

Florida Department of Transportation  
**PROJECT REEVALUATION FORM**

**I. GENERAL INFORMATION** (originally approved document)

- a. Reevaluation Phase: Design Change
- b. Document Type and Date of Approval: Categorical Exclusion Type 2  
February 20, 1996
- c. Project Numbers: 02010-1537      SA-301-5(9)      2378111-1-21-01  
State      Federal Aid      Financial Project No.
- d. Project Local Name, Location and Limits: US 41 (SR 45) from SR 44 to the Marion County Line
- e. Segment of Highway Being Evaluated: US 41 from SR 44 to SR 200 WPI Segment No.: 257165-1, State Project No.: 02010-1543, Federal Aid Program No.: XL-332-1(14)
- f. County: Citrus

**II. CONCLUSION AND RECOMMENDATION**

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

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

**REVIEWER SIGNATURE BLOCK**

Kirk Bogen for  
District Project Development and Environment Engineer

7/21/99  
Date

**III. FHWA CONCURRENCE BLOCK**

Edue Vinson  
Federal Highway Administration, Urban Transportation Engineer

8/4/99  
Date

#### IV. CHANGES IN IMPACT STATUS OR DOCUMENT COMPLIANCE

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

## **V. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA**

This reevaluation divided the project into segments for the purposes of analyzing design alternatives:

### **Segment 1 - SR 44 to Montgomery Avenue**

Within Segment 1, from SR 44 to Montgomery Avenue, a five lane typical section, shifted to the east, was selected as the preferred build alternative. The alignment shift is consistent with the recommendation of the original PD&E study. The typical section has been changed to a five lane facility with a dual, center turn lane versus the four lane divided typical section originally proposed.

The proposed five lane divided roadway typical section provides two, 3.6 m (12 ft) lanes for each direction of travel. A 3.6 m (12 ft) bi-directional center turn lane is provided. The typical includes a 1.2 m (4 ft) bicycle lane on each side of the roadway as well as 1.8 m (6 ft) sidewalks. The border width is 3.0 m (10 ft). The overall right-of-way width for this typical section is 26.4 m (88 ft).

### **Segment 2 - Montgomery Avenue to the Withlacoochee State Trail**

The original PD&E study recommended an alignment shift to the east, avoiding Whispering Pines Park. Due to the relatively minimal right-of-way impacts in relation to the total size of the park (less than one percent), and the impacts to the businesses that would result from shifting the existing alignment to the east, this reevaluation recommends the west side alignment. The proposed four lane divided typical section is consistent with that of the original PD&E study.

The proposed roadway typical section provides two, 3.6 m (12 ft) lanes for each direction of travel separated by a 6.6 m (22 ft) raised median. The typical includes a 1.2 m (4 ft) bicycle lane on each side of the roadway as well as 1.5 m (5 ft) sidewalks. The border is 3.54 m (11.6 ft). This allows the typical section to fit within a 30.48 (100 ft) right-of-way width.

### **Segment 3 - From the Withlacoochee State Trail to SR 200**

A four lane divided section centered within the existing right-of-way is the preferred alternative for this segment. This typical section is the same as the typical used for Segment 2. The typical section and proposed alignment are consistent with the original PD&E study.

### **SR 200 Intersection**

The preferred build alternative includes a redesign of the SR 200/US 41 intersection. This intersection configuration differs from the design proposed under the original PD&E study. Since approximately two-thirds of the traffic is on SR 200 in this area, a portion of US 41 will be relocated to tie into SR 200 as a "T" intersection. Thus, the major traffic movement would be provided a through movement on SR 200. As a result, this new intersection design provides better traffic operations than the design proposed by the original PD&E study.

This alternative requires no relocations and is significantly less expensive than the configuration proposed under the original PD&E Study. The preferred alternative from the original PD&E study would have relocated a portion of SR 200 and brought it into a "T" intersection with US 41. It may have required the relocation of three businesses and would cost approximately \$3.0 million more than the preferred alternative selected under this reevaluation.

## **VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE**

Only one commitment was provided in the CE Type II for the original PD&E study. It concerned the Church of Christ Cemetery located at the intersection of US 41 and CR 491. The cemetery is located north of the US 41/SR200 intersection.

## **VII. PERMITS STATUS**

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

## ATTACHMENT A

### SOCIAL IMPACTS

#### 3. Relocation Potential

The original PD&E study determined that there would be one residential and five business relocations for the proposed project from SR 44 to the Marion County line. The Conceptual Stage Relocation Plan did not identify the location of the residential relocation. The five business relocations were all located within Hernando, which is located within the limits of this reevaluation.

There are approximately seventeen business displacements and three "potential" business displacees within the limits of this project (see Tables 1 and 2). There are ample vacant and improved commercially zoned listings on the project corridor and on other major thoroughfares in the Inverness and Hernando areas to provide replacement business sites.

The impact of the business relocations on the economy should be minimal. A recent survey of the Citrus County real estate market indicates that there is an adequate number of vacant and improved commercial listings available in the study (project) area. There are no businesses that have specialized clientele or cultural orientation.

There is no potential for the proposed project to adversely affect the residential community of the study area. The demographic characteristics within the project area do not identify a congruous grouping of inhabitants sufficient for a neighborhood to exist. However, groups that include the elderly, handicapped, non-drivers, minorities or transit dependents will not suffer any adverse effects due to the completion of this facility. The new road improvements will not isolate any special populations, divide neighborhoods, or separate residences from community facilities such as schools or shopping areas.

Commercial development in the project area is concentrated along US 41 and accommodates both north and south bound traffic. The configuration of the preferred alternative alignment is such that traffic will not be routed away from this commercial development.

TABLE 1 ANTICIPATED BUSINESS DISPLACEMENTS			
BUSINESS NAME AND TYPE	CODE	NO. OF EMPLOYEES	COMMENTS
1. Produce Market	X	N/A	none
2. Heidi's Italian Restaurant	X	8	PB,pp
3. Tri County Hearing Aid	X	4	none
4. Ronald J. Fagan, DDS, PA	X	1	none
5. Furniture and Antique Exchange	X	5	none
6. C & R Citrus/Produce	X	N/A	none
7. Concrete Interlocking Pavers	X	3	none
8. Crow's Feet Antiques	X	1	none
9. Wooten's Autocorp, Inc.	X	3	none
10. Honest Engine Auto Repair	X	2	none
11. Henry Johnson's Auto	X	5	none
12. Mike's Tire	X	3	none
13. F.L. Soule Antiques	X	N/A	none
14. J & J Antiques/Art & Framing	X	2	none
15. The Bookkeeper & Associates	X	1	none
16. Vacant Commercial Building	X	N/A	none
17. Hernando Medical Center	X	6	none

CODES:

X Relocation Due to Acquisition  
 PPY Personal Property  
 PB Newspaper Box  
 pp Public Phone

TABLE 2 POTENTIAL BUSINESS DISPLACEMENTS			
BUSINESS NAME AND TYPE	CODE	NO. OF EMPLOYEES	COMMENTS
Amoco Gas Station	X	7	PB, pp
Kentucky Fried Chicken Restaurant	X	12	PB
Ace Hardware	X	8	none

CODES:

X Potential Relocation Due to Acquisition  
 PPY Personal Property  
 PB Newspaper Box  
 pp Public Phone

The dynamics of the real estate market dictate that many of the buildings associated with the approximately 17 business displacements are at or near the end of their economic lives and warrant demolition.

Conversations with local zoning officials indicated that this project will result in accelerated commercial zoning for properties in the area. Potential redevelopment is planned to be oriented towards commercial uses, thereby enhancing the economic benefit to the area.

The widening of US 41 will make this thoroughfare safer and improve U.S.41 level of service for commuters. It will enhance the overall area and make it more attractive for developers and investors. As Citrus County continues to grow, this road widening project will be necessary to accommodate new growth in the near future.

In order to minimize the unavoidable effects of the right of way acquisition and displacement of people, the FDOT will acquire right of way and relocate affected parcels in accordance with Florida Statutes, Chapter 339.09(5), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646, as amended) and the established guidelines by which these programs are administered.

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 the property to be acquired will be offered and paid fair market value for their property rights. At least one Relocation Agent is assigned to each highway project to carry out the Relocation Assistance and Payments Program. A Relocation Agent will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and find help in locating replacement property. Relocation resources are available to all relocatees without regard to race, color, religion, sex, handicap, familial status, or national origin.

Owners or tenants may choose to be reimbursed on the basis of actual reasonable moving costs and related expenses; or, under certain circumstances, a fixed payment in lieu of actual moving expenses.

In addition to moving costs, a small business, farm operation or non-profit organization may be eligible to receive reimbursement for Search Expenses, the Actual Direct Loss of Tangible Personal Property, and a payment not to exceed \$10,000.00 for Reestablishment Expenses.

In place of the above, a small business, farm operation or non-profit organization may be eligible for a Fixed Payment in Lieu of Moving Expenses. This payment will not be less than \$1,000.00 or more than \$20,000.00 and removes the eligibility for any move expense, search expense or reestablishment expense reimbursement.

An individual, family, business, farm operation, or non-profit organization is entitled to payment for actual, reasonable, and necessary moving expenses for a distance of not more than 50 miles, in most cases, provided that the eligibility requirements are met for an initial or subsequent occupant and the property is subsequently acquired by the FDOT.

No persons lawfully occupying real property will be required to move without at least 90 days written notice from the date of the initiation of negotiations, 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 decent, safe, and sanitary housing, or that the Florida Department of Transportation has offered the relocatee decent, safe, and sanitary housing which is within his financial means and is available for immediate occupancy.

The "Real Estate Acquisition Process" is a brochure which describes in detail the Right of Way Acquisition Program. The Relocation Assistance and Payments Program is outlined in the "Your Relocation" brochure. These booklets are distributed at all public hearings and are made available upon request to any interested persons. Relocation Resources are available to all relocatees without regard to race, color, religion, sex, handicap, familial status, or national origin.



## **CULTURAL IMPACTS**

### **1. Section 4(f) Lands**

The original PD&E study identified one Section 4(f) property, Whispering Pines Park. The alignment in the original study was shifted to the east to avoid any acquisition from the park. An eastern alignment shift was projected to cost \$1.8 million more than a shift to the west, acquiring property from the park.

Two Section 4(f) protected properties were identified along the project corridor during the reevaluation: Whispering Pines Park and Inverness Middle School.

#### **Whispering Pines Park**

The proposed build alternative consists of widening US 41 predominantly to the west side in the vicinity of Whispering Pines Park. As a result of the widening, 0.96 ha (2.37 ac) needs to be acquired from the park. This impact is 0.73 percent of the 131 ha (323 ac) comprising the park. The only park facility that is affected is an unpaved, cleared trail that is used for maintenance as well as running and walking by park patrons adjacent to US 41. The trail is located along a fence which marks the boundary of the park property. The fence, as well as some natural vegetation consisting primarily of pine trees, will be disturbed. The area impacted is approximately 701 m (2,300 ft) in length. It varies in width from 3 to 21 m (10 to 69 ft).

An avoidance alternative was developed that avoids Whispering Pines Park. This alternative is an east-shifted alignment that would hold the existing western right-of-way line in place. This alternative would result in property acquisition from, and business damages to, nine businesses. This would include the Inverness Regional Shopping Center, which has numerous tenants, including three main anchors, Publix, Bealls, and K-mart. At most of the business locations on the east side of US 41, opposite Whispering Pines Park, driveways have been constructed at steep grades. As a result of this alternative, these driveways would need to be lengthened to either maintain or improve the existing grade. This would result in an indirect loss of parking and corresponding business damages as driveways are lengthened across internal circulation routes within parking areas. In particular, traffic circulation at the US Post Office and Capital City Bank would be severely impacted. This would result in significant business damages at the bank and real estate damages at the Post Office. In addition, traffic circulation would be affected within the Inverness Regional Shopping Center. This alternative

would require the acquisition of the first row of the shopping center's parking lot adjacent to US 41. This alternative would cost \$3.1 million more than widening to the west side and would also result in increased acquisition from Inverness Middle School, another Section 4(f) protected site. The acquisition area from Inverness Middle School would include a portion of a retention pond.

The FDOT is proposing to mitigate the impacts to Whispering Pines Park by:

1. Replacing/relocating the boundary fence along the new western right-of-way line of US 41 where it is adjacent to the park,
2. Relocating the jogging/maintenance trail alongside the new boundary fence, and
3. Replacing disturbed vegetation and planting native trees adapted to a sandhill site to mitigate those lost from the road widening.
4. The Department proposes to transfer to the DOF, in total or in part, a 5-acre parcel located at 14416 SR 52. The area of the parcel will not be less than 2.37 acres. The Department may still require a portion of the 5-acre parcel for improvements to SR 52, including a potential pond site. However, the area required for these improvements is not anticipated to exceed 2.63 acres.

#### **Inverness Middle School**

To provide for a turning radius that would accommodate school buses, a corner cut is required at the northeast corner of Middle School Drive and US 41. There are no means available to avoid impacts to the northwest corner of US 41 and Middle School Drive. The total additional right-of-way is 21 m<sup>2</sup> (226 sq ft). This acquisition will not affect any facilities at the school. The FDOT is proposing to mitigate the impacts to Inverness Middle School by purchasing the property that would be impacted at the northeast corner of Middle School Drive and US 41.

Coordination was conducted with the City of Inverness and the Division of Forestry concerning Whispering Pines Park through circulation of the Programmatic 4(f) Evaluation and written correspondence. The DOF, in written correspondence, concurs with the widening of US 41 to the west (requiring acquisition from Whispering Pines Park). The mitigation items listed above, reflect the coordination between the DOF and the FDOT.

Coordination was conducted with Inverness Middle School through circulation of the Programmatic 4(f) Evaluation and written correspondence. In written correspondence, Ms. Cynthia H. Staten, Principal of Inverness Middle School, has expressed agreement with the findings of the US 41 Reevaluation and Programmatic Section 4(f) Evaluation that involve Inverness Middle School.

## **2. Historic Sites/Districts**

The former Lakeview School, located in the southeast quadrant of the US 41/CR 486 intersection, was determined to be eligible for listing in the National Register of Historic Places (NRHP). This property was not identified as a Section 106 protected property during the original PD&E Study.

The proposed project will have "No Effect" on the Hernando School/Lakeview School historic property. SHPO concurred with this finding by letter dated December 14, 1998.

## PHYSICAL IMPACTS

### 1. Noise

Sixteen noise sensitive sites were identified in the original PD&E study as receiving noise levels which approach or exceed the FHWA noise abatement criteria. Based on the noise analysis conducted for the original study, there were no apparent solutions available to mitigate the noise impacts.

The noise analysis performed for the reevaluation identified 34 noise sensitive receivers at 19 sites within the project corridor. The analysis indicated that with the Build Alternative, 25 receivers would experience noise levels that meet or exceeds Federal Highway Administration noise abatement criteria. The Department evaluated a series of noise abatement measures to reduce noise levels at each of these locations. None of the abatement measures were found to be feasible. Based on the noise analysis performed, there are no solutions available to mitigate the noise level increases at the noise sensitive locations.

### 4. Hazardous Materials

The original contamination screening evaluation for the proposed widening of US 41 identified 25 potential contamination sites between SR 44 and SR 200. The current reevaluation of that original effort results in the identification of 50 potential sites between SR 44 and SR 200.

New information obtained in the contamination screening for the reevaluation results in changes to the risk assessments of seven sites originally identified in 1994. These sites and the risk assessments from the original PD&E study as well as this reevaluation are provided below.

1994 Site #	1994 Site Name	1994 Risk Assessment	1998 Site #	1998 Site Name	1998 Risk Assessment
3	Circle K Station	No	3	West Coast Insurers	Low
10	Como Auto Sales	Low	17	Como Auto Sales	High
13	Advanced Tire	Low	26	Auto Accurate Tires	High
17	Citgo (Kwik King)	Low	31	Kwik King Citgo	Medium
19	Auto Corral	Medium	35	Butler's Used Cars	Low
24	Heritage Propane	Medium	43	Heritage Propane	Low
25	Cumberland Farms	Medium	44	Cumberland Farms	Low

Of the 25 sites identified from SR 44 to SR 200 from the original PD&E study, 4 were rated as high risk, 13 were rated medium risk, and 8 were rated as low risk. Of the 50 sites identified under the reevaluation, 4 are identified as high risk sites, 20 are rated as medium risk sites, and 26 are rated as low risk sites.

For the proposed build alternative, it is recommended that each of the low risk sites be revisited prior to right-of-way acquisition to determine if higher quantities or new types of hazardous materials have been introduced to them or if recent incidents indicate a higher potential for encountering contamination. A field review of the entire area is also recommended to identify new potential contamination sites prior to right-of-way acquisition. For the medium and high risk sites, additional investigation is recommended prior to right-of-way acquisition, including site visits, interviews with property owners, and soil testing as warranted. If testing verifies the presence of contamination, coordination with the property owner and the appropriate regulatory agency is recommended to accomplish the necessary remediation in a timely manner relative to the project schedule.