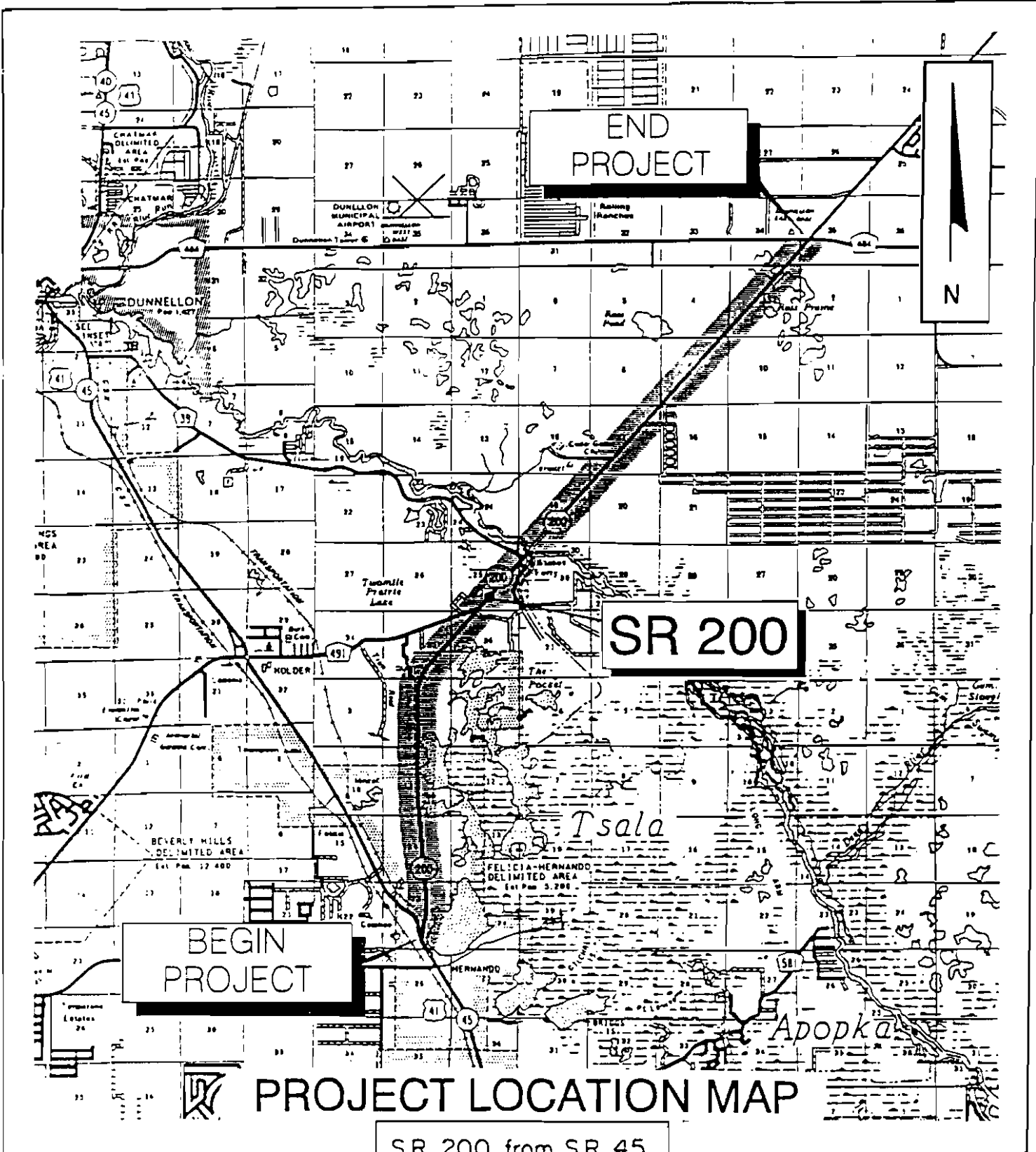


FROM STA 1360+00 TO STA 1300+00
DESIGN SPEED 70 KM/H



FROM STA 1300+00 TO STA 710+00
DESIGN SPEED 90 KM/H

FIGURE 1



S.R. 200 from S.R. 45
to C.R. 484

S.P.N. 02040-1503;
36100-1524

W.P.N. 5111615; 5113521



IN REPLY REFER TO

United States Department of the Interior

FISH AND WILDLIFE SERVICE

6620 Southpoint Drive, South

Suite 310

Jacksonville, Florida 32216-0912

APR 02 1996

Tianjia Tang, Ph.D, Environmental Specialist
Environmental Management Office MS 3-501
719 South Woodland Boulevard
Deland, Florida 32720

FWS Log No: 4-1-95-461F
Applicant: Florida Department of Transportation
County: Citrus and Marion

RE: Widening of SR 200 from SR 45 to CR 484

Dear Dr. Tang:

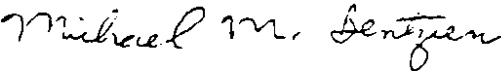
This is in response to the submission of the Addendum to the results of surveys for Florida scrub jays and red-cockaded woodpeckers on SR 200. This report of additional surveys on transects T8, T11, T11', and T12, as requested by Deborah Manz of our office, indicates Florida scrub jays were seen in the vicinity of T8, and one responded to the tape-recorded territorial vocalizations.

A subsequent telephone conversation with George Eliason of HDR Engineering, Inc. with Dr. L. Karolee Owens of this office clarified some aspects of potential impacts to Florida scrub jays by this project in the area adjacent to T8. Mr. Eliason indicated that Bill Pranty of Archbold Biological Station believes the Florida scrub jay that approached T8 from the west may be a part of a family of six Florida scrub jays occupying a territory west of the site. Mr. Eliason indicated that the habitat east of T8 is not good scrub habitat, and that the Florida scrub jays approaching from the east may have come from scrub habitat some distance to the east.

Based on the information in the addendum and the information provided by Mr. Eliason, this project is not likely to impact Florida scrub jays and may proceed. Clearing of scrub habitat along the project site, however, must be done outside the Florida scrub jay nesting season (March 1-June 30) to avoid potential destruction of scrub jay nests in case Florida scrub jays have shifted their territorial boundaries.

If there are any questions, please call Dr. L. Karolee Owens in this office at 904-232-2580.

Sincerely

A handwritten signature in black ink that reads "Michael M. Bentzien". The signature is written in a cursive style with a small dot above the letter 'i' in "Bentzien".

Michael M. Bentzien
Assistant Field Supervisor



IN REPLY REFER TO

United States Department of the Interior

FISH AND WILDLIFE SERVICE

6620 Southpoint Drive, South
Suite 310
Jacksonville, Florida 32216-0912

SEP 13 1995

Tianjia Tang, Ph.D, Environmental Specialist
Environmental Management Office MS 3-501
719 South Woodland Boulevard
Deland, Florida 32720

FWS Log No: 4-1-95-461F
Dated: August 28, 1995
Applicant: Florida Department of Transportation
County: Citrus and Marion

RE: Widening of SR 200 from SR 45 to CR 484

Dear Dr. Tang:

Thank you for your letter of August 28, 1995 requesting comment and review on the proposed widening of SR 200. We have reviewed the "Wildlife and Habitat Survey" submitted with your letter. The assessment of federally threatened and endangered species appears all inclusive. However, determinations made referring to distribution and occurrence needs more research.

According to the habitat survey provided by the consultant, scrub jays (*Aphelocoma coerulescens coerulescens*) were not observed in the project area. However, portions of this area have been identified as important habitat for this species. We have recent information (1993) indicating the presence of several families at various points along SR 200 in the project area. The Service recommends that formal surveys be conducted on all scrub habitats in the project area to determine the presence or absence of scrub jays. Of particular concern to the Service are those ecotypes identified in the habitat survey as 414, 420, 440, 3201, 3202, and 3203 (according to the FLUCCS code). We also suggest ecotype 411 be reviewed. In accordance with technical report no. 8 by the Florida Game and Freshwater Fish Commission, scrub jay surveys cannot be carried out successfully in the fall or winter months. This leaves October as the only month remaining in 1995 to obtain statistically valid results. Surveying may resume in spring 1996. We are enclosing the most recent survey instructions for your use. Additionally, the threatened sand skink (*Neoseps reynoldsi*) is noted to occur in Marion County. Its presence should be documented when in the appropriate scrub habitat.

Regarding the red-cockaded woodpecker (*Picoides borealis*) the Service maintains its position as stated in the letter of March 19, 1994. All eligible habitats should be surveyed to determine the absence or presence of woodpeckers. Ecotypes of concern and classified by FLUCCS are 411,421, and associated flatwood communities. Questions concerning survey methodologies may be referred to this office.

The eastern indigo snake (*Drymarchon corias couperi*) may occupy habitats within the project area. The clearing of vegetation may result in incidental impacts, although the overall project should not adversely affect the survival and recovery of the species in the immediate area. If the applicant provides educational materials to the construction employees to promote species awareness, the impacts could be minimized. The Service can provide information if requested.

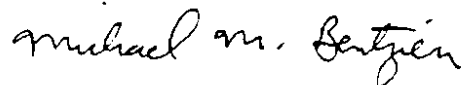
Wading birds are a concern in the Lake Tsala Apopka region. The Florida Natural Areas Inventory indicates in their letter that there are rookeries on the edges of the lake. We recommend the identification and evaluation of these rookeries for construction impact. In addition, wood storks may occur in this area and should be documented if observed.

The Service concurs with the information submitted regarding the presence of bald eagles (*Haliaeetus leucocephalus*). Review of current information concerning nest locations confirm there are no eagle nests in the immediate area, therefore no impacts are expected to occur.

Wetland impacts expected to occur in the project area are located in waters of state importance. The Service concurs with the opinions expressed by the Florida Department of Environmental Protection. The delineation of all wetlands on site is recommended. Also, pile supported structures with clear spans is favored in floodplain situations to avoid using fill as much as possible. Any additional plans submitted to the state.

If there are any further comments or questions, please call Deborah Manz in this office at (904-232-2580).

Sincerely



Michael M. Bentzien
Assistant Field Supervisor

Enclosure

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
WQIE CHECK LIST

FORM 650-020-01
ENVIRONMENTAL MANAGEMENT - 11/94
Page 1 of 2

Project Name: SR 200 Widening County: Marion, Citrus
State Project Number: 02040-1503; 36100-1524 WPI Number: 5111615; 5113521
Federal Aid Project No: SA-332-1(14); SA-332-1(15)
Short project description: SR 200 from SR 45 in Citrus County to CR 484 in Marion County will be upgraded from the current 4 lanes to 6 lanes.

PART 1: DETERMINATION OF WQIE SCOPE

Does project increase imperviable surface area? Yes No
Does project alter the drainage system? Yes No
If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.
Do environmental regulatory requirements apply? Yes No
If no, proceed to Part 4 and check Box B.

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: 21,200 - 26,300 Expected speed limit: 88 km/hr
Drainage area: 125 hectares 30 % Impervious 70 % Pervious
Land Use: 15 % Residential 5 % Commercial 5 % Industrial
5 % Agricultural 1 % Wetlands 74 % Other Natural
Potential large sources of pollution (identify): None
Groundwater receptor (name of aquifer or N/A): N/A
Designated well head protection area: Yes No Name: _____
Soil source aquifer: Yes No Name: _____
Groundwater recharge mechanism: Infiltration

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): _____
Classification: I II III IV V

Special designation (check 1 that apply):

ONRW OFW Aquatic Preserve Wild & Scenic River
 Special Water SWIM Area Local Comp Plan MS4 Area
 Other (specify): _____

Conceptual storm water conveyances & system (check all that apply):

Swales Curb and Gutter Scuppers Pipe French Drains
 Retention/Detention Ponds Other _____

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Regulatory Agency (check all that apply)	Reference citation for regulatory criteria (attach copy of pertinent pages)	Most stringent criteria (check all that apply)
USEPA <input checked="" type="checkbox"/>	NPDES	<input type="checkbox"/>
FDEP <input type="checkbox"/>		<input type="checkbox"/>
WMD <input checked="" type="checkbox"/> (Specify) Southwest Florida	40D-4 (F.A.C.)	<input checked="" type="checkbox"/>
OTHER <input type="checkbox"/> (Specify)		<input type="checkbox"/>

Proceed to Part 4 and check Box C.

PART 4: WQIE DOCUMENTATION

- A. Water quality is not an issue.
- B. No regulatory requirements apply to water quality issues.
 (Document by checking the "none" box for water quality in Section 6.C.3 of Form 508-01 or Section 5.C.3 of Form 508-05.)
- C. Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quality standards of the Southwest Florida Water Management District an authorized regulatory agency.
 (Document by checking the "none" box for water quality in Section 6.C.3 of Form 508-01 or Section 5.C.3 of Form 508-05.)

Evaluator Name(print): Tianjia Tang

Office: Florida Department of Transportation - Environmental Management Office

Signature: *Tianjia Tang* Date: 9/16/96

Certificate # 13

DEPARTMENT OF TRANSPORTATION
U.S. COAST GUARD
Form D7-1103 (Rev. 10-88)

BRIDGE PROJECT QUESTIONNAIRE

Please provide the following information:

- 1a. Name of Waterway: Withlacoochee River
- 1b. Mileage along waterway measured from mouth or confluence 3
- 1c. Tributary of _____ at mile _____
(Name of River)
2. Geographical Location: SR 200 Marion & Citrus County Line Florida
(Road Number City County State)
3. Township, section and range, if applicable: T17S R 20E Section 30
4. Tidally influenced at proposed bridge site? No
Range of Tide: N/A
5. Depth and width of waterway at proposed bridge sites:
- | | Depths | Widths |
|-------------------|------------|------------|
| At Mean High Tide | <u>N/A</u> | <u>N/A</u> |
| At Mean Low Tide | <u>N/A</u> | <u>N/A</u> |
- 6a. Character of present vessel traffic on waterway. If none so state:
Canoe _____ Rowboat _____ Small Motorboat _____
Cabin Cruiser _____ Houseboat _____ Pontoon Boat _____
Sailboat _____ None X
- 6b. If tidal, is waterway used only by recreation boating, fishing and other small vessels less than 21 feet in length. Yes _____ No _____
- 6c. Provide vertical clearance requirement for largest vessel using the waterway.

- 6d. Provide length of largest type vessel using the waterway. _____
- 6e. Provide photograph of each type vessel using the waterway.
- 6f. If the types of vessels using the waterway are not known, provide any documentation of coordination with the U.S. Coast Guard.

- 7a. Are these waters used to transport interstate or foreign commerce?
Yes _____ No X
- 7b. Are these waters susceptible to use in their natural condition or by reasonable improvement as a means to support interstate or foreign commerce?
Yes _____ No _____
- 7c. Any planned waterway improvements to permit larger vessels to navigate based on coordination with U.S. Army Corps of Engineers? _____
If so what are they? _____

- 8a. Any natural or man made obstructions, bridges, dams, weirs, etc. downstream or upstream? Yes _____ No Y
- 8b. If yes, provide upstream/downstream location with relation to the proposed bridge.
- 8c. If bridges, provide vertical clearance at mean high water and mean low water and horizontal clearance normal to axis of waterway.

	Vertical Clearance	Horizontal Clearance
Mean High	<u> N/A </u>	<u> N/A </u>
Mean Low	<u> N/A </u>	<u> N/A </u>

- 8d. Provide a photograph of the upstream/downstream bridge from the waterway showing channel spans.
- 9a. Will the structure replace an existing bridge? _____
- 9b. Provide permit number and issuing agencies of permits for bridge(s) to be replaced.

- 9c. Provide vertical clearance above mean high water and mean low water and horizontal clearance normal to axis of waterway for existing bridge.

	Vertical Clearance	Horizontal Clearance
Mean High	<u> 11.0 ft. </u>	<u> 180.0 ft </u>
Mean Low	<u> 19.5 ft </u>	<u> 30.0 ft. </u>

- 9d. Provide a photograph of the bridge from the waterway showing channel span(s).
10. List names and addresses of persons who property adjoins bridge right of way.

SEE ATTACHED

11. List names and address/location of marinas, marine repair facilities, public boat ramps, private piers/docks along waterway within 1/2 mile of site.

N/A

12. Attached location map and plans (if available) for the proposed bridge; include vertical clearances above mean high water and mean low water and horizontal clearance normal to axis of the waterway.

Vertical Clearance

Horizontal Clearance

Mean High

Mean Low

13. Attach three (3) photographs taken at the proposed bridge site: one looking upstream, one looking downstream, and one looking along the alignment centerline across the bridge site.

14. Describe any bridge related boating accidents

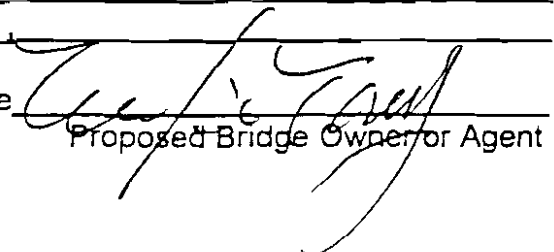
15. Provide number of bridge openings required to serve waterborne traffic.

16. Describe the potential impacts of the project on navigation including effects during the construction period. None

DATE:

9/16/96

Signature


Proposed Bridge Owner or Agent

Attachments: Location Map
 Photographs

CITRUS CO.

Zupansic Michael E
P.O.Box 373
Hernando, Florida 34442-0373

Booth Frederick E & Frankie L
P.O.Box 264
Dunnellon, Florida 34430-0264

Prater Mary Beth
P.O.Box 82869
Tampa, Florida 33682-2869

Ryan Gerard F &
William G & Lois D Drescher
P.O.Box 560204
Rockledge, Florida 32956-0204

Ryan Maryann T
290 Patrick Drive
Merritt Island, Florida 32953-6115

RHC Corp.
P.O.Box 640566
Beverly Hills, Florida 34464-0566

Tackett James A EST &
Robert D Tackett
201 Armco Blvd.
Ashland, KY 41101-7203

Nash Uesel H
4909 E Stokes Ferry Road
Hernando, Florida 34442-2334

Reis Ralph E & Marjorie
8365 N Oak River Way
Hernando, Florida 34442-2310

Drescher William G & Lois D
NR A
5 Venetian Way
Indian Harbor Beach, Florida 32937-5321

Reckling Agnes ET AL
19335-32 MI.Rd
Armada, MI 48005

Bridges Nelvin T & Sonya M
4523 Hill Drive
Valrico, Florida 33594-7324

MARION CO.

Cornell Anna
16100 SW 137th CT
Dunnellon, Florida 34432-6857

Rake James H SR
16080 SW 137th CT
Dunnellon, Florida 34432-6856

Galloway B A ET AL CO-TR
3010 Red Bug Lake RD
Casselberry, Florida 32707-5924

Pruitt J Crayton
643 6th Avenue S
Saint Petersburg, Florida 33701-4636

Drake Ranch
P.O.Box 1238
Ocala, Florida 34478-1238

Seldin Theodore AS Trustee
% Seldin Company
13057 W Center Road
Omaha, NE 68144-3736

McGeehan David
& Daniel McGeehan
5725 54th Avenue N
St. Petersburg, Florida 33709-2005

Greene Donald R
21635 SW 10th Street
Dunnellon, Florida 34431-2008

South west Florida Water
Management District
2379 Broad Street
Brooksville, Florida 34609-6809

Bozeman James A & Dorothy A
16110 SW 137th CT
Dunnellon, Florida 34432-6857

Pictures for the US Coast Guard of Bridge

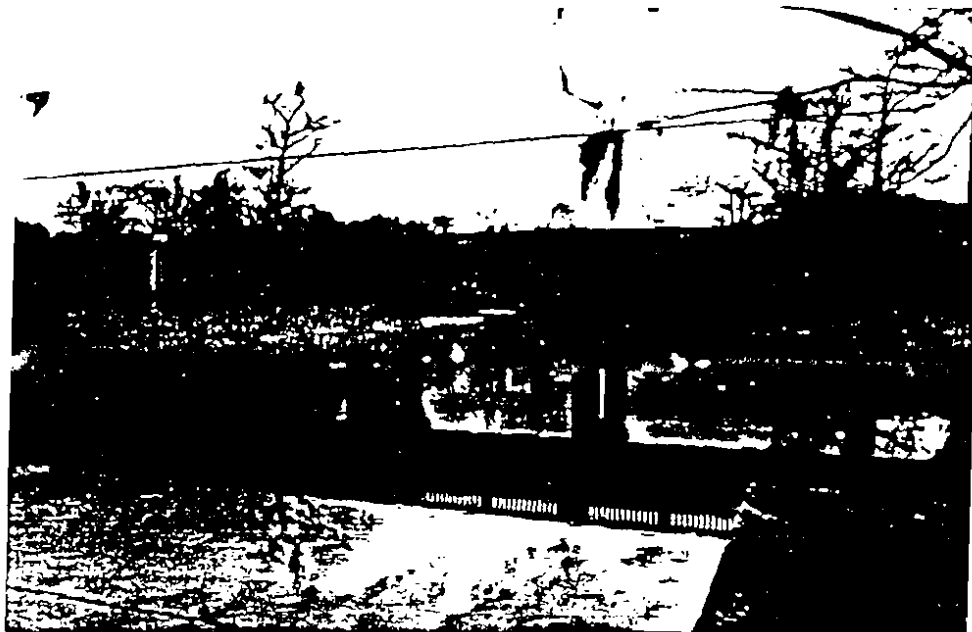


Looking upstream To the East



Looking downstream To The West

State Project Number
Federal Aid Project Number
Pictures for the US Coast Guard of Bridge



Looking under,

To The East



Looking across,

To The South

MEMORANDUM OF AGREEMENT

Submitted to the Advisory Council on Historic Preservation
Pursuant to 36CFR800.6 (a)

WHEREAS, the U. S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), proposes to provide financial assistance to the Florida Department of Transportation (FDOT) for Project Number SA-332-1(14), SA-332-1(15), the SR200 Widening Project located in Citrus and Marion Counties, Florida; and

WHEREAS, the FHWA has consulted with Florida State Historic Preservation Officer (SHPO) pursuant to 36CFR800, regulations implementing Section 106 of the National Historic Preservation Act of 1966 [16 U.S.C. Section 470 (f)], and has determined that the proposed project will have an adverse effect on archaeological sites Tiger Eye (8CI811), Magic Farms (8CI820), Stokes Ferry Road (8CI821), Stokes Ferry (8CI823), and Ross Prairie (8MR2357) located in Citrus and Marion Counties, Florida, properties eligible for listing in the National Register of Historic Places; and

WHEREAS, the FHWA in consultation with SHPO has determined that the archaeological sites affected by this project are not important for preservation in place.

WHEREAS, the Florida Department of Transportation (FDOT) has participated in the consultation process and has been invited to concur in this Memorandum of Agreement (MOA).

NOW THEREFORE, FHWA, FDOT and the Florida SHPO agree that undertaking shall be implemented in accordance with the following stipulations in consideration of the effect this undertaking will have on the historic property.

STIPULATIONS:

FHWA will ensure that the following measures are carried out:

1. Archeological excavation and artifact recovery (Phase III) will be conducted at those portions of Tiger Eye (8CI811), Magic Farms (8CI820), Stokes Ferry Road (8CI821), Stokes Ferry (8CI823), and Ross Prairie (8MR2357) affected by FHWA activities. The FHWA shall ensure that this work is conducted in accordance with the data recovery plan determined pursuant to Paragraph 2 to be sufficient to mitigate the impacts to the archeological resources.

2. The FHWA shall ensure that the data recovery plan entitled "Archaeological Data Recovery at 8CI811, 8CI820, 8CI821, 8CI823 and 8MR2357" is implemented prior to and in coordination with those project activities that could disturb this historic property. The FHWA will ensure that the data recovery plan is developed in consultation with the SHPO for the recovery of archeological data and shall ensure that the data recovery plan is sufficient to mitigate impacts to the archeological resource. The plan shall be consistent with the "Secretary of the Interior's Standards and Guidelines for Archeological Documentation" (48FR44734-37) and take into account the Advisory Council's publication, "Treatment of Archeological Properties" [Advisory Council on Historic Preservation, (ACHP), (draft) 1980], subject to any pertinent revisions the Council may make in the publication prior to the completion of the data recovery plan. The plan shall also take into account "FDOT Project Development and Environment Guidelines" (revised, July 1988) and "The Historic Preservation Compliance Review Program Guidelines" (revised, November 1990) promulgated by the Florida Division of Historical Resources (FDHR).

The data recovery plan shall specify, at a minimum:

- The specific portions of all Sites where data recovery is to take place;
- Specify any portions of Sites that will be affected (i.e. altered or destroyed) without completion of archeological data recovery;
- In the event that any deposits containing human remains are discovered, these remains will be addressed in accordance with Chapter 872 Florida Statutes (FS) in consultation with all concerned parties.
- The scientific research questions to be addressed through the data recovery project with an explanation of their relevance and importance;
- The specific field methods to be used during data recovery with an explanation of their relevance to the stated research questions;

- The specific methods to be used in analysis, data management and dissemination, including a schedule for each;
- The proposed disposition of recovered materials and records;
- The proposed methods for involving the members of the public interested in this project;
- The proposed methods for disseminating the results of the work to the interested public;
- The proposed methods by which FDOT will inform interested parties of the progress of the work and afford interested parties the opportunity to participate;
- A proposed schedule for the submission of progress reports to the FHWA and FDOT.

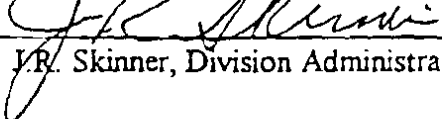
The data recovery plan shall be submitted by FHWA to the SHPO for thirty (30) days review. Unless the SHPO objects within thirty (30) days after the receipt of the plan, the FHWA shall ensure that it is implemented. Any objections shall be governed by Paragraph 5 below.

3. The FHWA shall ensure that all historic preservation work carried out pursuant to this agreement is carried out by or under that direct supervision of a person or persons meeting, at a minimum, the professional qualifications for an archeologist set forth in 36CFR66, Appendix C, "Professional Qualifications."
4. The FHWA shall ensure that all materials and records resulting from the data recovery are curated by the SHPO or another state agency or an organization which is capable of providing curation in accordance with 36CFR79.
5. Should the SHPO object within thirty (30) days after receipt of the data recovery plan provided for review pursuant to this Agreement, or to the manner in which the data recovery plan or this Agreement is being implemented, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall request the further comment of the Council pursuant to 36CFR800.6(B). Any Council comments provided in response

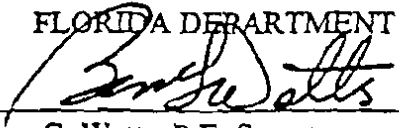
to such a request will be taken into account by FHWA in accordance with 36CFR800.6(C) (2) with reference only to the subject of the dispute; the FHWA responsibility to carry out all actions under this agreement that are not the subjects of the dispute will remain unchanged.

Execution of this MOA (Memorandum of Agreement) by FHWA, FDOT, and the Florida SHPO, its subsequent acceptance by the Council, and implementation of its terms, evidences that FHWA has afforded the Council an opportunity to comment on Project No. SA-399-4(22) and its effects on historic properties, and that FHWA has taken into account the effects of the undertaking on historic properties and is satisfying the requirements of Section 106 of the National Historic Preservation Act of 1966 (as amended), (16 U.S.C. Section 470(f)).

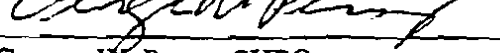
Approved: FEDERAL HIGHWAY ADMINISTRATION

By:  Date: 9/19/95
J.R. Skinner, Division Administrator

Concur: FLORIDA DEPARTMENT OF TRANSPORTATION

By:  Date: 10/17/95
Ben G. Watts, P.E. Secretary

Approved: FLORIDA STATE HISTORIC PRESERVATION OFFICER

By:  Date: 8/31/95
George W. Percy, SHPO

Accepted: ADVISORY COUNCIL ON HISTORIC PRESERVATION

By:  Date: 2/7/96
Robert D. Bush, Executive Director

