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### Route Slip

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To: Name	Date	Org/Rtg Symbol
Mr. Rick Adair, FDOT District 7, Tampa PD&E	1/14/98	MS - 7-500

Remarks

- Per Your Request
- For Your Information
- Per Our Conversation
- Note & Return
- Discuss With Me
- For Your Approval
- For Your Signature
- Comment

Attached is a signed copy of Categorical Exclusion document for FAP # XA-301-5(12).

- Take Appropriate Action
- Please Answer
- Prepare Reply For Signature of

From: Name	Telephone	Org/Rtg Symbol
Gregory M. Jones, Urban Transportation Engineer	(850) 942-9600	HPO-FL, FHWA

Form DOT F 1320.9 (Rev 5-81) Supersedes All Previous Editions



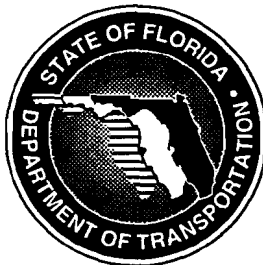
# CATEGORICAL EXCLUSION TYPE 2

US 41 (SR 45)  
from CR 48 (East Orange Avenue) to SR 44

Project Development and Environment Study  
Citrus County, Florida

State Project Number: 02010-1541  
Work Program Item Number: 7119008  
Federal Aid Program Number: XA-301-5(12)

*Prepared for:*



Florida Department of Transportation  
District 7

October 1997

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Florida Department of Transportation  
ENVIRONMENTAL DETERMINATION

1. GENERAL INFORMATION

County: Citrus  
Project Name: US 41 Project Development and Environment Study  
Project Limits: From CR 48 (East Orange Avenue) to SR 44 (East Gulf to Lake Highway)  
Project Numbers: 02010-1541 XA-301-5(12) 7119008  
State Federal WPI

2. PROJECT DESCRIPTION

- a. Existing: See Attachment A.  
b. Proposed Improvements: See Attachment A.

3. CLASS OF ACTION

- a. Class of Action  
 Environmental Assessment  
 Environmental Impact Statement  
 Type 2 Categorical Exclusion
- b. Other Actions (ONLY FOR EA OR EIS)  
 Section 4(f) Evaluation  
 Section 106 Consultation  
 Endangered Species Assessment
- c. Public Involvement  
1.  A public hearing was held on July 17, 1997 and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes location and design concept acceptance for this project.  
2.  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 location and design acceptance for this project.
- d. Cooperating Agency:  COE  USCG  FWS  EPA  NMFS  NONE

4. REVIEWER'S SIGNATURE

Michael Coleman 11 / 14 / 97  
FDOT Project Engineer  
Rick Adair 11 / 13 / 97  
FDOT Environmental Administrator  
\_\_\_\_\_/\_\_\_\_/\_\_\_\_  
FHWA Transportation Engineer

5. FHWA CONCURRENCE

Gregory M. Jones 1 / 14 / 98  
(For) Division Administrator

**6. IMPACT EVALUATION**

Topical Categories	S	M	N	N	
	i	i	o	o	
	g	n	n	I	
	n		e	n	REMARKS
				v	

**A. SOCIAL IMPACTS**

- 1. Land Use Changes     See Attachment A
- 2. Community Cohesion     See Attachment A
- 3. Relocation Potential     See Attachment A
- 4. Community Services     See Attachment A
- 5. Title VI Consideration     See Attachment A
- 6. Controversy Potential     See Attachment A
- 7. Energy      See Attachment A
- 8. Utilities and Railroads     See Attachment A

**B. CULTURAL IMPACTS**

- 1. Section 4(f) Lands     See Attachment A
- 2. Historic Sites/Districts     See Attachment A, SHPO Letters 10/28/96, 1/22/97
- 3. Archaeological Sites     See Attachment A, SHPO Letters 10/28/96, 1/22/97
- 4. Recreational Areas     See Attachment A

**C. NATURAL ENVIRONMENT**

- 1. Wetlands      See Attachment A
- 2. Aquatic Preserves      See Attachment A
- 3. Water Quality     See Attachment A
- 4. Outstanding Fl. Waters      See Attachment A
- 5. Wild and Scenic Rivers      See Attachment A
- 6. Floodplains      See Attachment A
- 7. Coastal Zone Consistency     See Attachment A, Letter Dated 8/22/95
- 8. Coastal Barrier Islands      See Attachment A
- 9. Wildlife and Habitat     See Attachment A
- 10. Farmlands     See Attachment A

**D. PHYSICAL IMPACTS**

- 1. Noise      See Attachment A
- 2. Air     See Attachment A
- 3. Construction     See Attachment A
- 4. Contamination     See Attachment A
- 5. Navigation      See Attachment A

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

**E. PERMITS REQUIRED** SWFWMD Environmental Resource Permit (ERP); USACOE Section 404 Nationwide 26 Permit

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

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

**8. COMMITMENTS AND RECOMMENDATIONS**

The following commitments were made with the Florida Department of Environmental Protection (FDEP) during coordination regarding Fort Cooper State Park and the Withlacoochee State Trail. Neither will be directly affected as a result of the preferred alternative.

- During the design phase of this project following the PD&E study, FDOT PD&E staff will coordinate with FDOT's design staff in order to evaluate the possibility of providing a landscaped buffer between US 41 and the Withlacoochee State Trail within the US 41 right-of-way.
- If, during the design phase, FDOT determines that a landscaped buffer is feasible, PD&E staff (including FDOT's District Seven Landscape Architect) will coordinate with FDOT's design staff as well as with the Fort Cooper State Park Manager and the FDEP Division of Recreation and Park's District 4 biologist, to develop a list of native plant species which may be incorporated into the buffer. FDOT's District Seven Landscape Architect will further review the FDOT's plans during the design phase to ensure the use of native plant species.
- FDOT is aware of the spread of the invasive exotic, Cogon grass, both inside and outside of the FDOT's right-of-way on US 41. When FDOT begins widening US 41, FDOT plans to remove the Cogon grass from within the right-of-way and dispose of the grass in a way which will not proliferate its spread.
- The final design of this project will provide for the collection, treatment and discharge of stormwater runoff from the expanded roadway. FDOT has indicated that no discharge or runoff will be placed on state park lands.
- East Eden Drive is the access road to Fort Cooper State Park from US 41. Proposed improvements and new turn lanes may obscure the one small sign which currently directs the public to the park.

FDOT will provide adequate funding for park signage within the new intersection. The sign will be of sufficient dimension so as to clearly direct the public to the park.

The small sign which currently directs the public to the park may also need to be relocated as a result of the improvements to the intersection and road widening. FDOT will either relocate the existing sign or pay for a new sign. Coordination of this matter will occur with the Fort Cooper State Park Manager and the Chief, Bureau of Parks, District 4.

The following specific construction impact mitigation measures are to be implemented where the project engineer determines that noise-sensitive sites exist at the time of construction.

- The contractor will use static rollers for compaction of embankment, subgrade, base, asphalt, etc.
- Backup alarm noise from heavy equipment and trucks will be minimized by requiring the contractor to operate in forward passes or a figure eight pattern when dumping, spreading or compacting materials.

Other construction related commitments:

- Restriction of operating hours for lighting the construction areas will be determined and required of the contractor prior to beginning construction activities that require lighting.
- Coordination with law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction-related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

## Attachment A

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### 2. PROJECT DESCRIPTION (continued)

- a. **Existing:** The existing facility is primarily a two-lane undivided highway which serves as a major north-south arterial through eastern Citrus County. The length of the project is approximately 10.1 km (6.3 mi). A project location map is provided in Figure 1. The existing typical section from East Orange Avenue to East Eden Drive is a two-lane undivided facility consisting of one 3.6 m (12 ft) travel lane in each direction. From East Eden Drive to just south of SR 44, the roadway is a two-lane divided facility with a 3.6 m (12 ft) paved median for left turns. Approximately 262 m (860 ft) south of the US 41/SR 44 intersection, the existing road widens to a four-lane section, with separate left and right turn lanes and two through lanes at the SR 44 intersection.

The existing right-of-way width varies from 15.2 m (50 ft) to 21.3 m (70 ft) from south of East Orange Avenue to East Jane Lane. From East Jane Lane to Relief Street, the existing right-of-way is 30.5 m (100 ft). From Relief Street to SR 44, the existing right-of-way becomes 61 m (200 ft).

- b. **Proposed Improvements:** This project proposes improvements to US 41 from East Orange Avenue in Floral City to SR 44 in Inverness. Based on typical section options and adjacent land use, the project has been divided into three segments:

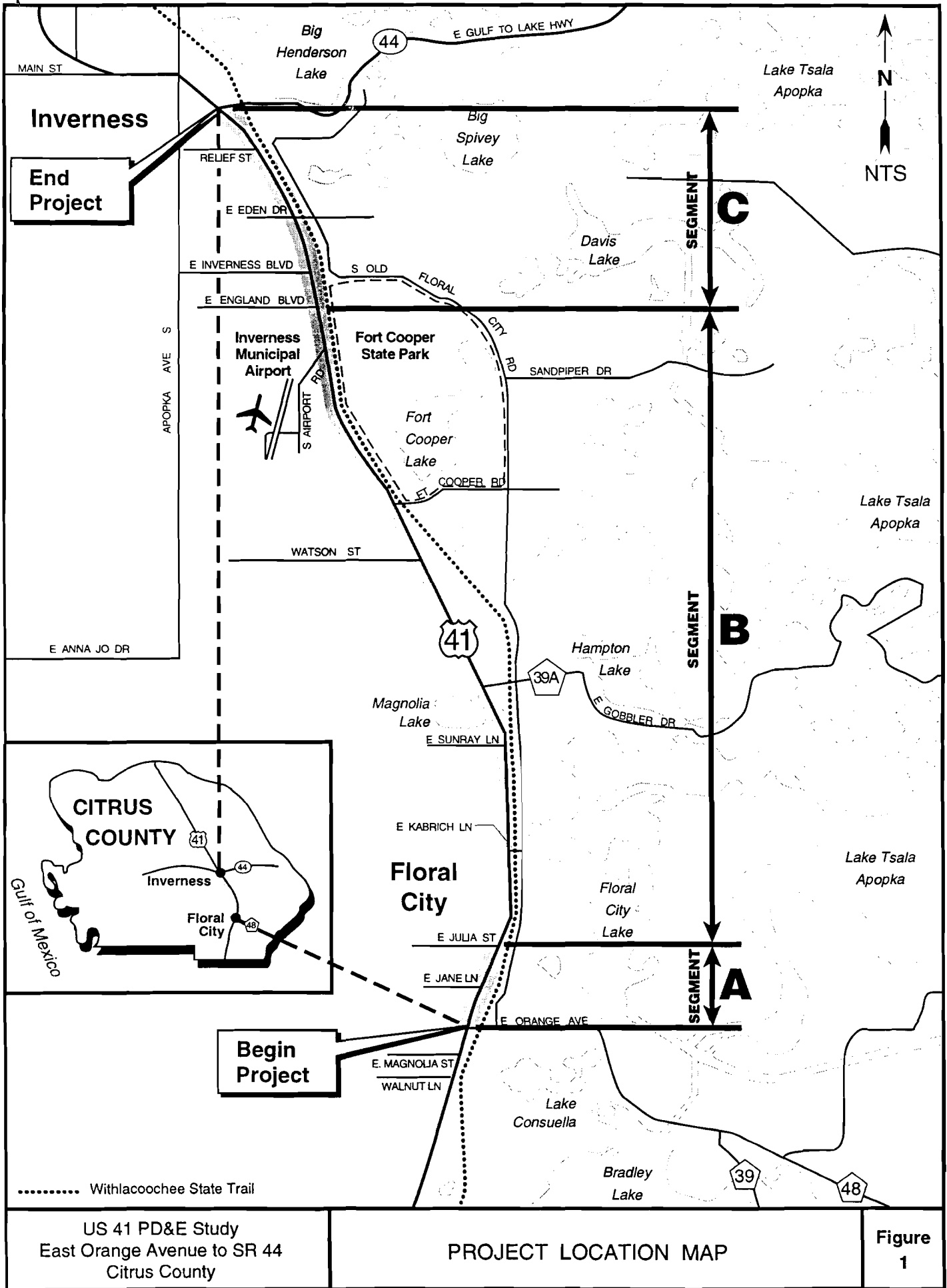
Segment A: from East Orange Avenue north to Julia Street.

Segment B: from Julia Street north to East England Boulevard.

Segment C: from East England Boulevard north to SR 44.

The preferred alternative proposes an urban typical section for all three segments of the project. A four-lane urban typical section is proposed for Segments A, B, and part of C. From East Eden Drive to SR 44 (in Segment C), a six-lane urban typical section is needed based on projected traffic volumes. Additional lanes would be added to the west of the existing roadway in Segment A, but centered in Segments B and C.

The four-lane urban typical section (see Figure 2) consists of two 3.6 m (12 ft) travel lanes in each direction with a 6.6 m (22 ft) raised median. A 1.2 m (4 ft) outside bicycle lane is provided in each direction. Sidewalks on both sides will also be provided. The outside border width will be 3.5 m (11.6 ft). Proposed right-of-way for the urban typical section is 30.5 m (100 ft) and the design speed is 70 km/h (45 mph).







The six-lane urban typical section (see Figure 2) consists of three 3.6 m (12 ft) travel lanes in each direction separated by a 6.6 m (22 ft) raised median. A 1.2 m (4 ft) outside bicycle lane in each direction will be provided, as well as 1.5 m (5 ft) sidewalks on both sides. A 3.6 m (12 ft) border width will be maintained on both sides. Minimum right-of-way for this typical section is 37.8 m (124 ft). Design speed is proposed to be 70 km/h (45 mph). Curbs and gutters are included in the urban typical section. Roadway runoff will be collected in a closed drainage system and conveyed to nearby storm water management areas.

## **6. IMPACT EVALUATION**

### **SOCIAL IMPACTS**

**Land Use Changes** - Land use in the US 41 study area transitions from commercial at the termini to mixed use in the central segment of the study area. Mixed use along the central segment varies from commercial to low or medium density residential areas. A small portion of the land use is institutional/public/semi-public, and transportation/communication/utilities.

Institutional land use includes four churches and two cemeteries. Public and semi-public uses include the Citrus County Airport, Citrus County Fairgrounds, Withlacoochee State Trail, and Fort Cooper State Park, all within the project area. None of these are within the proposed right-of-way.

Changes in land use are not expected as a result of the improvements. Proposed roadway improvements to US 41 are consistent with the City of Inverness Comprehensive Land Use Plan 1989-1999 and the Citrus County Comprehensive Plan 1989-2005.

**Community Cohesion** - The proposed project will not divide or separate neighborhoods or other community areas, and the proposed improvements will not isolate a portion of an ethnic group or neighborhood, or separate residents from community facilities. The proposed project will also not affect elderly persons, disabled individuals or minorities. The proposed improvements and its potential impacts were reviewed for Environmental Justice involvement as required by Executive Order 12898 and subsequent federal regulations. Following an assessment of the project, and the potential impacts to the Floral City community, it was determined that no disproportionately high and adverse impacts on minority and low income populations with respect to human health and the environment would occur, as a result.

**Relocation Potential** - A limited amount of right-of-way will need to be acquired under the preferred alternative. Six businesses and one residence along the project corridor will be displaced. Two of the six businesses are currently vacant. The other four businesses comprise of a gas station, cafe, CPA's office, and a realtor's office.

Comparable replacement housing for sale and rent is available in the vicinity of the project area. It is not anticipated that last resort housing will be required. However, if it is, there may be some last resort rent supplements and last resort replacement housing payments necessary. Last resort housing payments would be used in order to place the relocatees in decent, safe, and sanitary housing, if necessary. Should last resort housing be constructed, the housing would be available before the displacees are required to vacate their dwellings. There are numerous residential lots available for new construction within the vicinity of the project area. Lot sizes range from 7,300 square feet to 9,900 square feet and are priced from \$4,000 to \$5,000.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the Florida Department of Transportation (FDOT) will carry out a right-of-way and relocation program in accordance with Florida Statutes, Chapter 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 FDOT 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 FDOT has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one (1) 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:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;

- Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of comparable decent, safe, and sanitary dwelling available on the private market;
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling;
- 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 FDOT's relocation assistance program and right-of-way acquisition program are "Your Relocation: Residential", "Your Relocation: Business, Farms and Nonprofit Organizations", "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.

**Community Services** - Small amounts of property will be acquired from five community service facilities. However, the services provided by these community facilities will not be affected nor will any require relocation. The community services affected are the Citrus Primary Care medical facility at 7648 South Florida Avenue (US 41), Floral City; three offices in the State Plaza, 601 - 607 South US 41, Inverness; and Our Lady of Fatima Catholic Church, 550 South US 41, Inverness. No schools are within the study corridor.

**Title VI Considerations** - This project has been developed to be consistent with Title VI of the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Title VI of the Civil Rights Act of 1964 provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state or local government. Title VIII of the Civil Rights Act of 1968 guarantees each person equal opportunity in housing.

**Controversy Potential** - A public involvement plan was developed and carried out as an integral part of this project. The purpose of this plan was to establish and maintain communication with individuals and agencies concerned with the project.

The proposed improvements resulted in two controversial items: access management and the proposed removal of five mature, live oak trees. Both issues were evaluated, and after public and community input, each was re-assessed and re-addressed in the study.

Access management comments received from the public included concerns over median openings for access to businesses and residences along the corridor. A number of business owners expressed their concern regarding the difficulty of heavy trucks accessing businesses, once the raised median is constructed.

Following the First Public Hearing, refinements to median openings and intersections occurred. This controversy has been resolved due to the refinements made within engineering and safety criteria. Few exceptional hardships are expected to occur as a result of implementing the preferred alternative.

Early in the study process, the Floral City Heritage Council, a committee of the Citrus County Historical Society, Inc., indicated their concern for old buildings and large old oak trees in the US 41 right-of-way at the Orange Avenue intersection in Segment A. At the request of this group, a sub-alternative was developed which would avoid directly affecting the buildings and the trees. The preferred alternative would require removal of the trees and buildings.

The sub-alternative proposed that US 41 bifurcate in the vicinity of the East Orange Avenue and US 41 intersection with a southbound two-lane, one-way road diverging from the existing alignment to the west just south of the Hills of Rest Cemetery. A short segment of new alignment would connect to Central Street and continue south to converge with US 41 approximately 137.2 m (450 ft) south of Magnolia Drive near Walnut Lane, south of the East Orange Avenue/US 41 intersection. The two northbound travel lanes would follow the existing US 41 alignment. This sub-alternative could have been used in any of the five alternatives instead of four-laning the existing roadway in Segment A.

Through the cultural resources survey, it was determined that the old buildings at the Orange Avenue/US 41 intersection are not listed or eligible for listing in the National Register of Historic Places (NRHP). Coordination with the Citrus County Department of Development Services, Division of Planning indicates that for a state project, no special permit or mitigation is required in conjunction with removal of trees, per the Citrus County Land Development Code.

Reports by the Florida Department of Transportation and the Florida Department of Agriculture and Consumer Services conducted during the summer of 1997 both indicate that the five large oak trees are "over-mature" live oaks which are beginning to decline, but have relatively healthy canopies. There appears to be no serious problems with the health of the trees. However, in their location, there is a potential for future damage due to utilities installation or maintenance, site development, additional fill, underground tank installations, foundations, paving and general excavation in the root zone. Part of the trees' root zones and drip lines lie within the existing US 41 roadway and right-of-way on one side, and probable future site development on the other.

Disturbance within the trees' root zones or drip lines is likely to adversely affect the health of the trees and hasten their decline.

Although the sub-alternative would avoid directly impacting these trees, activities within the root zones or drip lines related to the roadway excavation and construction for the northbound lanes potentially will affect the health of the trees anyway. Use of the sub-alternative would protect the trees in the short term only. The sub-alternative would impact approximately 60 smaller and younger trees along the new alignment, many of which are oak trees.

The proposed alignment for the sub-alternative would bring the two southbound lanes of US 41 closer to an historic African-American neighborhood in Floral City than the four-lane urban western shift in Segment A. The neighborhood is not listed nor eligible for listing in the NRHP. The sub-alternative proposes to use two short segments of new alignment to connect to Central Street. Central Street is between East Orange Avenue and Magnolia Street, and is currently an unpaved lane.

Through the public involvement process, over 1,000 comments were received on the sub-alternative/tree issue alone. The majority of the comments endorsed use of the sub-alternative to save the trees. However, the recommendation of the preferred alternative and not the sub-alternative resulted because the majority of the residents in the neighborhood through which the bifurcation would be built commented negatively on the sub-alternative. Business owners along the existing alignment in Segment A also expressed concern over the reduction of traffic passing by their businesses which would result from diverging the southbound lanes from the mainline.

The sub-alternative would also require a much larger acquisition of right-of-way from the Citrus Primary Care facility than the preferred alternative. This medical center is the only one of its kind in the Floral City area, and right-of-way acquisition for the sub-alternative would potentially disrupt services and the operation of the facility.

Although a great deal of public interest was generated over the sub-alternative and saving the five mature, live oak trees, controversy potential resulting from implementation of the preferred alternative is expected to be minimal. This is because the most affected population (residents of the neighborhood and business owners on the existing US 41 alignment) were generally not in favor of the sub-alternative and endorsed the preferred alternative.

**Utilities and Railroads** - Utility relocations will be necessary. Five utility providers have facilities along the project corridor that would be affected by the project: Florida Power and Light Corporation; Sumter Electric Cooperative Inc.; City of Inverness Public Works Department; Floral City Water; and Sprint United Telephone. These providers have utilities within the existing right-of-way. No railroads are located within the project corridor.

Utilities relocation cost estimates submitted by the utility companies are estimated at \$3.5 million. Utilities relocation is not expected to substantially affect area residents or the utility companies. Coordination will continue to take place between FDOT and the affected utility companies.

## **CULTURAL IMPACTS**

**Section 4(f) Lands** - Properties protected by Section 4(f) of the DOT Act of 1966 within the vicinity of the study area are the Withlacoochee State Trail (WST) and Fort Cooper State Park. Neither the WST nor Fort Cooper State Park will be directly affected as a result of the preferred alternative. A Section 4(f) Determination of Applicability (DOA) was submitted to the Federal Highway Administration (FHWA) for review. Based on their review of the DOA document, the FHWA has determined that Section 4(f) does not apply to the proposed project, by a letter dated August 21, 1997.

**Historic Sites/Districts** - A Cultural Resource Assessment, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. As a result of the assessment, two properties, the Ferris Groves Packing House and the Wishing Stone Cottages complex (Florida Site File numbers 8C1254 and 8C1248), were identified along the corridor.

The FHWA, after application of the National Register Criteria of Significance, found that the sites were not eligible for listing on the NRHP. The SHPO rendered the same opinion. The FHWA, after consultation with the SHPO, has determined that no NRHP properties would be impacted. Copies of two SHPO coordination letters are provided in Exhibit 1.

**Archaeological Sites** - A Cultural Resource Assessment, including background research and a field survey coordinated with the SHPO, was performed for the project. The site of Fort Cooper (8CI90), within Fort Cooper State Park, is a listed NRHP historic archaeological site. With the exception of Fort Cooper, no other archaeological sites or properties were identified, nor are any expected to be encountered during subsequent project development. The FHWA, after consultation with the SHPO, has determined that no resources listed or eligible for listing on the NRHP would be impacted. Copies of two SHPO coordination letters are provided in Exhibit 1.

**Recreational Areas** - Two recreational areas are in the project vicinity: Fort Cooper State Park and the Withlacoochee State Trail (WST). The proposed project will not require any right-of-way from either area.

## NATURAL ENVIRONMENT

**Wetlands** - The proposed project corridor has been field reviewed for jurisdictional wetland involvement as required by provisions of Executive Order 11990 and subsequent federal regulations. Wetland sites displayed the characteristics required for wetland definition as given in the 1987 Corps of Engineers Wetlands Delineation Manual.

One wetland site was identified within the study area. This site is associated with Magnolia Lake and is classified as palustrine scrub-shrub broad leaved deciduous/broad leaved evergreen seasonally flooded (PSS1/3C), in accordance with the US Fish and Wildlife Service (USFWS). About 0.02 ha (0.05 ac) of wetlands are within the existing right-of-way. Wetlands are also adjacent to the right-of-way. The proposed improvements would affect the 0.02 ha (0.05 ac) of wetlands within the existing right-of-way.

The wetland site is a fringing wetland associated with Magnolia Lake. Dominant vegetation includes willow (*Salix* spp.), loblolly bay (*Gordonia lasianthus*), and rushes (*Juncus* spp.). Live oaks (*Quercus virginiana*) surround the depressional area and form the upper banks of the shoreline and the surrounding uplands. Hydric soils were noted at this wetland site.

The US Army Corps of Engineers (USACOE) Wetland Evaluation Technique, Version 2.1 (WET II), was used to assess the functional value of the wetland area to be affected by the project. The WET II assessment was conducted for Level 1 in the category of social significance, and Levels 1 and 2 for effectiveness and opportunity. All functions in the social significance category were rated low. All other functions were rated as moderate to low in the effectiveness and opportunity categories.

The project has been designed to minimize wetland involvement to the greatest degree possible. Also, in accordance with FDOT's Standard Specifications for Road and Bridge Construction, all Best Management Practices (BMP) will be adhered to during the construction phase of the project for erosion control and water quality considerations.

Based upon 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 that may result from such activities. Wetland impacts which will result from the construction of this project will be mitigated pursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 U.S.C.s. 1344.

**Water Quality** - The proposed improvements will increase impermeable surface area within the study limits; however, all stormwater runoff will be treated. Existing conditions have no treatment capabilities.

The proposed stormwater management facilities design includes, at a minimum, the water quantity requirements, as required by the Southwest Florida Water Management District (SWFWMD) in Rules 40D-4, 40D-40 and 40D-400. Therefore, no further mitigation for water quality will be needed. Please see the Water Quality Impact Evaluation (WQIE) checklist attached as Exhibit 2 for additional information.

**Floodplains** - A Location Hydraulics Report was prepared as part of the PD&E Study. The proposed project traverses 34 closed basins with no positive outfall. Stormwater runoff from the project site combines with runoff from off-site areas and is discharged into the depressed areas of the closed basins. Many of these depressed areas are adjacent to the road.

FDOT maintenance staff has documented flooding problems at 10 locations along the existing US 41 drainage system. Preliminary flood investigations discovered that the natural topography conveys overland flow to depressions located adjacent to US 41. In many cases, low lying areas have been developed without compensation for lost floodplain storage volume and increased highway flooding.

According to the Federal Emergency Management Agency (FEMA), the entire project limits are above the base floodplain area. FEMA's analysis for the project area does not appear to be accurate because there is a base floodplain associated with each closed basin. As stated previously, depressed areas of many of the closed basins are located adjacent to US 41. Therefore, it can be assumed that if the roadway is widened, it will fill a portion of the floodplain associated with the closed basins.

The construction of the drainage structures proposed for this project will cause changes in flood stage and flood limits. These changes will not result in any significant adverse affects on the natural and beneficial floodplain values or any significant changes in flood risk or damage. These changes have been reviewed by the appropriate regulatory authorities who have concurred with the determination that there will be no significant affects. There will not be 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.

**Coastal Zone Consistency** - The Florida Department of Community Affairs has determined that this project is consistent with the Florida Coastal Zone Management Plan. The consistency letter is dated August 22, 1995 and is in the project file.

**Wildlife and Habitat** - This project has been evaluated for impacts on threatened and endangered species. A literature review along with various field surveys were conducted to determine those possible threatened and endangered species which may inhabit the project area. This included, among other methods, using the FDOT's computer list of threatened and endangered species. In addition, USFWS and the Florida Natural Areas Inventory (FNAI) were contacted for lists of confirmed, reported or potentially occurring threatened and endangered species. Based on a



review of the published literature, advanced notification responses, agency contracts and field reviews, the search resulted in the findings that no listed species would be affected by the proposed project. Furthermore, the potential for impacts to critical habitat was assessed as to the relationship of the project to the USFWS's designated "Critical Habitat" and it was found that the project would not involve any of these areas. Therefore, the project will have a "No Effect" on any federally protected threatened or endangered species. The USFWS concurred with this determination on September 26, 1996.

**Farmlands** - A Farmlands Conversion Impact Rating was completed for this study. The Natural Resources Conservation Service determined neither prime or unique nor statewide or locally important farmlands exist within the study area.

## PHYSICAL IMPACTS

**Noise** - A noise study was conducted to identify noise sensitive sites adjacent to the proposed project and to compare and evaluate traffic noise levels expected at these sites from the preferred alternative. Existing and future noise levels were predicted and analyzed for 70 noise sensitive sites: 63 single-family residences, 4 churches, 2 private playgrounds, and the Central Motel. One representative receiver was used at each of these noise sensitive sites.

Analysis of data from receivers at these sites indicate that existing (outdoor) peak hour noise levels range from 56 to 70 dBA at the receivers analyzed, with levels approaching the Noise Abatement Criteria (NAC) at 19 receivers and meeting or slightly exceeding the NAC at 4 receivers.

During the year 2020, noise levels for the preferred alternative are predicted to range from 58 to 71 dBA, with levels approaching the NAC at 20 of the receivers analyzed and meeting or exceeding the NAC at 24 of the receivers. The receivers predicted to experience noise levels which may approach, meet or exceed the NAC with the improvements include 40 of the single-family residences analyzed, 2 private playgrounds and 2 churches.

The FHWA requires that noise abatement measures be evaluated when predicted traffic noise levels approach or exceed the NAC. Noise abatement measures considered for this project include traffic management, roadway alignment alternatives and noise barriers. Based on the results of the evaluation, it appears that no reasonable or feasible measures exist to abate (reduce) predicted future (year 2020) noise levels at the sites determined to be affected by noise with the proposed US 41 improvements. The Noise Study Report prepared for this project provides details on these abatement measures and why each was determined to be ineffective along the US 41 corridor.

Construction of the proposed project will have a temporary affect on the noise sensitive sites adjacent to the project corridor. Trucks, earth moving and pile driving equipment, pumps and

generators are construction noise sources. The contractor will adhere to the 1996 FDOT Standard Specifications for Road and Bridge Construction and any special provisions in the construction contract related to control of noise.

**Air** - Based on historical air monitoring data, the US Environmental Protection Agency (EPA) has designated Citrus County to be an attainment area for each of the criteria air pollutants, i.e. ozone, sulfur dioxide, nitrogen dioxide, particulate matter, lead and carbon monoxide.

This project is in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of the Code of Federal Regulations (23 CFR Part 770) do not apply to this project.

To determine the potential for effects to air quality associated with the proposed improvements, the project alternatives were subjected to a Screening Test (Version 1.0), which makes various conservative worst-case assumptions about the meteorological, traffic and site conditions. The screening test uses these assumptions to determine the critical distance that a receptor (sensitive area) can be to the project without any chance of a notable adverse air quality effect. The results of the screening test indicate that the critical distance under these circumstances is 3.0 m (10 ft). No receptors are within the critical distance. As such, the preferred alternative will not affect air quality.

**Construction** - Construction activities for the proposed action will have air, noise, traffic flow, and visual affects for those residents and travelers within the immediate vicinity of the project. However, construction impacts are temporary and transient.

Affects to air quality will be temporary and will primarily be in the form of emissions and dust from the operation of heavy equipment associated with construction. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of calcium chloride, in accordance with the 1996 FDOT Standard Specifications for Road and Bridge Construction, and as directed by the FDOT Project Manager.

Noise and vibrations will occur from heavy equipment and construction activities. Noise control measures will include those contained in the 1996 FDOT Standard Specifications for Road and Bridge Construction.

Erosion and sedimentation will be controlled in accordance with the 1996 FDOT 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 to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be

notified in advance of road closings, detours and other construction-related activities that could excessively inconvenience the community so that motorists, residents, and business persons can plan travel routes in advance.

A sign providing the name, address, and telephone number of an FDOT contact person will be displayed on-site to assist the public in obtaining immediate answers to questions and to log complaints about project activity.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible when many construction operations are in progress at the same time. The contractor will be required to maintain one lane of traffic in each direction on US 41 at all times.

Affects from construction will be temporary and should pose no substantial problems in the long term.

**Contamination** - A Level 1 contamination analysis was performed and a Contamination Screening Evaluation Report (CSER) was prepared pursuant to the FHWA's Technical Advisory T6640.8A, dated October 30, 1987, and in accordance with the FDOT Project Development and Environment (PD&E) Manual, Part 2, Chapter 22, dated February 8, 1994.

The Level I Contamination Assessment for this study did not involve sampling the sites' soil, ground water or surface water and therefore does not preclude those unreported and undiscovered hazardous materials, petroleum products, and other regulated substances that may have occurred on private property or deposited during the construction of residences or parking facilities. The contamination assessment does not provide a certification as to the absence of hazardous materials or petroleum contamination in the project vicinity, but does decrease the chance that unknown contamination will be encountered.

Forty-two (42) sites within the project study corridor were identified as having the potential for contamination. These sites were evaluated and rated as **No**, **Low**, **Medium**, or **High** for having potential petroleum or hazardous materials contamination. Three (3) sites were rated **No**, 36 were rated **Low**, one (1) was rated **Medium**, and two (2) were rated **High**.

The preferred alternative may affect four sites with potential petroleum contamination. Of the four sites: two were rated **High**; one site was rated **Medium**, and the remaining site was rated **Low**. The CSER provides more complete details about these sites. All four sites are adjacent to the existing US 41 right-of-way. Locations of these sites are given below.

**High Sites:**

- Wishing Stone Tavern, 5975 US 41 S., Inverness; on the eastern side of US 41 just south of Sun Ray Lane.
- Circle K #7211, 1224 US 41 S., Inverness; in the southeast quadrant of the US 41/CR 39A intersection.

**Medium Site:**

- Lil Champ Store #183, 742 US 41 S., Inverness; on the eastern side of US 41 just north of East Eden Drive.

**Low Site:**

- Citgo #164, 7810 US 41 S., Floral City; approximately one block south of the intersection of US 41 and E. Orange Avenue.

The two sites rated **High** have regulatory agency records that indicate some degree of petroleum contamination on-site. Records indicated that the **Medium** site has a history of petroleum contamination that has been remediated and requires monitoring. At the **Low** site, the current operation has a hazardous waste generator (ID) number. However, based on a review of all available information, there is no reason to believe there would be any involvement with contamination.

These four sites have the potential to be affected by the preferred alternative only because of their proximity to the right-of-way. The degree to which these may be contaminated will not be known until a Level II Contamination Assessment has been completed in later phases of the project. The Level II assessment should include field sampling and quantitative analysis for soils and groundwater.

Resolution of problems associated with contamination will be coordinated with the regulatory agencies, and prior to construction, appropriate action will be taken. Prior to construction, all available assessment and remediation efforts and actions on these sites should be reviewed to substantiate any potential contamination. This project contains no known significant contamination.

**Exhibit 1**  
**SHPO Coordination Letter**

DIVISIONS OF FLORIDA DEPARTMENT OF STATE  
Office of the Secretary  
Office of International Relations  
Division of Administrative Services  
Division of Corporations  
Division of Cultural Affairs  
Division of Elections  
Division of Historical Resources  
Division of Library and Information Services  
Division of Licensing



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Historic Palm Beach County Preservation Board  
Historic Pensacola Preservation Board  
Historic St. Augustine Preservation Board  
Historic Tallahassee Preservation Board  
Historic Tampa/Hillsborough County  
Preservation Board  
Ringling Museum of Art

FLORIDA DEPARTMENT OF STATE  
Sandra B. Mortham  
Secretary of State  
DIVISION OF HISTORICAL RESOURCES

October 28, 1996

Mr. J. R. Skinner  
Division of Administration  
Federal Highway Administration  
U.S. Department of Transportation  
227 N. Bronough Street, Room 2015  
Tallahassee, Florida 32301

In Reply Refer To:  
Frank J. Keel  
Historic Preservation Planner  
(904) 487-2333  
Project File No. 964017

RECEIVED PDRS  
06 NOV 12 11:10:25

RE: Cultural Resource Assessment Review Request  
*A Cultural Resource Assessment Survey, US 41 (SR 45) From Orange Avenue to SR 44  
PD&E Study, Citrus County, Florida.* By Archaeological Consultants, Inc. July 1996.  
SPN: 02010-1541  
WPN: 7119008  
FPN: XA-301-5(12)

Dear Mr. Skinner:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, *Florida Statutes*, we have reviewed the results of the field survey of the referenced project performed by Archaeological Consultants, Inc. and find them to be complete and sufficient.

We note that four previously unrecorded archaeological sites (8C11010-1013), six previously unrecorded historic structures (8C11014-1019) and thirteen previously recorded historic properties (8C1248-251, 253, 254, 283, 295, 296, 302-304, and 333) were located and assessed during the course of this survey. Based on the results of the survey, all the historic properties were determined to be ineligible for listing in the *National Register of Historic Places*, or otherwise of historic or archaeological value. We concur with this determination. However, it is our determination that the Smoak House (8C1253) and Hannah's (8C1296) may be potentially eligible for listing the National Register.

DIRECTOR'S OFFICE

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • (904) 488-1460  
FAX: (904) 488-3353 • WWW Address <http://www.dos.state.fl.us>

ARCHAEOLOGICAL RESEARCH  
(904) 487-2299 • FAX: 414-2207

HISTORIC PRESERVATION  
(904) 487-2333 • FAX: 922-0496

HISTORICAL MUSEUMS  
(904) 488-1484 • FAX: 921-2503

Mr. Skinner  
October 28, 1996  
Page 2

If you have any questions concerning our comments, please do not hesitate to contact us.  
Your interest in protecting Florida's archaeological and historic resources is appreciated.

Sincerely,

*Laura A. Kammerer*

*for* George W. Percy, Director  
Division of Historical Resources  
and  
State Historic Preservation Officer

GWP/Kfk  
xc: C. L. Irwin, FDOT  
Rick Adair, FDOT, District 7

DIVISIONS OF FLORIDA DEPARTMENT OF STATE  
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Preservation Board  
Ringling Museum of Art

FLORIDA DEPARTMENT OF STATE  
Sandra B. Mortham  
Secretary of State  
DIVISION OF HISTORICAL RESOURCES

January 22, 1997

Mr. J. R. Skinner  
Division of Administration  
Federal Highway Administration  
U.S. Department of Transportation  
227 N. Bronough Street, Room 2015  
Tallahassee, Florida 32301

In Reply Refer To:  
Frank J. Keel  
Historic Preservation Planner  
(904) 487-2333  
Project File No. 964017B

RECEIVED FDOT  
97 JAN 27 PM 1:16

RE: Cultural Resource Assessment Request  
Requested Information for Hannah's (8CI296) and Smoak House (8CI253)  
SPN: 02010-1541  
WPN: 7119008  
FPN: XA-301-5(12)

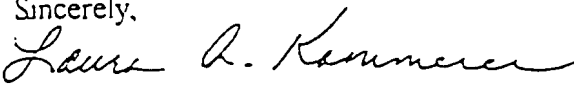
Dear Mr. Skinner:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, *Florida Statutes*, we have reviewed the additional information provided by your office for the referenced project.

Ms. Barbara Mattick, Historic Preservationist Supervisor, Survey and Registration Section, has reviewed the additional information for Hannah's and the Smoak House. We concur with Ms. Mattick's conclusion that the properties are not eligible for listing in the *National Register of Historic Places*. Therefore, it is the opinion of this agency that the proposed undertaking will have no effect on significant historic properties.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's archaeological and historic resources is appreciated.

Sincerely,

*for*   
George W. Percy, Director  
Division of Historical Resources  
and

State Historic Preservation Officer

GWP/Kfk

xc: C. L. Irwin, FDOT  
✓ Rick Adair, FDOT, District 7

DIRECTOR'S OFFICE

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**Exhibit 2**  
**WQIE Checklist**

## WQIE CHECK LIST

Project Name: US 41 Project Development and Environment Study County: Citrus

State Project Number: 02010-1541 WPI Number: 7119008

Federal Aid Project Number: XA-301-5(12)

Short project description: PD&E Study of proposed improvements to a 10.1 km (6.3 mi) length of US 41. Current roadway is rural, two-lane undivided facility. Proposed improvements are to widen to a four- and six-lane urban divided facility from Orange Avenue (CR 48) in Floral City to SR 44 in Inverness.

### PART 1: DETERMINATION OF WQIE SCOPE

Does project increase impermeable 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: South Terminus = 16,250 Expected speed limit: South Terminus = 70 km/hr

Northern Terminus = 33,900

Northern Terminus = 80 km/hr

Drainage area: 54.6 hectares 40.6% Impervious 59.4% Pervious

Land Use: 30% Residential 35% Commercial 15% Industrial

10% Agricultural 5% Wetlands 5% Other Natural

Potential large sources of pollution (identify): None identified. A Level I Contamination Screening Evaluation Report was prepared for this project.

Groundwater receptor (name of aquifer or N/A): Floridan Aquifer

Designated well head protection area:  Yes  No Name: \_\_\_\_\_

Sole source aquifer:  Yes  No Name: \_\_\_\_\_

Groundwater recharge mechanism: Infiltration

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): Magnolia Lake (for one basin), otherwise N/A

Classification:  I  II  III  IV  V

Special designation (check all that apply):

ONRW  OFW  Aquatic Preserve  Wild and Scenic River

Special Water  SWIM Area  Local Comp Plan  MS4 Area

Other (specify): \_\_\_\_\_

Conceptual stormwater 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 type="checkbox"/>		<input type="checkbox"/>
FDEP <input checked="" type="checkbox"/>		<input type="checkbox"/>
WMD <input checked="" type="checkbox"/> (Specify) SWFWMD	40D-4, 40D-40, 40D-400	<input checked="" type="checkbox"/>
OTHER <input checked="" type="checkbox"/> (Specify) USACOE		<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 quantity design requirements placed by SWFWMD, 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: Nicole I. (Whittaker) Cribbs  
 Office: 1408 N. Westshore Avenue, Ste. 300, Tampa, FL 33607  
 Signature: *Nicole I. (Whittaker) Cribbs* Date: 16 August, 1996  
 Certificate: #178