

PRELIMINARY ENGINEERING REPORT

South Sumter Connector Trail From Good Neighbor Trail to James A Van Fleet Trail Hernando & Sumter Counties, Florida

Financial Project ID Number: 435471-1-22-01

ETDM Number: N/A

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

PROFESSIONAL ENGINEER CERTIFICATION

PRELIMINARY ENGINEERING REPORT

Project: South Sumter Connector Trail

ETDM Number: N/A

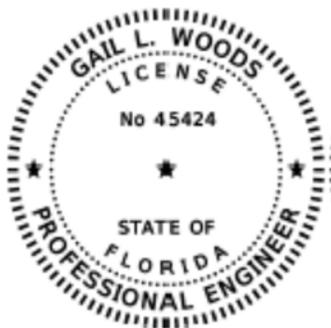
Financial Project ID: 435471-1-22-01

Federal Aid Project Number: N/A

This preliminary engineering report contains engineering information that fulfills the purpose and need for the South Sumter Connector Trail Project Development & Environment Study from the Good Neighbor Trail to the James A Van Fleet Trail in Hernando and Sumter Counties, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

I hereby certify that I am a registered professional engineer in the State of Florida practicing with TranSystems Corporation, and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice for this project.

This item has been digitally signed and sealed by Gail Woods on the date adjacent to the seal.



May 19, 2020

X

Gail L. Woods
Professional Engineer

The official record of this package has been electronically signed and sealed by Gail L. Woods, PE on 5/19/2020 using a digital signature as required by rule 61G 15.23.004, F.A.C. Printed copies of this document are not considered signed and sealed. The signature must be verified on the electronic documents.

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1.0 PROJECT SUMMARY

1.1 Project Description

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study to evaluate the South Sumter Connector Trail (Trail), a shared-use trail for non-motorized transportation modes (pedestrian, bicycle, and equestrian). The Trail begins at the eastern terminus of the Good Neighbor Trail in Hernando County extending approximately 20 miles east to the Van Fleet Trail in Sumter County (**Figure 1-1**). The purpose of this PD&E Study is to evaluate potential impacts to the cultural, natural, social, and physical resources associated with the proposed Trail improvements. This process provides the necessary environmental studies and preliminary engineering to analyze and develop the best project alternative and minimize potential impacts.

As part of the Shared-Use Non-motorized (SUN) Trail Network, the Trail is part of the 250-mile Florida Coast to Coast (C2C) Trail, which will provide recreational connectivity across the Florida peninsula from St. Petersburg on the west coast to Titusville on the east coast (**Figure 1-2**).

The Trail is divided into five segments (**Figure 1-3**).

Segment A: Beginning at the eastern terminus of the Good Neighbor Trail and its intersection with the Withlacoochee State Trail, the Trail travels 0.25 miles (approximate) north along the Withlacoochee State Trail to the Duke Power easement. The Trail follows the power easement 0.5 miles east where it turn south toward the Withlacoochee River Crossing. The Trail crosses the Withlacoochee River to the Iron Bridge Day Use Area, then south 0.2 mile turning east 0.9 mile along an existing hiking trail (parallel to and south of Forest Road 13) crossing under Interstate 75 (I-75). Once under I-75, the trail continues east 0.2 mile along an abandoned railroad bed turning north along the Withlacoochee State Forest (WSF) eastern boundary for 0.7 miles to County Road (C.R.) 673.

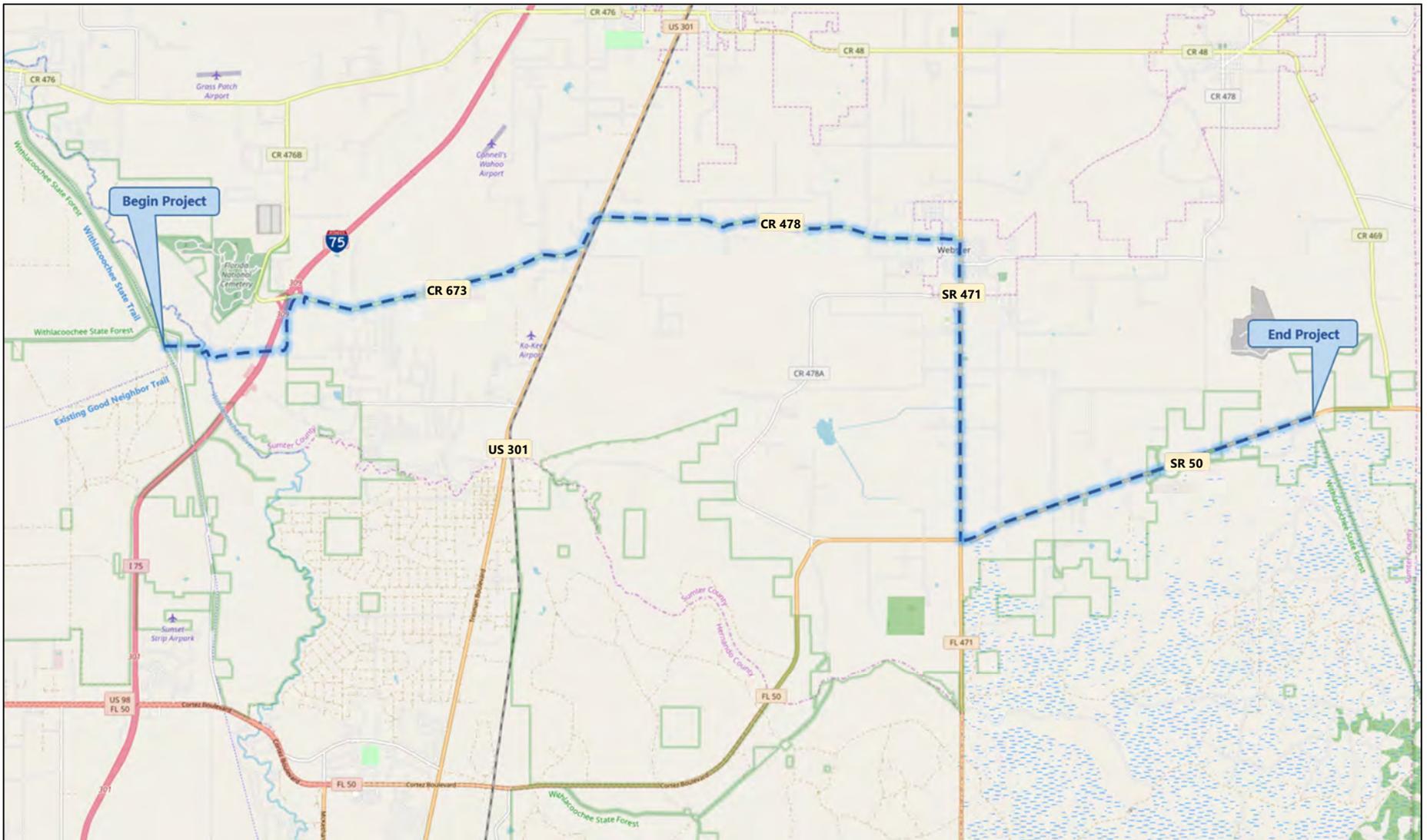
Segment B: At C.R. 673 the trail continues east 4 miles intersecting U.S. 301. Turning north along U.S. 301 for 0.5 mile intersecting C.R. 478.

Segment C: At the intersection of U.S. 301 and C.R. 478, the trail continues east crossing U.S. 301 and the CSX Railroad along a pedestrian bridge. The trail continues east along C.R. 478 for 5 miles to the intersection of State Road (S.R.) 471 in the City of Webster.

Segment D: At the intersection of C.R. 478 and State Road (S.R.) 471, the trail turns south and continues for 4 miles terminating at S.R. 50.

SECTION 1 – PROJECT SUMMARY

Segment E: At the intersection of S.R. 471 and S.R. 50, the trail turns east and continues for 5 miles terminating at the Van Fleet Trail (*technical analysis and environmental evaluation completed as part of the S.R. 50 Widening Project (FM Number 435859-1-22-1)*).



South Sumter Connector Trail
From Good Neighbor Trail to
James A Van Fleet Trail
PD&E Study
 Hernando & Sumter Counties
 FPID: 435471-1-22-01

PROJECT LOCATION MAP



NORTH
FIGURE
1-1

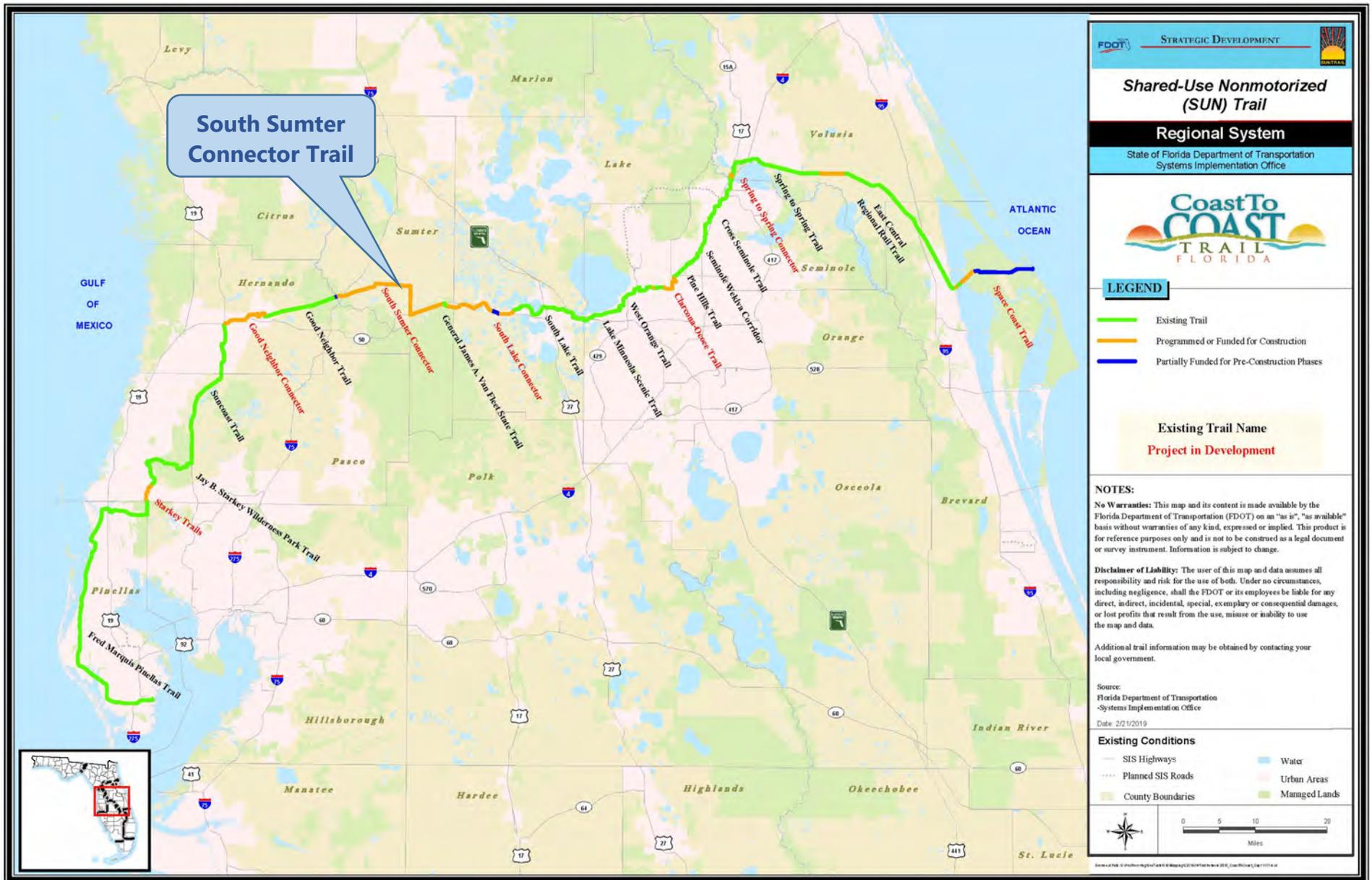
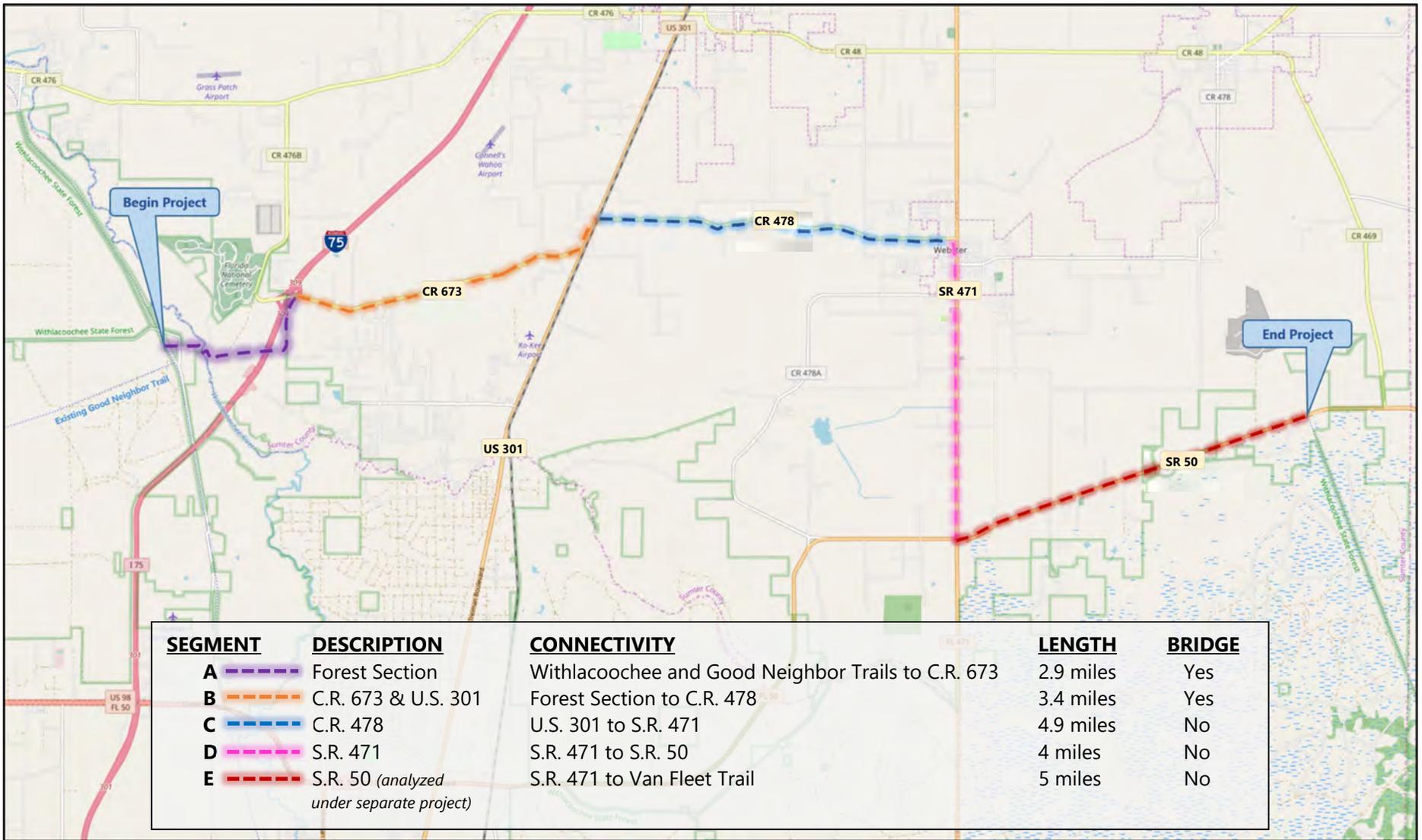


Figure 1-2. SUN Trail Coast to Coast Regional System Map



**South Sumter Connector Trail
From Good Neighbor Trail to
James A Van Fleet Trail
PD&E Study
Hernando & Sumter Counties
FPID: 435471-1-22-01**

PROJECT SEGMENTATION MAP



**NORTH
FIGURE
1-3**

1.2 Purpose & Need

There are limited existing bicycle and pedestrian facilities within the study area, requiring non-motorized traffic to rely on the local roadway network which consists of two-lane undivided rural roads. These roads are generally narrow in width and lack paved shoulders, often resulting in a mix of motorized and non-motorized traffic within the travel lanes. Constructing a paved shared-use trail in accordance with SUN Trail standards will provide the opportunity to divert non-motorized users from roadways that currently do not have sidewalks or bicycle lanes to the trail system. The project will improve roadway safety by removing non-motorized traffic from roadway lanes and close approximately 16 miles of this 20-mile gap in the C2C Trail. The remaining five miles of the gap from S.R. 471 east along the south side of SR 50 to the Van Fleet Trailhead was designed and evaluated in the S.R. 50 Widening Project for which the Final PER was approved in March 2019.



The project needs include providing system linkage to improve trail network connectivity and increase safety resulting from a lack of pedestrian and bicycle facilities. This improvement is necessary to provide connectivity between two existing sections of the C2C Trail, a system of paved recreational trails that, when completed, will connect St. Petersburg on the west coast with Titusville on the east coast.

1.3 Commitments

The following commitments are included for the Trail.

- Prior to construction, all potential gopher tortoise habitat that could be affected by the project will be systematically surveyed according to the current guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). For burrows which cannot be avoided, a permit will be obtained from the FWC for the relocation of gopher tortoises and commensals, and relocation will be performed at a time as close as practicable to the start of the construction activities at the site of the burrows.
- During the construction phase of the project, Standard Protection Measures for the Eastern Indigo Snake, which is a document by the US Fish and Wildlife Service (USFWS) that specifies education of the construction contractor concerning avoidance of the indigo snakes, will be implemented.

1.4 Alternatives Analysis Summary

In 2016, the FDOT completed the *South Sumter Connector Trail, Sumter County Gap Study Alternatives Analysis Report*. This planning study developed a range of potential alignments that would close the 20-mile gap between the Good Neighbor Trail and the Van Fleet Trail in the C2C Trail network (**Figure 1-4**).

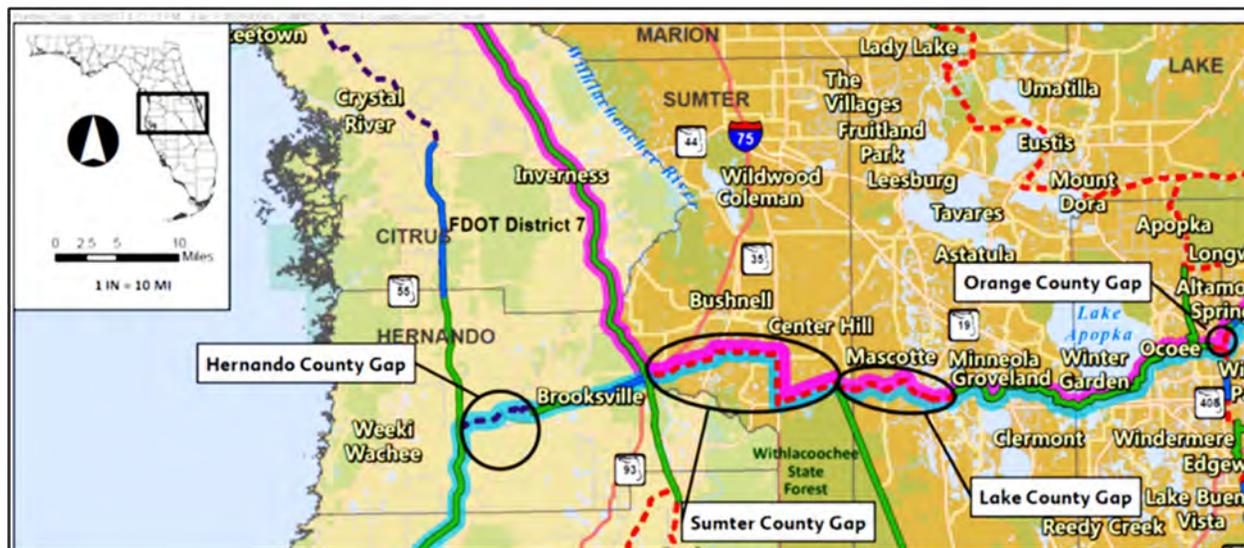


Figure 1-4. Florida Coast to Coast Trail Gaps – Hernando, Sumter Counties

As a result, the FDOT study team identified Corridor C (**Figure 1-5**) as the recommended corridor to be advanced for further evaluation in this PD&E Study.

Trail alternatives developed within the limits of Corridor C and evaluated as part of this PD&E Study include alignments on each side of the roadway along C.R. 673, C.R. 478, and S.R. 471. For U.S. 301, the alternative was located on the west side due to the CSX Railroad located parallel on the east side of U.S. 301 and is proposed to cross over U.S. 301 and the CSX Railroad on a bicycle/pedestrian only structure. The proposed bridge typical section is the same whether it crosses to the left or right of C.R. 478. For the WSF section, three Withlacoochee River pedestrian/equestrian bridge crossing locations were considered and two primary trail alignments.

SECTION 1 – PROJECT SUMMARY

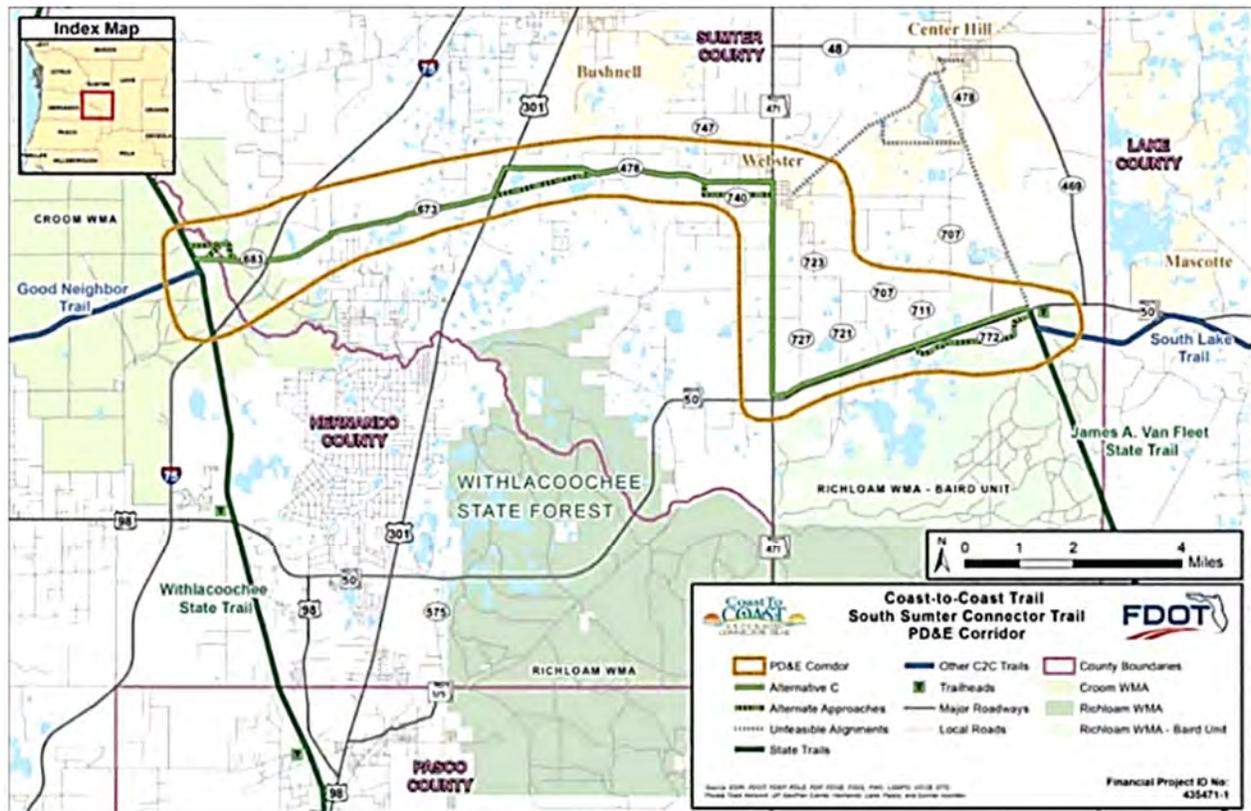


Figure 1-5. Alternative C from the Corridor Planning Study

This resulted in the evaluation of ten typical section alternatives. Due to SUN Trail funding requirements, which excludes right-of-way (ROW) acquisition, parcel impacts were a key criteria during alternatives evaluation. The trail alternatives included an effort to find a solution that could fit within the existing ROW. Unfortunately, no concepts completely eliminated ROW needs and introduced other concerns in term of safety.

Three potential Withlacoochee River bridge crossing locations were evaluated and include the:

- Duke Power Easement
- Iron Bridge Day Use Area
- Seaboard Coast Line Railroad (SCLRR) corridor

Following discussions with the Florida Forest Service (FFS), the following bridge crossing locations were dismissed from further evaluation:

- Duke Power Easement
Due to high voltage transmission line restrictions for structures located within the utility easement.

SECTION 1 – PROJECT SUMMARY

- SCLRR

This crossing location is partially located within private property and therefore dismissed due to SUN Trail funding requirements, which excludes ROW acquisition.

The WSF section trail alignments begin at the intersection of the Good Neighbor and Withlacoochee State Trails continuing north to the Duke Power easement and then east connecting to the Withlacoochee River Bridge crossing locations. Once on the east of the river, the trail follows along FR 13 (SW 113th Place) under I-75 and then north to C.R. 673.

Following continued discussion with the FFS, a second trail alignment was evaluated that continues south, on the east side of the river, and then east along an existing hiking trail (south of FR 13), continuing under I-75 along the abandoned Atlantic Coast Line Railroad (ACLR) to the WSF eastern property boundary. At this point the trail turns north continuing to C.R. 673.

In coordination with the FFS, it was determined that the trail alignment following the existing hiking trail, east of the Withlacoochee River, was the safer alternative as it removed pedestrians, bicyclists, and equestrians from FR 13, which is traveled by motorized vehicles.

The No Build Alternative would maintain existing conditions and does not improve Trail network connectivity within the project limits. This alternative would not meet the proposed project's purpose and need, which is to complete the 16-mile gap in the SUN Trail network's C2C Trail.

1.5 Description of Recommended Alternative

A Preferred Alternative has not been identified at this time since the project currently is not moving forward to the design phase. The Preferred Alternative will be identified when the project moves forward to the design phase. However, a recommended alternative has been identified. The recommended alternative or 'Build' alternative selected represents the alternative that will best meet the purpose and need for the project by providing system linkage to improve C2C Trail network connectivity, minimize impacts, and address safety concerns resulting from a lack of pedestrian and bicycle facilities along the project study area.

Recommended Alternative: The Recommended Alternative proposes a 12-foot wide shared-use path beginning at the intersection of the Good Neighbor and Withlacoochee State Trails and continuing easterly to a pedestrian/ equestrian bridge crossing the Withlacoochee River. Following east along C.R. 673 and then north along U.S. 301 to a pedestrian bridge crossing U.S. 301 and the CSX Railroad. The Trail follows C.R. 478 east to S.R. 471 and then south to S.R. 50. The Recommended Alternative closes the gap and connects the existing Good Neighbor Trail to the west and the Van Fleet Trail to the east.

SECTION 1 – PROJECT SUMMARY

The Recommended Alternative is shown on the concept plans included in Appendix A. Proposed typical sections are included in Appendix B.

1.6 List of Technical Documents

The following Technical Reports and Memorandum were prepared as part of this PD&E Study. The data, technical analyses results, and information were used to develop, evaluate and select the Recommended Alternative. In preparing this Preliminary Engineering Report, these documents are incorporated by reference.

- Preliminary Geotechnical Report (January 2020)
- Contamination Screening Report (August 2019)
- Natural Resource Evaluation (January 2020)
- Section 4(f) Exemption and Exception Form (May 2019)
- Cultural Resource Assessment Report (November 2019)
- Value Engineering Resolution Memorandum (December 2018)
- Utilities Assessment Package (September 2019)
- Abbreviated Location Hydraulics Report Memorandum (September 2019)
- Permit Determination Memorandum (November 2019)
- Type I Categorical Exclusion (January 2020)
- Long Range Estimate (LRE) (September 2019)
- Alternatives Public Meeting Summary (October 2018)
- Comments and Coordination Report (November 2019)

2.0 EXISTING CONDITIONS

2.1 Roadway

Existing roadways within the project study area that are proposed to include the Trail parallel to or crossing the roadway are summarized in **Table 2-1**.

Table 2-1. Characteristics of Trail Involved Roadways

Characteristic	C.R. 673	S.R. 35/ U.S. 301	C.R. 478	S.R. 471 (Urban)	S.R. 471 (Rural)
Jurisdictional Responsibility	County	FDOT	County	FDOT	FDOT or Webster
Number of Lanes	2	2	2	2	2
Border Type	Ditches/ Swales	Ditches/ Swales	Ditches/ Swales	Curb & Gutter	Ditches/ Swales
Posted Speed Limit (mph)	45	60	35 - 55	35	45 - 55
Estimated AADT	1,750	4,800	1,500	5,800	5,600
Paved Shoulders?	Yes, 2'	Yes, 4'	No	Yes ¹	Yes, 4' ²
Bicycle/Pedestrian Facilities?	No	No	No	Sidewalks	No
Comments		CSX RR parallels U.S. 301 on east. At-grade crossing from U.S. 301 to C.R. 478			

2.2 Right-of-Way

The existing ROW for roadways within the project study area are summarized in **Table 2-2**.

Table 2-2. Project Study Area Roadway Right of Way

Characteristic	C.R. 673	S.R. 35/ U.S. 301	C.R. 478	S.R. 471 (Urban)	S.R. 471 (Rural)
Right of Way (feet)	34 - 105	60 - 125	73 - 125	+/-80	60 -125

¹ Width varies

² Width varies

2.3 Roadway Classification & Context Classification

The functional and context classifications for roadways within the project study area are summarized in **Table 2-3**.

Table 2-3. Project Study Area Roadway Functional and Context Classifications

Characteristic	C.R. 673	S.R. 35/ U.S. 301	C.R. 478	S.R. 471 (Urban)	S.R. 471 (Rural)
Functional Classification	Major Collector RURAL	Principal Arterial – Other RURAL	Major Collector RURAL	Minor Arterial RURAL	Minor Arterial RURAL
Context Classification	C2-Rural	C2-Rural	C2-Rural	C2T-Rural Town	C2-Rural

2.4 Adjacent Land Use

Land use adjacent to the Project study area was analyzed within a 500-foot buffer from the centerline of existing roadways. In addition to transportation, existing land use includes recreational, agricultural, and undeveloped lands with commercial land uses in the City of Webster. A more formal breakdown based on a 500-foot buffer using FDOT’s Florida Land Use, Cover, and Forms Classification System (FLUCCS, FDOT 1999) is included in **Table 2-4** and shown in **Figure 2-1**.

Table 2-4. Existing Land Use

FLUCCS	Land Use Description	Acres	Percentage
1100	Low Density, <2 dwelling units/acre	199.37	10.30%
1180	Residential, rural - one unit on 2 or more acres	152.99	7.91%
1200	Medium Density, 2>5 dwelling units/acre	30.12	1.56%
1300	High Density, 6 or more dwelling units/acre	15.55	0.80%
1500	Industrial	3.55	0.18%
1600	Extractive	111.47	5.76%
1400	Commercial and Services	114.64	5.92%
1700	Institutional	16.16	0.84%
2110	Improved Pastures	602.64	31.15%
2130	Woodland Pastures	49.31	2.55%
2150	Field Crops	5.49	0.28%
4100	Upland Coniferous Forests	2.46	0.13%
4120	Longleaf Pine - Xeric Oak	0.95	0.05%
4340	Upland Mixed - Coniferous / Hardwood	473.22	24.46%
4400	Tree Plantations	6.62	0.34%

SECTION 2 – EXISTING CONDITIONS

FLUCCS	Land Use Description	Acres	Percentage
5100	Streams and Waterways	5.75	0.30%
4400	Tree Plantations	4.07	0.21%
5300	Reservoirs	1.53	0.08%
6150	Stream and Lake Swamps (bottomland)	29.69	1.53%
6210	Cypress	2.33	0.12%
6410	Freshwater Marshes	25.59	1.32%
6430	Wet Prairies	8.07	0.42%
6440	Emergent Aquatic Vegetation	0.98	0.05%
6460	Mixed Scrub-shrub Wetland	1.35	0.07%
8100	Transportation	61.34	3.17%
7400	Disturbed Lands	5.33	0.28%
8300	Utilities	4.23	0.22%
TOTAL		1934.79	100.00%

2.5 Access Management Classification

Project study area access management classifications of state roadways that include the trail parallel to or crossing the roadway are summarized in **Table 2-5**.

Table 2-5. Project Study Area Roadway Access Classifications

State Roadway	Access Classification	Medians	Median Openings (feet)		Signal	Connection (feet)	
			Full	Directional		<45 mph Posted Speed	≥45 mph Posted Speed
S.R. 301	04	Non-restrictive			2,640	660	440
S.R. 471	04	Non-restrictive			2,640	660	440

2.6 Design and Posted Speeds

Project study area roadway design and posted speeds that include the trail parallel to or crossing the roadway are summarized in **Table 2-6**.

Table 2-6. Project Study Area Roadway Design and Posted Speeds

Characteristic	C.R. 673	S.R. 35/ U.S. 301	C.R. 478	S.R. 471 (Urban)	S.R. 471 (Rural)
Design Speed	County	FDOT	County	FDOT	FDOT or Webster
Posted Speed Limit (mph)	45	60	35 - 55	35	45 - 55




South Sumter Connector Trail
From Good Neighbor Trail to James A Van Fleet Trail
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FUTURE LAND USE LAND COVER MAP

**FIGURE
2-1**

2.7 Vertical and Horizontal Alignment

Since there is no existing trail, there is no existing horizontal alignment. The project traverses gently sloping terrain with minor elevation changes.

2.8 Pedestrian Accommodations

Existing sidewalks within the Project study area are located within the City of Webster on the east and west sides of S.R. 471 from C.R. 478 to Central Avenue. Sidewalk continues on the east side of S.R. 471 from Central Avenue south past Webster Elementary School.

2.9 Bicycle Facilities

There are no existing bicycle facilities located along Project study area roadways.

2.10 Transit Facilities

Sumter County Transit offers door-to-door public transportation and deviated fixed shuttle routes. Door-to-door service is available from 8:00 a.m. to 3:00 p.m., Monday through Friday by reservation.

2.11 Pavement Condition

Existing pavement conditions for project study area roadways were not evaluated. The Trail is located adjacent to existing roadways.

2.12 Traffic Volumes and Operational Conditions

Existing Annual Average Daily Traffic (AADT) for project study area roadways was obtained from FDOT’s Florida Traffic Online (2018) and is presented in **Table 2-7**.

Table 2-7. Project Study Area Roadway Annual Average Daily Traffic (AADT)

Characteristic	C.R. 673	S.R. 35/ U.S. 301	C.R. 478	S.R. 471 (Urban)	S.R. 471 (Rural)
AADT	1750	4800	1500	8000	5600

Source: Florida Department of Transportation, Florida Traffic Online, 2019

2.13 Intersection Layout and Traffic Control

Traffic operational analysis was not a component of this PD&E Study.

2.14 Railroad Crossings

One existing at-grade railroad crossing, CSX #625301Y, crosses C.R. 478 on the east side of U.S. 301. One main track carries five day and eight night freight trains at speeds between 60 and 79 miles per hour. Existing highway traffic control devices include railroad crossing pavement markings, two gate arms, two cantilevered flashing light mast arms over the traffic lanes, and mast mounted flashing lights.

2.15 Crash Data and Safety Analysis

Vehicular crash data along project study area roadways was obtained from the FDOT State Safety Office Map-Based Query Tool (SSOGis). The database provides information on various characteristics associated with each crash including: collision type, severity, weather conditions, road surface conditions and date/time information.

Crash data was analyzed for the five year period 2014 – 2018 for project study area roadways. Data indicates 20 crashes occurred with 25% being angle type crashes, 15% sideswipe, and 60% other. Predominant crash locations were along C.R. 478 at various intersecting side streets and at or near the intersection of S.R. 471 and S.R. 50. One pedestrian was involved in a 2014 crash and no bicycles were involved in crashes for the period (**Table 2-8**).

Table 2-8. Summary of Project Study Area Crash Data 2014 - 2018

Crash Type	Number of Crashes (Year)					5-Year Total	Percent of Total
	2014	2015	2016	2017	2018		
C.R. 478							
Angle	1	1	0	0	0	2	10
Sideswipe	0	0	0	0	0	0	0
Other	2	2	0	1	0	5	25
C.R. 673							
Angle	0	0	0	0	0	0	0
Sideswipe	0	0	0	0	0	0	0
Other	0	2	0	1	0	3	15
S.R. 35/U.S. 301							
Angle	0	0	0	0	0	0	0
Sideswipe	0	0	0	0	0	0	0
Other	0	1	0	0	0	1	5
S.R. 471							
Angle	1	1	1	0	0	3	15
Sideswipe	2	0	0	1	0	3	15
Other	1	1	0	0	1	3	15
TOTAL CRASHES	7	8	1	3	1	20	100

2.16 Drainage

Existing Project study area roadways are accommodated by an open drainage system consisting of roadside ditches. Within the City of Webster, S.R. 471 has curb and gutter from C.R. 478 south approximately 0.67 mile past Webster Elementary School. From the school south to S.R. 50, the drainage system changes to roadside ditches.

SECTION 2 – EXISTING CONDITIONS

The project study area is located within the Withlacoochee River watershed which covers parts of Citrus, Hernando, Lake, Levy, Marion, Pasco, Polk and Sumter counties (**Figure 2-2**) and lies within five major drainage basins: Withlacoochee River, Wild Cow Prairie Drain, Gum Slough, Akins Pond Outlet, and Big Gant Canal, all of which ultimately discharge to the Withlacoochee River (**Figure 2-3**). The project limits are dominated by somewhat poorly to poorly drained soils with groundwater table levels ranging from 12 to 33 inches below the ground surface. There are no known drainage concerns along the recommended alignment. Two permitted stormwater management systems are within or directly adjacent to the recommended alignment and are presented in **Table 2-9**.

Table 2-9. Existing SWFWMD Permits

Permit Name	Permit Application Number	Location
Southern Motor Coach Resort	175067598	North side of CR 673 approximately 1,100 feet west of the intersection of CR 673 and US 301
Horwitz Property Drainage Improvements	36278	South side of CR 478 approximately 1,500 feet west of the intersection of CR 478 and SR 471

Through the WSF section, runoff generally sheet flows towards the Withlacoochee River west of I-75 and toward the Wild Cow Prairie wetland system east of I-75. Existing drainage patterns along project roadways vary but involve areas where offsite runoff drains into the ROW.

C.R. 673 and U.S. 301 have no defined conveyance systems. Runoff either sheet flows out of the ROW or flows along the toe of slope in very shallow swales. The swales discharge to isolated depressions adjacent to the roadway or to cross drains which generally flow south to north.

C.R. 478 has more defined conveyance with ditches and side drains existing along most of the roadway. These areas are characterized by very flat lands with isolated depressions within the ROW and adjacent depressional areas. Runoff flows to the south and west via cross drains through these depressional storage areas to Akins Pond, near the intersection with US 301.

While S.R. 471 has a closed storm sewer system within the City of Webster, most of the roadway has well a defined conveyance system in the form of ditches and side drains. Just south of Webster Elementary School, there is a major ditch system on the east side of the road which conveys both roadway and offsite runoff to the south for about 1.1 miles before flowing, via a cross drain, to the west side of the roadway. South of this point the remainder of the S.R. 471 ROW has defined ditches and side drains that convey runoff to one of two major cross drains, both of which flow east to west.

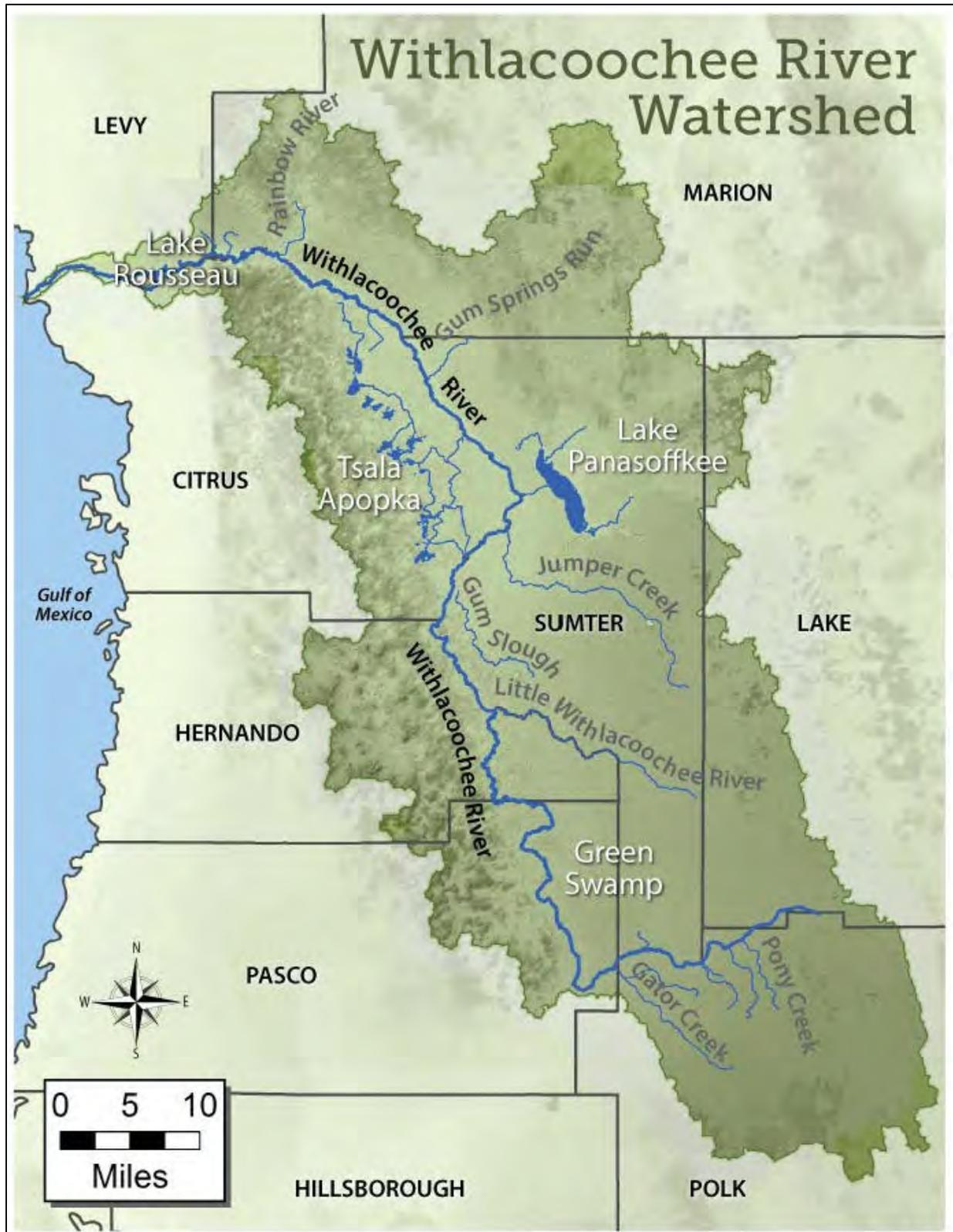
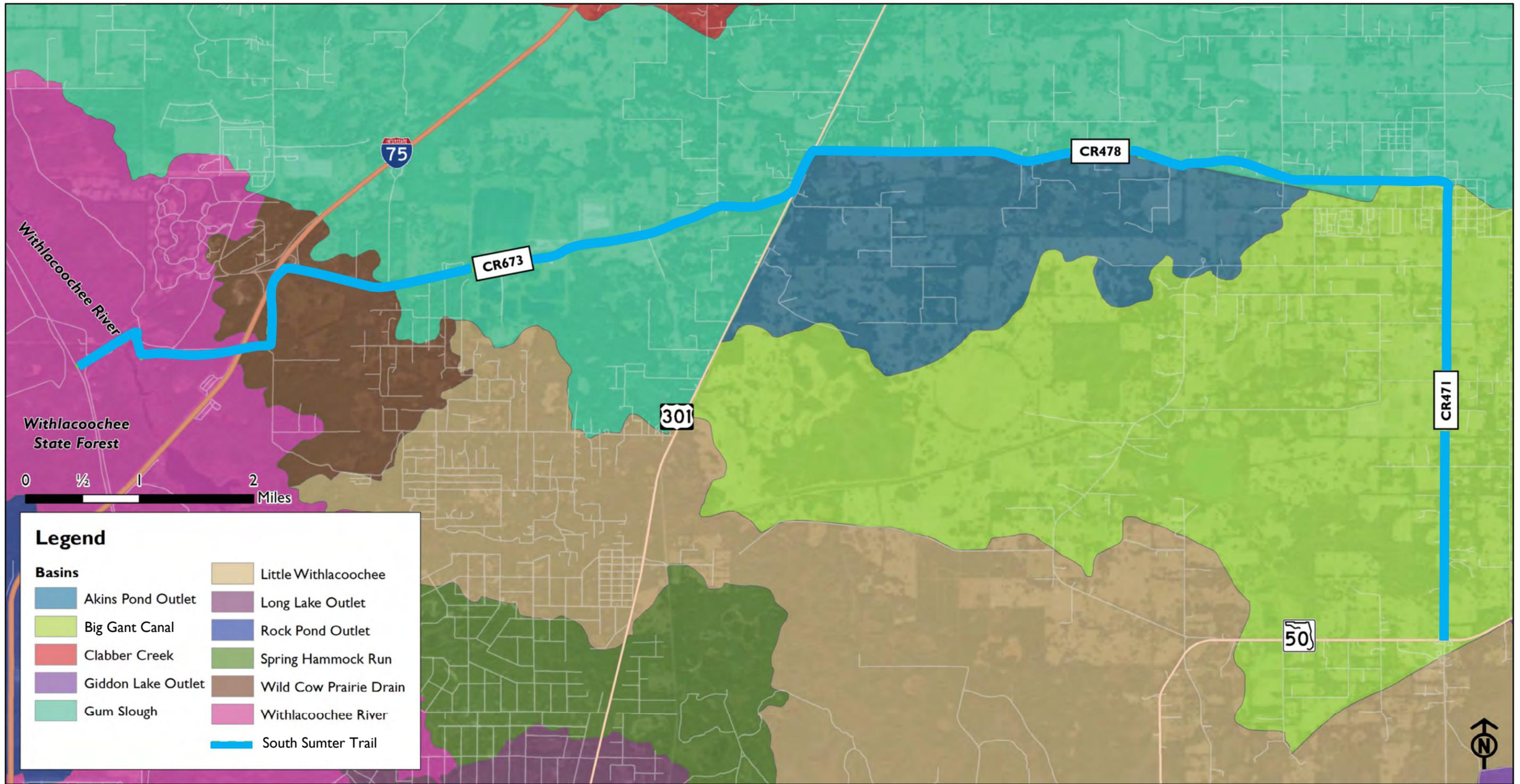


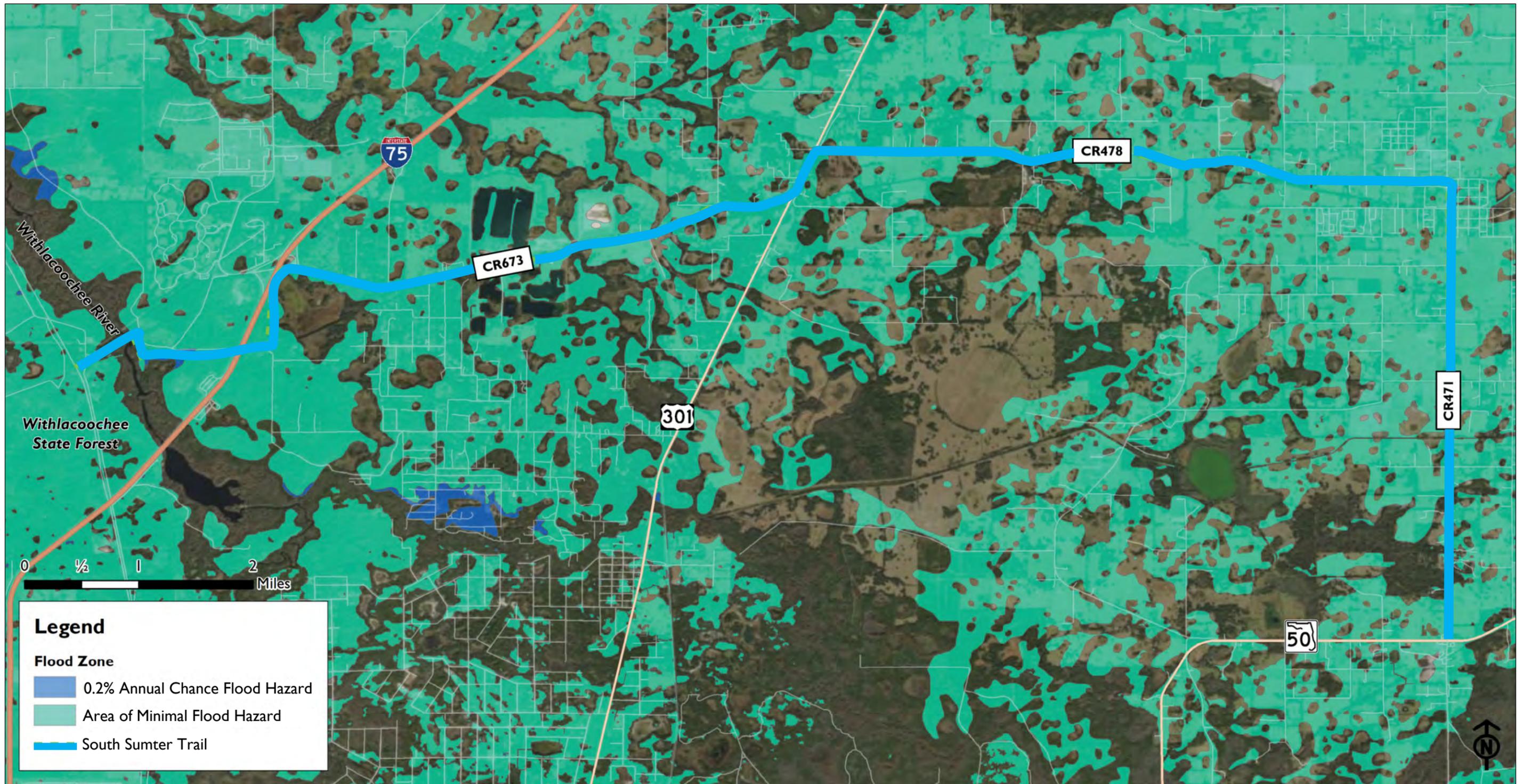
Figure 2-2. Withlacoochee River Watershed General Map (Source: SWFWMD)



South Sumter Connector Trail
From Good Neighbor Trail to James A Van Fleet Trail
PD&E Study
 Hernando & Sumter Counties, Florida

DRAINAGE BASIN MAP

FIGURE
2-3




South Sumter Connector Trail
From Good Neighbor Trail to James A Van Fleet Trail
PD&E Study
 Hernando & Sumter Counties, Florida

FLOODPLAIN MAP

FIGURE 2-4

SECTION 2 – EXISTING CONDITIONS

Floodplains exist along the recommended alignment mostly associated with depressional storage areas (**Figure 2-4**). Located within Zone A, no base flood elevations (BFE) have been determined for these areas. The Withlacoochee River floodplain is within Zone AE with an average BFE of 51.90 feet NAVD. According to the Southwest Florida Water Management District (SWFWMD), three watershed studies completed within the project area, the Eastern Hernando, Bushnell, and Gant Lake Watershed Studies will need to be reviewed when assessing floodplains during final design.

2.17 Soils and Geotechnical Data

The U.S. Department of Agriculture National Resource Conservation Service (NRCS) Soil Surveys for Hernando and Sumter Counties were reviewed to obtain near-surface soils information for the Project study area. Soils within a 500-foot buffer from the centerline of Project study area roadways were identified and are summarized in **Table 2-10** and shown in **Figure 2-5**.

Table 2-10. NRCS Soil Classifications

Map Unit Symbol	Soil Series	Description	Acreage	Percentage
42	3045880	ADAMSVILLE FINE SAND, 0 TO 2 PERCENT SLOPES	29.97	1.52
15	323622	ADAMSVILLE FINE SAND, BOULDERY SUBSURFACE	204.55	10.35
6	322124	ARREDONDO FINE SAND, 0 TO 5 PERCENT SLOPES	0.92	0.05
24	323631	BASINGER FINE SAND	1.90	0.10
4	323647	CANDLER SAND, 0 TO 5 PERCENT SLOPES	63.42	3.21
60	323670	DELRAY FINE SAND, DEPRESSIONAL	2.73	0.14
21	323628	EAUGALLIE FINE SAND, BOULDERY SUBSURFACE	192.25	9.73
45	323653	ELECTRA FINE SAND, BOULDERY SUBSURFACE	0.29	0.01
24	322087	FLORIDANA-BASINGER ASSOCIATION, OCCASIONALLY FLOODED	4.23	0.21
46	323654	FT. GREEN FINE SAND, BOULDERY SUBSURFACE	42.88	2.17
64	323674	GATOR MUCK, FREQUENTLY PONDED, 0 TO 1 PERCENT SLOPES	5.65	0.29
25	323632	KANAPAHA SAND, BOULDERY SUBSURFACE	85.85	4.34
31	322095	LAKE FINE SAND, 0 TO 5 PERCENT SLOPES	117.30	5.94
11	323619	MILLHOPPER SAND, 0 TO 5 PERCENT SLOPES	35.14	1.78

SECTION 2 – EXISTING CONDITIONS

Map Unit Symbol	Soil Series	Description	Acreage	Percentage
54	323663	MONTEOCHA FINE SAND, DEPRESSIONAL	5.01	0.25
31	323639	MYAKKA-MYAKKA, WET, SANDS, 0 TO 2 PERCENT SLOPES	15.24	0.77
29	323636	NITTAW MUCK, FREQUENTLY FLOODED	10.37	0.52
18	323625	OKEELANTA MUCK	3.02	0.15
23	323630	ONA-ONA, WET, FINE SAND, 0 TO 2 PERCENT SLOPES	153.81	7.78
9	323680	PAISLEY FINE SAND, BOULDERY SUBSURFACE	30.86	1.56%
51	323660	PITS-DUMPS COMPLEX	45.19	2.29
30	323638	PLACID FINE SAND, FREQUENTLY PONDED, 0 TO 1 PERCENT SLOPES	40.62	2.06
32	323640	POMPANO FINE SAND	28.88	1.46
35	323643	POMPANO FINE SAND, FREQUENTLY PONDED, 0 TO 1 PERCENT SLOPES	1.07	0.05
28	323635	SEFFNER FINE SAND, 0 TO 2 PERCENT SLOPES	240.65	12.18
47	322112	SPARR FINE SAND, 0 TO 5 PERCENT SLOPES	108.36	5.48
33	323641	SPARR FINE SAND, BOULDERY SUBSURFACE, 0 TO 5 PERCENT SLOPES	464.61	23.51
27	323634	SUMTERVILLE FINE SAND, BOULDERY SUBSURFACE, 0 TO 5 PERCENT SLOPES	16.26	0.82
13	323620	TAVARES FINE SAND, 0 TO 5 PERCENT SLOPES	11.31	0.57
26	323633	WABASSO FINE SAND, BOULDERY SUBSURFACE	5.81	0.29
99	322123	WATER	7.80	0.39
TOTAL			1975.97	100.00

A geotechnical investigation was performed to explore the subsurface conditions at three alternative bridge locations crossing the Withlacoochee River. Subsurface conditions were evaluated by performing one Standard Penetration Test (SPT) boring at each of the bridge locations. Three SPT borings were advanced to depths ranging from 130.5 feet to 150.5 feet below existing ground surface.

Tables 2-11 and **2-12** summarize the subsurface conditions encountered in SPT borings. A more detailed discussion of geotechnical data is included in the *Preliminary Geotechnical Report for Bridge Development, South Sumter Connector Trail PD&E Study from the Withlacoochee State Trail to the Van Fleet Trail* (2019).

SECTION 2 – EXISTING CONDITIONS

Table 2-11. Generalized Subsurface Profiles at SPT-1 and SPT-3

Layer No.	Description	Acreage (500' from Centerline)	Percentage
1	0 - 10	Loose fine sand to fine sand with silt, occasional trace limerock	5 - 6
2	10 - 20	Loose to medium dense clayey fine sand and firm fat clay, occasional trace limerock	6 - 12
3	20 - 150	Very loose to very dense weathered limestone	2 – 50/0"

Table 2-12. Generalized Subsurface Profile – SPT-2

Layer No.	Description	Acreage (500' from Centerline)	Percentage
1	0 - 37	Loose fine sand to fine sand with silt	4 - 48
2	37 - 44	Loose to medium dense clayey fine sand	7 - 10
3	44 - 150	Very loose to very dense weathered limestone	1 – 50/0"

2.18 Utilities

Existing utilities identified within the project study area are listed in **Table 2-13**.

Table 2-13. Existing Utilities

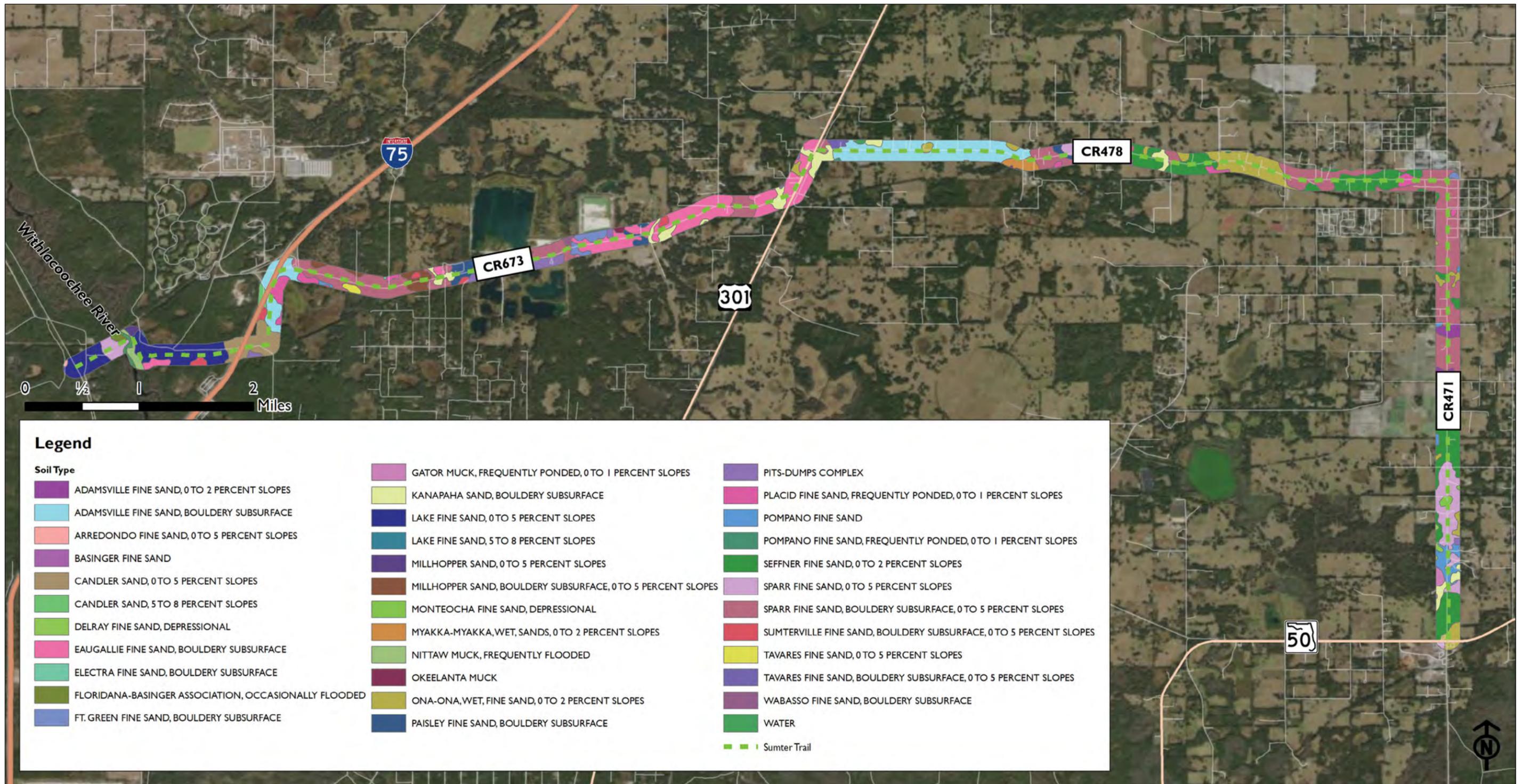
Utility Agent or Owner	Type of Facilities
AT&T Distribution	Buried telephone, overhead or buried fiber optic
Bright House Networks	Overhead cable TV / fiber
CenturyLink	Buried telephone, overhead or buried fiber optic
City of Webster	Water main and sanitary force mains
Duke Energy	69 KV Overhead electric
OpticalTel (formerly Florida Fiber Networks)	Buried telephone, overhead or buried fiber optic
Sumter Electric Cooperative Inc. (SECO)	29.4 KV overhead electric

2.19 Lighting

Existing roadway lighting exists along C.R. 673 in the vicinity of the I-75 interchange. Street lighting is co-located on utility poles along S.R. 471 from C.R. 478 south past Webster Elementary School.

2.20 Signs

No overhead traffic signs are located within the project study area.



South Sumter Connector Trail
From Good Neighbor Trail to James A Van Fleet Trail
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 Hernando & Sumter Counties, Florida



SOILS MAP

FIGURE
2-5

2.21 Aesthetics Features

Funded through the SUN Trail Program, operation and maintenance of the trail is by entities other than FDOT. SUN Trail funding specifically prohibits the use of funds for amenities such as trailheads, parking areas, benches, pavilions, water fountains, irrigation, restrooms, and similar type features. These elements are to be locally or privately funded.

No new or unique aesthetic features are proposed along the Recommended Alternative. Given the rural nature of the Trail setting and the natural conditions of the WSF, a typical Florida landscape currently exists. The Trail offers users enhanced views of the Withlacoochee River as they cross using the proposed pedestrian/equestrian bridge near the Iron Bridge Day Use area. In addition to safety and trail amenities, the scenic nature of the Trail route has the potential to attract more recreational trail users.

2.22 Bridges and Structures

The Recommended Alternative does not utilize any existing bridges.

3.0 PROJECT DESIGN CONTROLS & CRITERIA

3.1 Roadway Context Classification

The Trail is proposed to be located separate from and parallel to or crossing project study area roadways. Shared use paths (trails, multiuse trails, or similar) are appropriate in FDOT Context Classifications C1-Natural, C2-Rural, and C3-Suburban. Existing project study area roadways are 2-lane, undivided roadways with no or limited shoulders located within an area that includes natural lands (Withlacoochee State Forest) and sparsely settled lands including agricultural, grasslands, and woodlands. The City of Webster comprises a small concentration of developed area immediately surrounded by rural and natural areas.

3.2 Design Control and Criteria

Proposed design criteria for the Trail is based on the FDOT Design Manual (FDM), Chapter 224 (2019) and are presented in **Table 3-1**.

Table 3-1. Florida Design Manual Shared Use Path Design Criteria

Design Component	Design Criteria
Functional Classification	Shared Use Path
Minimum Width (FDM Chapter 224, Section 224.4)	
SUN Trail Network Facilities	12'
Less than 12-feet require approval by Chief Planner	-
Maximum Cross Slope (FDM Chapter 224, Section 224.5)	2%
Maximum Longitudinal Grade (FDM Chapter 224, Section 224.6)	5%
Maximum Ramp Slope (FDM Chapter 224, Section 224.6)	
Maximum Rise of 30" with Landing at least 60"	8.33%
Minimum Lateral Offset (FDM Chapter 224, Section 224.7)	
From Obstruction on Both Sides	4'
Maximum Graded Shoulder Area (FDM Chapter 224, Section 224.7)	2'
Maximum Cross Slope of Shoulder (FDM Chapter 22, Section 224.7)	1:6
Minimum Vertical Clearance (FDM Chapter 224, Section 224.8)	
SUN Trail Facilities	12'
Overhead Signs and Obstruction (Constrained Conditions)	8'
Overhead Obstruction	10'
Equestrians, Maintenance and Emergency Vehicles	12'
Clearance over Railroad (to top of highest rail)	23'-6"

SECTION 3 – PROJECT DESIGN CONTROLS & CRITERIA

Design Component	Design Criteria
Clearance over Roadways	17'-6"
Design Speed (FDM Chapter 224, Section 224.9)	
Grades ≤4%	18 MPH
Downgrade > 4%	30 MPH
Minimum Radii for Horizontal Curves (FDM Chapter 224, Table 224.10.1)	
18 MPH, NC	74'
18 MPH, RC	86'
30 MPH, NC	261'
30 MPH, RC	316'
Minimum Stopping Sight Distance (FDM Chapter 224, Table 224.10.2)	
18 MPH, 4% Uphill	120'
18 MPH, 3% Uphill	123'
18 MPH, Flat	134'
18 MPH, 3% Downhill	149'
18 MPH, 4% Downhill	156'
Minimum Separation from Roadway (FDM Chapter 224, Section 224.12)	
Rural, Full Shoulder (Measured from Shoulder break)	5'
Urban, Back of Curb	4'
Minimum Railing Height (FDM Chapter 222, Section 222.4)	42"

The Recommended Alternative includes one pedestrian/equestrian bridge crossing the Withlacoochee River and one pedestrian bridge crossing U.S. 301 and the CSX Railroad at the intersection of U.S. 301 and C.R. 478.

Proposed design criteria for the Trail is based on the FDOT Design Manual (FDM), Chapter 260 and 266 (2019) and are presented in **Table 3-2**.

Table 3-2. Florida Design Manual Bicycle and Pedestrian Bridge Design Criteria

Design Component	Design Criteria
Clear width for bridges	
Pedestrian structure	8'; 12' desirable
Shared use path structure; 16-foot desirable	12' min; 16' desirable
Minimum clear width is the width of the approach facility when the facility is wider than the minimums above; desirable clear width is the width of the approach facility plus four feet	2' each side
Minimum vertical clearance over roadway or railroad (FDM 260.6, 260.8)	

SECTION 3 – PROJECT DESIGN CONTROLS & CRITERIA

Design Component	Design Criteria
Over roadway (minimum)	least distance measured between the lowest bridge superstructure element and the traveled way
Clearance over Railroad (to top of highest rail)	23'-6"
Minimum vertical clearance for pedestrian bridges (FDM 260.6, 260.8)	
Above Mean High Water	12'
Drainage	
Minimum vertical clearance between the design flood stage and low member of the bridge	2'
Horizontal clearance	
For crossings subject to boat traffic	10'
Ramp grades	5% 8.33% with max 30" rise
Provide level landings at the top and bottom portions of the ramp.	5' long
Provide full-length pedestrian ADA handrails on both sides of pedestrian ramps.	

The pedestrian/equestrian bridge crossing the Withlacoochee River will be designed to meet U.S. Department of Agriculture, U.S. Forest Service equestrian design criteria as specified in Chapter 5 of the U.S. Forest Service Equestrian Design Guidebook. The equestrian path will be an approved rubber equestrian tread mat. The Forest Service design criteria specify between a 5 and 12-foot wide path and an equestrian path rail height of 54 inches.

The structure crossing U.S. 301 and the CSX Railroad will be designed to meet the CSX Railroad improvement projects criteria and FDOT FDM criteria for pedestrian bridges. Bicycle/pedestrian pathways and trails cannot cross tracks at grade outside of existing highway easements. Grade separated pathway and trail crossings are preferred in all cases and required when outside of an existing highway easement.

CSX Public Projects Information for Construction and Improvement Projects That May Involve the Railroad (July 2017) provides overhead bridge clearance criteria presented in **Table 3-3**.

Table 3-3. Florida Design Manual Shared Use Path Design Criteria

Design Component	Design Criteria
Horizontal Clearance (from centerline of tract to face of pier or abutment)	25' - 0"
Toe of footing from centerline of track	11' - 0"
Vertical Clearance from top of high rail to lowest point of the structure	23' - 0"
Crashwalls from centerline of nearest track located between	18' - 0" and 25' - 0"

Duke Energy Corridor Requirements

The Recommended Alternative crosses or is located within Duke Energy overhead utility easements. Duke Energy has developed guidelines (**Table 3-4**) for the co-location of shared-use paths/trails as defined by the American Association of State Highway and Transportation Officials (AASHTO). Coordination with a Duke Energy Asset Protection ROW Specialist will be required during final design.

Table 3-4. Duke Energy Electric Transmission ROW Requirements for Shared-Use Paths/Trails

Design Component
The trails must not exceed a total of 12 feet in width, regardless of the surface construction material.
A minimum separation of 25 feet is required between the trail and its associated easement, to any Duke Energy electrical facility. This includes, but is not limited to, poles, towers, guy anchor(s), equipment, etc.
The owner of the trail shall be responsible for safety and liability associated with its construction or use thereof.
Bollards shall be installed per Duke Energy specifications, with Duke Energy locks, where the trailheads connect with roads/ streets as to prevent vehicular traffic. Duke Energy may require reinforcement of the trail at specified access points along the corridor for Duke Energy heavy equipment crossings. These trail reinforcement areas shall consist of a 20-foot-long, 10-foot- wide paved area capable of supporting 80,000 pounds with pavement markings indicating "heavy equipment crossing."
Culverts shall be installed where the trails cross creeks, ditches, etc. These culverts shall be capable of supporting 80,000 pounds, and shall be a minimum of 20 feet wide. Signage must indicate the maximum load of the crossing at culvert approach.
No structures including, but not limited to, lights, signs, benches, exercise equipment, and irrigation systems shall be located within the Duke Energy easement.
Planting of vegetation shall adhere to the ROW Restrictions Guidelines for the specific Duke Energy territory.
Duke Energy reserves the right to close, without notice, all or a portion of the trail located within the transmission line easement, for any length of time, for construction, maintenance or emergency line operations.
Duke Energy reserves the right to close, without notice, all or a portion of the trail located within the transmission line easement, for any length of time, for construction, maintenance or emergency line operations.

4.0 ALTERNATIVES ANALYSIS

4.1 Previous Planning Studies

The Florida Greenways and Trails Foundation (FGTF) and the Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails screened several alignments to close the Sumter Gap. In July 2016, the FDOT completed a corridor planning study for the project. The *South Sumter Connector Trail, Sumter County Gap Study Alternatives Analysis Report* (planning study) was a planning-level evaluation of safety, environmental, and engineering criteria in order to identify a recommended corridor for further evaluation in the PD&E Study. In addition to the planning study, the following documents were developed and are incorporated by reference into this PD&E Study:

- Existing Conditions Report
- Purpose and Need Statement
- Public Involvement Plan
- Alternatives Analysis Report

The planning study applied a three-tier review process to assess potential trail alignments. Tier One evaluated the two initial trail alignments from the FGTF and FDEP analyses which followed abandoned railroad corridors. These corridors were referred to as the northern and southern alignments (**Figure 4-1**).

Tier Two incorporated quantitative and qualitative factors to evaluate ten potential alignments developed within the northern and southern corridors. The screening evaluation was consistent with the project purpose and need, including cost-effectiveness, safety, potential environmental impacts, and economic development. This evaluation captured the project stakeholders' desire to avoid community impacts and maintain consistency with local planning efforts.

Tier Three included five trail alternatives that were advanced for detailed evaluation. Alternatives A, B, and C, were within the northern corridor and Alternatives D and E within the southern. Additional key factors, such as maintaining agency support and relocation potential were also considered and represented fatal flaws.

Throughout the planning study, a number of agency and stakeholder meetings, in addition to two public meetings, were held to gather consensus on a recommended corridor. The analyses and outreach resulted in the identification of Alternative C (**Figure 1-5**) as the recommended corridor.

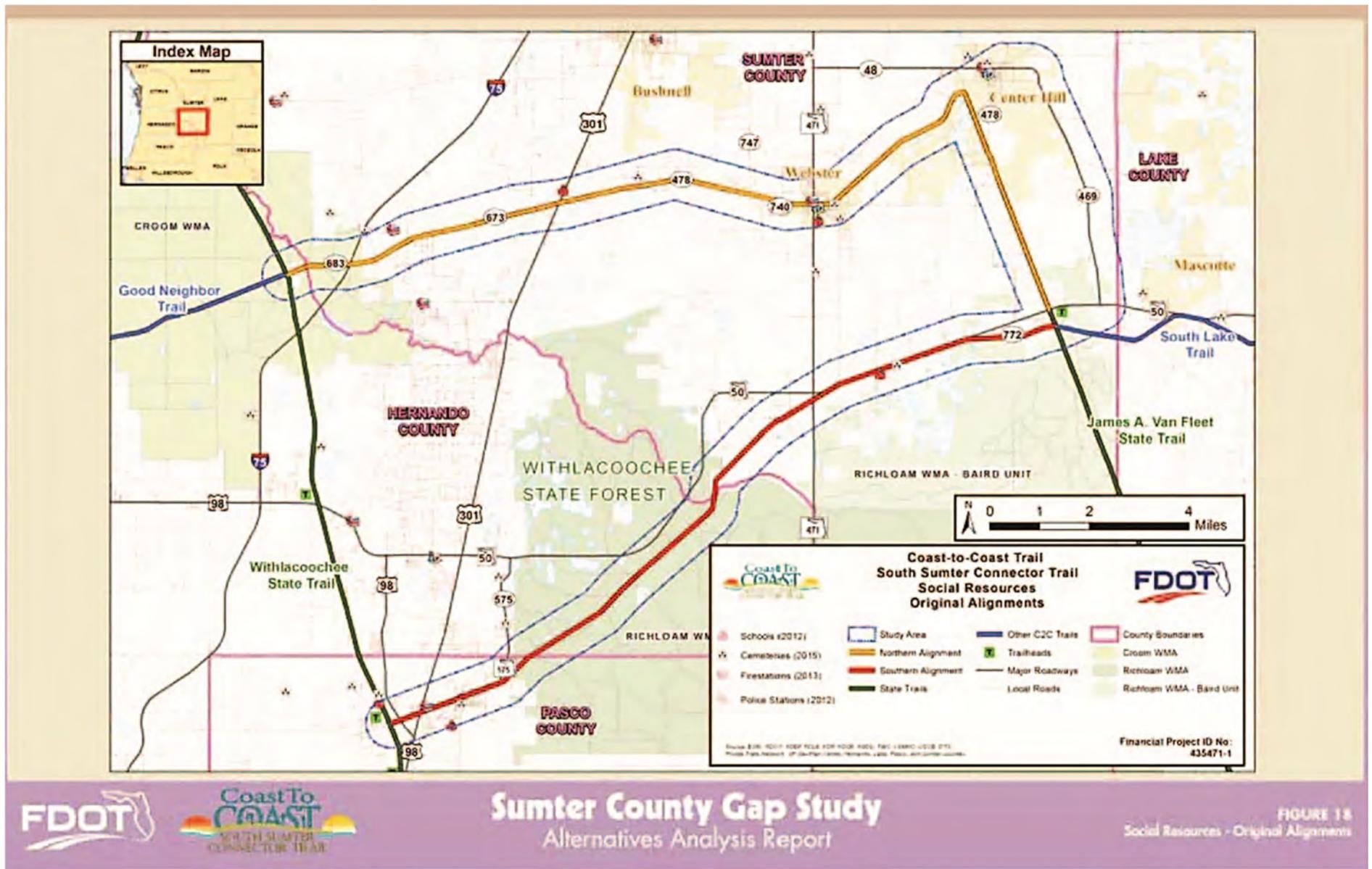


Figure 4-1. Sumter County Gap Study Corridors Map

The City of Webster completed the *City of Webster, South Sumter Trail, Economic Impact Analysis Report* (June 2015) through a Florida Department of Economic Opportunity (FDEO) technical assistance grant. This study evaluated the opportunities and constraints of the northern and southern corridors to support the City's economy as well as the enhancement of a safe and healthy community from the Trail. The study concluded in the City's support of the northern corridor.

4.2 No Build Alternative

The No Build Alternative would maintain existing conditions and would not improve the C2C trail connectivity within the Trail project limits. This alternative would not meet the proposed project's purpose and need, which is to complete a gap in the SUN Trail network's C2C Trail.

4.3 Transportation Systems Management and Operations Alternative (TSM&O)

Transportation Systems Management and Operations Alternative (TSM&O) were not considered for this trail project.

4.4 Future Conditions

The adopted Future Land Use Maps (FLUMs) for Sumter County and the City of Webster are shown in **Figure 4-2 and 4-3**. The Sumter County future land use designations are predominantly agriculture, conservation, recreation, and rural residential. These land uses are similar to existing conditions. The City of Webster future land use designations are predominantly urban residential and commercial.

A traffic analysis was not completed as part of this PD&E Study.

4.5 Build Alternative(s)

4.5.1 Trail Alternatives

Trail alternatives developed within the limits of Corridor C and evaluated as part of this PD&E Study include alignments on each side of the roadway along C.R. 673, C.R. 478, and S.R. 471. For U.S. 301, the alternative was located on the west side due to the CSX Railroad located parallel on the east side of U.S. 301 and is proposed to cross over U.S. 301 and the CSX Railroad on a bicycle/pedestrian only structure. The proposed bridge typical section is the same whether it crosses to the left or right of C.R. 478. For the WSF section, three Withlacoochee River pedestrian/equestrian bridge crossing locations were considered and two primary trail alignments.

This resulted in the evaluation of ten typical section alternatives. Due to SUN Trail funding requirements, which excludes right-of-way (ROW) acquisition, parcel impacts were a key criteria during alternatives evaluation. The proposed trail typical section was minimized to reduce the amount of property impacts and potential ROW needed. In addition, FDOT conducted an evaluation of reducing various elements of the trail's typical section in an effort to find a

2035 Future Land Use Map Sumter County Map 1-1

Legend

- Major Roads
- ▭ Urban Development Boundary
- ▨ Overlay Subject to Policy Restrictions
- Designation/Allowable Densities**
- Agricultural (AGR); 1 unit/10 acres
- Rural Residential (RR); 1 to 2 units/acre
- Urban Residential (UR); 4 to 6 units/acre
- Commercial (COM)
- Industrial (IND)
- Public, Institutional (PI)
- Conservation (CON)
- Recreation (REC)
- Municipal Jurisdiction (MUN)
- Mixed Use (MU)
- Water Features

OVERLAYS SUBJECT TO POLICY RESTRICTIONS

- 1 Tri-County Villages DRI (policy 1.3.1U)
- 2 Villages of Sumter County DRI (Policy 1.3.2U)
- 3 Monarch Ranch (Policy 1.1.5U)
- 4 Southern Villas RV Resort (Policy 1.1.6U)



Sumter County BOCC
Geographic Information System
(352) 569-6732 or 689-4479

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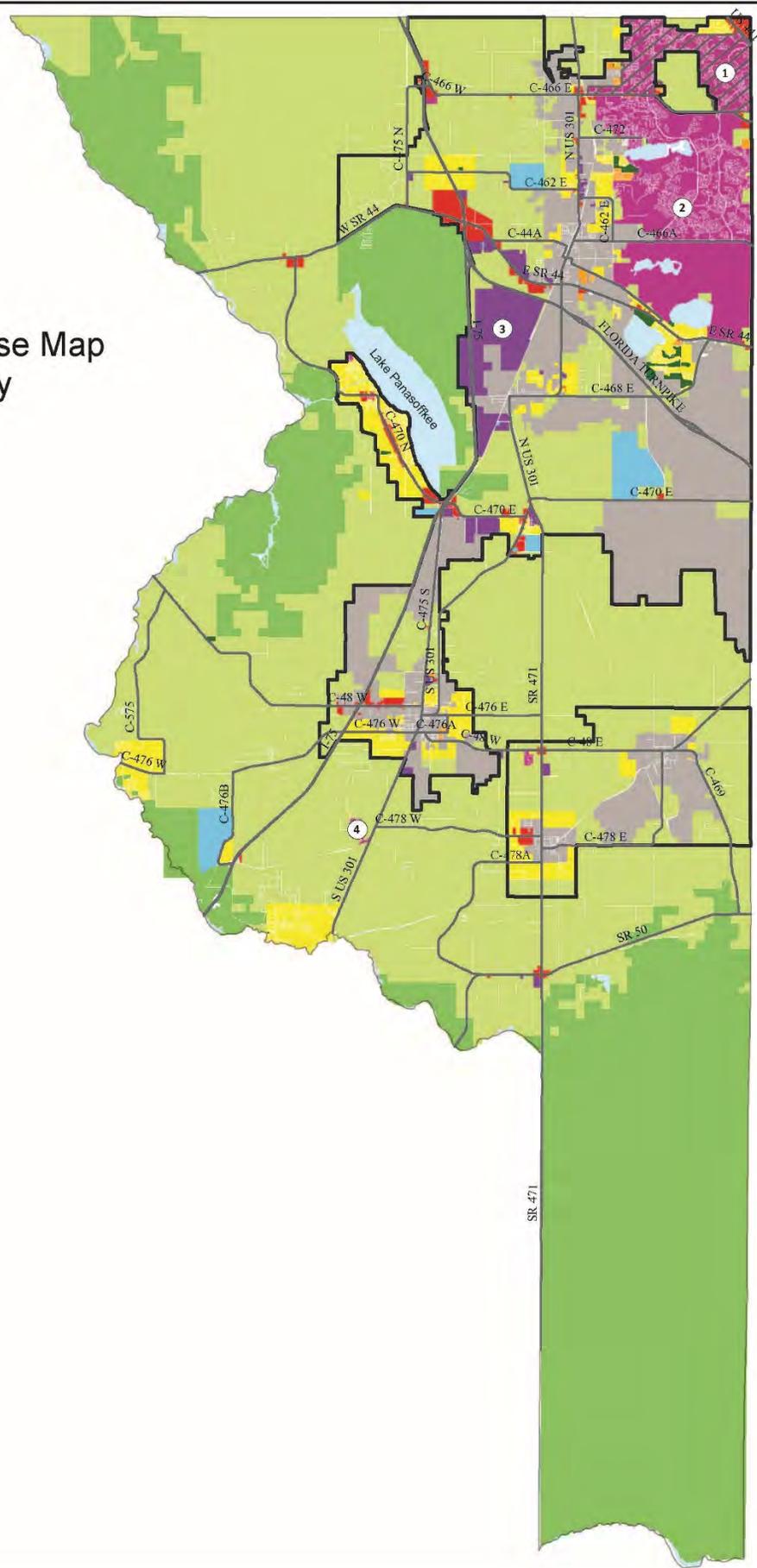


Figure 4-2. Sumter County Future Land Use Map (2016)

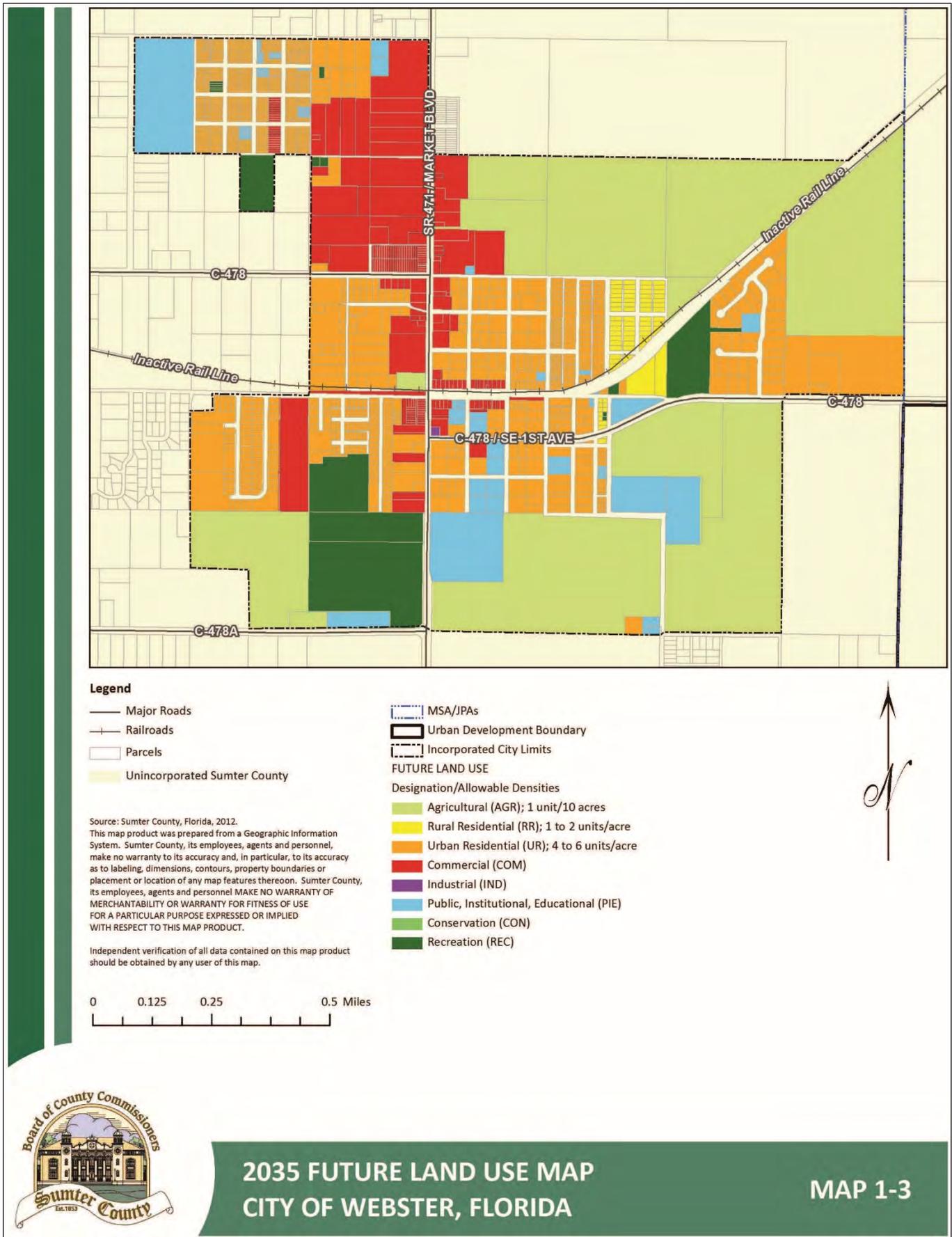


Figure 4-3. City of Webster Future Land Use Map (2018)

solution that could fit within the existing ROW. Unfortunately, no approaches completely eliminated ROW needs and introduced other safety concerns, therefore it was not feasible to reduce the typical section further.

4.5.2 *Trail Segmentation*

The Trail was divided into four segments, Segment A – D, as shown in **Figure 1-2** and presented in **Table 4-1**.

Table 4-1. Trail Alternatives Evaluated by Segment

Segment	Description	
A	WSF Section	
B	C.R. 673 – Left	C.R. 673 – Right
B	U.S. 301 – Left	
C	C.R. 478 - Left	C.R. 478 - Right
D	S.R. 471 – Urban Left	S.R. 471 – Urban Right
D	S.R. 471 – Rural Left	S.R. 471 – Rural Right

Each typical section reflects the same trail design on either side of a roadway and includes a 12-foot paved trail with 2-foot shoulders and drainage swale except for the urban segment within the City of Webster which has curb and gutter. Graphical representations of the typical sections are shown in the **Figures 4-4 through 4-12**.

The typical section for the WSF segment includes the 12-foot paved trail with 2-foot level shoulders and side slopes that meeting existing grade (**Figure 4-4**).

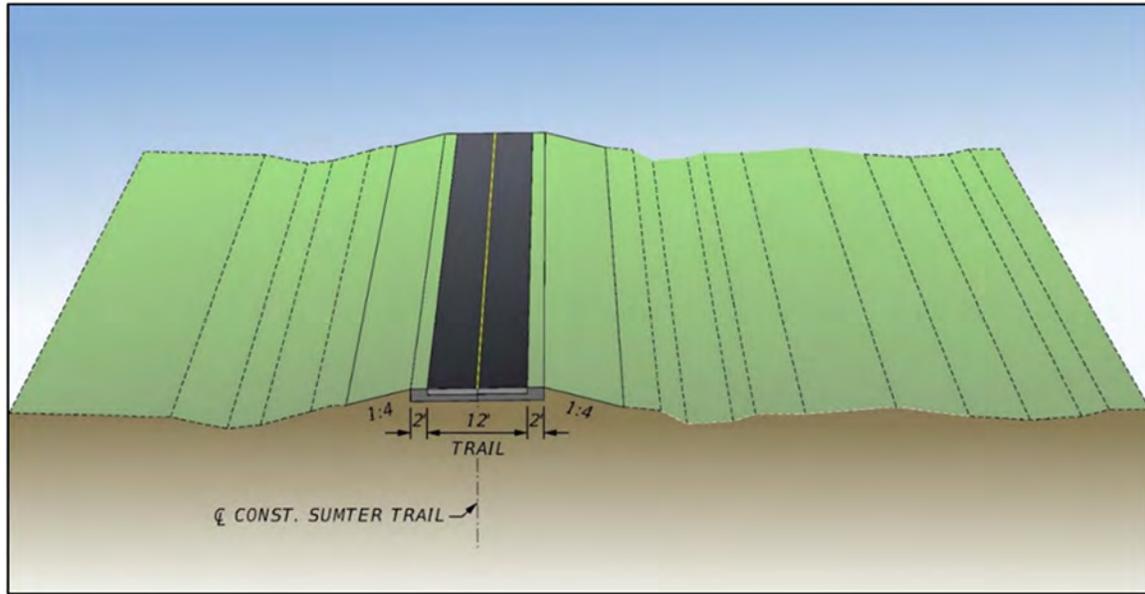


Figure 4-4. Withlacoochee Forest Section

As the trail moves eastward on C.R. 673, the typical section remains the same regardless of which side of the road. Approximately 16 parcels would be impacted requiring 11.66 acres due to the Trail location on the left side of C.R. 673 (**Figure 4-5**). Approximately 38 parcels would be impacted requiring 11.51 acres due to the Trail location on the right side of C.R. 673 (**Figure 4-6**).

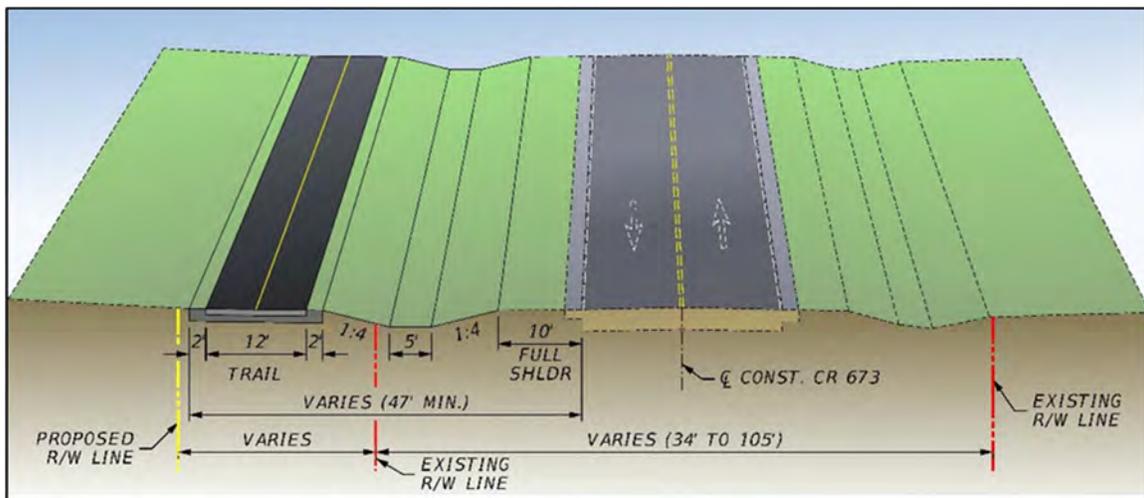


Figure 4-5. C.R. 673 Rural Section - Left

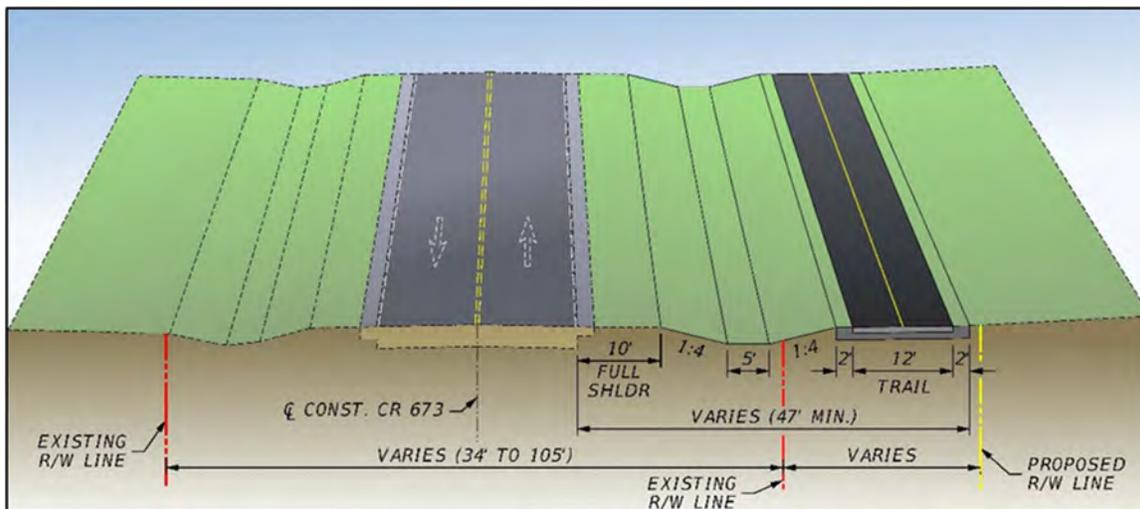


Figure 4-6. C.R. 673 Rural Section - Right

When the trail intersects with U.S. 301, it travels north on the left side due to the existing CSX Railroad located along the right side to its intersection with C.R. 478. Approximately 10 parcels would be impacted requiring 1.49 acres due to the Trail location on the left side of U.S. 301 (**Figure 4-7**).

As the trail continues east on C.R. 478, approximately 65 parcels would be impacted requiring 9.96 acres due to the Trail location on the left side of C.R. 478 (**Figure 4-8**).

Approximately 61 parcels would be impacted requiring 10.73 acres due to the Trail location on the right side of C.R. 478 (**Figure 4-9**).

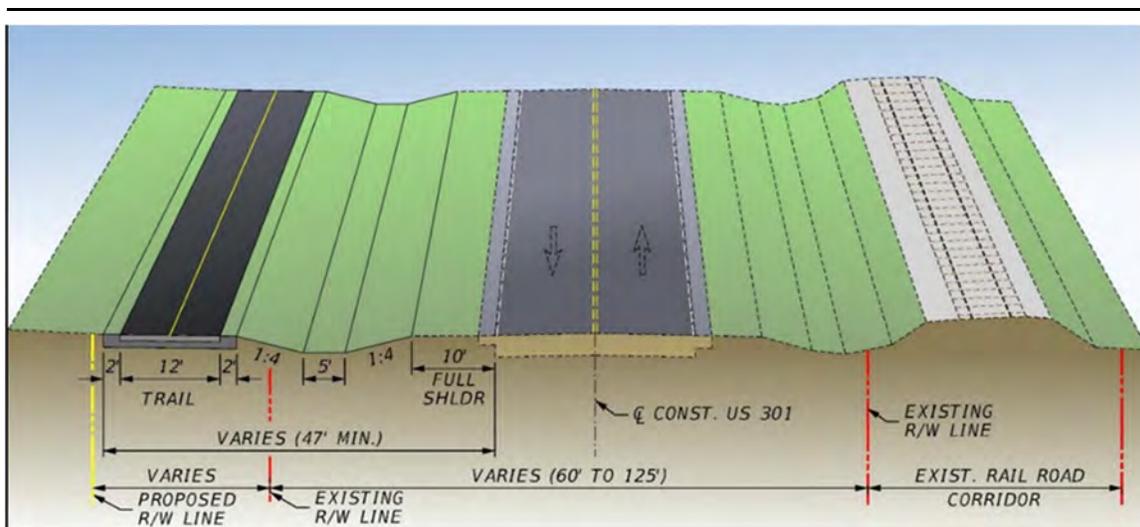


Figure 4-7. U.S. 301 - Left

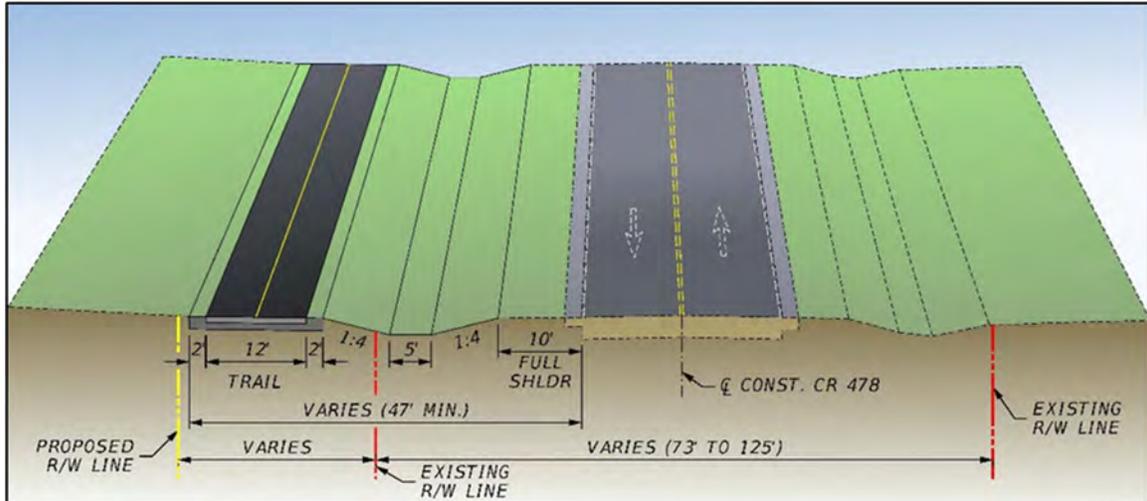


Figure 4-8. C.R. 478 Rural Section – Left

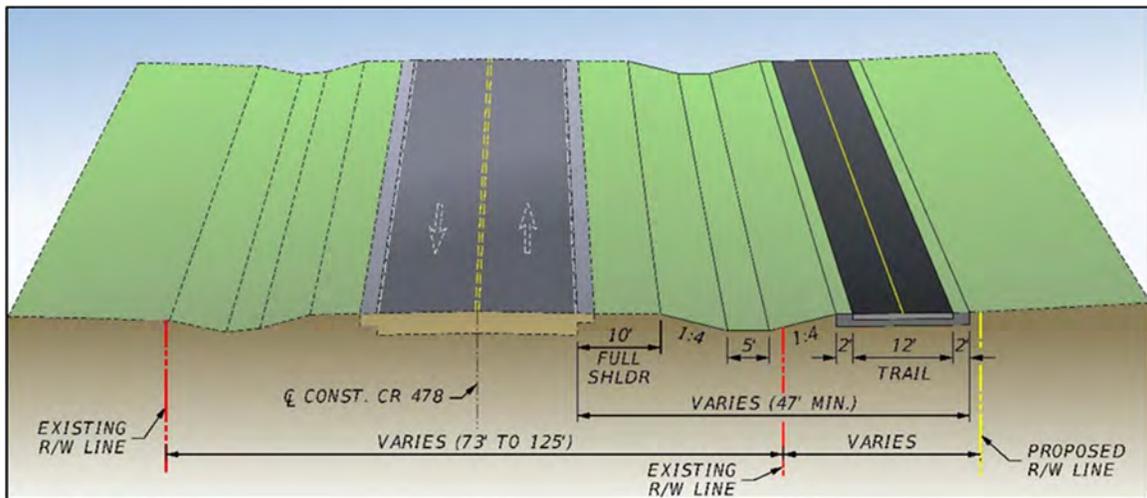


Figure 4-9. C.R. 478 Rural Section – Right

As the trail turns southbound from C.R. 478 along S.R. 471, the Trail can be located adjacent to either side of the urban roadway section within the existing available ROW (Figures 4-10 and 4-11). No parcel impacts are anticipated along this section of S.R. 471.

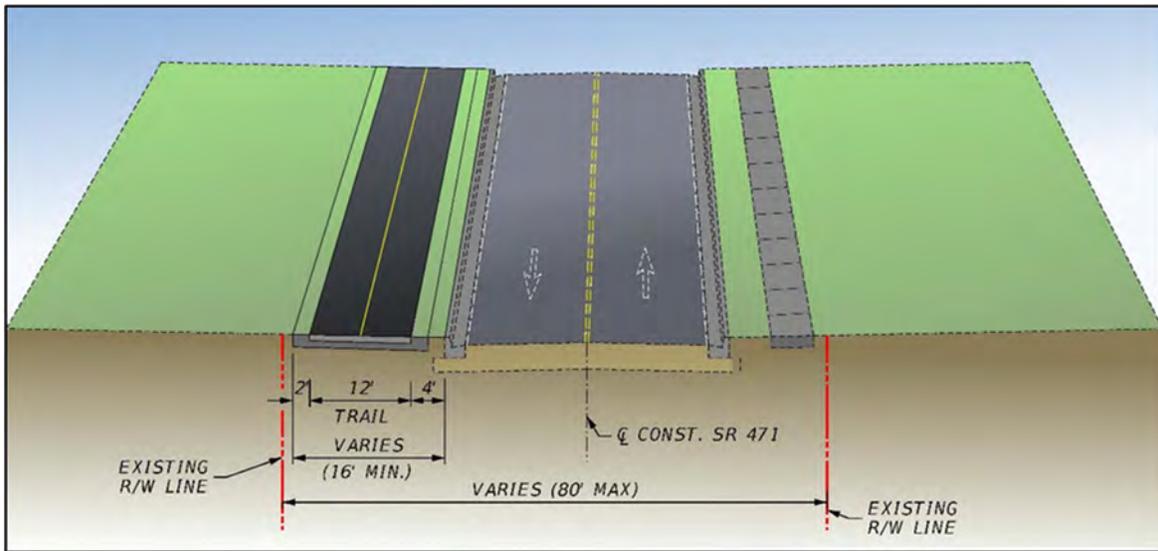


Figure 4-10. S.R. 471 Urban Section - Left

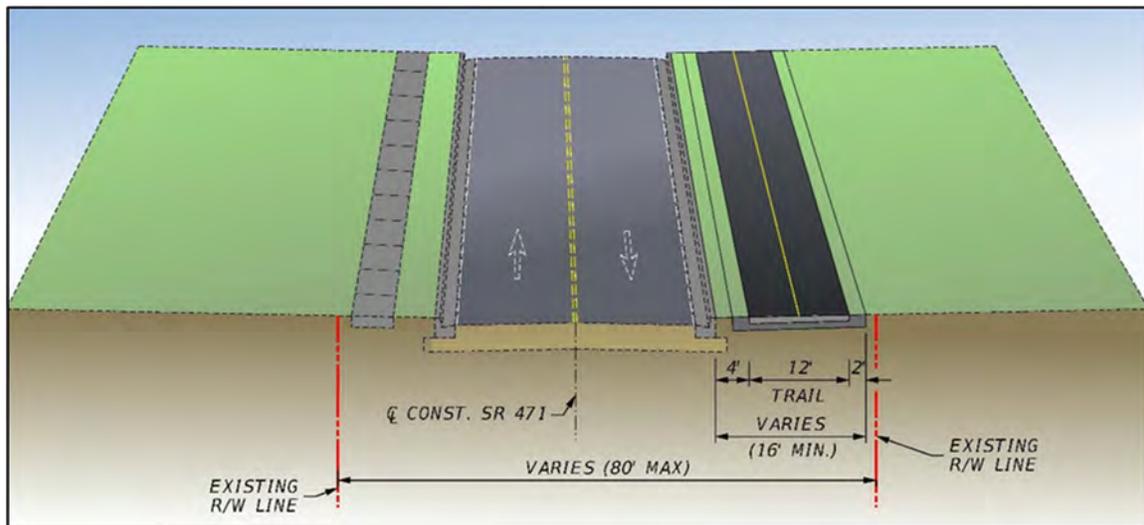


Figure 4-11. S.R. 471 Urban Section – Right

As the trail continues along S.R. 471 south of Webster Elementary School, the roadway characteristics become rural again. Approximately 40 parcels would be impacted requiring 8.48 acres due to the Trail location on the left side of S.R. 471 (Figure 4-12).

Approximately 36 parcels would be impacted requiring 4.73 acres due to the Trail location on the left right of S.R. 471 (Figure 4-13).

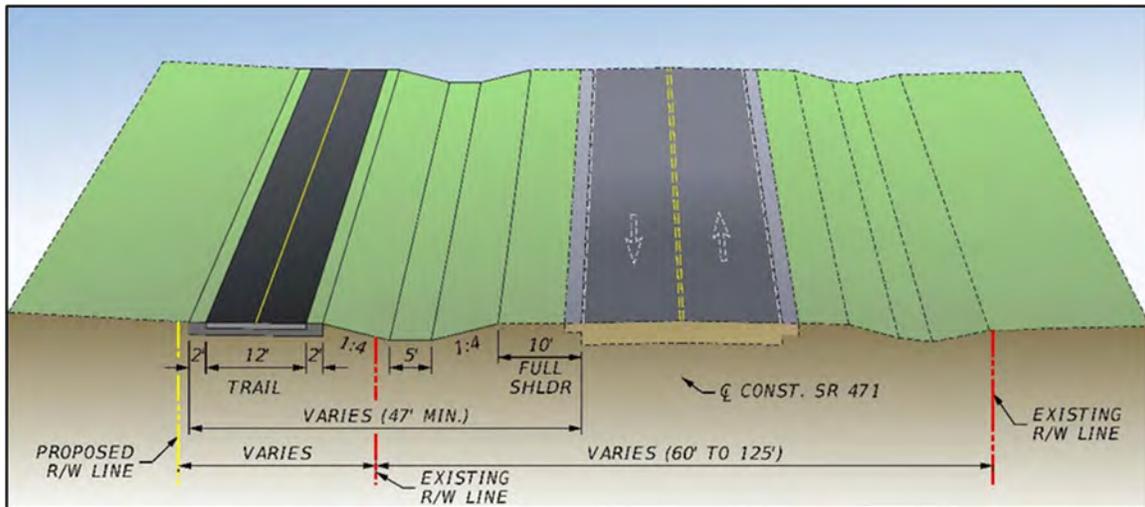


Figure 4-12. S.R. 471 Rural Section - Left

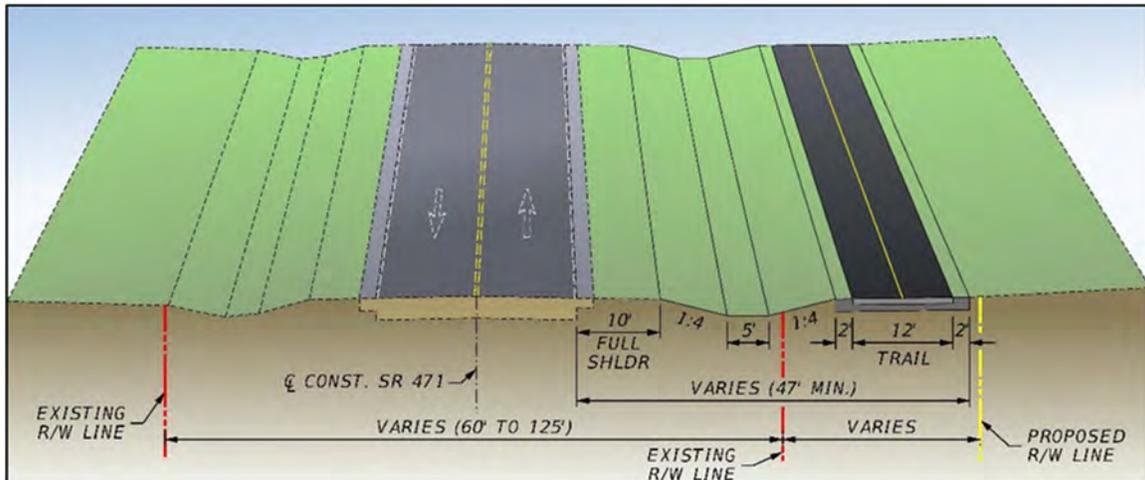


Figure 4-13. S.R. 471 Rural Section - Right

4.5.3 Bridge Alternatives

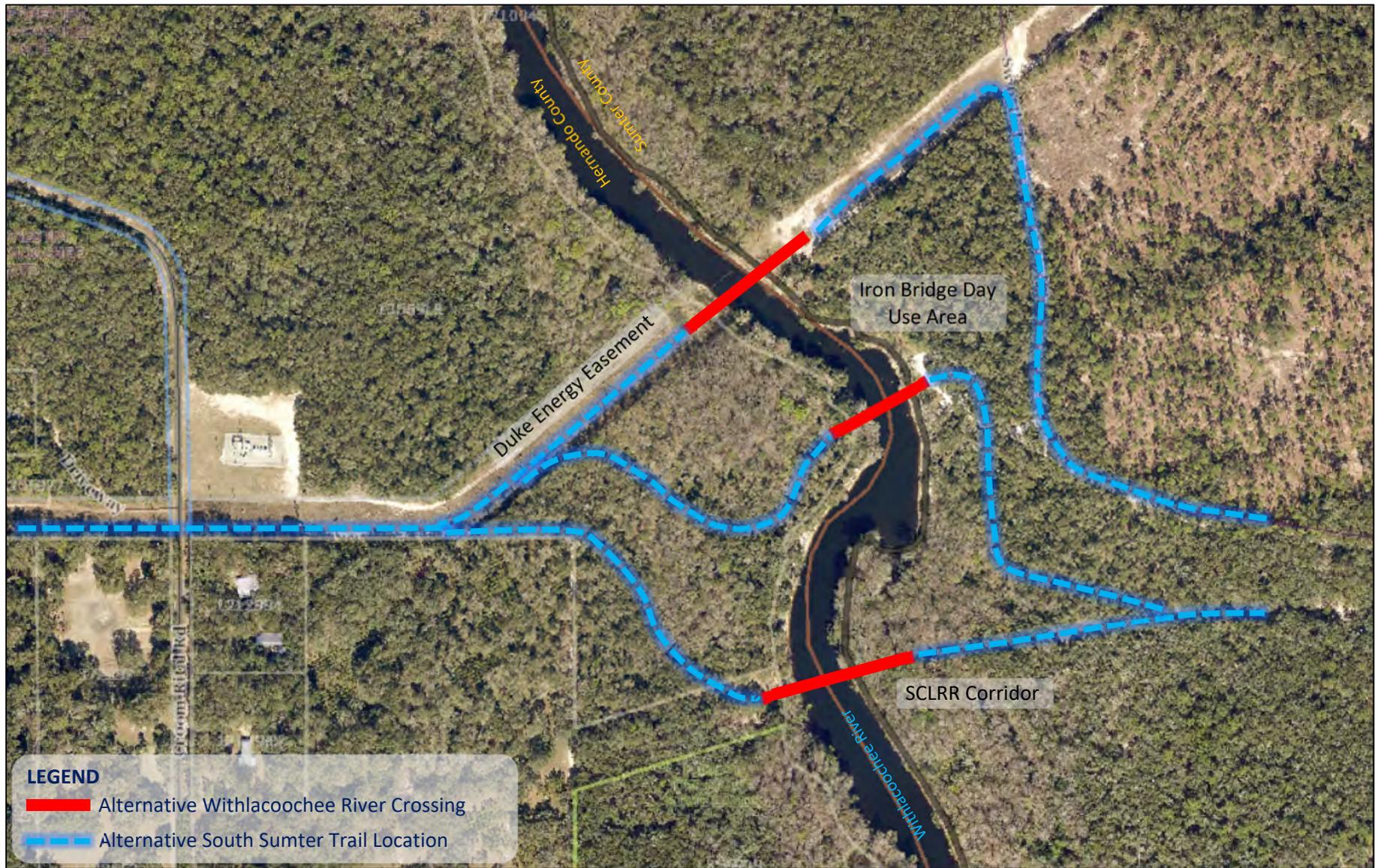
U.S. 301/CSX Railroad Grade Separated Crossing

The Trail is proposed to cross over U.S. 301 and the CSX Railroad on a bicycle/pedestrian only structure. The proposed bridge typical section is the same whether it crosses to the left or right of C.R. 478.

Withlacoochee River Bridge Crossing Alternatives

The three potential Withlacoochee River bridge crossing locations (**Figure 4-14**) evaluated include the:

- Duke Power Easement
- Iron Bridge Day Use Area
- Seaboard Coast Line Railroad (SCLRR) corridor



South Sumter Connector Trail
 From Good Neighbor Trail to
 James A Van Fleet Trail
 PD&E Study
 Hernando & Sumter Counties
 FPID: 435471-1-22-01



ALTERNATIVE WITHLACOOCHEE RIVER CROSSING LOCATIONS



FIGURE
4-14

Following discussions with the Florida Forest Service (FFS), the following bridge crossing locations were dismissed from further evaluation:

- Duke Power Easement
Due to high voltage transmission line restrictions for structures located within the utility easement.
- SCLRR
This crossing location is partially located within private property and therefore dismissed due to SUN Trail funding requirements, which excludes ROW acquisition.

The WSF section trail alignments begin at the intersection of the Good Neighbor and Withlacoochee State Trails continuing north to the Duke Power easement and then east connecting to the Withlacoochee River Bridge crossing locations. Once on the east of the river, the trail follows along FR 13 (SW 113th Place) under I-75 and then north to C.R. 673.

Following continued discussion with the FFS, a second trail alignment was evaluated that continues south, on the east side of the river, and then east along an existing hiking trail (south of FR 13), continuing under I-75 along the abandoned Atlantic Coast Line Railroad (ACLR) to the WSF eastern property boundary. At this point the trail turns north continuing to C.R. 673.

In coordination with the FFS, it was determined that the trail alignment following the existing hiking trail, east of the Withlacoochee River, was the safer alternative as it removed pedestrians, bicyclists, and equestrians from FR 13, which is traveled by motorized vehicles.

The No Build Alternative would maintain existing conditions and does not improve Trail network connectivity within the project limits. This alternative would not meet the proposed project's purpose and need, which is to complete the 16-mile gap in the SUN Trail network's C2C Trail.

4.6 Comparative Alternatives Evaluation

This section provides the results of the analysis of the potential beneficial or adverse impacts of the Build and No Build Alternatives. The project is evaluated with respect to transportation, social, economic, cultural, physical, natural, and biological resources as part of the PD&E Study.

The following Technical Reports and Memorandum were prepared as part of this PD&E Study. The data, technical analyses results, and information were used to develop, evaluate and select the Recommended Alternative. The following documents are incorporated by reference.

- Preliminary Geotechnical Report (January 2020)
- Contamination Screening Report (August 2019)

SECTION 4 – ALTERNATIVES ANALYSIS

- Natural Resource Evaluation (January 2020)
- Section 4(f) Exemption and Exception Form (May 2019)
- Cultural Resource Assessment Report (November 2019)
- Value Engineering Resolution Memorandum (December 2018)
- Utilities Assessment Package (September 2019)
- Abbreviated Location Hydraulics Report Memorandum (September 2019)
- Permit Determination Memorandum (November 2019)
- Type I Categorical Exclusion (January 2020)
- Long Range Estimate (LRE) (September 2019)
- Alternatives Public Meeting Summary (October 2018)
- Comments and Coordination Report (November 2019)

The results of the comparative analysis of the potential beneficial or adverse impacts of the Build and No Build Alternatives are presented in **Table 4-2**. The results show the alternatives evaluated have similar impacts whether the Trail alignment is left or right. Impacts further considered for identification of a Recommended Alternative include parcel impacts and the number of driveway crossings.

SECTION 4 – ALTERNATIVES ANALYSIS

Table 4-2. Alternatives Evaluation Matrix

Evaluation Criteria	No Build	Withlacoochee State Forest	CR 673 I-75 to US 301		US 301 CR 673 to CR 478	CR 478 US 301 to SR 471		SR 471 SR 50 to CR 478	
			Left Align	Right Align	Left Align	Left Align	Right Align	Left Align	Right Align
Social Impacts									
Parcels Impacted	0	10	16	38	10	65	61	40	36
R/W Acquisition (acres)	0	1.49	11.66	11.51	1.49	9.96	10.73	8.48	4.73
Connections to Parks, Schools, Other (L/M/H)	0	L	L	L	L	M	M	H	H
Potential Natural/Cultural Environmental Effects									
Archaeological Sites	0	2	0	0	0	0	0	0	0
Historical Sites	0	1	0	2	1	1	1	1	1
Section 4(f) Sites	0	1	0	0	0	0	0	0	0
Wetlands	0	1.04	0	0	0	0.21	0.21	0.93	0.23
Floodplains (L/M/H)	0	1.1	3.75	5.31	0	4.47	9.64	2.9	3.21
Wildlife	0	L	L	L	L	L	L	L	L
Local and Regional Support									
Supported by Local Governments (L/M/H)	0	H	M	M	H	M	M	H	H
Comprehensive Plan Consistency (L/M/H)	0	H	H	H	H	H	H	H	H
Potential Physical Effects									
Number of Utility Relocations	0	L	L	M	L	M	L	L	M
Contamination Sites	0	1	4	3	1	2	4	11	10
Sidedrains and Crossdrains	0	0	5	5	1	44	54	42	38
Safety									
Driveway Crossings	0	0	7	24	4	45	43	30	23
Street Crossings	0	0	1	0	1	10	6	10	10

SECTION 4 – ALTERNATIVES ANALYSIS

Evaluation Criteria	No Build	Withlacoochee State Forest	CR 673 I-75 to US 301		US 301 CR 673 to CR 478	CR 478 US 301 to SR 471		SR 471 SR 50 to CR 478	
			Left Align	Right Align	Left Align	Left Align	Right Align	Left Align	Right Align
Estimated Project Costs (2019 USD)									
ROW	\$0	\$1,477,500	\$1,055,000	\$2,280,000	\$600,000	\$3,900,000	\$,3867,500	\$2,980,000	\$2,160,000
Construction ^{3,4}	\$0	\$4,932,358	\$2,942,994	\$2,942,994	\$406,786	\$10,492,847	\$10,492,847	\$4,069,861	\$4,069,861
Design	\$0	\$ 887,824	\$ 529,739	\$ 529,739	\$ 73,221	\$ 1,888,712	\$ 1,888,712	\$ 732,575	\$ 732,575
CEI	\$0	\$ 591,883	\$ 353,159	\$ 353,159	\$ 48,814	\$ 1,259,142	\$ 1,259,142	\$ 488,383	\$ 488,383
Estimated Total Costs	\$0	\$7,889,565	\$4,880,892	\$6,105,892	\$1,128,822	\$17,540,701	\$13,640,701	\$8,720,819	\$7,450,819

³ Does not include utility relocation costs

⁴ Construction costs were prepared for the Recommended Alternative. Based on similarity of field conditions and trail construction scope, the construction costs are the same for both the left and right alignments along the same roadway.

4.7 Selection of the Recommended Alternative

A Preferred Alternative has not been identified at this time since the project currently is not moving forward to the design phase. The Preferred Alternative will be identified when the project moves forward to the design phase. However, following the October 23, 2018 alternatives public meeting, and as a result of comprehensive resources evaluation, environmental and engineering studies, cost, and involvement of the public, local officials, and federal and state resource agencies, sufficient information and public opinion exist to identify a **Recommended Alternative**. Impacts from the Recommended Alternative were avoided where possible and minimized to the greatest extent practicable

The Recommended Alternative includes 16 miles of paved multi-use path for non-motorized transportation modes (pedestrian, bicycle, and equestrian) that will close a gap in the C2C Trail. The Recommended Alternative satisfies the stated purpose and need to provide system linkage, improve trail network connectivity, and address safety concerns resulting from a lack of pedestrian and bicycle facilities. This improvement is necessary to provide connectivity between two existing sections of the C2C Trail.

Recommended Alternative: The Recommended Alternative proposes a 12-foot wide shared-use path beginning at the intersection of the Good Neighbor and Withlacoochee State Trails and continuing easterly to a pedestrian/ equestrian bridge crossing the Withlacoochee River. Following east along C.R. 673 and then north along U.S. 301 to a pedestrian bridge crossing U.S. 301 and the CSX Railroad. The Trail follows C.R. 478 east to S.R. 471 and then south to S.R. 50. The Recommended Alternative closes the gap and connects the existing Good Neighbor Trail to the west and the Van Fleet Trail to the east.

The Recommended Alternative is shown on the concept plans included in **Appendix A**. Proposed typical sections are included in **Appendix B**.

5.0 PROJECT COORDINATION & PUBLIC INVOLVEMENT

5.1 Agency Coordination

Based on FDOT criteria, a multi-use trail, the South Sumter Connector Trail did not require screening through the Efficient Transportation Decision Making (ETDM) process per PD&E Manual Part 1, Chapter 2, *Class of Action Determination for Highway Projects* (Jan. 2019).

Early in the PD&E Study, letters were emailed and/or mailed to elected and appointed officials and agencies to notify them the PD&E Study began and to provide contact information so they may request or provide additional information.

In addition to the scheduled public meetings, meetings were held with Sumter County, the City of Webster, and the FFS at Withlacoochee State Forest. Presentations were made at the Lake-Sumter and Hernando Citrus Metropolitan Planning Organization (MPO) meetings.

5.2 Public Involvement

A project specific Public Involvement Plan (PIP) was developed at the beginning of the PD&E Study. The PIP describes methods and techniques regarding the public involvement approach and sharing of information between FDOT, Sumter and Hernando Counties, agencies, property owners, business owners, and other interested parties. Activities implemented as part of the PIP are intended to encourage stakeholders to contribute to the decision-making process. Through the public involvement process, local officials, agencies, and the public are introduced to the project with opportunities to meet and discuss the social, environmental, and economic effects of potential improvements.

Newsletters

A series of informational newsletters were utilized to inform the public during the PD&E Study. Newsletters were published and distributed in September 2017 and October 2018. The newsletters contained project specifics such as the purpose of the project, project location map, schedule, and an updated project status.

Early coordination with agencies, elected officials, and stakeholders was initiated through Newsletter #1 (September 2017) which provided an overview of the project, schedule of activities, and a project location map. Newsletter #2 was distributed in September 2018 and provided a project update, schedule, and invitation to attend an Alternatives Public Meeting on October 23, 2018. A final Newsletter, issued prior to the project's conclusion in June 2020, provided a project update and the Recommended Alternative.

Project Advisory Group (PAG)

The Project Advisory Group (PAG) established during the planning study continued into the PD&E Study. Comprised of key community leaders, business owners, and other interested persons met to discuss local issues, preferences, and needs. The PAG served as an advisory board to FDOT, helped the study team gather local input, disseminated information back to stakeholders and communities, and worked cooperatively to develop Trail solutions that meet the purpose and need for the project while being responsible stewards of the natural and human environments.

Project Advisory Group Meeting #1 was held on March 27, 2018 at the Webster Community Hall in Webster, Florida.

Alternatives Public Workshop

An Alternatives Public Meeting was held on Tuesday, October 23, 2018 from 5:30 p.m. to 7:30 p.m. at the Webster Community Hall, SE First Street, in Webster, Florida. The meeting was an open house and attendees had an opportunity to view a presentation, project displays and other documentation throughout the evening. Members of the project team were available to discuss the project and answer questions.

Approximately 98 individuals attended the meeting representing local agencies, elected officials, the public, and media. Twelve FDOT staff and FDOT consultant project team members were available at the meeting to discuss the project and answer questions.

Twelve written/emailed comments were received. Commenters expressed support for and opposition to the trail. Several commenters suggested varied locations for the trail and the need for safety.

A summary of the public alternatives meeting was prepared for the May 22, 2014, meeting and is incorporated by reference. The summary includes a discussion of the meeting events, attendance, comments, and outreach following the public meeting. A description of the meeting format, copy of handouts, meeting sign-in sheets, and written comments received by are appended to the summary.

A Comments and Coordination Report will fully document the public and stakeholder involvement conducted.

6.0 DESIGN FEATURES OF THE RECOMMENDED ALTERNATIVE

6.1 Engineering Details of the Recommended Alternative

The Trail is divided into four segments presented in **Table 6-1**.

Table 6-1. South Sumter Connector Trail Segments

Segment	Description	Connectivity	Length	Bridge
A	Forest Section	Withlacoochee and Good Neighbor Trails to C.R. 673	2.9	Yes
B	C.R. 673 & U.S. 301	Forest Section to C.R. 478	3.4	Yes
C	C.R. 478	U.S. 301 to S.R. 471	4.9	No
D	S.R. 471	S.R. 471 to S.R. 50	4	No

6.1.1 Typical Sections

The typical section for **Segment A** includes a 12-foot wide paved trail with 2-foot level natural shoulders and side slopes to meet existing grade.

The typical section for **Segment B** includes a 12-foot wide paved trail with 2-foot level shoulders and side slopes of 1:4 (max). A roadside ditch is located between the trail and C.R. 673. The clear zone from the inside edge of the trail to the outside edge of the travel lane varies between 14 and 18-feet. The trail requires a minimum ROW of 28-feet which is proposed to be located within existing or future ROW.

The typical section for the U.S. 301 section of Segment B includes a 12-foot wide paved trail with 2-foot level shoulders and side slopes of 1:4 (max). A roadside ditch is located between the trail and U.S. 301. The clear zone from the inside edge of the trail to the outside edge of the travel lane is 18-feet. The trail requires a minimum ROW of 23-feet which is proposed to be located within future ROW.

The typical section for **Segment C** includes a 12-foot wide paved trail with 2-foot level shoulders and side slopes of 1:4 (max). A roadside ditch is located between the trail and C.R. 478. The clear zone from the inside edge of the trail to the outside edge of the travel lane is 18-feet. The trail requires a minimum ROW of 28-feet which is proposed to be located within existing or future ROW.

The typical section for **Segment D** from C.R. 478 to south of Webster Elementary School includes a 12-foot wide paved trail with 2-foot level shoulders that meet existing grade. This

SECTION 6 – DESIGN FEATURES OF THE RECOMMENDED ALTERNATIVE

section of Segment D includes existing curb and gutter along S.R. 471. The typical border width is 20-feet and is proposed to be located within existing ROW.

The typical section for **Segment D** from Webster Elementary School south to S.R. 50 includes a 12-foot wide paved trail with 2-foot level shoulders that meet existing grade. A roadside ditch is located between the trail and S.R. 471. The clear zone from the inside edge of the trail to the outside edge of the travel lane is 18-feet. The trail requires a minimum ROW of 28-feet which is proposed to be located within existing or future ROW.

The typical section package is included in **Appendix B**.

6.1.2 *Bridges and Structures*

As a result of the VE study conducted for this PD&E Study, VE Recommendation S1-07 which suggested replacement of the proposed concrete bridge crossing the Withlacoochee River with a steel truss bridge to mimic the appearance of the iron bridge that once crossed the Withlacoochee River near the proposed bridge location. This VE recommendation provides opportunities to reduce substructure elements placed within the river by utilizing longer spans and increase safety by providing a redundant structure.

FDOT accepted this VE recommendation resulting in a prefabricated steel pedestrian box truss bridge crossing the Withlacoochee River. The proposed bridge structure consists of a 12-12'4" paved trail on concrete bridge piers. The approach and structure would include railings and fencing for user safety and generally be 12'11" in width (**Figure 6-1 and 6-2**).

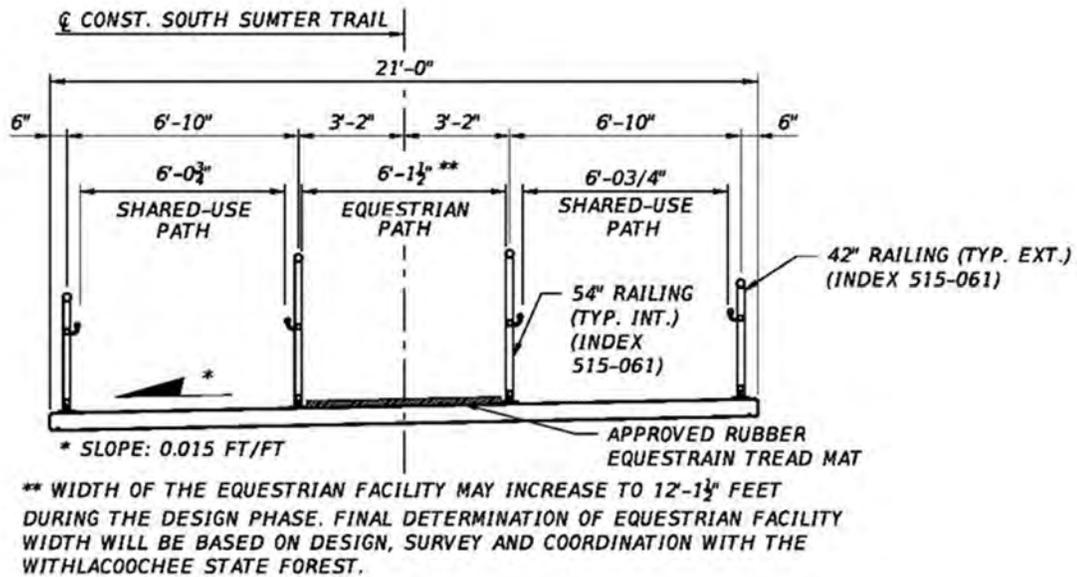


Figure 6-1. Typical Section – Approach Ramps to Withlacoochee River Crossing

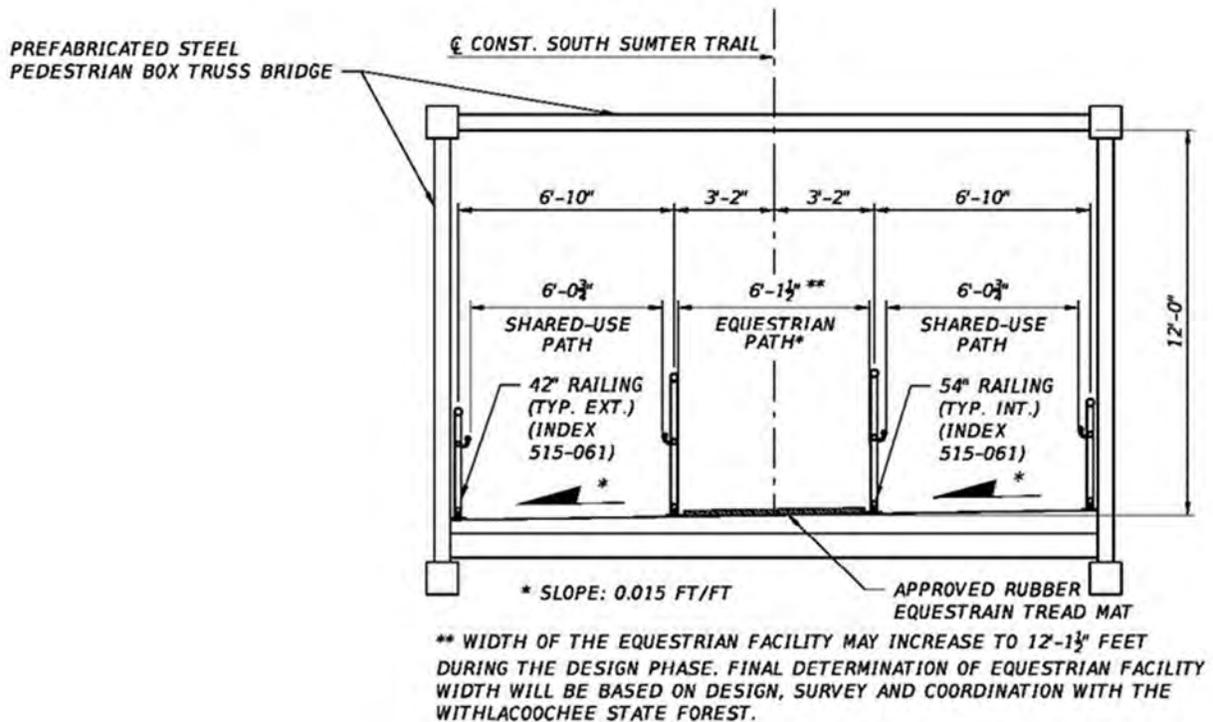


Figure 6-2. Typical Section – Span Over Withlacoochee River

SECTION 6 – DESIGN FEATURES OF THE RECOMMENDED ALTERNATIVE

The Trail is proposed to cross over U.S. 301 and CSX Railroad on a bicycle/pedestrian only structure (Figures 6-3 and 6-4).

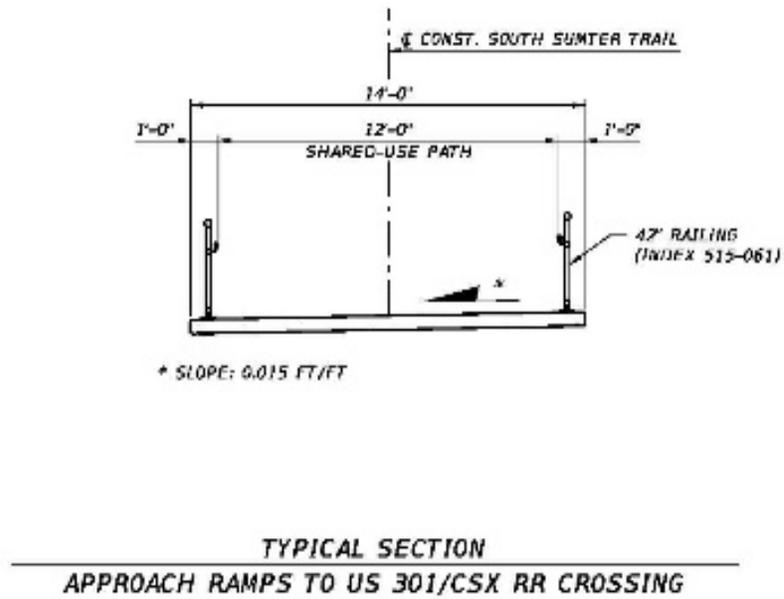


Figure 6-3. Typical Section – Approach Ramps to U.S. 301/CSX Railroad Crossing

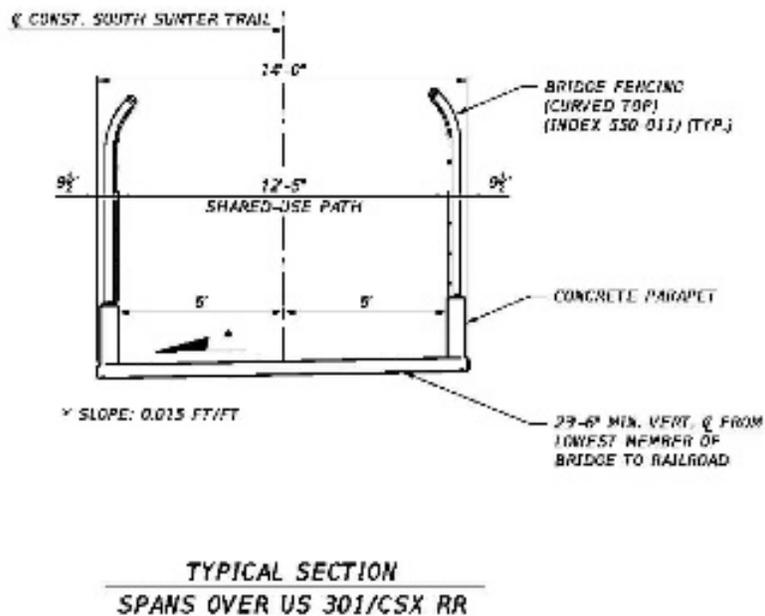


Figure 6-4. Typical Section – Span Over U.S. 301/CSX Railroad Crossing

6.1.3 *Right-of-Way and Relocations*

Table 6-2 presents estimated parcel impacts and additional ROW required by segment.

Table 6-2. Recommended Alternative ROW Requirements by Segment

Segment	Description	Acreage	Number of Impacted Parcels
A	Forest Section	0	0
B	C.R. 673 & U.S. 301	13.15	26
C	C.R. 478	10.73	61
D	S.R. 471	4.73	36

6.1.4 *Horizontal and Vertical Geometry*

The design criteria for the Trail is based on the FDM Chapter 224 Shared Use Path Design Criteria (**Table 3-1**) and FDM Chapter 260 and 266 Bicycle and Pedestrian Bridge Design Criteria (**Table 3-2**). The proposed horizontal and vertical geometry for the Trail is based on a best fit profile located outside the existing parallel roadway beyond the drainage ditch for the rural roadway sections of C.R. 673, U.S. 301, C.R. 478 and S.R. 471. Within the Withlacoochee State Forest, the Trail is a 12-foot wide paved trail with a 2-foot wide horizontal clear zone on both sides which then slopes to meet existing grade.

6.1.5 *Bicycle and Pedestrian Accommodations*

The Recommended Alternative represents the alternative that will best meet the purpose and need for the project by providing system linkage, improving trail network connectivity, and addressing safety concerns resulting from a lack of pedestrian and bicycle facilities along project study area roadways.

6.1.6 *Multi-Modal Accommodations*

No impacts to existing transit routes, railroads, and truck routes along the project will occur as a result of the Recommended Alternative.

6.1.7 *Access Management*

No changes to existing access management classifications are proposed as a result of the Recommended Alternative.

6.1.8 *Intersection and Interchange Concepts*

Intersections involving trails and roadways represent pedestrian/bicyclist and vehicle conflict points requiring proper signage and pavement markings to inform trail users of upcoming intersections and motor vehicles of potential pedestrian movements. Signage and pavement

SECTION 6 – DESIGN FEATURES OF THE RECOMMENDED ALTERNATIVE

markings that may be applied to trail crossings will be refined during final design. There are no existing or proposed signalized intersections located along the Recommended Alternative.

6.1.9 Intelligent Transportation System and TSMO Strategies

No Intelligent Transportation System or TSMO Strategies are proposed to be added for the Recommended Alternative.

6.1.10 Utilities

Requests for utility data were made to Utility Agency/Owners (UAO) within the PD&E Study project area. Existing utilities within the project area and anticipated impacts are summarized in **Table 6-3**. A Utilities Assessment Technical Memorandum was prepared for this PD&E Study and is incorporated by reference.

Coordination with the UAOs during final design will be required to identify potential conflicts, avoid where possible, and mitigate as necessary.

Table 6-3. Summary of Recommended Alternative Utility Impacts

Roadway	Utility Impacts
C.R. 673	Primary utility impacts include SECO power pole relocations along the south side of C.R. 673 the span guy/guide pole along the south side of C.R. 673.
U.S. 301	Primary utility impacts include power service poles and telephone pedestals.
C.R. 478	Primary utility impacts include SECO power pole and CenturyLink pedestals/canister relocations.
S.R. 471	Primary utility impacts include CenturyLink pedestal/canister impacts and fiber box adjustments, City of Webster fire hydrant and valve covers/meter adjustments, Bright House pull box adjustments and potential SECO power pole impacts Within downtown Webster, sidewalk widening impact SECO power poles and CenturyLink pedestal/canisters.

6.1.11 Drainage and Stormwater Management Facilities

The SWFWMD will not require treatment or attenuation for the trail, therefore, no stormwater management facilities are anticipated. However, two existing permitted stormwater management systems along C.R. 673 and C.R. 478 may be impacted by construction of the trail. Compensation will need to be provided for any storage impacts to these existing systems.

It is anticipated that existing drainage patterns will be maintained along the Recommended Alternative. Other than the Withlacoochee River crossing, the trail is proposed to be at grade with a drainage ditch located between the roadway and the trail. During the final design, care will need to be taken when setting the profile grade to ensure existing drainage patterns are maintained with no obstructions to offsite runoff that flows into the ROW. Some areas may require small cross drains to maintain existing drainage patterns which will be identified during

SECTION 6 – DESIGN FEATURES OF THE RECOMMENDED ALTERNATIVE

final design. No defined conveyance system is proposed for the Recommended Alternative through the WSF section.

In some locations, back of sidewalk drainage may be necessary to ensure positive drainage is maintained. In the City of Webster, the Trail will create additional runoff to the closed drainage system and require the spread be evaluated to determine the existing inlet spacing is still appropriate. Evaluation of the existing storm sewer system may be required to confirm there is adequate capacity to convey additional runoff.

Extension or replacement of cross drains is anticipated to maintain existing drainage patterns along the Recommended Alternative. In some locations, it may be feasible to make small modifications to the Trail horizontal alignment to avoid or minimize extending some cross drains. This analysis will be completed during final design.

6.1.12 Floodplain Analysis

The Recommended Alternative has multiple areas located within floodplain Zone A, areas with no base flood elevations determined. The Withlacoochee River floodplain is within Zone AE with an average base flood elevation of 51.90 feet (NAVD). There are no regulatory floodways within the project limits.

The Recommended Alternative will impact floodplains and depressional storage areas requiring replacement of storage lost as a result of Trail encroachments. The SWFWMD prefers a “cup for cup” mitigation approach if the floodplain encroachment only involves storage impacts and the encroachment and compensation both occur within the same basin. If floodplain encroachment involves conveyance impacts or if the compensation is provided in another basin, then modeling will be required to demonstrate no adverse increase to flood stages. Detailed encroachment impacts and associated modeling will be completed during final design.

It is anticipated that floodplain compensation volume will be accommodated within the ditch adjacent to the Recommended Alternative. A Bridge Hydraulics Report (BHR) will be required for the Withlacoochee River crossing to document the hydraulic impacts of the bridge. The bridge length proposed as a part of this PD&E Study may need to be increased as a result of the BHR findings.

6.1.13 Transportation Management Plan

A Transportation Management Plan has not been developed for the Trail Recommended Alternative.

6.1.14 Special Features

No special features are anticipated for the Recommended Alternative.

6.1.15 Design Variations and Design Exceptions

No design variation or design exceptions are being requested for the Recommended Alternative.

6.1.16 Cost Estimates

Preliminary construction cost estimates were established using the FDOT Long Range Estimate (LRE) program. **Table 6-4** presents a summary of the estimated costs for the Recommended Alternative. Total project costs are estimated to be \$21.8 million.

Table 6-4. Preliminary Cost Estimate – Recommended Alternative

Description	Cost
ROW ⁵	\$10,626,000
Construction	\$22,844,846
Design	\$4,112,072
CEI	\$2,741,382
Total Cost	\$40,324,300

6.2 Summary of Environmental Impacts of the Recommended Alternative

This section provides the results of the analysis of the potential beneficial or adverse impacts of the project’s Recommended Alternative and No Build Alternative.

6.2.1 Future Land Use

The proposed improvements associated with the Recommended Alternative will require additional ROW and are not anticipated to significantly affect the land use in the area. The Recommended Alternative will not change the character of the project and surrounding area, which remains rural in nature. The Recommended Alternative will continue to support the goals of Sumter County and the City of Webster Future Land Use Maps and maintain existing and future land uses within the project and surrounding area (**Figures 4-2 and 4-3**).

6.2.2 Section 4(f)

Segment A of the Trail begins at the eastern terminus of the Good Neighbor Trail within the Croom Tract of the WSF. The Croom Tract is approximately 20,000 acres owned by the State of Florida and maintained by the FFS. The primary function of the Croom Tract includes picnic areas, fishing, canoe launch, nature, hiking, equestrian and off-road bicycle trails. After crossing the Withlacoochee River, the Trail continues east under I-75 to C.R. 673.

⁵ ROW costs were updated for the Recommended Alternative in September 2019.

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Trail construction within the WSF Croom Tract does not create a change in land ownership; the nature and magnitude of the changes to the property do not create permanent adverse physical impacts, nor interfere with protected activities, features or attributes of the property. The land will be enhanced to a condition which is at least as good as what exists prior to the project. As the Official with Jurisdiction (OWJ), the FFS states, in correspondence to FDOT dated March 27, 2019, it is in agreement regarding proposed improvements and resulting conditions (**Appendix C**).

When complete, the proposed pedestrian/equestrian bridge crossing the Withlacoochee River, along with the Trail, provides enhanced access to recreation facilities on the east and west of the river for use by non-motorized transportation modes including pedestrian, bicycle, and equestrian users. The improvement will provide recreational connectivity enhancement to the existing hiking trails expanding use of and access to recreational resources throughout the WSF. There is no acquisition of State-owned land, no proposed easements. Construction within the WSF will be a small component of the overall project construction and will not impede public access to, or use of, the WSF.

The Recommended Alternative qualifies as an Exception by specifically meeting the Section 4(f) criteria in Title 23 CFR Section 774.13. Specifically: per 774.13 (g)(1) and (g)(2) Transportation enhancement activities, transportation alternatives projects, and mitigation activities, where: (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and (2) The OWJ over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section The Section 4(f) Exception/Exemption form, approved on December 2, 2019 is included in **Appendix C**.

6.2.3 Cultural Resources

In accordance with the procedures contained in 36 CFR Part 800 and in coordination with the State Historic Preservation Officer (SHPO), a Cultural Resource Assessment Survey (CRAS), including background research and field survey, was completed in May 2019 for the project's Area of Potential Effect (APE). An addendum to the CRAS for the Withlacoochee State Forest recommended alignment was prepared in October 2019. The APE for the original May 2019 CRAS and the October 2019 CRAS Addendum are shown on **Figures 6-5 through 6-7**. The CRAS Report and addendum are incorporated by reference.

The archaeological field survey included visual reconnaissance and subsurface examination of the project ROW. In total, 264 shovel tests were excavated with 30 positive shovel tests resulting in the documentation of one previously recorded archaeological site (8SM00422, Wild Cow Prairie), six newly identified archaeological sites (8HE00863, 8HE00864, 8SM01137, 8SM01138, 8SM01139, and 8SM01216), and two isolated prehistoric lithic artifacts (Archaeological

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Occurrences [AOs] 1 and 2. Four of the newly recorded resources (8HE00863, 8HE00864, 8SM01138, 8SM01139) and both AOs were recorded within the alternative alignments west of I-75 in the vicinity of the Withlacoochee River. Newly recorded site 8SM01137 and previously recorded site 8SM00422 were identified within the Recommended Alternative east of I-75. None of the sites documented during the CRAS meet the criteria for inclusion in the National Register of Historic Places (NRHP). No further archaeological investigation is necessary for these sites.

The architectural survey resulted in the identification of 71 historic resources within the APE, including five previously recorded and 66 newly recorded resources. The previously recorded resources include two historic structures, two historic linear resources, and one historic cemetery. The newly recorded resources include two historic cemeteries, four historic canals, and 60 historic structures. The segment of the Seaboard Air Line Railway (SALR, 8SM00463) is a newly recorded segment of a previously recorded linear resource. The overall SALR linear resource has previously been determined NRHP-eligible by the SHPO in 2017.

Based on the results of the current survey, the segment of the SALR located within the project APE is recommended as a contributing segment to the overall NRHP-eligible linear resource. The proposed improvements will require no ROW from the SALR and will not impede or require the rerouting of rail traffic. No historic fabric associated with the SALR will be removed or altered by the Recommended Alternative and therefore, will have no adverse effect on the SALR.

The remaining 70 resources within the Recommended Alternative APE lack integrity or the architectural distinction and significant historical associations necessary to be considered for listing in the NRHP and are recommended ineligible. Bridge Nos. 180027, 180028, and 180029 are concrete stringer/girder bridges constructed in 1965. The bridges are post-1945 concrete bridges excluded from Section 106 consideration the bridges were not recorded or evaluated by this PD&E Study.

Although ground disturbance is not anticipated to be deeper than 2.0 feet (0.6 meters) in the areas of Resources 8SM0034 (Wild Cow Prairie Cemetery) and 8SM01206 (Stewart Chapel Cemetery), GPR survey should be undertaken to safeguard potential unmarked graves.

The SHPO reviewed the CRAS and provided concurrence with the findings on February 20, 2020. **(Appendix D).**

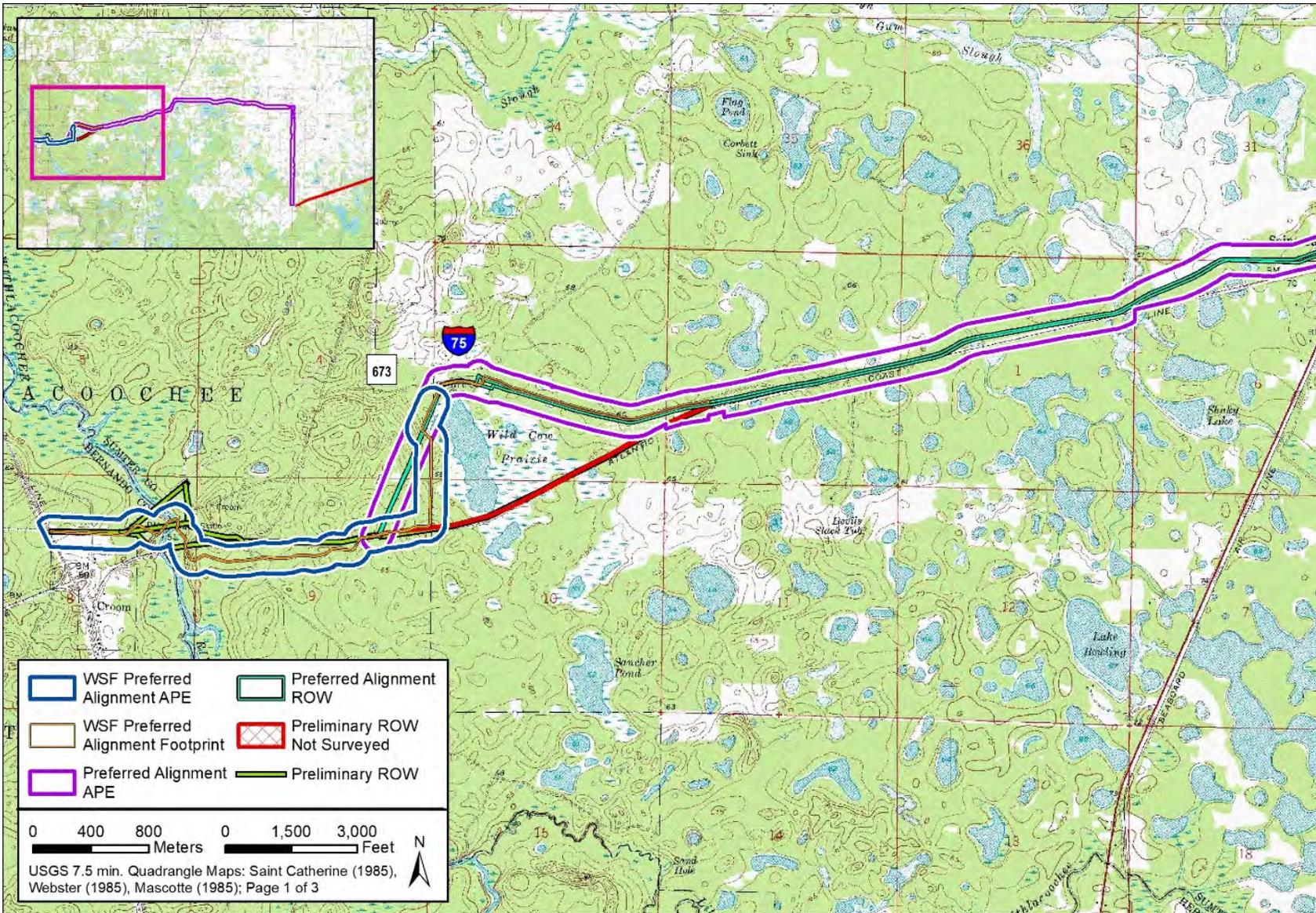


Figure 6-5. Recommended Alignment APE

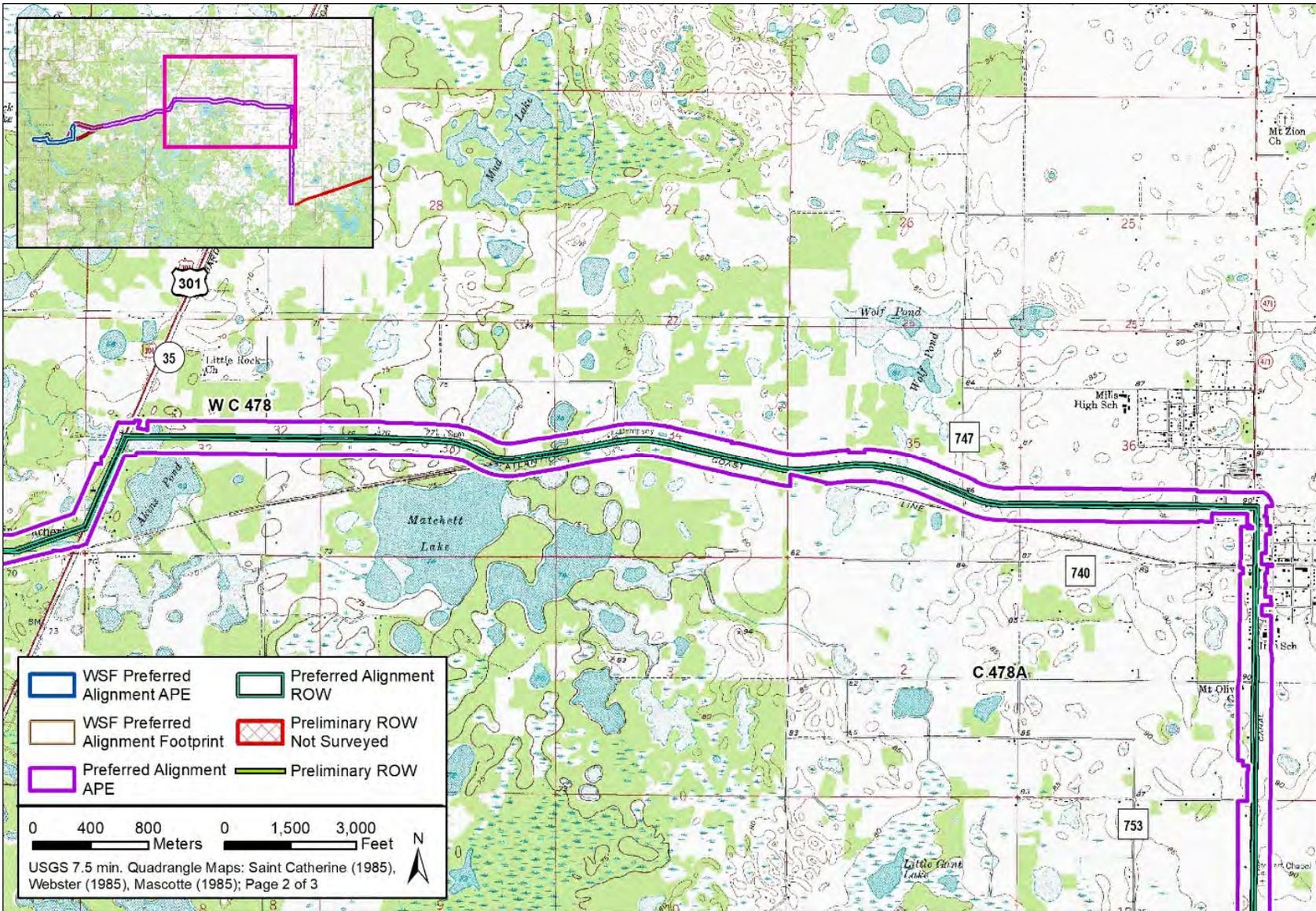


Figure 6-6. Recommended Alignment APE

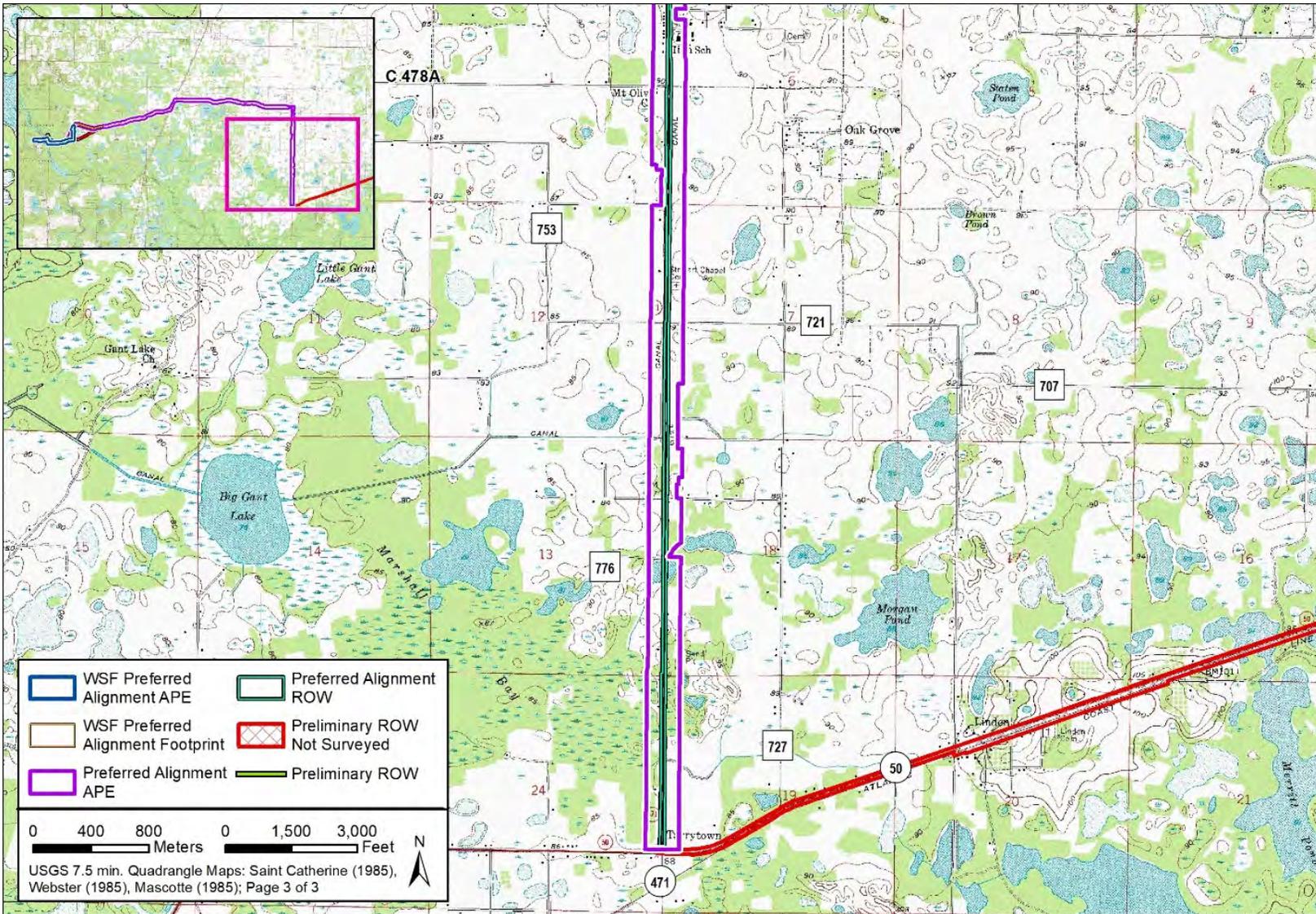


Figure 6-7. Recommended Alignment APE

6.2.4 Wetlands

In accordance with Executive Order 11990, Protection of Wetlands, and Part 2, Chapter 9 of the PD&E Manual, the extent and types of wetlands in the study area were documented in a Natural Resource Evaluation (NRE) Report and is incorporated by reference.

All wetlands and surface waters within the Recommended Alternative footprint are considered to be completely impacted though grading may not take all habitat within those areas and the majority of these areas will not be covered with impervious surfaces. **Table 6.5** lists the potential impacts associated with each alignment segment.

Table 6-5. Estimated Wetland and Surface Water Impacts – Recommended Alternative

Segment	Description	Impact Acres
A	Forest Section	1.04
B	C.R. 673 & U.S. 301	0.00
C	C.R. 478	0.21
D	S.R. 471	0.93

The Recommended Alternative will not have an adverse effect on flood control, erosion control, water pollution abatement, or wildlife habitat value. The Recommended Alternative will not affect the stability or quality of affected wetland systems or streams (i.e., the Withlacoochee River). The Recommended Alternative is not anticipated to have new, short- or long-term, adverse effects on wetlands or surface waters (i.e., the Withlacoochee River).

Estimated Permanent and Temporary Impacts to Wetlands and Surface Waters

Estimated, total, permanent impacts to wetlands per corridor/alignments are listed above. **Table 6.6** below lists the approximate acreage of specific wetlands and surface water types/habitats within the alignment footprints. Several types of wetlands and surface waters may be impacted by the proposed alignments, including streams and waterways, bottomlands, freshwater marshes, and wet prairies. Impacts to roadside ditches and swales and their relocation are not accounted for below. Also, there may be some additional temporary impacts due to construction, but these are anticipated to be very limited. There are sufficient uplands for use as staging areas along all alternative corridors. Temporary impacts to water quality during project construction will be minimized by implementing the 2017 FDOT Standard Specifications for Road and Bridge Construction.

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Table 6-6. Wetland and Surface Water Approximate Direct Permanent Impacts - Recommended Alternative

Segment	Description	FLUCFCS Code	FLUCFCS Description	Acres
A	Forest Section	510	Streams and waterways	0.2717
		615	Stream and Lake Swamps (Bottomlands)	0.3126
		641	Freshwater Marshes	0.4603
B	C.R. 673 & U.S. 301	n/a	n/a	n/a
C	C.R. 478	641	Freshwater Marshes	0.1217
		643	Wet Prairies	0.0946
D	S.R. 471	615	Stream and Lake Swamps (Bottomlands)	0.9298

Secondary Impacts

Secondary impacts resulting from installation of the proposed trail are anticipated to be minimal; most areas where wetland impacts are anticipated have already incurred impacts to at least one side of each new impact footprint per alignment. Potential secondary impacts are quantified in **Table 6-7**. These were calculated by dividing the area (square feet) of impacts by the typical width of the project’s clearing limits (50 feet) to determine the linear distance of the impact’s boundary. Secondary impacts were assumed to extend 25 feet from the direct impact footprint. This radius is typically used for wetland impacts associated with residential projects; the radius of impact for a recreational trail is likely to be much less. Hence, the values listed below are much more conservative (large) than the size of the actual effect. These values will be refined through the permitting process during the design phase.

Table 6-7. Estimated Secondary Wetland Impacts – Recommended Alternative

Segment	Description	Acres
A	Forest Section	1.04
B	C.R. 673 and U.S. 301	n/a
C	C.R. 478	0.11
D	S.R. 471	0.47

Avoidance and Minimization of Wetland Impacts

The Recommended Alternative was evaluated for impacts to wetlands and surface waters in accordance with Executive Order (EO) 11990 and Part 2, Chapter 9 of the PD&E Manual. In accordance with the EO and PD&E Manual, the District has undertaken all actions to minimize the destruction, loss or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency’s responsibilities. As an integral part of the design effort for this project, practicable alternatives to avoid or minimize impacts to wetlands and protected species and their habitats were assessed. It is generally understood that

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there are inherent limitations with any project including, but not limited to, design and safety criteria, available ROW, fund availability, and limiting adjacent development.

The primary way in which a project's environmental impacts can be reduced or eliminated further is by lessening the "footprint" of the overall impact footprint and, within the constraints of design, locating the project to lessen the impacts to sensitive environmental resources. Other methods for avoiding and minimizing impacts to natural resources include consideration of no-build alternative and consideration of design alternatives, such as elevated trails, boardwalks, and physical variations of the alignment (or parts of alignments), such as those being considered for this trail. Specifically, the below were considered for the proposed project:

- Avoidance and Minimization - Apart from use of WSF trails and a few areas required to link those areas to existing ROWs, the existing ROWs are adequate to accommodate the trail to current standards and safety criteria. By routing the proposed corridors along existing transportation corridors (state and county road ROWs and forest trails), the District minimized what could have been a larger footprint. Furthermore, the District considered several alignments through WSF and avoided impacting forested (upland and wetland) areas to the maximum extent practicable.
- Design and Alignment Alternatives - Wetland and surface water impacts will be avoided to the maximum extent practicable during the design phase. Where feasible, further minimization efforts will be evaluated during the project design phase and may include such measures as steeper side slopes, retaining walls, handrails, and limiting land clearing activities only to those areas necessary for construction. Finally, impacts to water quality during project construction will be minimized by implementing the 2010 FDOT Standard Specifications for Road and Bridge Construction.

Wetland Functional Assessment

To determine the loss of function of jurisdictional wetlands and surface waters, a Uniform Mitigation Assessment Methodology (UMAM) evaluation will be carried out during the permitting process. The UMAM, per Chapter 62-345, F.A.C., is a state and federal approved method to assess wetlands in the State of Florida. UMAM was developed by FDEP and the water management districts to determine the amount of mitigation required to offset adverse impacts to wetlands. The methodology was designed to assess functions provided by wetlands, the amount those functions are reduced by a proposed impact, and the amount of mitigation necessary to offset the proposed functional losses. This method is also used to determine the degree of improvement in ecological value that will be created by proposed mitigation. The UMAM assessment includes a Qualitative Characterization (Part 1) as well as a Quantitative Assessment and Scoring (Part 2).

6.2.5 Protected Species and Habitat

The Recommended Alternative was evaluated for potential impacts to wildlife and habitat resources and the results are summarized in the NRE. Information on the potential occurrence of federal and state listed species within the Recommended Alternative corridor was assessed based on a review of available literature, database review, and based on field reconnaissance that was conducted along the corridor. Based on the habitat types present within and adjacent to the project, a list of protected wildlife species that could potentially occur within the study area was created (**Table 6-8**).

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Table 6-8. Protected Species with Potential to Occur within the Study Area

Scientific Name	Common Name	Listing Status		Likelihood of Occurrence	Habitat Preference
		Federal	State		
Plants and Lichens					
<i>Agrimonia incisa</i>	Incised Groove-bur	N	T	Low	Sandy, dry-mesic, usually upland in the lower Coastal Plain; longleaf pine-deciduous scrub oak, sandy or sandy loam. Open pine woods or mixed pine-oak woods, bluffs, small clearings and old roads, sometimes at the edge of more mesic habitats.
<i>Calopogon multiflorus</i>	Many-flowered Grass-pink	N	T	Low	Dry to moist flatwoods with longleaf pine, wiregrass, saw palmetto.
<i>Carex chapmanii</i>	Chapman's sedge	N	T	Low	Hydric hammock and bottomland forest; usually on wooded stream banks and in river floodplains.
<i>Centrosema arenicola</i>	Sand Butterfly Pea	N	E	Low	Sandhill, scrubby flatwoods, dry upland woods
<i>Coelorachis tuberculosa</i>	Piedmont jointgrass	N	T	Low	Shallow water, herbaceous wetland, and temporary pools. turkey oak barrens.
<i>Eriogonum longifolium</i> var. <i>gnaphalifolium</i>	Scrub Buckwheat	T	E	Low	Sandhill, oak-hickory scrub on yellow sands, high pineland between scrub and sandhill, turkey oak barrens.
<i>Forestiera godfreyi</i>	Godfrey's swampprivet	N	E	Low	Upland hardwood forests with limestone at or near the surface, often on slopes above lakes and rivers.

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Scientific Name	Common Name	Listing Status		Likelihood of Occurrence	Habitat Preference
		Federal	State		
<i>Justicia cooley</i>	Cooley's Water-willow	E	E	Low	Mesic hardwood hammocks over limestone
<i>Lechea cernua</i>	Nodding Pinweed	N	T	Low	Deep sands on which the most common forest is a mixture of evergreen scrub oaks. May be found under mature scattered pine or oak.
<i>Matelea floridana</i>	Florida Spinypod	N	E	Low	Upland sites; open woodlands, sandhills and open fields
<i>Monotropis reynoldsiae</i>	Pygmy Pipes	N	E	Low	Upland mixed hardwood forest, mesic and xeric hammock, sand pine and oak scrub.
<i>Nemastylis floridana</i>	Celestial Lily	N	E	Low	Wet flatwoods (often in cabbage palm flatwoods variant), prairies, marshes, cabbage palm hammocks edges.
<i>Pteroglossaspis ecristata</i>	Giant Orchid	N	T	Low	Sandhill, scrub, pine flatwoods, pine rocklands
<i>Spigelia loganioides</i>	Pinkroot	N	E	Low	Floodplain forests, upland and hydric hardwood hammocks over limestone
<i>Trichomanes punctatum ssp. floridanum</i>	Florida Filmy Fern	E	E	Low	Tree trunks in hammocks, edges of lime sinks, and limestone boulders, often with mosses and liverworts
<i>Triphora craigheadii</i>	Craighead's Nodding-caps	N	E	Low	Forests, shrublands or thickets, woodlands

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Scientific Name	Common Name	Listing Status		Likelihood of Occurrence	Habitat Preference
		Federal	State		
Amphibians					
<i>Notophthalmus perstriatus</i>	Striped Newt	C	N	Low	Xeric upland communities, principally sandhill but also scrub; occasionally in pine flatwoods
Reptiles					
<i>Alligator mississippiensis</i>	American Alligator	T(S/A)	FT(S/A)	High	Typically found in most open water bodies in Florida
<i>Drymarchon couperi</i>	Eastern Indigo Snake	T	FT	Medium	Utilizes a variety of habitats including, wet flatwoods, mesic hammocks, tidal swamps, sandhills, scrub and upland forests
<i>Gopherus polyphemus</i>	Gopher Tortoise	C	ST	High	Xeric, flatwoods, disturbed/spoil areas and coastal habitats with loose, well drained, sandy soil and abundant herbaceous vegetation
<i>Lampropeltis extenuata</i>	Short-tailed Snake	N	ST	Low	Burrows in sandy soils, particularly pine and xeric oak sandhills. May also be found in scrub and xeric hammock habitats
<i>Pituophis melanoleucus</i>	Pine Snake	N	ST	Medium	Utilizes areas with well-drained sandy soils with a moderate to open canopy
Birds					
<i>Antigone Canadensis pratensis</i>	Florida Sandhill Crane	N	ST	Medium	Various open grassy areas and marshes

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Scientific Name	Common Name	Listing Status		Likelihood of Occurrence	Habitat Preference
		Federal	State		
<i>Aphelocoma coerulescens</i>	Florida Scrub-Jay	T	FT	Low	Ancient dune ecosystems or scrubs, which occur on well drained to excessively well-drained sandy soils
<i>Athene cunicularia floridana</i>	Florida Burrowing Owl	N	ST	Low	Open native prairies and cleared areas including pastures, agricultural fields, golf courses, airports, and vacant lots in residential areas
<i>Egretta tricolor</i>	Tricolored Heron	N	ST	Medium	Freshwater and estuarine wetlands
<i>Falco sparverius paulus</i>	Southeastern American Kestrel	N	ST	Medium	Sandhill, open pine savannah, pastures, low-intensity agriculture, open woodlots and fields within residential areas
<i>Haliaeetus leucocephalus</i>	Bald Eagle*	N	N	Medium	Forested uplands and wetlands in close proximity to open water
<i>Mycteria americana</i>	Wood Stork	T	FT	High	Shallow freshwater and brackish wetlands, roadside ditches
<i>Pandion haliaetus</i>	Osprey	N	SSC	Medium	Found on or near large lakes, rivers, and coastal areas where suitable nesting sites can be found
<i>Picoides borealis</i>	Red-cockaded Woodpecker	E	FE	Low	Inhabits open, mature pine woodlands that have a diversity of grass, forb, and shrub species. Generally, occupies longleaf pine flatwoods in north and central Florida.

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Scientific Name	Common Name	Listing Status		Likelihood of Occurrence	Habitat Preference
		Federal	State		
<i>Rostrhamus sociabilis</i>	Snail Kite	E	FE	Low	Large open freshwater marshes and lakes with shallow water, < 4 ft. deep, and a low density of emergent vegetation are preferred foraging habitat. Nests usually over water in a low tree or shrub.
Mammals					
<i>Trichechus manatus</i>	West Indian Manatee	T	FT	Low	Coastal waters, bays, rivers, and occasionally lakes. Requires warm-water refugia such as springs or cooling effluent during cold weather.
<i>Ursus americanus floridanus</i>	Florida Black Bear**	N	N	Medium	A wide variety of forested, sparsely forested upland/wetland communities
<p>Table Notes: Abbreviations: E = Endangered, T = Threatened, T(S/A) = Similarity of appearance, NL = Not Listed, C = Candidate for Listing, * = Protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act, ** = Protected by Florida Black Bear Conservation Rule 68A-4.009, F.A.C. Species noted solely as Candidates for federal listing, were not included.</p>					

The Recommended Alternative corridor contains several different types of natural and man-made wildlife habitats. These include forested and herbaceous uplands, forested and herbaceous wetlands, stormwater ponds and ditches. cursory surveys were conducted within the study corridor from 2017 to 2019 to evaluate the potential for occurrence of floral and faunal species protected by the FWC, FWS, USDA, and/or the FDACS. No species-specific surveys following required state and/or federal guidelines were conducted within the project corridor. Prior to the initiation of construction activities, species-specific surveys for protected species should be performed. A base map of the study area was developed from aerial photographs prior to the field reviews within the proposed study corridor. Areas that exhibited the highest probability of supporting protected species were assessed with the most scrutiny during the site assessment. If any species were observed, they were noted, and positions/locations were estimated and mapped.

To date, no agency coordination with the FWC or FWS has been carried out for protected species.

Federal Listed Species and Designated Critical Habitat

No critical habitat rules have been published for the **eastern indigo snake** which is listed as threatened. However, habitats adjacent to the corridors may be used as foraging habitat by the eastern indigo snake. No indigo snakes were observed during the field reviews, but there were numerous gopher tortoise burrows observed in many parts of the project area. During construction, the FWS's "Standard Protection Measures for the Eastern Indigo Snake" will be implemented during site preparation and project construction. Any snakes inhabiting located gopher tortoise burrows will be removed prior to construction. Finally, no motor vehicles will be allowed on the trail. As a result, and per the Consultation Key for the Eastern Indigo Snake (FWS, 2013), it is anticipated that the proposed project may affect, but is not likely to adversely affect, the eastern indigo snake.

The endangered **Red-Cockaded Woodpecker**, or "RCW" inhabits open, mature pine woodlands that have a diversity of grass, forb, and shrub species. The proposed project is within the USFWS consultation area for RCW. Also, the Withlacoochee State Forest is actively managed for this species. This population, and the associated cluster areas, are tracked and documented by the FFS regularly. All of the clusters are located west of the Withlacoochee River. The proposed trail will come through the forest from the east and cross the river, where it will then use existing cleared paths to tie into the Good Neighbor Trail. Consultation with the Florida Forest Service (FFS) revealed that the habitat near, and to the east of the river, is of poor quality and currently not suitable for RCWs and that the FFS currently does not have plans to manage this area of the forest for new clusters. Due to the information regarding RCWs in the forest, lack of suitable habitat outside the forest, low impact nature of the project, and the continued coordination with the FFS, FDOT proposed that surveys for this species are not necessary. FWC concurred with that determination. Due to continued close coordination with FFS, the nature of the project, and the

habitat characteristics above, it is anticipated that the proposed project will have no effect on RCW.

The **Florida Scrub-Jay** is listed as threatened under the ESA, and is known from Sumter, but not Hernando County. The species inhabits fire-dominated, low-growing, oak scrub habitat found on well-drained sandy soils. It may persist in areas with sparser oaks or scrub areas that are overgrown, but at much lower densities and with reduced survivorship (Hipes et al 2001). Prime habitats are generally not found along the study corridors, but patches of scrub areas are adjacent to some proposed ROWs where work could occur. The Withlacoochee-Panasoffkee-Big Scrub "Important Bird Area," or "IBA" is approximately eight miles north of the study area and provides important habitat for Scrub-Jay; it is possible that individuals may forage in the project area, but none were observed during field efforts to date and prime habitat is not located within the project footprint. Therefore, it is anticipated that the proposed project may affect, but is not likely to adversely affect the Florida Scrub-Jay.

The **Snail Kite** is listed as endangered under the ESA. It prefers large open freshwater marshes and lakes with shallow water, less than four feet deep, and a low density of emergent vegetation are preferred foraging habitat. It is dependent on apple snails (*Pomacea paludosa*) caught at the water surface. Individuals usually nest over water in a low tree or shrub (commonly willow, wax myrtle, pond apple, or buttonbush, but also in non-woody vegetation like cattail or sawgrass). Although Sumter County is within the consultation area, because there are no suitable habitats within the project footprint, it is anticipated that the proposed project will have no effect on the species.

The **Wood Stork** is listed as endangered under the ESA. No Wood Storks or signs were observed during the field reviews. GIS database information also indicates there are no wood stork colonies within one (1) mile of the project corridor. FWS wood stork data indicates that the core foraging area (CFA) radius in Central Florida is 15 miles. Thus, any project within this area may require mitigation for impacts to wood stork habitat. However, it is a regularly accepted practice to provide in-kind habitat replacement within the project area to offset impacts. Most suitable Wood Stork foraging habitat (ditches and ponds) within the project corridor will also be present in the post-development scenario if they existed pre-construction. If any habitat is adversely affected and not restored, compensation will be provided within the appropriate CFA or within the service area of a FWS-approved mitigation bank. Thus, based on the consultation key in FWS (2010), it is anticipated that this project may affect, but is not likely to adversely affect the wood stork.

The **West Indian manatee** is listed as threatened under the ESA. Individuals are highly mobile and may be encountered in a variety of environments including estuarine habitats, canals, rivers, saltwater bays, and occasionally coastal oceanic habitat. Although the Withlacoochee River is within the native range of the manatee, individuals are generally prevented from accessing reaches above Lake Rousseau due to the lock on the Cross-Florida Barge Canal and the Lake Rousseau dam at Inglis, Florida. The species has not been observed recently in the reach of the

river over which the proposed trail will pass. Therefore, it is anticipated that the proposed project will have no effect on the West Indian manatee.

While other protected plant species could be present within the study area, only two species, the endangered Florida filmy fern and the threatened scrub buckwheat are federally listed. There appears to be little if any suitable habitat for these species in the study corridor, and neither species was observed during the field reviews. It is anticipated therefore that the proposed project will have no effect on these species.

State Listed Species

Gopher tortoises are designated as a threatened species by FWC, and as a candidate for threatened status by FWS. The gopher tortoise prefers habitat with loose, well-drained, sandy soils for burrowing and an abundance of lowgrowing herbaceous vegetation for food. Numerous gopher tortoise burrows were documented during field reviews, mainly along western end of the project. If gopher tortoise burrows are found during the species-specific surveys conducted prior to construction (up to 25 feet away from any area to be impacted by construction), a relocation permit from the FWC will be obtained. Tortoises must be located to an FWC-approved onsite or offsite location, and relocation fees must be paid to the recipient site. Because of the detailed permitting and relocation process, the District anticipates no adverse effect on gopher tortoise due to the proposed project.

The **Burrowing Owl** is listed as a threatened species by FWC but is not listed by FWS. This species prefers habitat that has loose, sandy, well drained soils with low growing herbaceous vegetation. No Burrowing Owl individuals or signs were observed during the field reviews. The District anticipates no effect on Burrowing Owl due to the proposed project.

Tricolored Heron is listed as threatened by FWC but are not listed by FWS. As a wading bird, the species may be found in natural and man-made water bodies throughout Florida. It would be expected for wading-bird species to regularly use inundated wetlands and surface waters within the study area for foraging purposes. GIS database sources reveal that there are no wading bird rookeries located within the study corridor that would be affected by the project. Any ditches adjacent to roads in the project corridor that are impacted will be replaced by ditches in a slightly different position, and few if any inundated wetlands will be impacted by the project. If wetlands are impacted, their functional value will be replaced in the same basin in which impacts occur. Therefore, the District anticipates no adverse effect on Tricolor Heron due to the proposed project.

The **Southeastern American Kestrel** is listed as a threatened sub-species by FWC but is not listed by FWS. This protected population is non-migratory. However, the migratory American Kestrel that is present in Florida between August and April is not protected. It is extremely

difficult to distinguish the protected non-migratory kestrel from the migratory species and thus surveys should be performed in the April through August timeframe when the migratory species is no longer present. The kestrel prefers to nest in snags or on utility poles and requires open, low herbaceous habitat for hunting. During the field reviews, no kestrels or signs were observed, and there is no known documentation of this species' occurrence within the study area. The described preferred habitat is present to a limited degree within the proposed project limits. The species was not observed during field activities there is a limited amount of available habitat within the study area. Therefore, the District anticipates no adverse effect on Southeastern American Kestrel due to the proposed project.

The **Florida Sandhill Crane** is listed as threatened by FWC but is not listed by FWS. Sandhill Cranes prefer wet prairie and open marsh habitat, low-lying pastureland, and shallow flooded open areas for foraging and nesting. They typically nest in open marshes that contain pickerelweed, maidencane, and/or duck potato. During field reviews, no sandhill cranes or signs were observed. Habitat for this species occurs in the south end of the project corridor, but there is substantially more outside the project footprint. If any of the wetland types identified above are impacted due to the project, their functional value will be replaced in the same basin in which impacts occur. Therefore, the District anticipates no adverse effect on Florida Sandhill Crane due to the proposed project.

The **Sherman's fox squirrel** is listed as a Species of Special Concern by FWC but is not listed by FWS. This fox squirrel utilizes open, fire-maintained, longleaf pine, turkey oak, sandhills, and flatwoods habitats. During field reviews, no Sherman's fox squirrels or nests were observed, and there is a limited amount of available habitat within the project study area. Therefore, the District anticipates no adverse effect on Sherman's fox squirrel due to the proposed project.

The *Regulated Plant Index* for the State of Florida is found in Chapter 5B-40.0055, F.A.C. Florida-protected plant species listed in **Table 6-8** could occur in the project area based on geography and habitats present, but the likelihood of occurrence is low. This project should not require permitting with FDACS for impacts to protected plant species because there are no restrictions on FDOT-owned land for impacts to state-listed plants. However, removal of protected plants may be coordinated with FDACS if any protected plants are found in the proposed project footprint.

Other Protected Species or Habitats

While the **Bald Eagle** is no longer federally or state- listed as threatened or endangered, it is still afforded protection by the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and state and federal management plans. The FWC regulates activities near known Bald Eagle nest sites and requires a minimum 660' buffer of project activities from the nest. No Bald Eagles

or nests were observed during the field reviews. No eagle nests occur within 0.5 mile of the project corridor. The District anticipates no effect of this project on the Bald Eagle.

The **Florida black bear** receives protection under the Florida Black Bear Conservation Rule, 68A-4.009, F.A.C. Black bears are very opportunistic and can inhabit a wide variety of habitats including forested uplands and wetlands, open prairies and developed areas adjacent to vegetative habitat. No intentional “take” will occur as a result of the project. The District anticipates no effect of this project on the Florida black bear.

6.2.6 Essential Fish Habitat

There are no National Marine Fisheries Essential Fish Habitat within the Recommended Alternative corridor.

6.2.7 Highway Traffic Noise

The project is classified as a Type III noise project and does not require a noise analysis.

6.2.8 Contamination

A Contamination Screening Evaluation Report (CSER) was completed for this PD&E Study and is incorporated by reference. The purpose of this evaluation was to assess the risk of encountering petroleum or hazardous substance contamination of soil, groundwater, surface water, or sediment that could adversely affect this project. The CSER activities included a review of public regulatory files and historical data sources, and a site reconnaissance of the project study area.

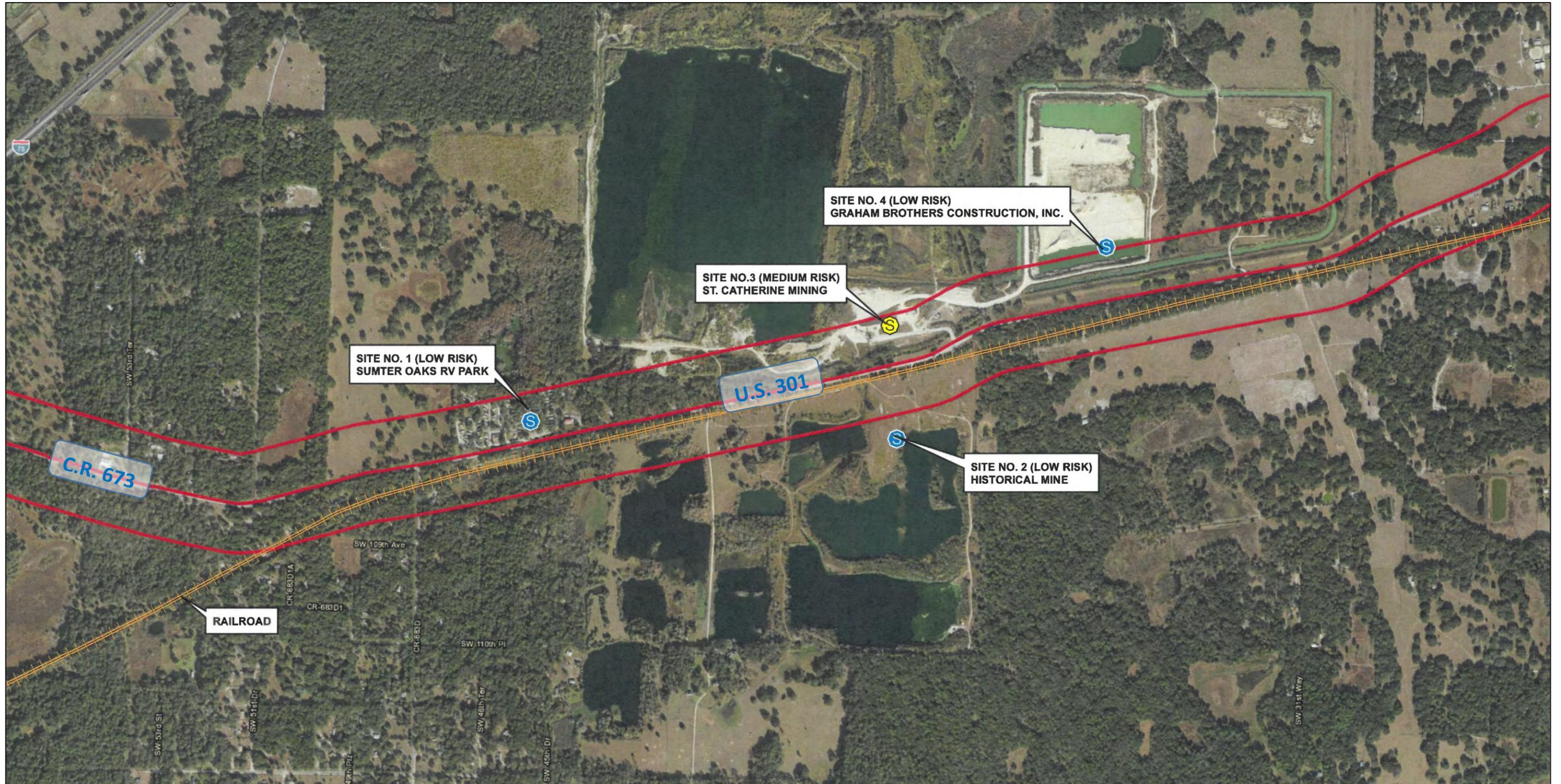
Based on the results of the contamination screening activities, Contamination Risk Potential Ratings (CRPR) were assigned to 27 sites. The contamination potential risk rating system was developed by FDOT and incorporates three levels of risk: Low, Medium, and High. Table 6-9 presents the findings for each sites respectively and **Figures 6-8 through 6-12** show the site locations.

SECTION 6 – DESIGN FEATURES OF THE RECOMMENDED ALTERNATIVE

Table 6-9. Potential Contamination Sites

Site No.	Site Name	Site Address	Risk Potential
1	Sumter Oaks RV Park	4602 CR 673	Low
2	Historical Mine	3949 CR 673	Low
3	St. Catherine Mining	3919 CR 673	Medium
4	Graham Bros. Construction Inc.	3621 CR 673	Low
5	Quality Welding Service	9417 Southwest 17 th Way	Low
6	FL Tools, Inc.	2437 CR 478	Low
7	Walter Williams Site	9th Avenue and 3rd Street	Low
8	Joy Foods #663	381 North Market Boulevard (SR 471)	Medium
9	Shop & Go Superette #4	374 North Market Boulevard (SR 471)	Medium
10	Webster Auto Care	347 North Market Boulevard (SR 471)	Medium
11	Jackie's Market Sunoco	329 North Market Boulevard (SR 471)	Medium
12	Former Circle K #7068	281 North Market Boulevard (SR 471)	Medium
13	Studebaker Headquarters	248 North Market Boulevard (SR 471)	Medium
14	Shell-Sams	125 North Market Boulevard (SR 471)	Medium
15	Webster Farm Supply	120 North Market Boulevard (SR 471)	Medium
16	Shales Property	18 South Market Boulevard (SR 471)	Medium
17	Webster Elementary School	349 South Market Boulevard (SR 471)	Medium
18	Lively's Custom Woodworking	3014 CR 774	Low
19	Don's Tarrytown Auto Parts	13452 SR 471	High
20	South Sumter Grocery	13721 SR 471	High
21	Circle K #2707547	2986 SR 50	Medium
22	Sunoco-Webster	13801 SR 471	High
23	Cumberland Farms #1087	2985 SR 50	High
24	The Dumont Company/Hawkins Inc.	13825 SR 471	Low
25	Robbins Manufacturing Co.	13904 SR 471	High
26	Seaboard Coast Line Railroad	Adjacent/Perpendicular	Medium
27	Agricultural Land Use	Adjacent	Medium

Based on their proximity to the Recommended Alternative, Level 2 Contamination Impact Analyses (CIA) may be required at the Medium Risk and 5 High Risk sites. However, depending on adjustments made during final design, some Level 2 CIAs may not be necessary. The District Contamination Coordinator will provide construction support for any areas found to have potential to interact with contamination.



South Sumter Connector Trail
 From Good Neighbor Trail to James A Van
 Fleet Trail
 PD&E Study
 Hernando & Sumter Counties, Florida



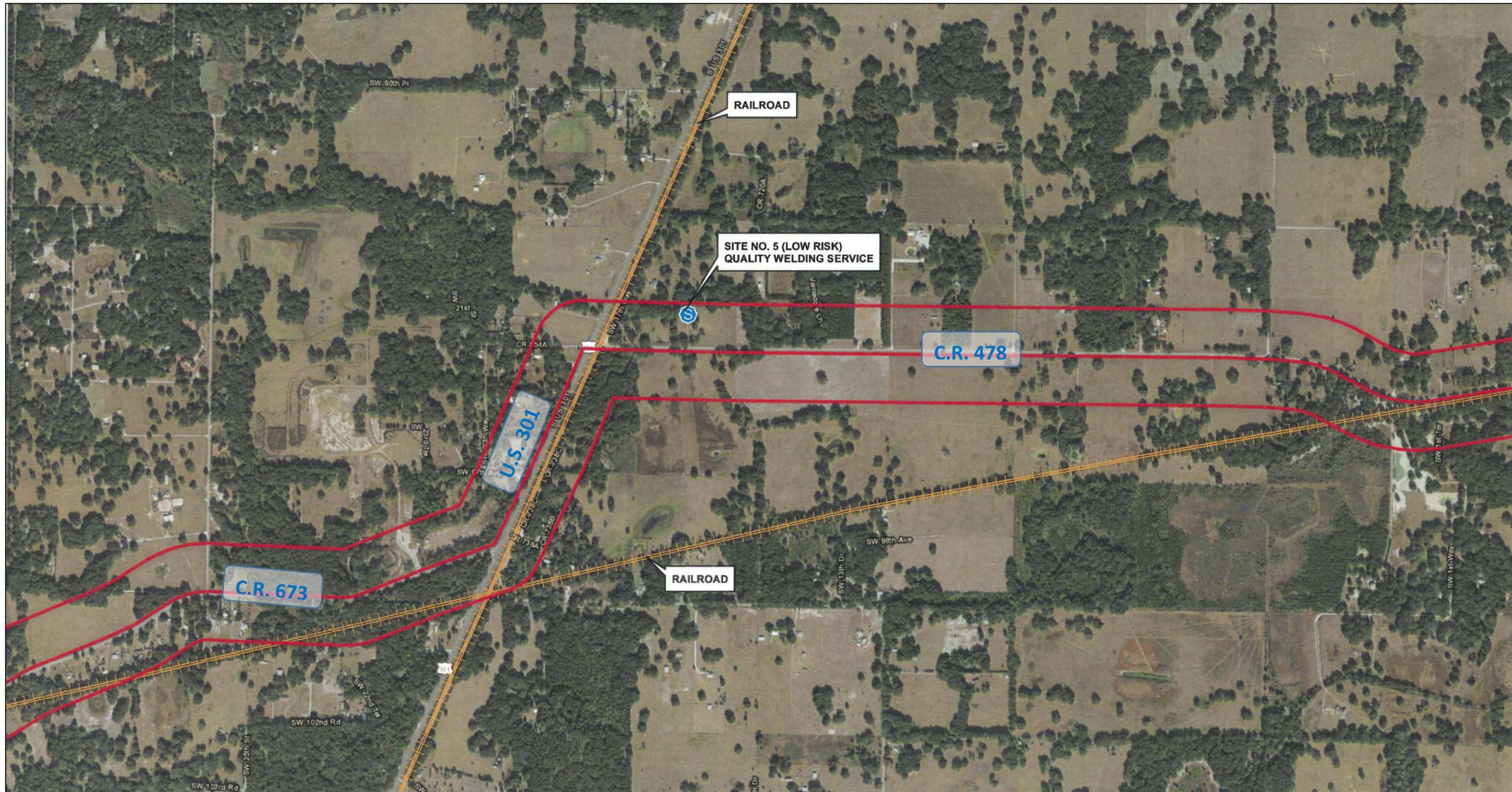
POTENTIAL CONTAMINATION SITES

RISK RATING LEGEND

- HIGH
- MEDIUM
- LOW



NORTH
 FIGURE
 6-8



South Sumter Connector Trail
From Good Neighbor Trail to James A Van
Fleet Trail
PD&E Study
Hernando & Sumter Counties, Florida

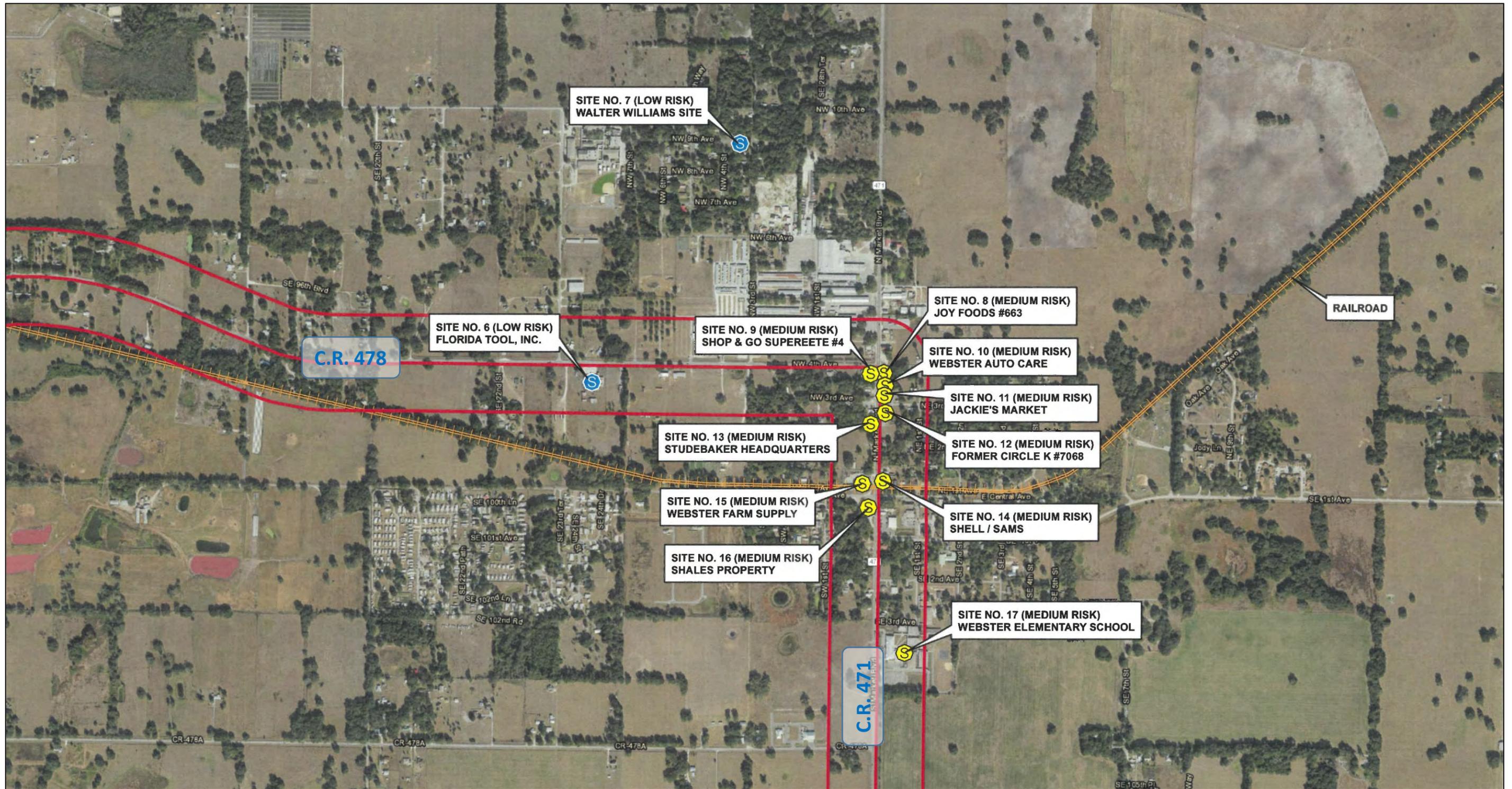


POTENTIAL CONTAMINATION SITES

RISK RATING LEGEND

-  HIGH
-  MEDIUM
-  LOW


 NORTH
FIGURE
6-9



South Sumter Connector Trail
 From Good Neighbor Trail to James A Van
 Fleet Trail
 PD&E Study
 Hernando & Sumter Counties, Florida



POTENTIAL CONTAMINATION SITES

RISK RATING LEGEND

-  HIGH
-  MEDIUM
-  LOW


 NORTH
 FIGURE
 6-10



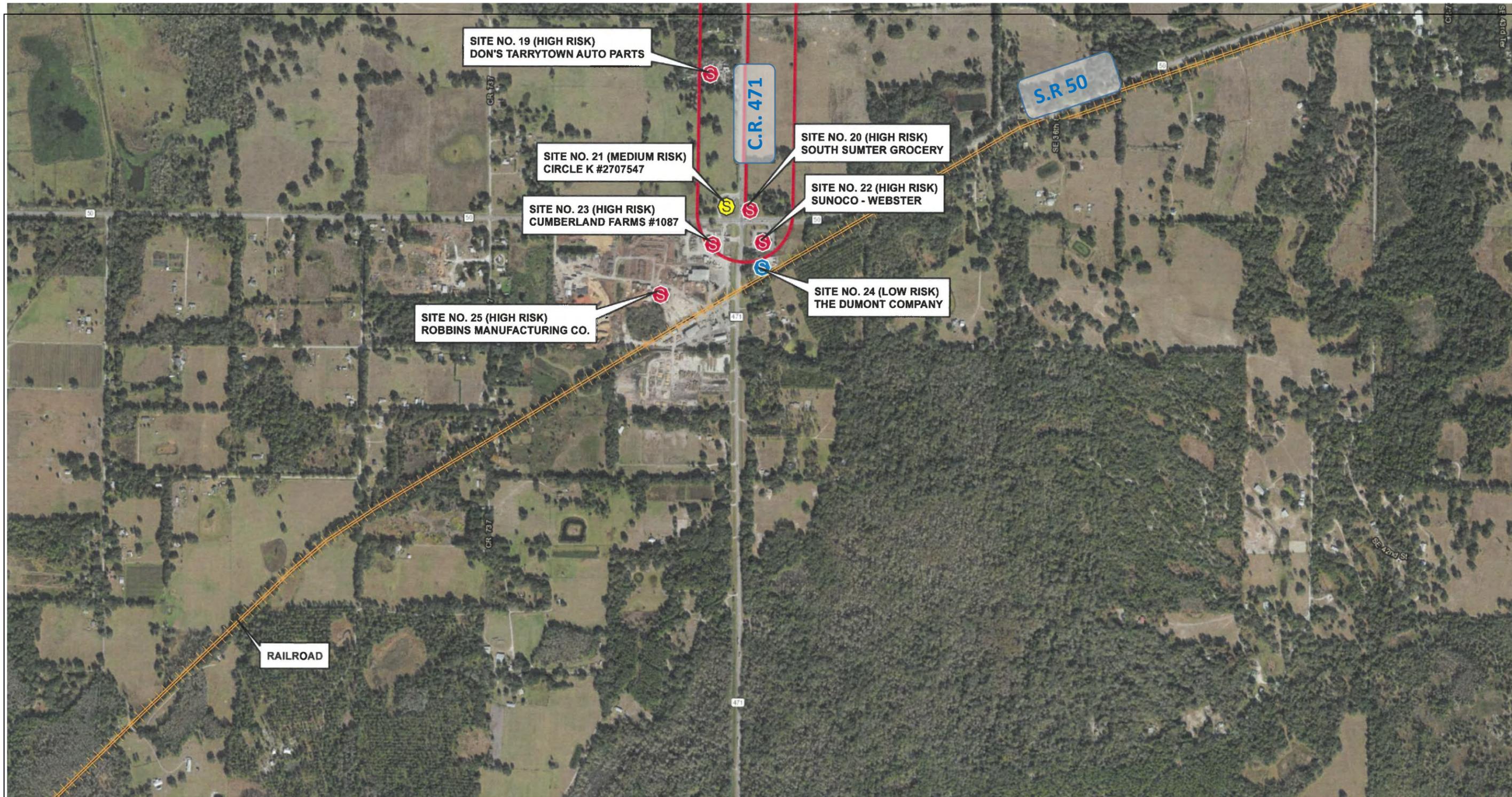
South Sumter Connector Trail
 From Good Neighbor Trail to James A Van
 Fleet Trail
 PD&E Study
 Hernando & Sumter Counties, Florida

POTENTIAL CONTAMINATION SITES

RISK RATING LEGEND

-  HIGH
-  MEDIUM
-  LOW


 NORTH
 FIGURE
 6-11



South Sumter Connector Trail
From Good Neighbor Trail to James A Van
Fleet Trail
PD&E Study
Hernando & Sumter Counties, Florida



POTENTIAL CONTAMINATION SITES

RISK RATING LEGEND

-  HIGH
-  MEDIUM
-  LOW


NORTH

**FIGURE
6-12**

APPENDICES

APPENDIX A

Recommended Alternative Preliminary Concept Plans

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

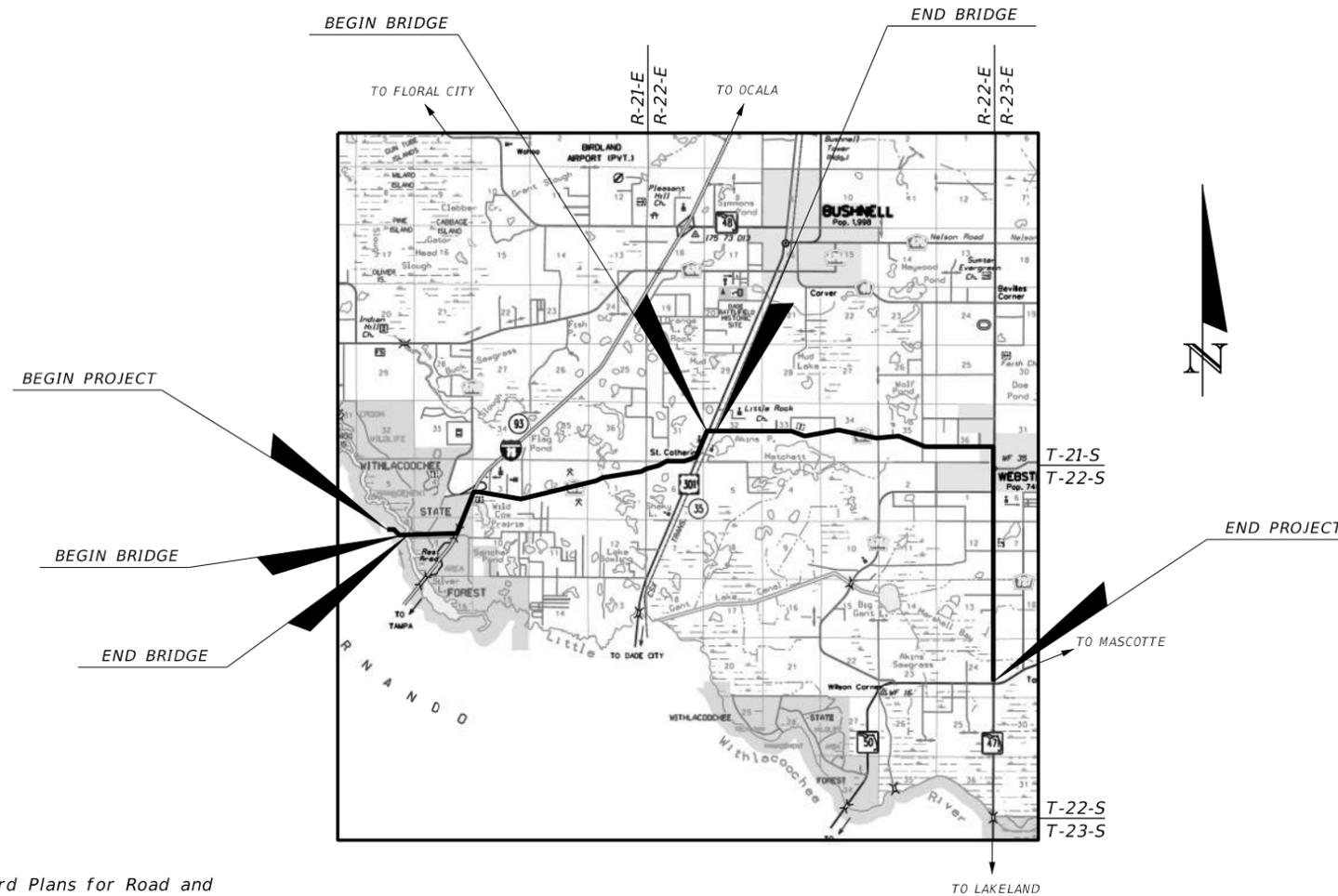
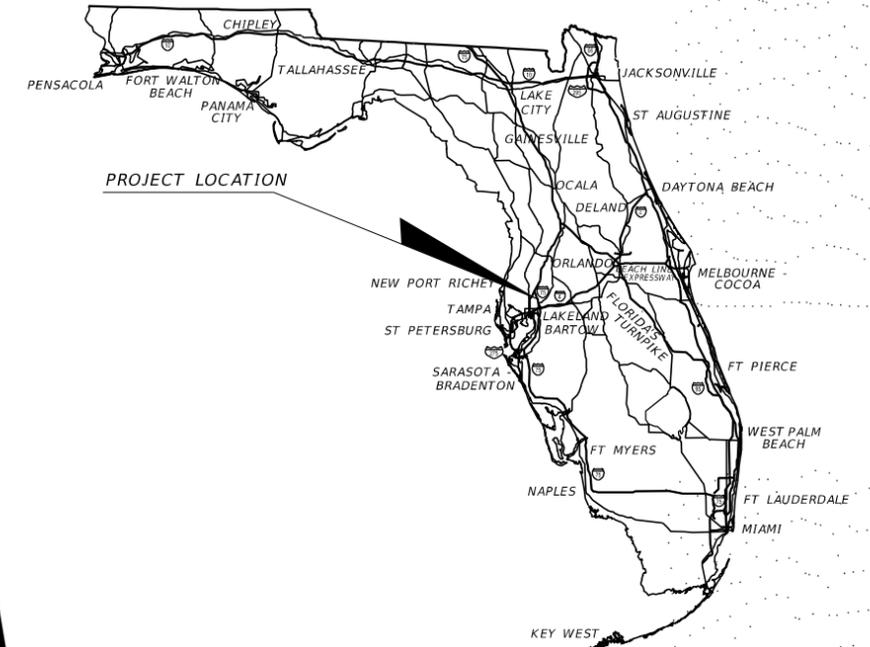
CONTRACT PLANS

FINANCIAL PROJECT ID 435471-1-22-01

SUMTER COUNTY HERNANDO COUNTY
SOUTH SUMTER TRAIL
(FROM GOOD NEIGHBOR TRAIL TO SR 50)

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET SHEET
2 - 8	TYPICAL SECTION
9 - 128	PLAN SHEET



ROADWAY PLANS
ENGINEER OF RECORD:

FDOT PROJECT MANAGER:

GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY _____ Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: <http://www.fdot.gov/design/standardplans>

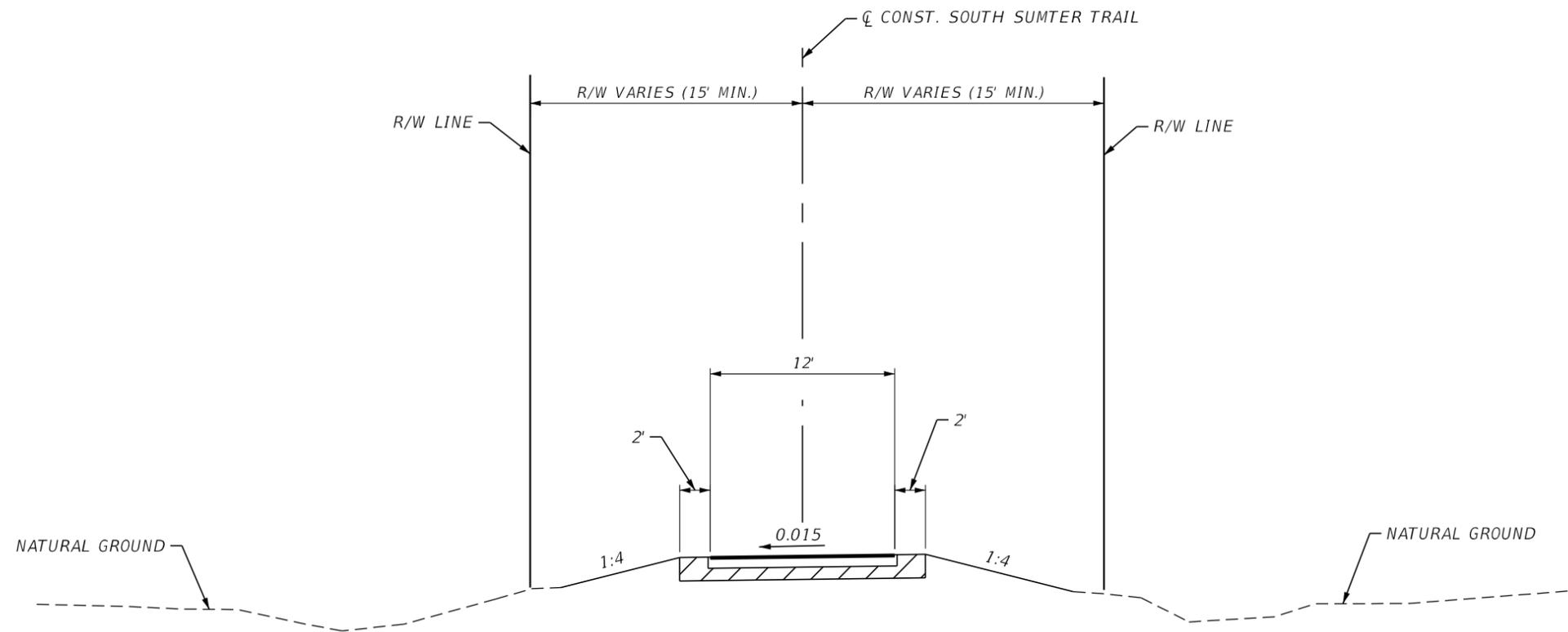
APPLICABLE IRs: IR _____

Standard Plans for Bridge Construction are included in the Structures Plans Component

GOVERNING STANDARD SPECIFICATIONS:

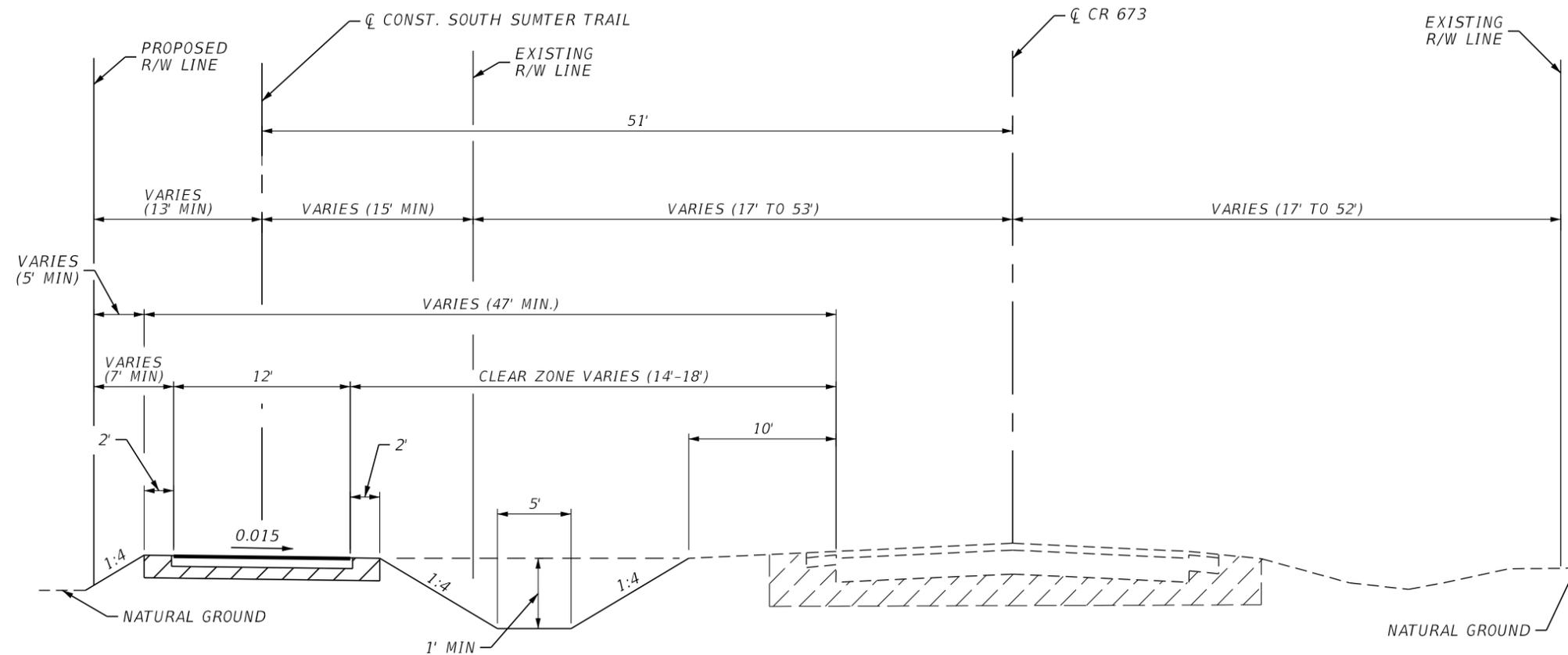
Florida Department of Transportation, Standard Specifications for Road and Bridge Construction at the following website: <http://www.fdot.gov/programmanagement/Implemented/SpecBooks>

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	2019	1



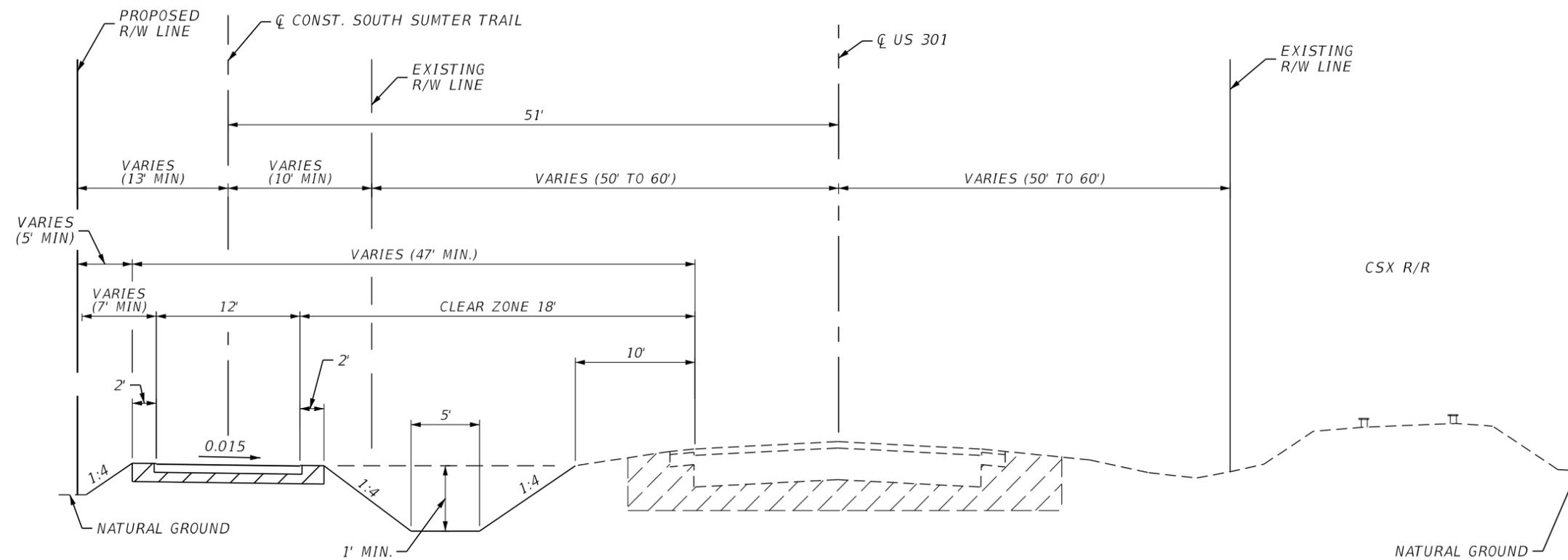
SOUTH SUMTER TRAIL
FROM GOOD NEIGHBOR TRAIL TO CR 673

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 2
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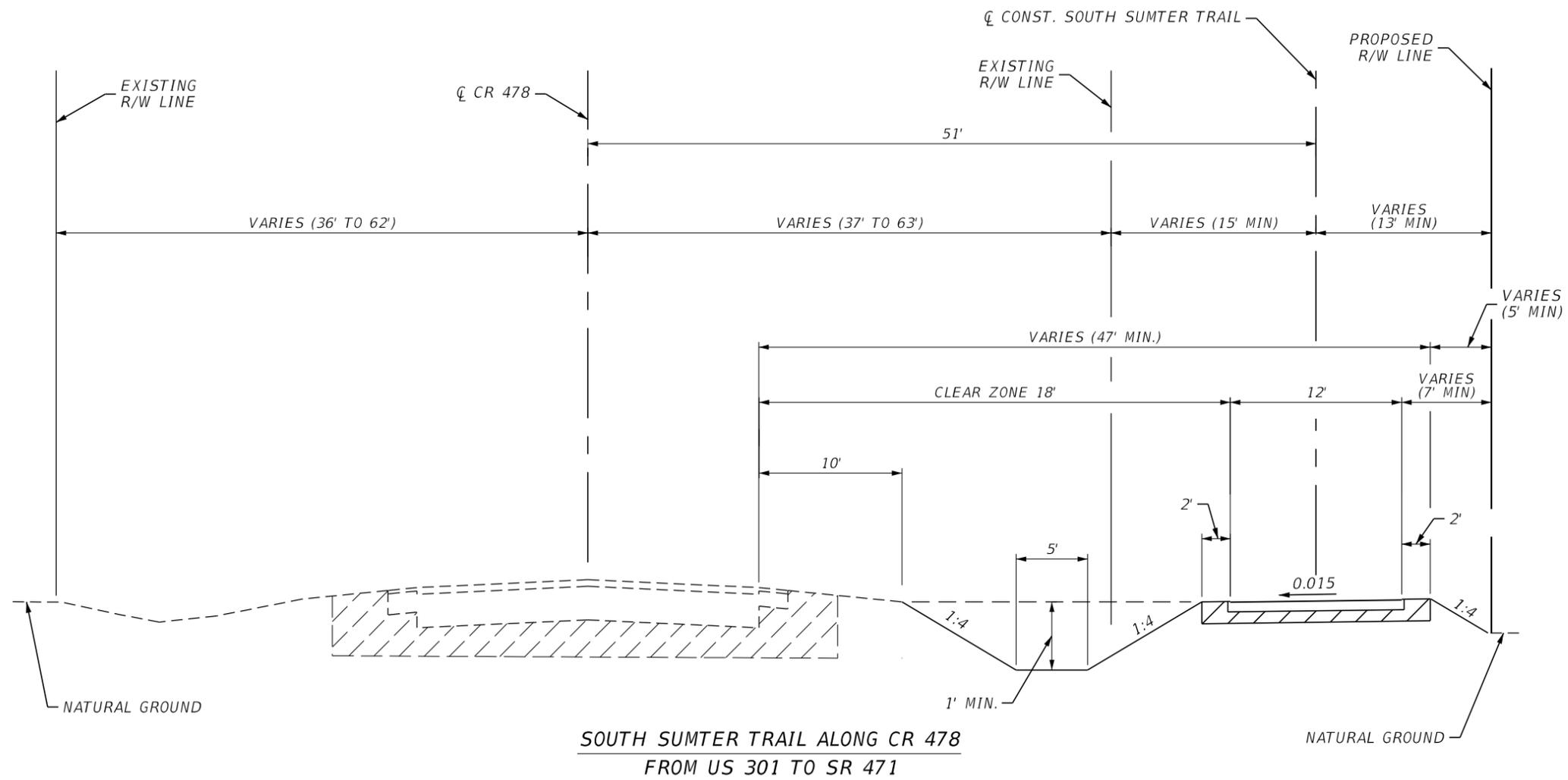
**SOUTH SUMTER TRAIL ALONG CR 673
FROM EAST OF I-75 TO US 301**

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 3
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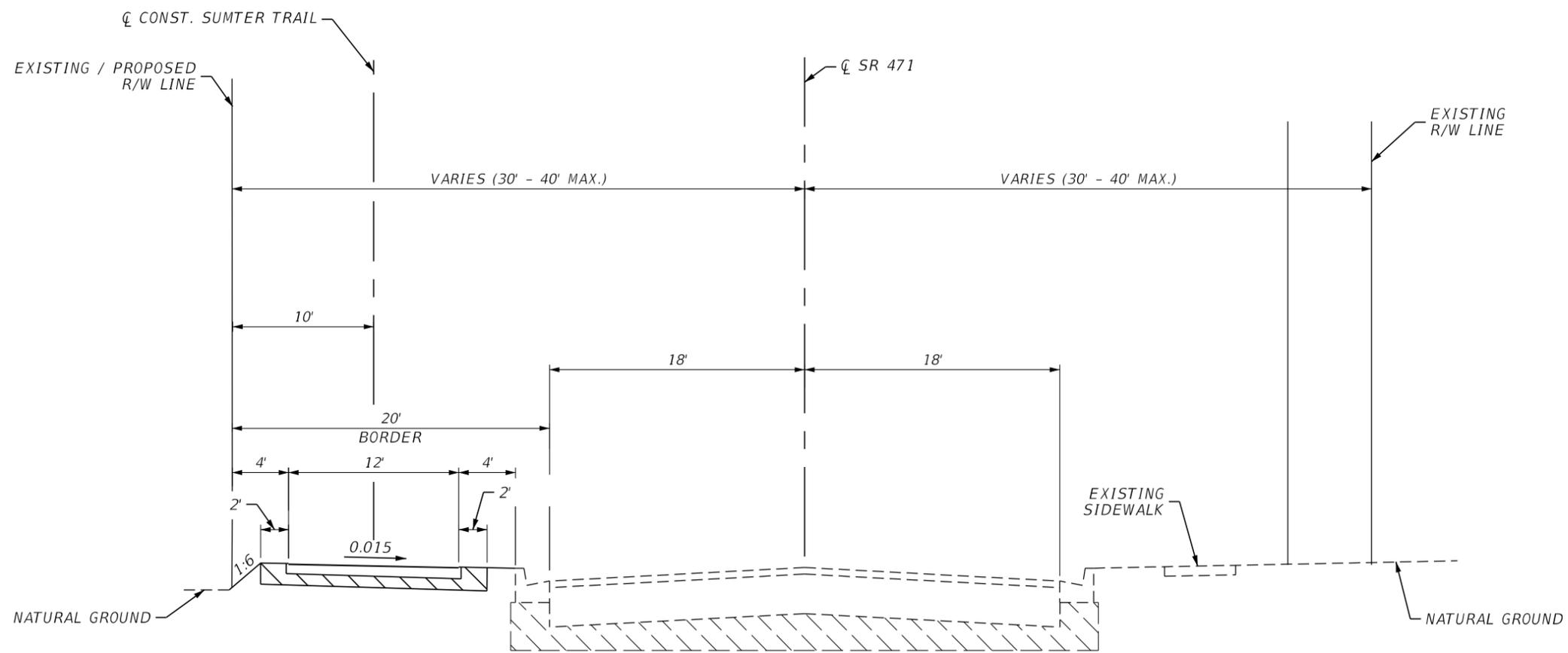
**SOUTH SUMTER TRAIL ALONG CR 301
FROM CR 673 TO CR 478**

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
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							4	



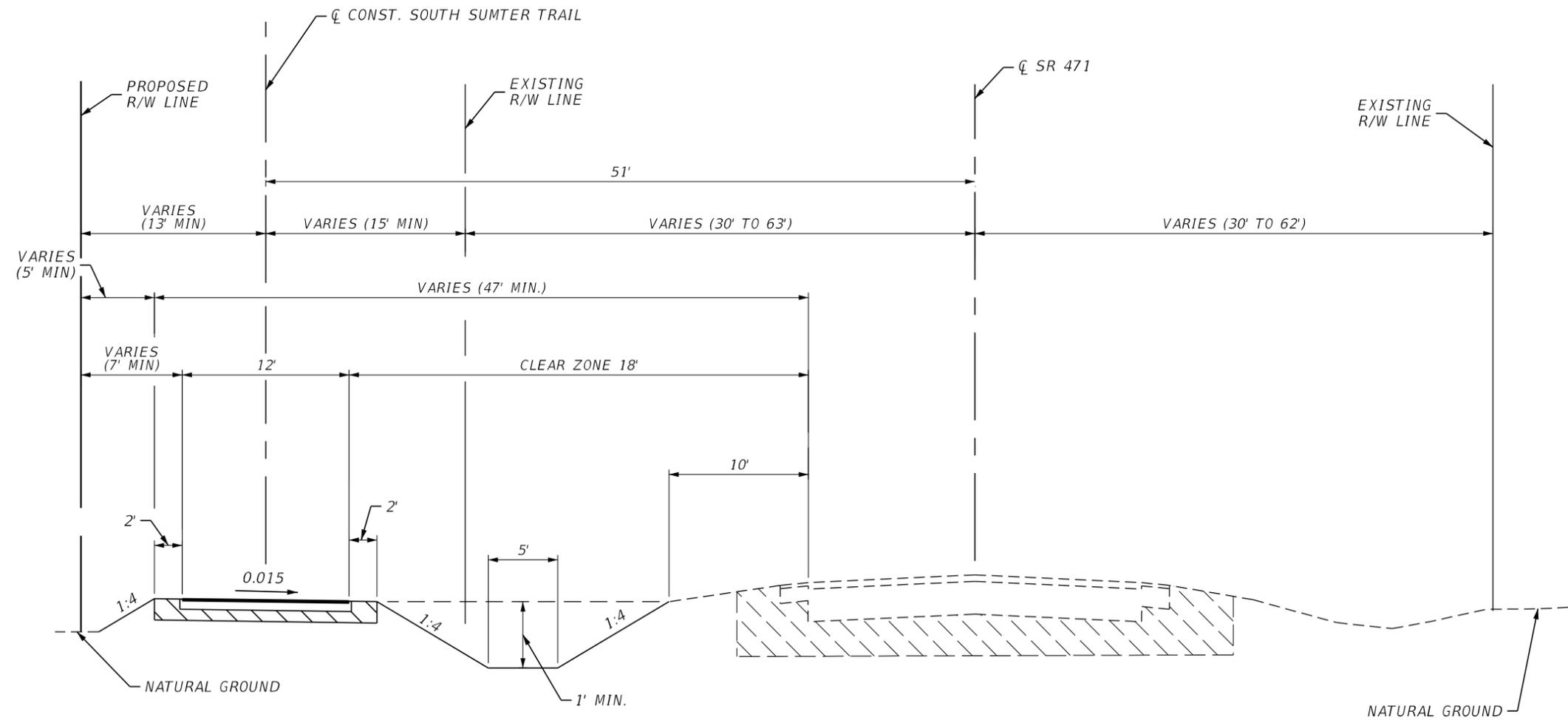
**SOUTH SUMTER TRAIL ALONG CR 478
FROM US 301 TO SR 471**

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 5
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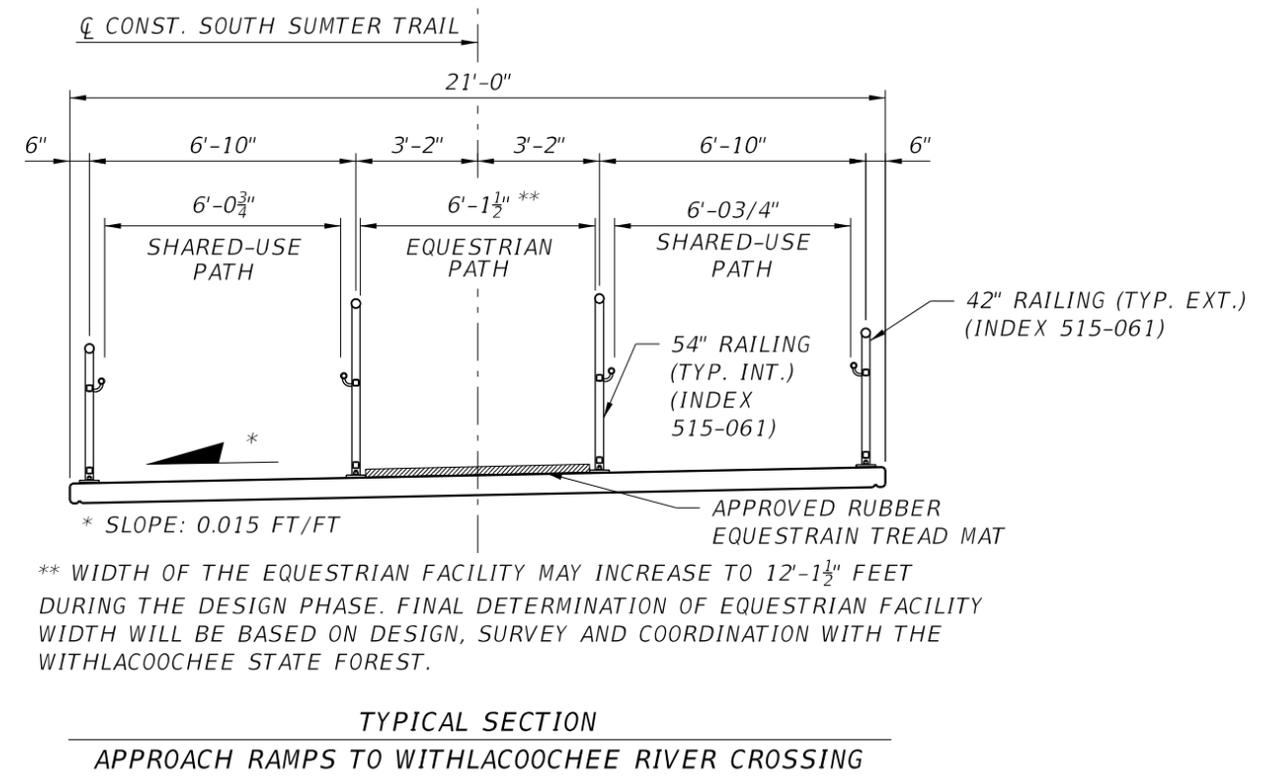
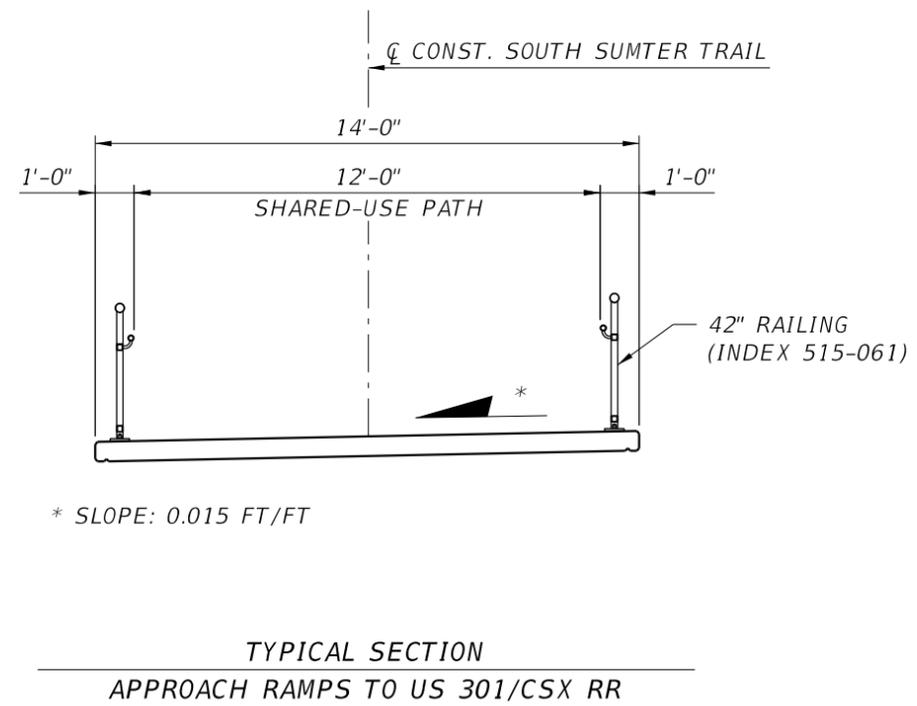
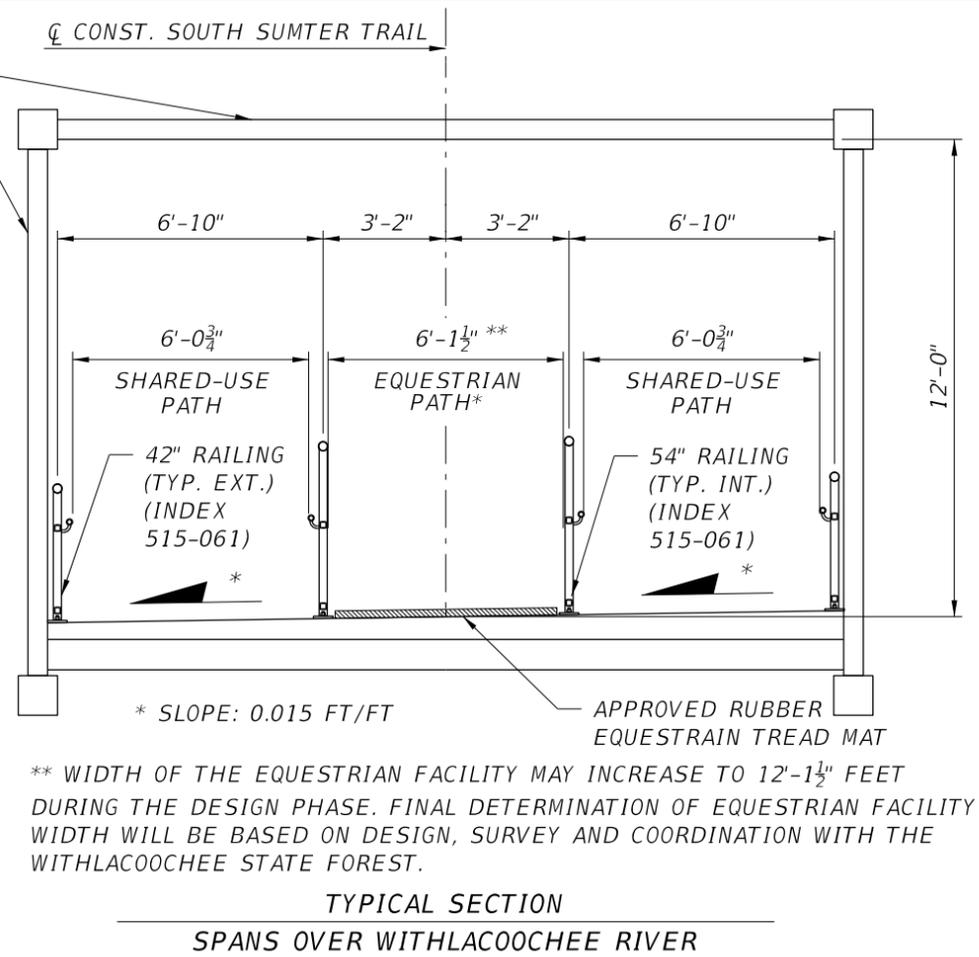
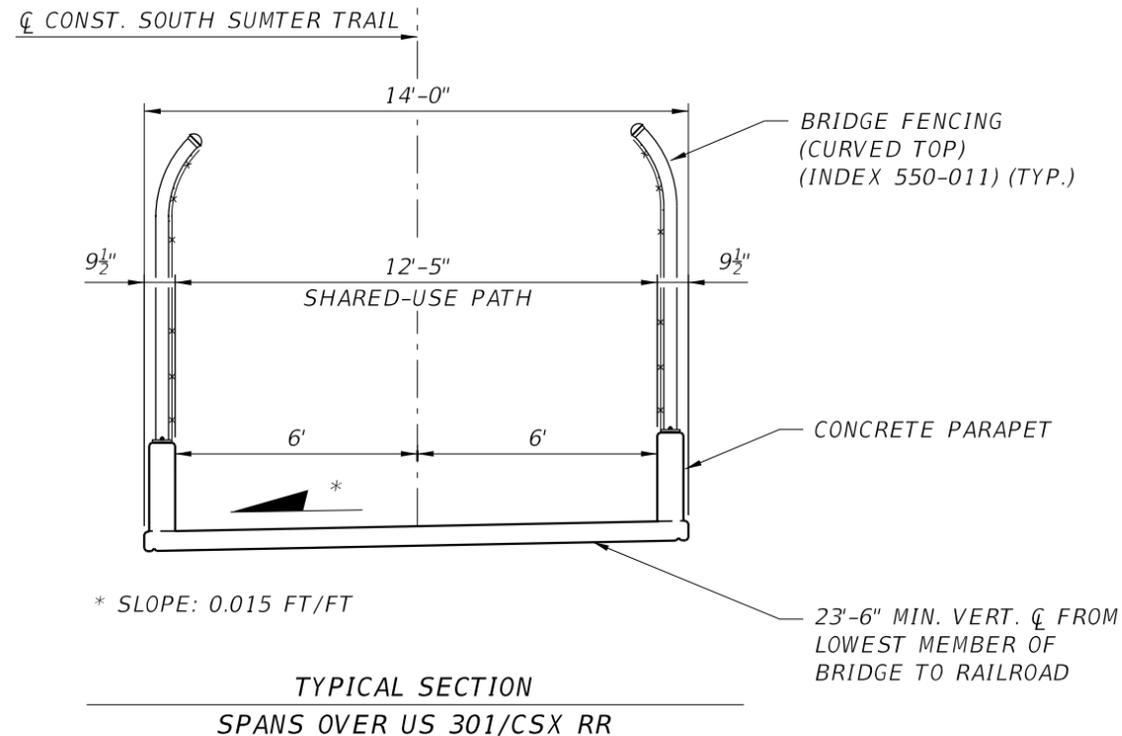
**SOUTH SUMTER TRAIL ALONG SR 471 (URBAN)
FROM CR 478 TO WEBSTER ELEMENTARY SCHOOL**

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 6
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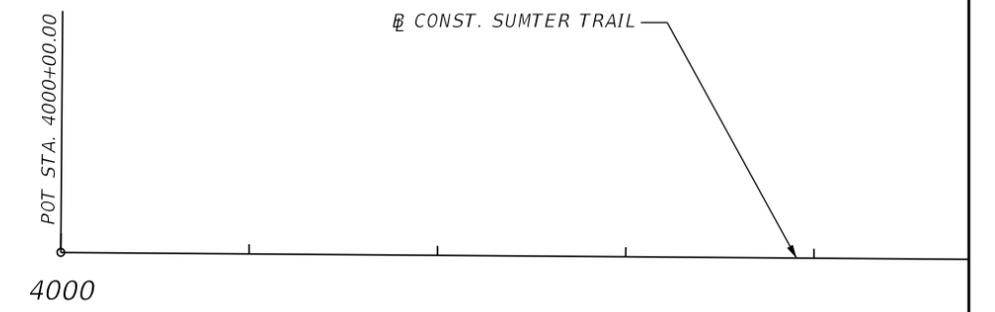
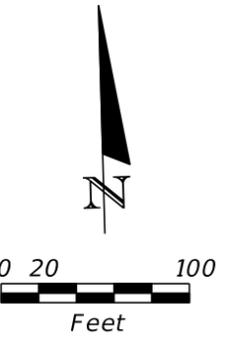


SOUTH SUMTER TRAIL ALONG SR 471 (RURAL)
FROM WEBSTER ELEMENTARY SCHOOL TO SR 50

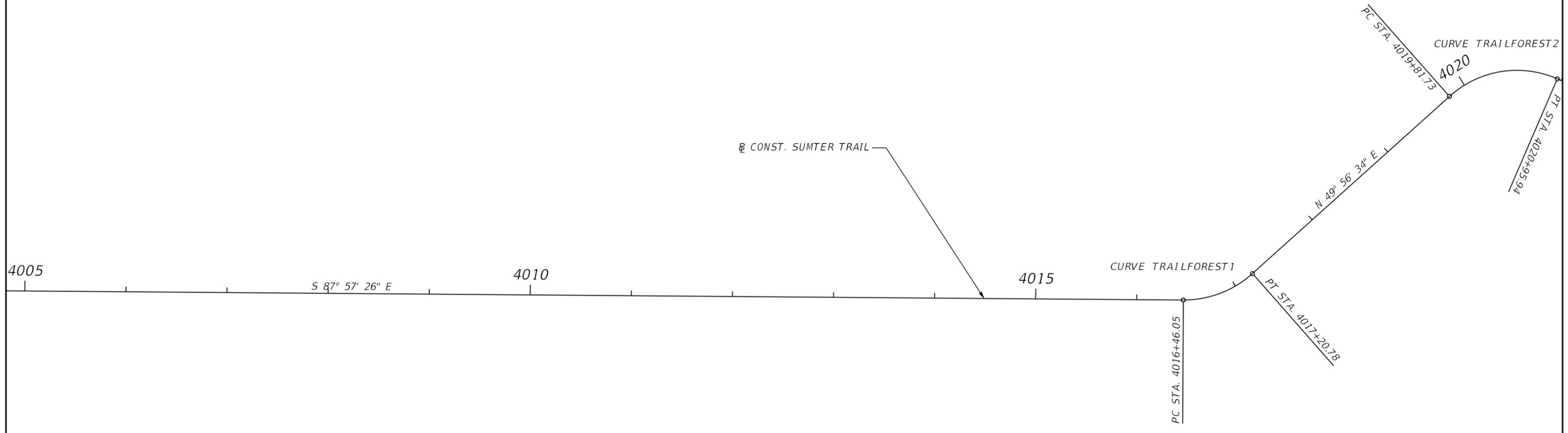
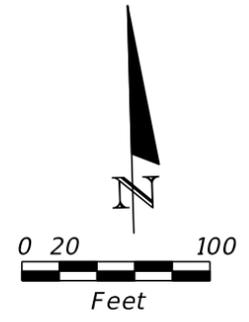
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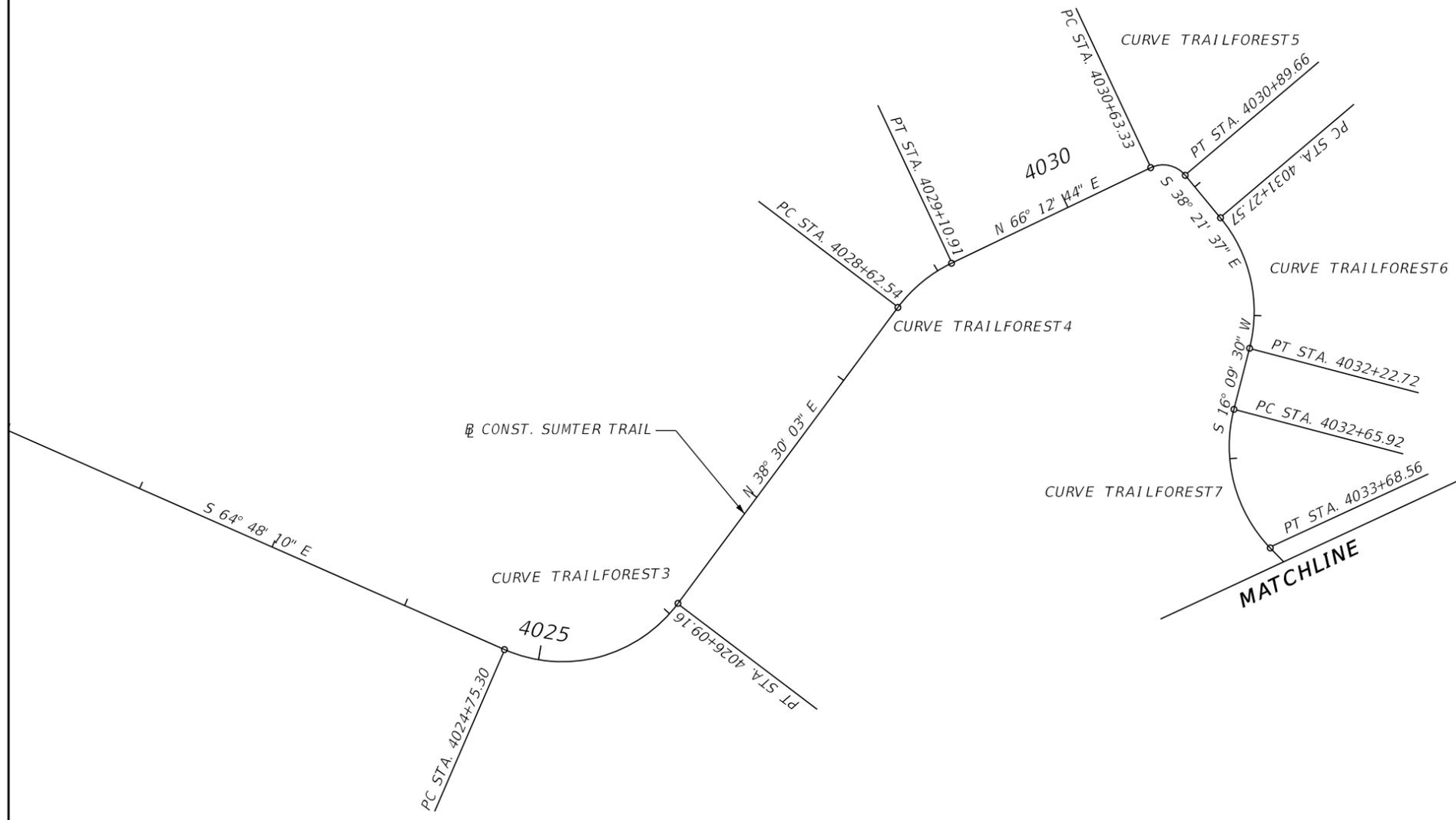
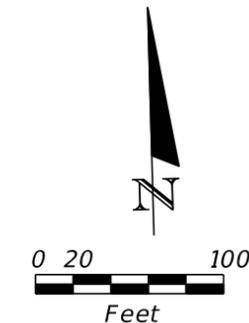
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		9
					FOREST	SUMTER	435471-1-22-01		



CURVE DATA TRAILFOREST1
 PI STA. = 4016+85.19
 Δ = 41° 58' 41" (LT)
 D = 56° 10' 20"
 T = 39.13
 L = 74.73
 R = 102.00
 PC STA. = 4016+46.05
 PT STA. = 4017+20.78

CURVE DATA TRAILFOREST2
 PI STA. = 4020+45.97
 Δ = 65° 26' 14" (RT)
 D = 57° 17' 45"
 T = 64.24
 L = 114.21
 R = 100.00
 PC STA. = 4019+81.73
 PT STA. = 4020+95.94

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FOREST ALIGNMENT	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					FOREST	SUMTER	435471-1-22-01		10



CURVE DATA TRAILFOREST3
 PI STA. = 4025+54.41
 Δ = 76° 41' 47" (LT)
 D = 57° 17' 45"
 T = 79.11
 L = 133.86
 R = 100.00
 PC STA. = 4024+75.30
 PT STA. = 4026+09.16

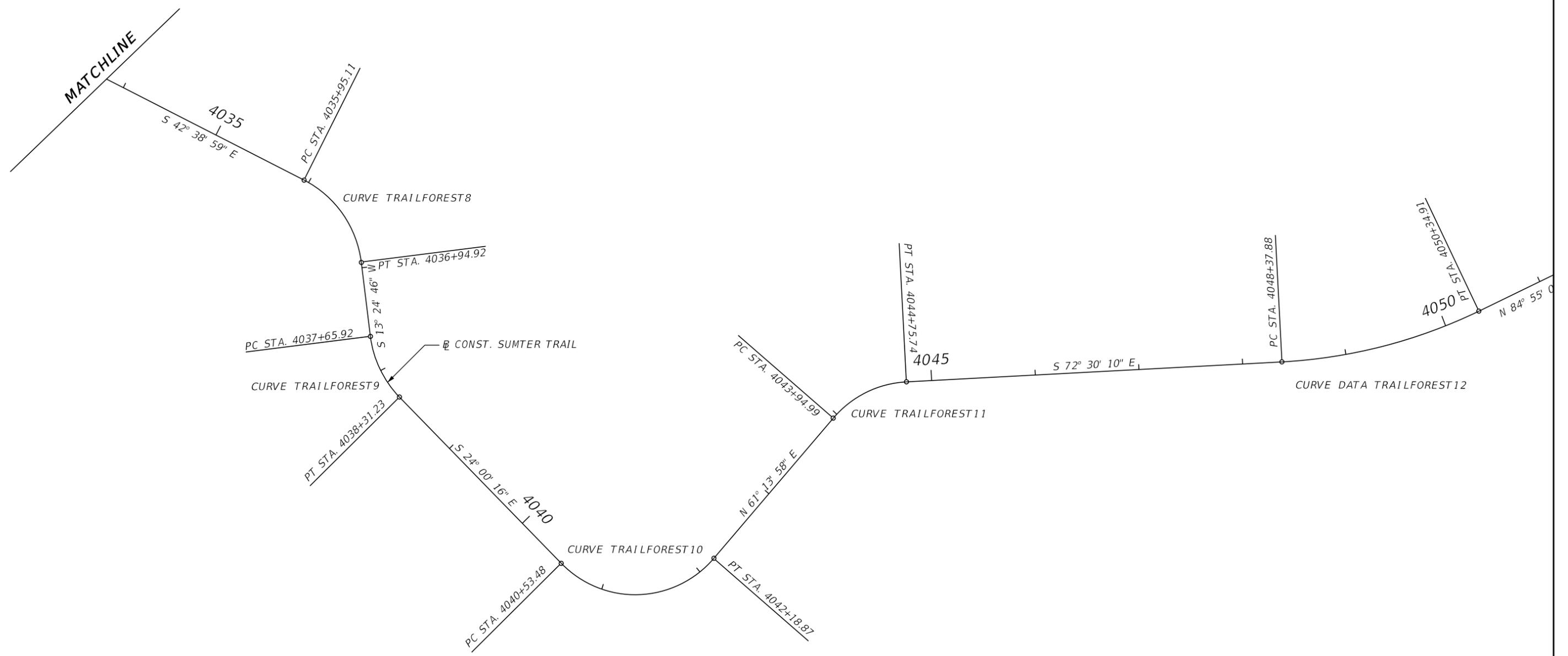
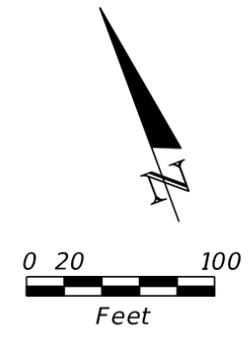
CURVE DATA TRAILFOREST4
 PI STA. = 4028+87.21
 Δ = 27° 42' 41" (RT)
 D = 57° 17' 45"
 T = 24.67
 L = 48.37
 R = 100.00
 PC STA. = 4028+62.54
 PT STA. = 4029+10.91

CURVE DATA TRAILFOREST5
 PI STA. = 4030+78.80
 Δ = 75° 25' 39" (RT)
 D = 286° 28' 44"
 T = 15.47
 L = 26.33
 R = 20.00
 PC STA. = 4030+63.33
 PT STA. = 4030+89.66

CURVE DATA TRAILFOREST6
 PI STA. = 4031+79.09
 Δ = 54° 31' 07" (RT)
 D = 57° 17' 45"
 T = 51.52
 L = 95.15
 R = 100.00
 PC STA. = 4031+27.57
 PT STA. = 4032+22.72

CURVE DATA TRAILFOREST7
 PI STA. = 4033+22.28
 Δ = 58° 48' 29" (LT)
 D = 57° 17' 45"
 T = 56.36
 L = 102.64
 R = 100.00
 PC STA. = 4032+65.92
 PT STA. = 4033+68.56

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 11
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				FOREST	SUMTER	435471-1-22-01	FOREST ALIGNMENT	



CURVE DATA TRAILFOREST8
 PI STA. = 4036+49.42
 Δ = 56° 03' 44" (RT)
 D = 56° 10' 20"
 T = 54.31
 L = 99.80
 R = 102.00
 PC STA. = 4035+95.11
 PT STA. = 4036+94.92

CURVE DATA TRAILFOREST9
 PI STA. = 4037+99.79
 Δ = 37° 25' 02" (LT)
 D = 57° 17' 45"
 T = 33.86
 L = 65.31
 R = 100.00
 PC STA. = 4037+65.92
 PT STA. = 4038+31.23

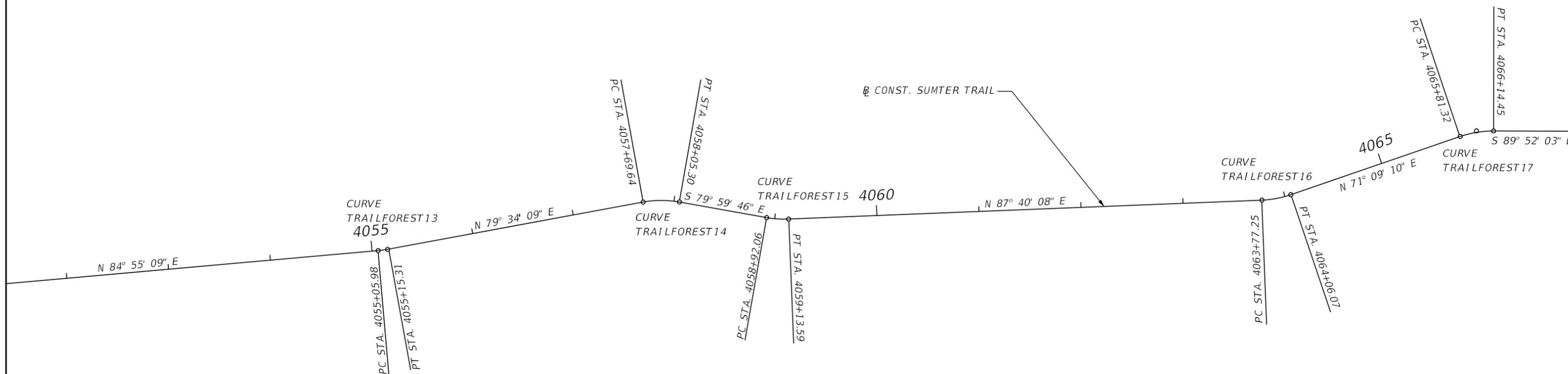
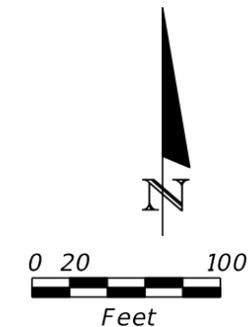
CURVE DATA TRAILFOREST10
 PI STA. = 4041+62.15
 Δ = 94° 45' 46" (LT)
 D = 57° 17' 45"
 T = 108.68
 L = 165.39
 R = 100.00
 PC STA. = 4040+53.48
 PT STA. = 4042+18.87

CURVE DATA TRAILFOREST11
 PI STA. = 4044+37.71
 Δ = 46° 15' 52" (RT)
 D = 57° 17' 45"
 T = 42.72
 L = 80.75
 R = 100.00
 PC STA. = 4043+94.99
 PT STA. = 4044+75.74

CURVE DATA TRAILFOREST12
 PI STA. = 4049+37.69
 Δ = 22° 34' 41" (LT)
 D = 11° 27' 33"
 T = 99.81
 L = 197.03
 R = 500.00
 PC STA. = 4048+37.88
 PT STA. = 4050+34.91

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 12
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					FOREST	SUMTER	435471-1-22-01	

FOREST ALIGNMENT



CURVE DATA TRAILFOREST13
 PI STA. = 4055+10.65
 Δ = 5° 20' 59" (LT)
 D = 57° 17' 45"
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 L = 9.34
 R = 100.00
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 PT STA. = 4055+15.31

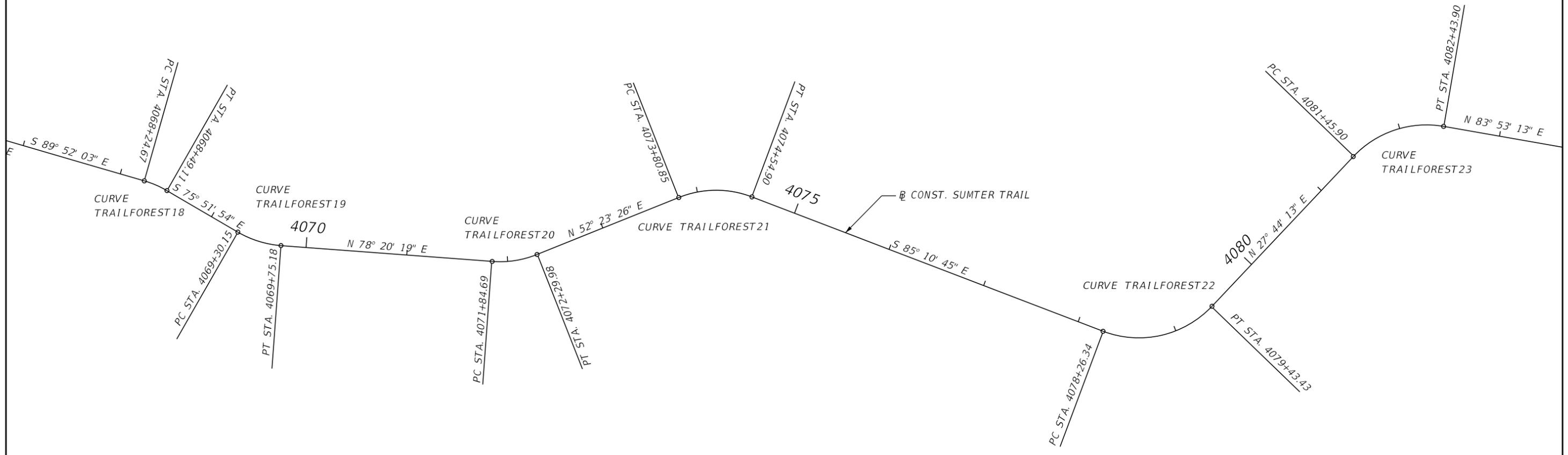
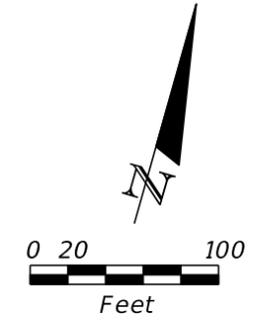
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 PI STA. = 4057+87.66
 Δ = 20° 26' 04" (RT)
 D = 57° 17' 45"
 T = 18.02
 L = 35.67
 R = 100.00
 PC STA. = 4057+69.64
 PT STA. = 4058+05.30

CURVE DATA TRAILFOREST15
 PI STA. = 4059+02.87
 Δ = 12° 20' 06" (LT)
 D = 57° 17' 45"
 T = 10.81
 L = 21.53
 R = 100.00
 PC STA. = 4058+92.06
 PT STA. = 4059+13.59

CURVE DATA TRAILFOREST16
 PI STA. = 4063+91.76
 Δ = 16° 30' 58" (LT)
 D = 57° 17' 45"
 T = 14.51
 L = 28.83
 R = 100.00
 PC STA. = 4063+77.25
 PT STA. = 4064+06.07

CURVE DATA TRAILFOREST17
 PI STA. = 4065+98.04
 Δ = 18° 58' 47" (RT)
 D = 57° 17' 45"
 T = 16.72
 L = 33.13
 R = 100.00
 PC STA. = 4065+81.32
 PT STA. = 4066+14.45

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FOREST ALIGNMENT	SHEET NO.
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CURVE DATA TRAILFOREST18
 PI STA. = 4068+36.95
 Δ = 14° 00' 09" (RT)
 D = 57° 17' 45"
 T = 12.28
 L = 24.44
 R = 100.00
 PC STA. = 4068+24.67
 PT STA. = 4068+49.11

CURVE DATA TRAILFOREST19
 PI STA. = 4069+53.05
 Δ = 25° 47' 47" (LT)
 D = 57° 17' 45"
 T = 22.90
 L = 45.02
 R = 100.00
 PC STA. = 4069+30.15
 PT STA. = 4069+75.18

CURVE DATA TRAILFOREST20
 PI STA. = 4072+07.73
 Δ = 25° 56' 53" (LT)
 D = 57° 17' 45"
 T = 23.04
 L = 45.29
 R = 100.00
 PC STA. = 4071+84.69
 PT STA. = 4072+29.98

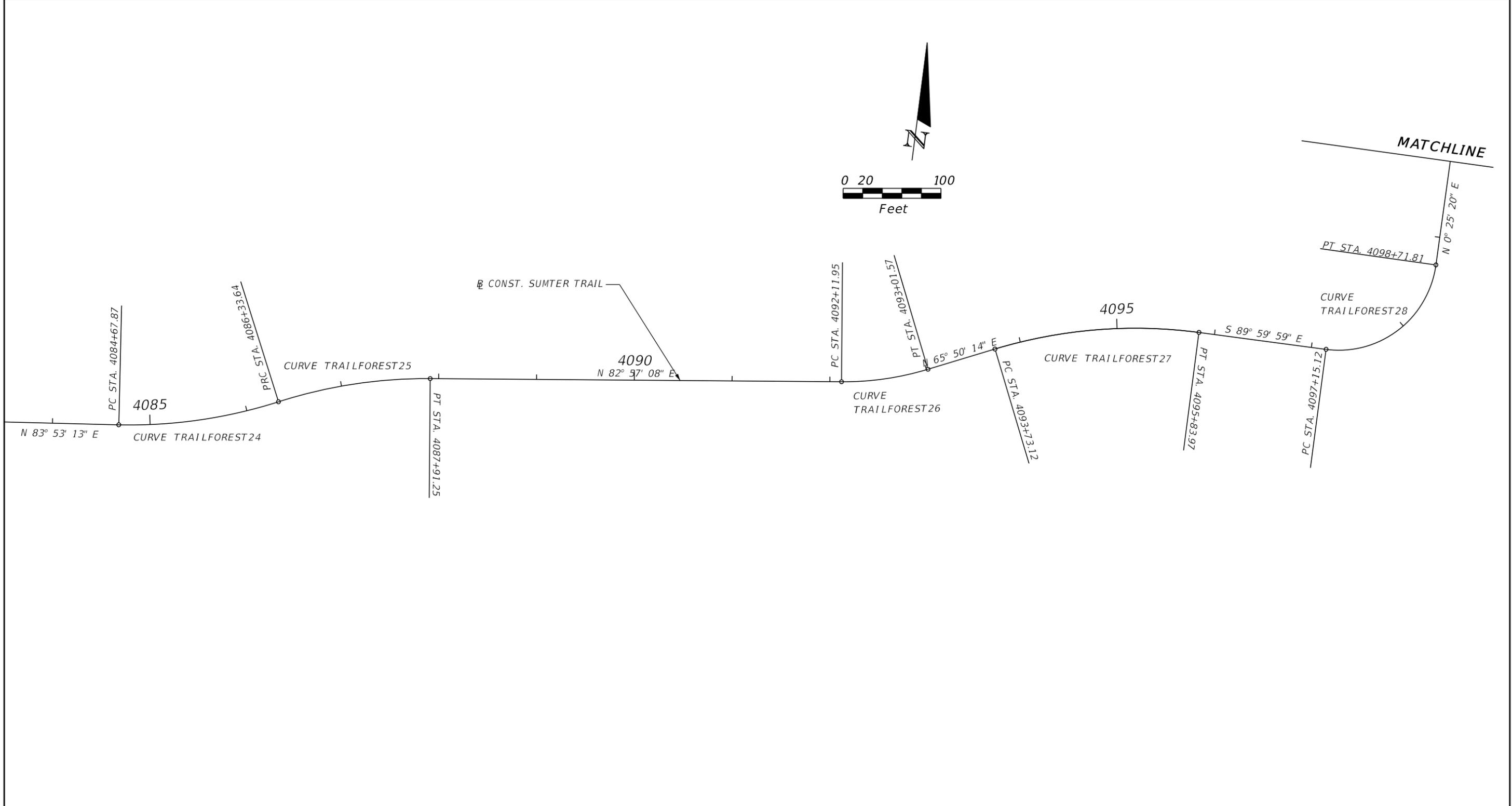
CURVE DATA TRAILFOREST21
 PI STA. = 4074+19.66
 Δ = 42° 25' 49" (RT)
 D = 57° 17' 45"
 T = 38.82
 L = 74.06
 R = 100.00
 PC STA. = 4073+80.85
 PT STA. = 4074+54.90

CURVE DATA TRAILFOREST22
 PI STA. = 4078+92.64
 Δ = 67° 05' 02" (LT)
 D = 57° 17' 45"
 T = 66.29
 L = 117.08
 R = 100.00
 PC STA. = 4078+26.34
 PT STA. = 4079+43.43

CURVE DATA TRAILFOREST23
 PI STA. = 4081+99.24
 Δ = 56° 09' 00" (RT)
 D = 57° 17' 45"
 T = 53.34
 L = 98.00
 R = 100.00
 PC STA. = 4081+45.90
 PT STA. = 4082+43.90

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 14
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
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CURVE DATA TRAILFOREST24
 PI STA. = 4085+51.52
 Δ = 18° 59' 45" (LT)
 D = 11° 27' 33"
 T = 83.65
 L = 165.77
 R = 500.00
 PC STA. = 4084+67.87
 PT STA. = 4086+33.64

CURVE DATA TRAILFOREST25
 PI STA. = 4087+13.10
 Δ = 18° 03' 41" (RT)
 D = 11° 27' 33"
 T = 79.47
 L = 157.61
 R = 500.00
 PC STA. = 4086+33.64
 PT STA. = 4087+91.25

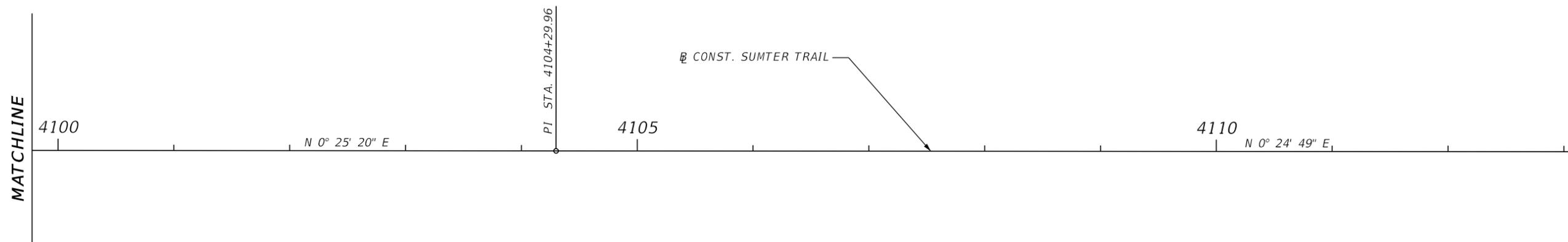
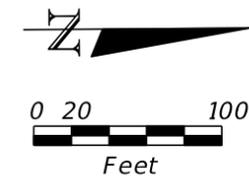
CURVE DATA TRAILFOREST26
 PI STA. = 4092+57.10
 Δ = 17° 06' 54" (LT)
 D = 19° 05' 55"
 T = 45.14
 L = 89.61
 R = 300.00
 PC STA. = 4092+11.95
 PT STA. = 4093+01.57

CURVE DATA TRAILFOREST27
 PI STA. = 4094+80.14
 Δ = 24° 09' 46" (RT)
 D = 11° 27' 33"
 T = 107.02
 L = 210.86
 R = 500.00
 PC STA. = 4093+73.12
 PT STA. = 4095+83.97

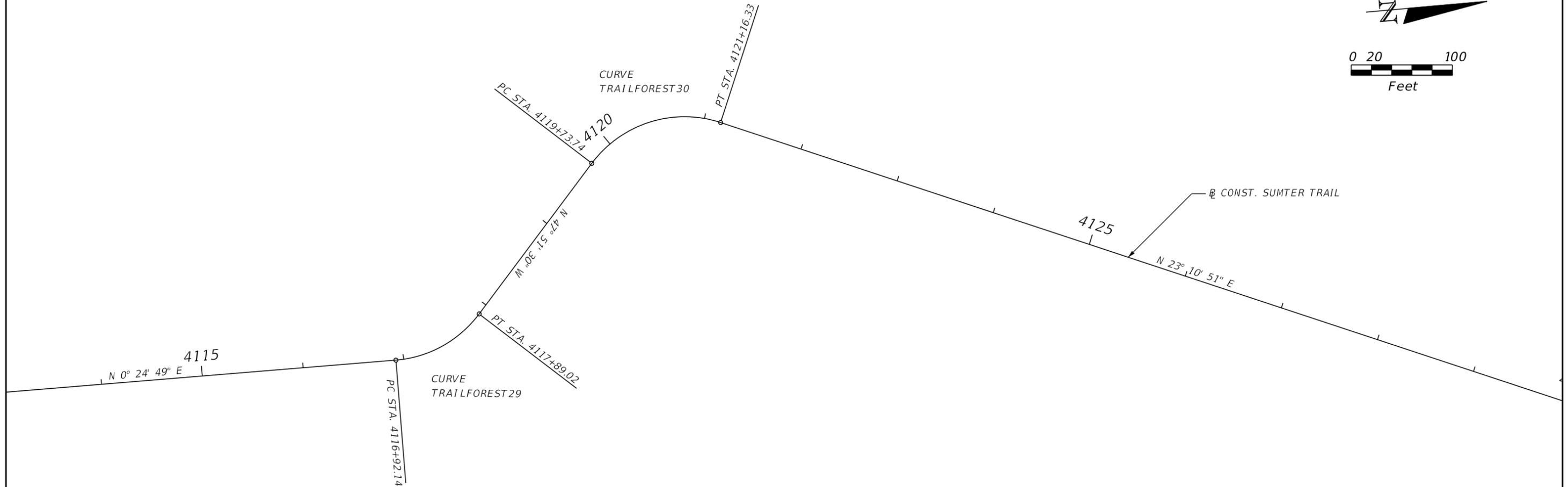
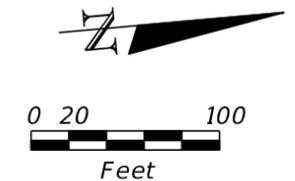
CURVE DATA TRAILFOREST28
 PI STA. = 4098+14.68
 Δ = 89° 41' 20" (LT)
 D = 57° 14' 24"
 T = 99.56
 L = 156.69
 R = 100.10
 PC STA. = 4097+15.12
 PT STA. = 4098+71.81

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 15
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REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FOREST ALIGNMENT	SHEET NO. 16
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					FOREST	SUMTER	435471-1-22-01		



CURVE DATA TRAILFOREST29 PI STA. = 4117+43.67 Δ = 48° 16' 19" (LT) D = 49° 49' 21" T = 51.53 L = 96.89 R = 115.00 PC STA. = 4116+92.14 PT STA. = 4117+89.02	CURVE DATA TRAILFOREST30 PI STA. = 4120+55.83 Δ = 71° 02' 21" (RT) D = 49° 49' 21" T = 82.09 L = 142.58 R = 115.00 PC STA. = 4119+73.74 PT STA. = 4121+16.33
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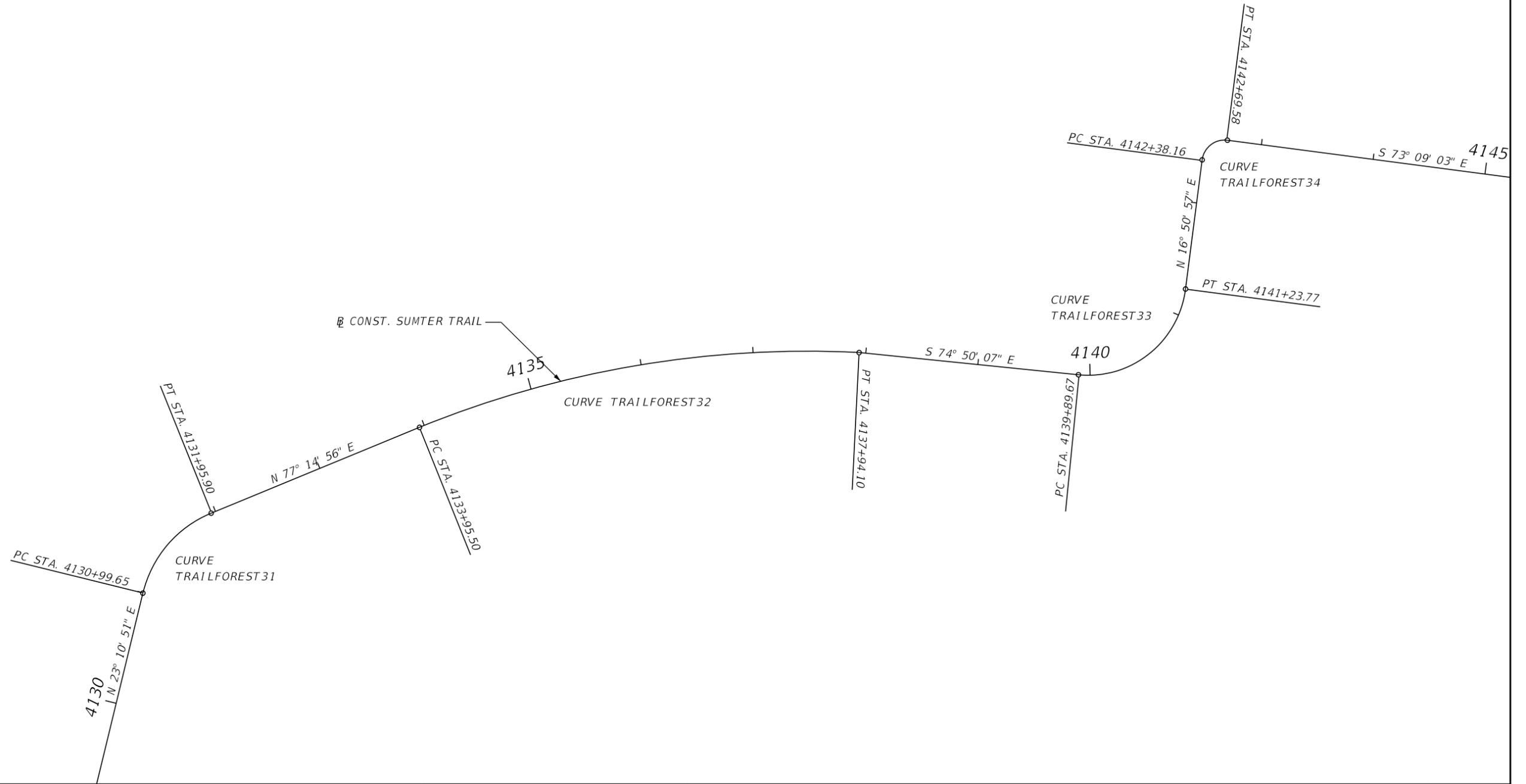
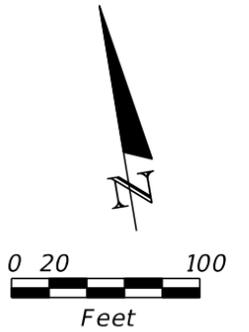
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FOREST ALIGNMENT	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		17
					FOREST	SUMTER	435471-1-22-01		

CURVE DATA TRAILFOREST31
 PI STA. = 4131+51.70
 Δ = 54° 04' 05" (RT)
 D = 56° 10' 20"
 T = 52.05
 L = 96.25
 R = 102.00
 PC STA. = 4130+99.65
 PT STA. = 4131+95.90

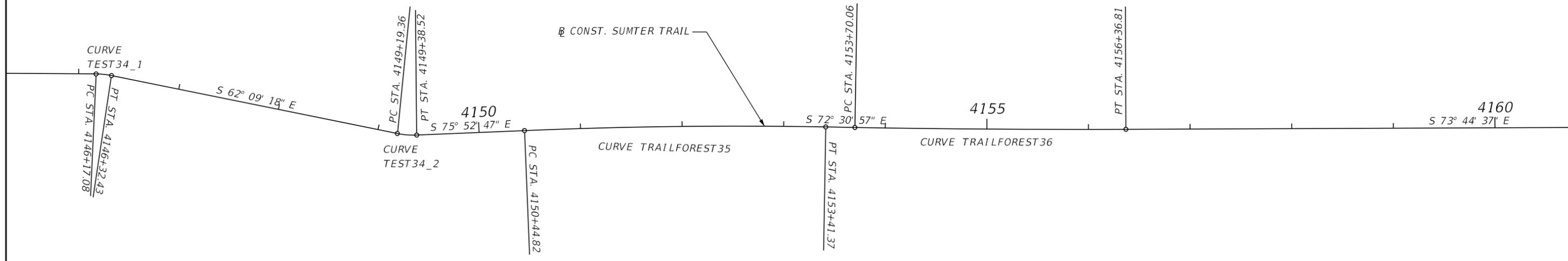
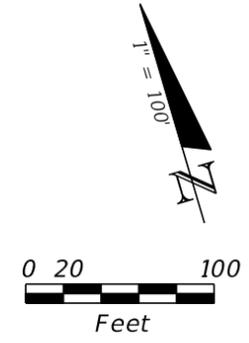
CURVE DATA TRAILFOREST32
 PI STA. = 4135+98.00
 Δ = 24° 55' 44" (RT)
 D = 6° 15' 15"
 T = 202.51
 L = 398.60
 R = 916.13
 PC STA. = 4133+95.50
 PT STA. = 4137+94.10

CURVE DATA TRAILFOREST33
 PI STA. = 4140+74.15
 Δ = 88° 18' 56" (LT)
 D = 65° 51' 26"
 T = 84.48
 L = 134.10
 R = 87.00
 PC STA. = 4139+89.67
 PT STA. = 4141+23.77

CURVE DATA TRAILFOREST34
 PI STA. = 4142+58.16
 Δ = 90° 00' 00" (RT)
 D = 286° 28' 44"
 T = 20.00
 L = 31.42
 R = 20.00
 PC STA. = 4142+38.16
 PT STA. = 4142+69.58



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CURVE DATA TEST34_1
 PI STA. = 4146+24.78
 Δ = 10° 59' 45" (RT)
 D = 71° 37' 11"
 T = 7.70
 L = 15.35
 R = 80.00
 PC STA. = 4146+17.08
 PT STA. = 4146+32.43

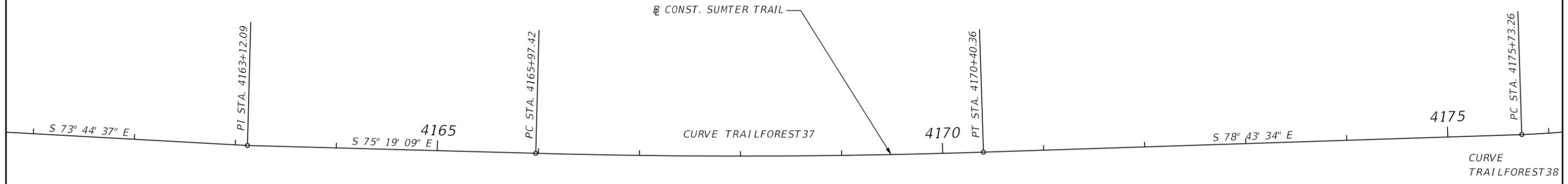
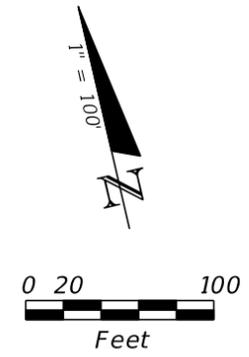
CURVE DATA TEST34_2
 PI STA. = 4149+28.99
 Δ = 13° 43' 29" (LT)
 D = 71° 37' 11"
 T = 9.63
 L = 19.16
 R = 80.00
 PC STA. = 4149+19.36
 PT STA. = 4149+38.52

CURVE DATA TRAILFOREST35
 PI STA. = 4151+93.14
 Δ = 3° 21' 50" (RT)
 D = 1° 08' 04"
 T = 148.32
 L = 296.55
 R = 5,051.00
 PC STA. = 4150+44.82
 PT STA. = 4153+41.37

CURVE DATA TRAILFOREST36
 PI STA. = 4155+03.44
 Δ = 1° 13' 40" (LT)
 D = 0° 27' 37"
 T = 133.38
 L = 266.75
 R = 12,449.00
 PC STA. = 4153+70.06
 PT STA. = 4156+36.81

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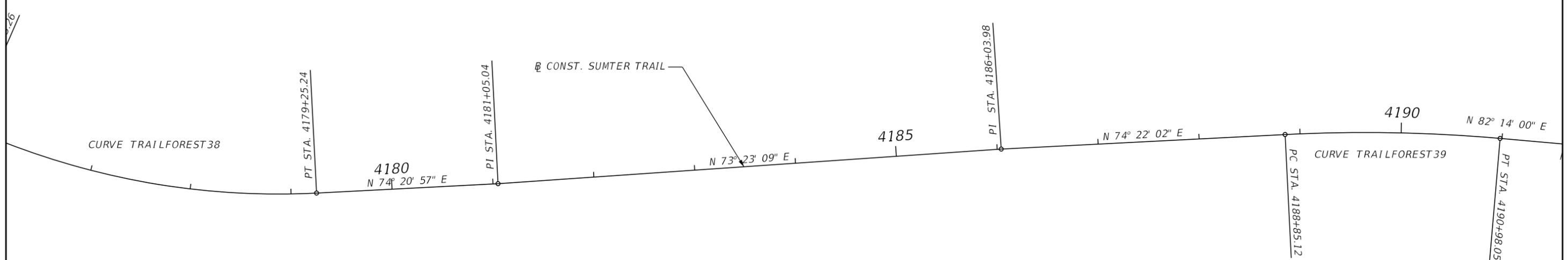
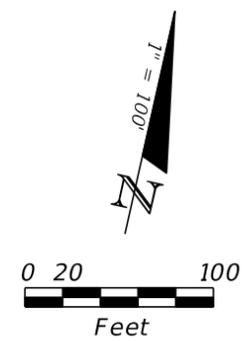
FOREST ALIGNMENT



CURVE DATA TRAILFOREST37
 PI STA. = 4168+18.96
 Δ = 3° 24' 25" (LT)
 D = 0° 46' 09"
 T = 221.54
 L = 442.94
 R = 7,449.00
 PC STA. = 4165+97.42
 PT STA. = 4170+40.36

CURVE DATA TRAILFOREST38
 PI STA. = 4177+52.56
 Δ = 26° 55' 30" (LT)
 D = 7° 38' 59"
 T = 179.30
 L = 351.98
 R = 749.00
 PC STA. = 4175+73.26
 PT STA. = 4179+25.24

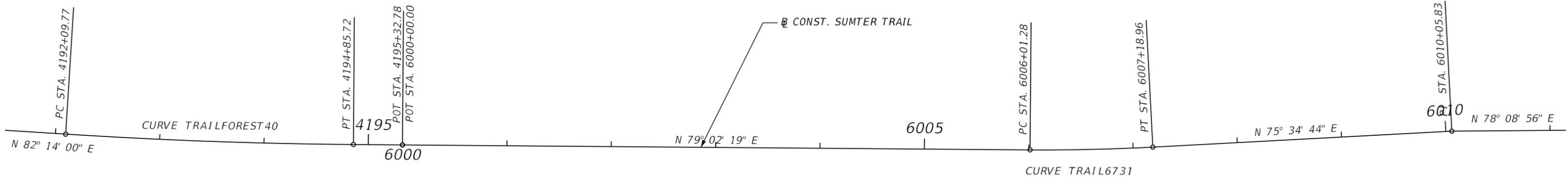
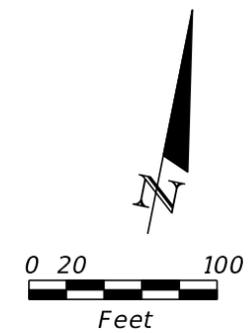
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FOREST ALIGNMENT	SHEET NO.
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CURVE DATA TRAILFOREST38
 PI STA. = 4177+52.56
 Δ = 26° 55' 30" (LT)
 D = 7° 38' 59"
 T = 179.30
 L = 351.98
 R = 749.00
 PC STA. = 4175+73.26
 PT STA. = 4179+25.24

CURVE DATA TRAILFOREST39
 PI STA. = 4189+91.75
 Δ = 7° 51' 58" (RT)
 D = 3° 41' 39"
 T = 106.63
 L = 212.93
 R = 1,551.00
 PC STA. = 4188+85.12
 PT STA. = 4190+98.05

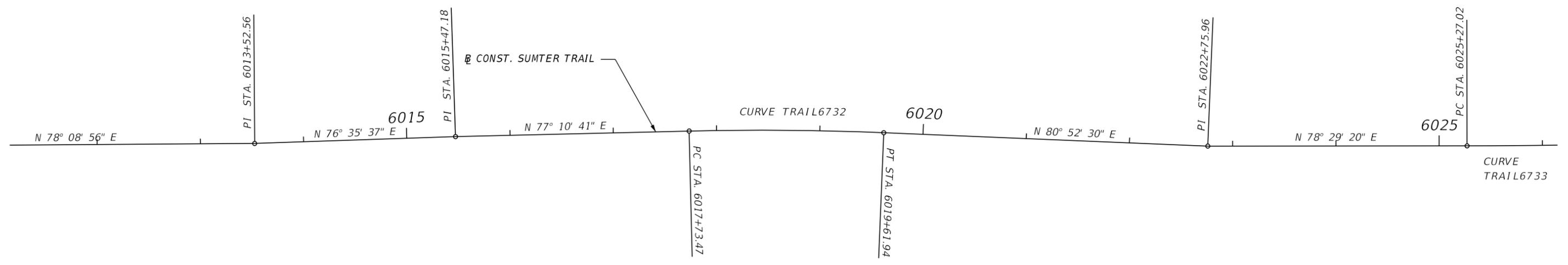
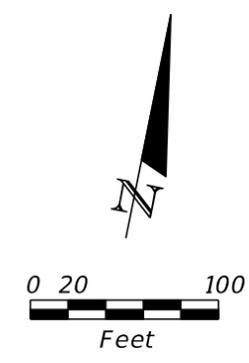
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FOREST ALIGNMENT	SHEET NO.
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CURVE DATA TRAILFOREST40
 PI STA. = 4193+47.78
 Δ = 3° 11' 41" (LT)
 D = 1° 09' 28"
 T = 138.01
 L = 275.95
 R = 4,949.00
 PC STA. = 4192+09.77
 PT STA. = 4194+85.72

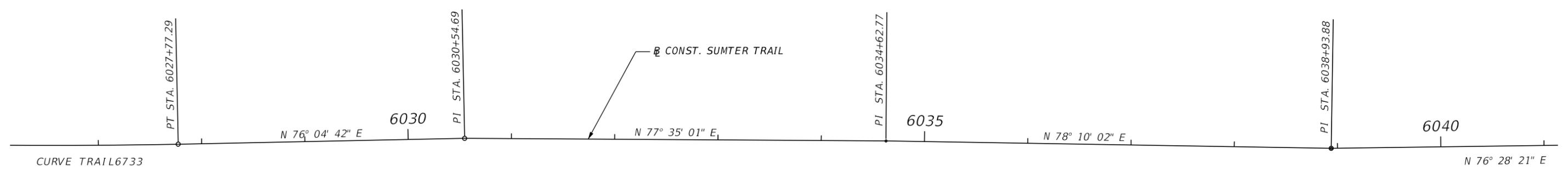
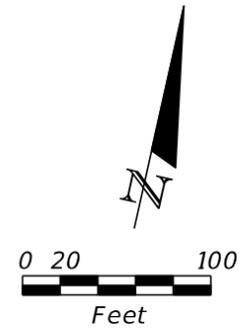
CURVE DATA TRAIL6731
 PI STA. = 6006+60.14
 Δ = 3° 27' 35" (LT)
 D = 2° 56' 23"
 T = 58.86
 L = 117.69
 R = 1,949.00
 PC STA. = 6006+01.28
 PT STA. = 6007+18.96

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 673	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 673	SUMTER	435471-1-22-01		22



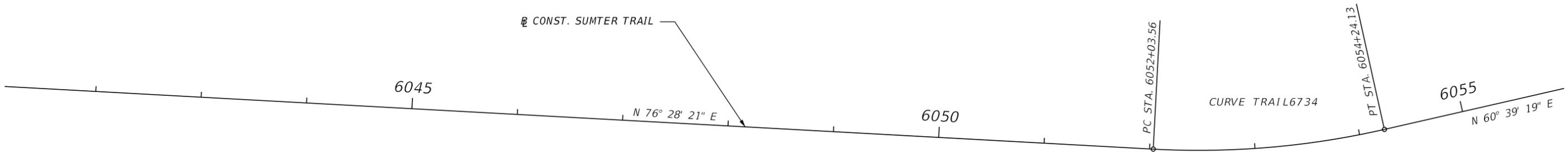
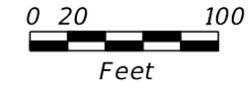
<p>CURVE DATA TRAIL6732 PI STA. = 6018+67.74 Δ = 3° 41' 48" (RT) D = 1° 57' 41" T = 94.27 L = 188.47 R = 2,921.11 PC STA. = 6017+73.47 PT STA. = 6019+61.94</p>	<p>CURVE DATA TRAIL6733 PI STA. = 6026+52.17 Δ = 2° 24' 37" (LT) D = 0° 57' 47" T = 125.15 L = 250.27 R = 5,949.00 PC STA. = 6025+27.02 PT STA. = 6027+77.29</p>
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<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>				REVISIONS		DATE	DESCRIPTION			GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	<table border="1"> <tr> <th colspan="3">STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</th> </tr> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>CR 673</td> <td>SUMTER</td> <td>435471-1-22-01</td> </tr> </table>	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CR 673	SUMTER	435471-1-22-01	<table border="1"> <tr> <td rowspan="2" style="text-align: center; vertical-align: middle;"> <p>COUNTY ROAD 673</p> </td> <td> SHEET NO. 23 </td> </tr> </table>	<p>COUNTY ROAD 673</p>	SHEET NO. 23
REVISIONS																							
DATE	DESCRIPTION																						
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION																							
ROAD NO.	COUNTY	FINANCIAL PROJECT ID																					
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<p>COUNTY ROAD 673</p>	SHEET NO. 23																						



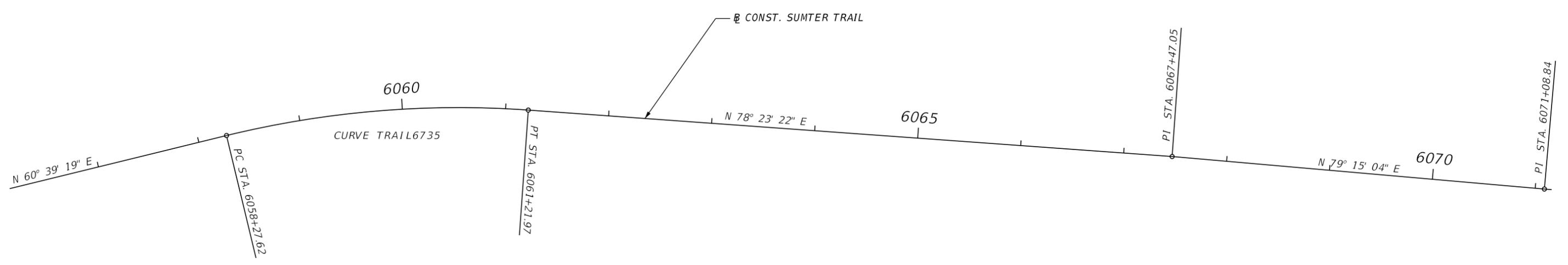
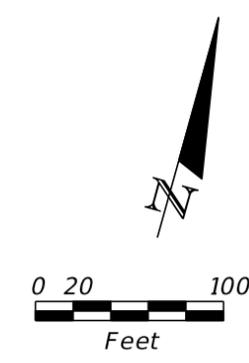
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 PI STA. = 6026+52.17
 Δ = 2° 24' 37" (LT)
 D = 0° 57' 47"
 T = 125.15
 L = 250.27
 R = 5,949.00
 PC STA. = 6025+27.02
 PT STA. = 6027+77.29

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 673	SHEET NO. 24
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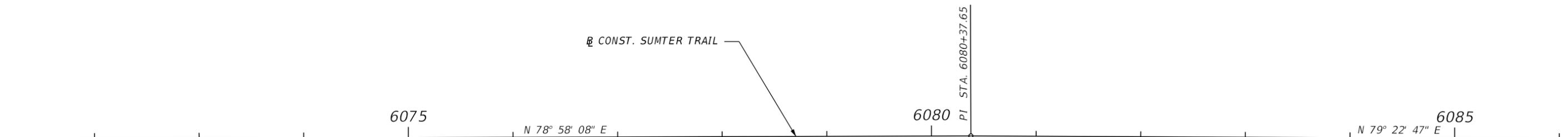
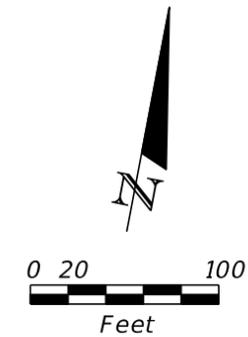
CURVE DATA TRAIL6734
 PI STA. = 6053+14.55
 Δ = 15° 49' 02" (LT)
 D = 7° 10' 15"
 T = 110.99
 L = 220.57
 R = 799.00
 PC STA. = 6052+03.56
 PT STA. = 6054+24.13

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					CR 673	SUMTER	435471-1-22-01	COUNTY ROAD 673
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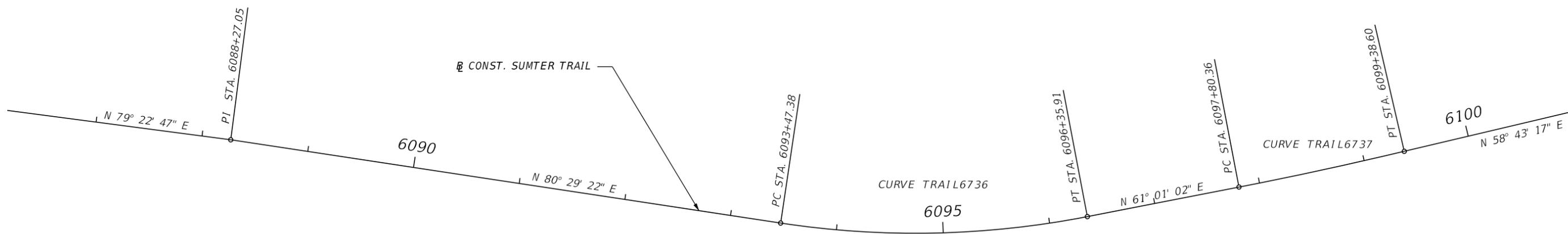
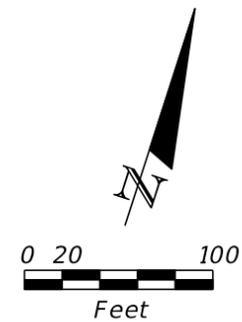


CURVE DATA TRAIL6735
 PI STA. = 6059+75.98
 Δ = 17° 44' 03" (RT)
 D = 6° 01' 29"
 T = 148.36
 L = 294.35
 R = 951.00
 PC STA. = 6058+27.62
 PT STA. = 6061+21.97

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						CR 673	SUMTER		435471-1-22-01



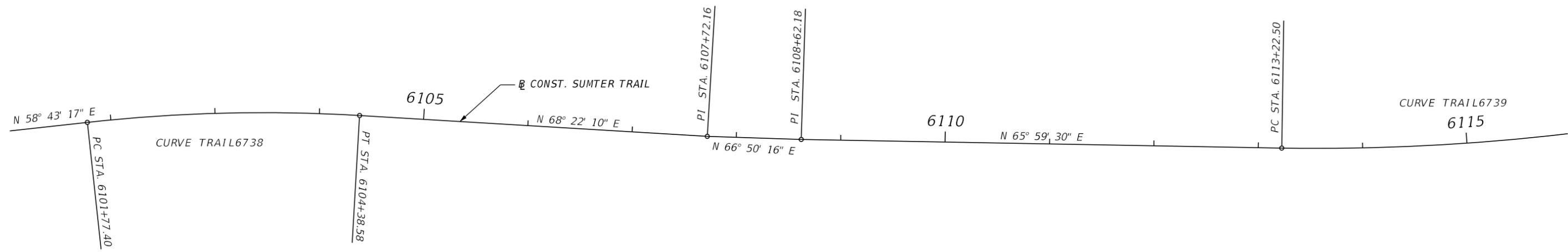
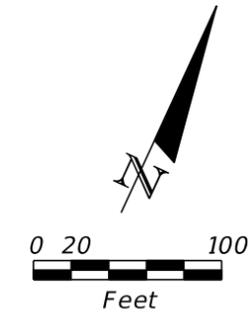
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 673	SHEET NO. 27
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CURVE DATA TRAIL6736
 PI STA. = 6094+93.05
 Δ = 19° 28' 20" (LT)
 D = 6° 44' 55"
 T = 145.67
 L = 288.54
 R = 849.00
 PC STA. = 6093+47.38
 PT STA. = 6096+35.91

CURVE DATA TRAIL6737
 PI STA. = 6098+59.49
 Δ = 2° 17' 45" (LT)
 D = 1° 27' 03"
 T = 79.13
 L = 158.24
 R = 3,949.00
 PC STA. = 6097+80.36
 PT STA. = 6099+38.60

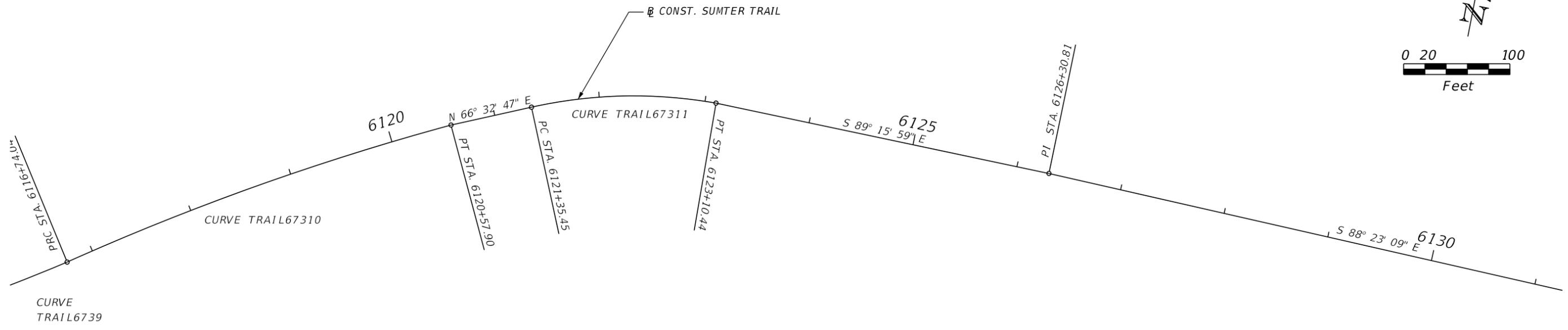
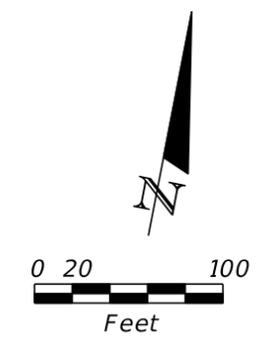
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 673	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 673	SUMTER	435471-1-22-01		28



CURVE DATA TRAIL6738
 PI STA. = 6103+08.30
 Δ = 9° 38' 53" (RT)
 D = 3° 41' 39"
 T = 130.90
 L = 261.17
 R = 1,551.00
 PC STA. = 6101+77.40
 PT STA. = 6104+38.58

CURVE DATA TRAIL6739
 PI STA. = 6114+98.68
 Δ = 9° 36' 00" (LT)
 D = 2° 43' 51"
 T = 176.18
 L = 351.54
 R = 2,098.08
 PC STA. = 6113+22.50
 PT STA. = 6116+74.04

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 673	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 673	SUMTER	435471-1-22-01		29

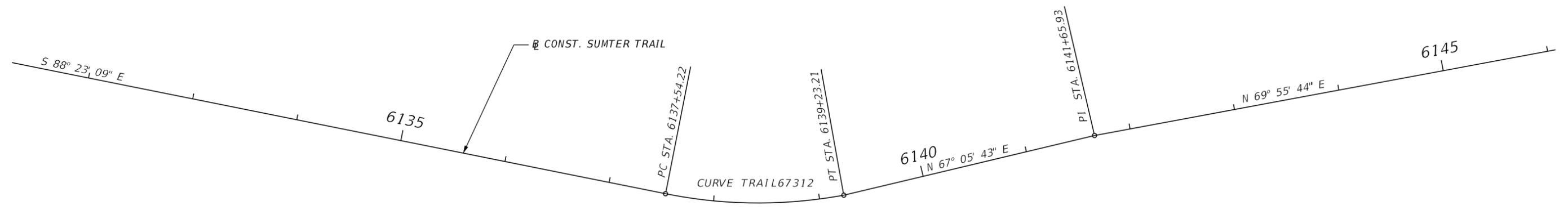
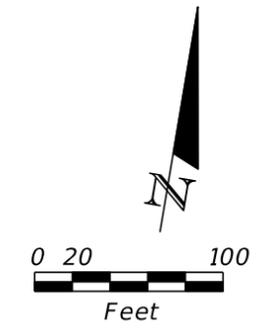


CURVE DATA TRAIL6739
 PI STA. = 6114+98.68
 Δ = 9° 36' 00" (LT)
 D = 2° 43' 51"
 T = 176.18
 L = 351.54
 R = 2,098.08
 PC STA. = 6113+22.50
 PT STA. = 6116+74.04

CURVE DATA TRAIL67310
 PI STA. = 6118+66.35
 Δ = 8° 50' 02" (RT)
 D = 2° 18' 05"
 T = 192.31
 L = 383.87
 R = 2,489.73
 PC STA. = 6116+74.04
 PT STA. = 6120+57.90

CURVE DATA TRAIL67311
 PI STA. = 6122+24.06
 Δ = 22° 13' 49" (RT)
 D = 12° 42' 15"
 T = 88.61
 L = 174.98
 R = 451.00
 PC STA. = 6121+35.45
 PT STA. = 6123+10.44

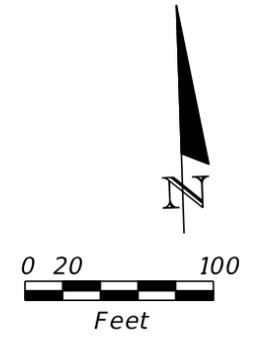
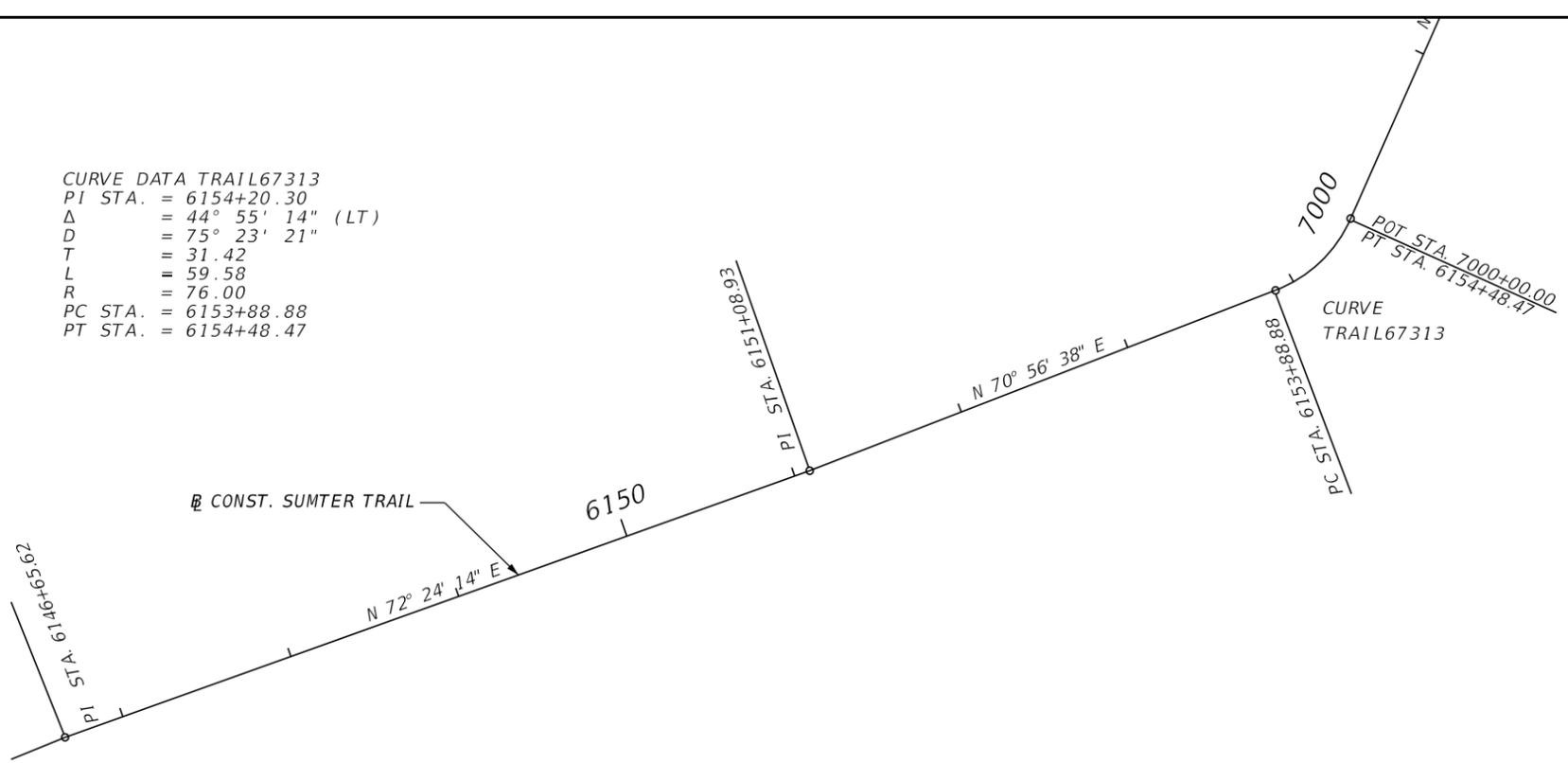
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 673	SHEET NO. 30
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 673	SUMTER	435471-1-22-01		



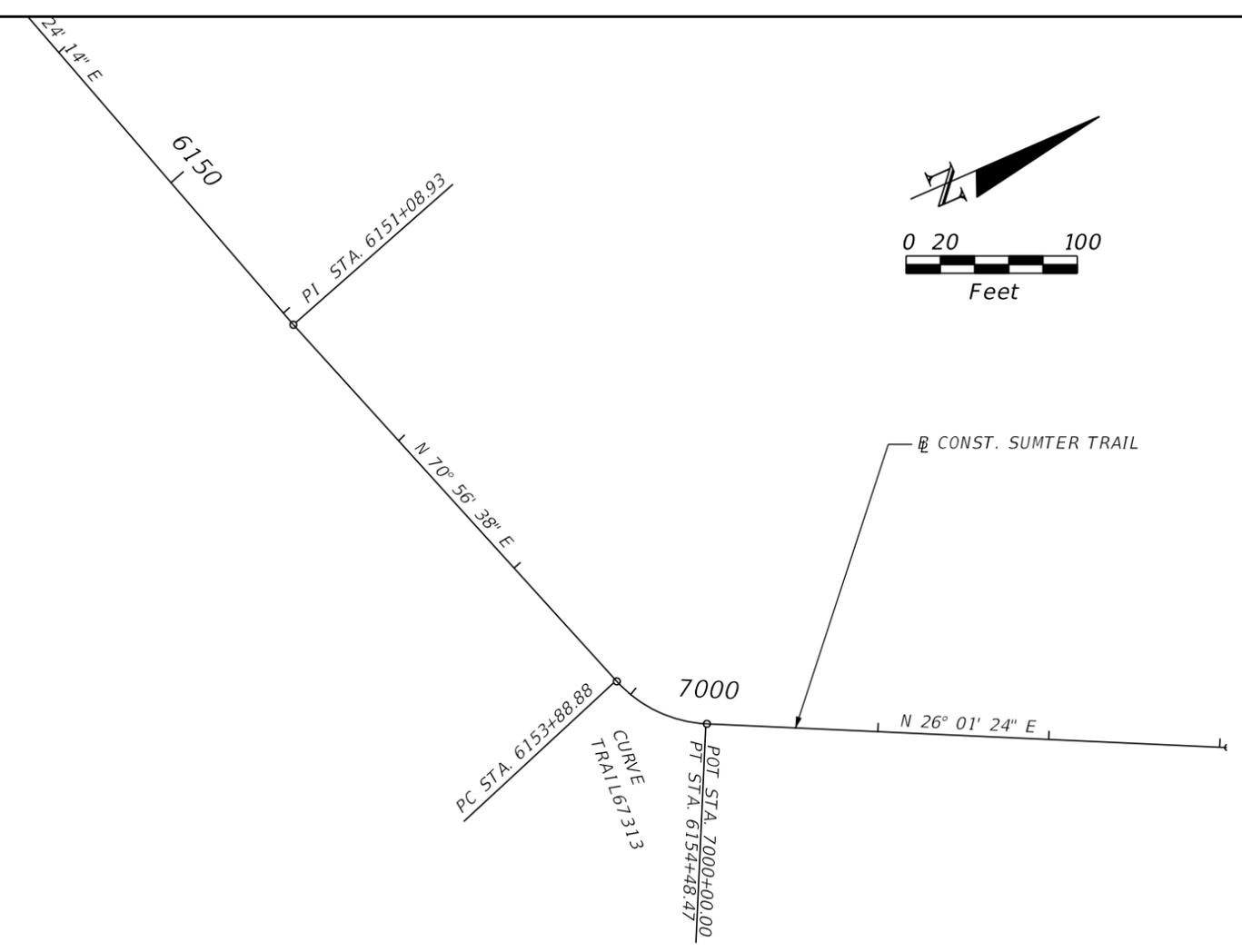
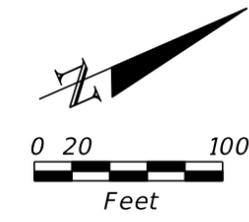
CURVE DATA TRAIL67312
 PI STA. = 6138+39.73
 Δ = 21° 33' 54" (LT)
 D = 12° 45' 39"
 T = 85.51
 L = 168.99
 R = 449.00
 PC STA. = 6137+54.22
 PT STA. = 6139+23.21

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 31
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					CR 673	SUMTER	435471-1-22-01	COUNTY ROAD 673

CURVE DATA TRAIL67313
 PI STA. = 6154+20.30
 Δ = 44° 55' 14" (LT)
 D = 75° 23' 21"
 T = 31.42
 L = 59.58
 R = 76.00
 PC STA. = 6153+88.88
 PT STA. = 6154+48.47

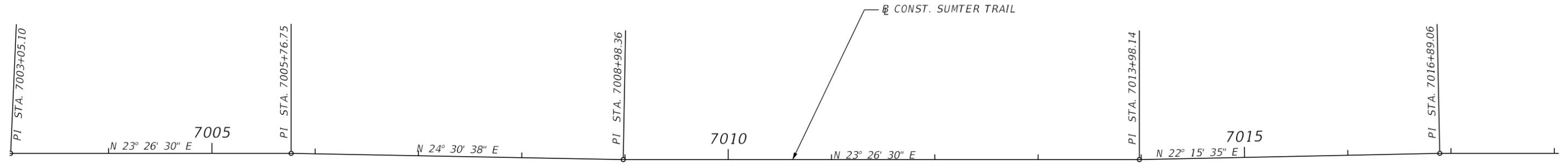
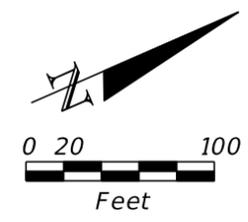


REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 673	SHEET NO. 32
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 673	SUMTER	435471-1-22-01		

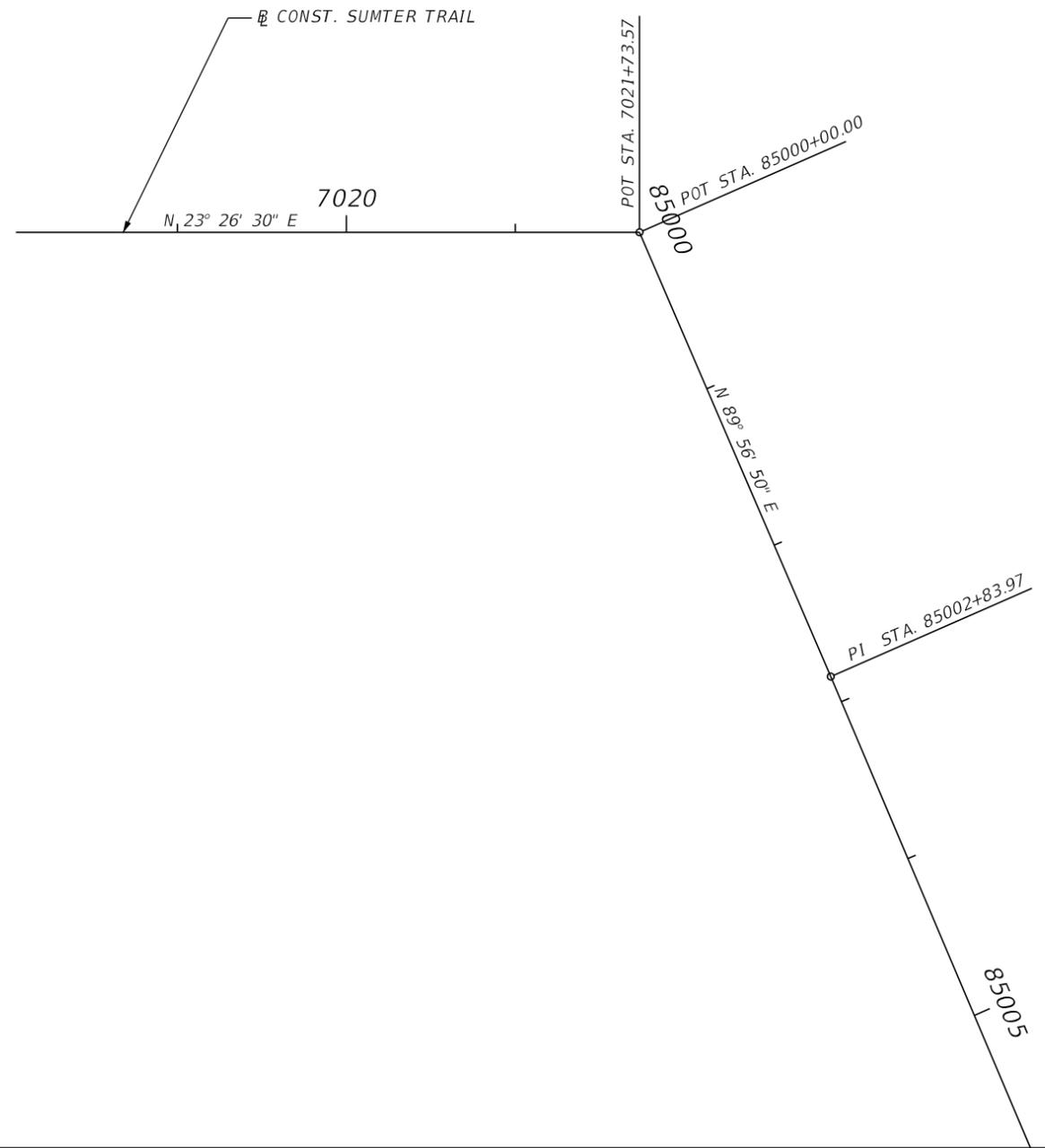
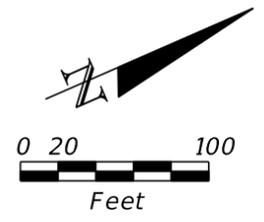


CURVE DATA TRAIL67313
 PI STA. = 6154+20.30
 Δ = 44° 55' 14" (LT)
 D = 75° 23' 21"
 T = 31.42
 L = 59.58
 R = 76.00
 PC STA. = 6153+88.88
 PT STA. = 6154+48.47

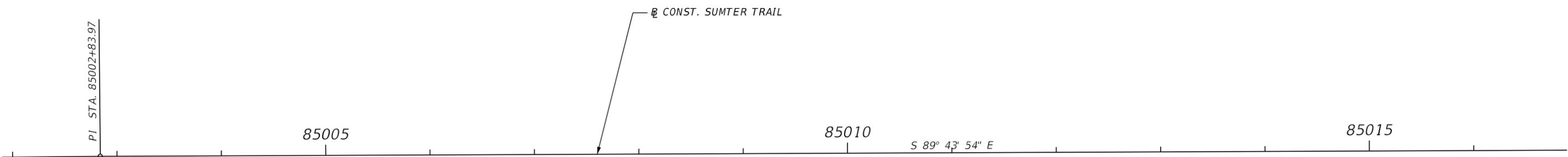
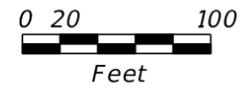
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			US 301	SHEET NO. 33
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					US 301	SUMTER	435471-1-22-01		



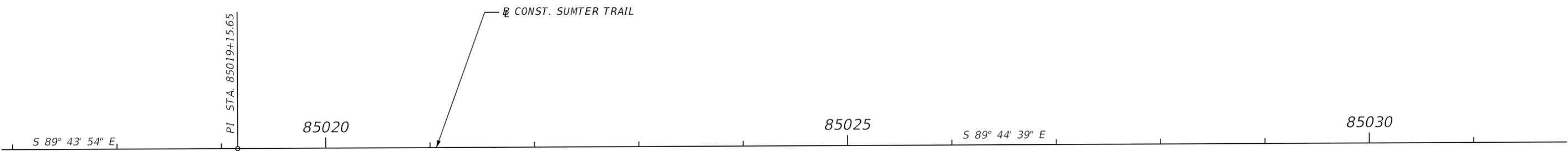
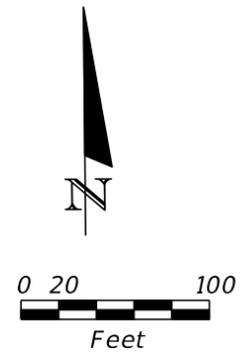
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			US 301	SHEET NO. 34
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					US 301	SUMTER	435471-1-22-01		



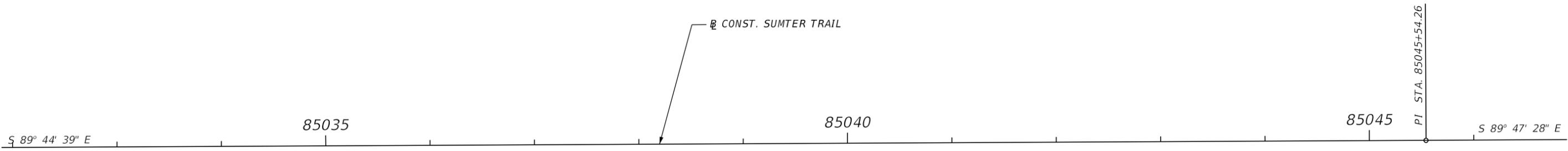
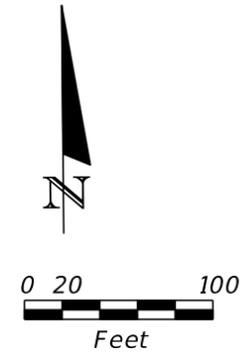
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			US 301	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		35
					US 301	SUMTER	435471-1-22-01		



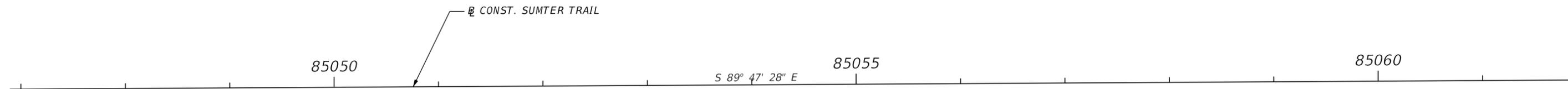
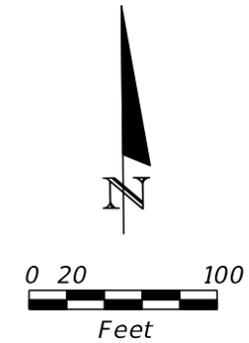
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 478	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 478	SUMTER	435471-1-22-01		36



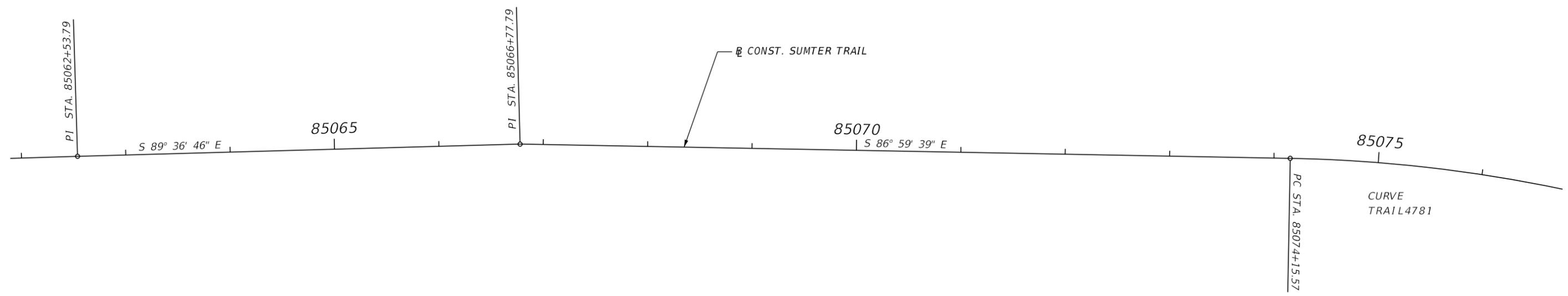
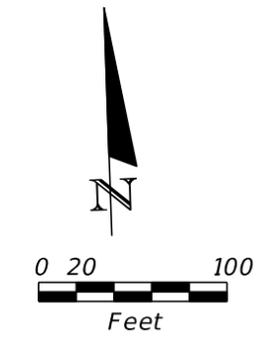
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 478	SHEET NO. 37
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 478	SUMTER	435471-1-22-01		



REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 478	SHEET NO. 38
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 478	SUMTER	435471-1-22-01		

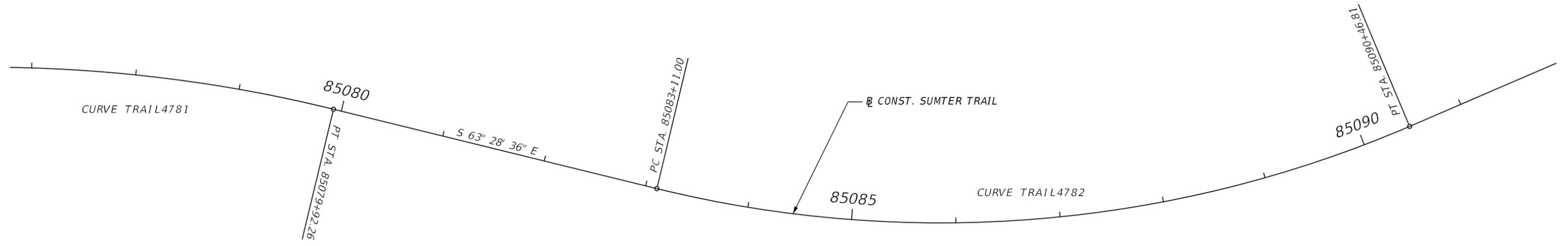
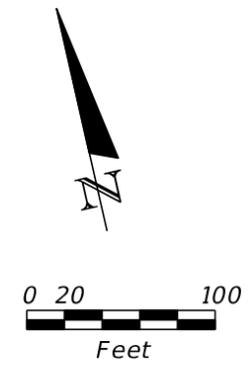


REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 478	SHEET NO. 39
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 478	SUMTER	435471-1-22-01		



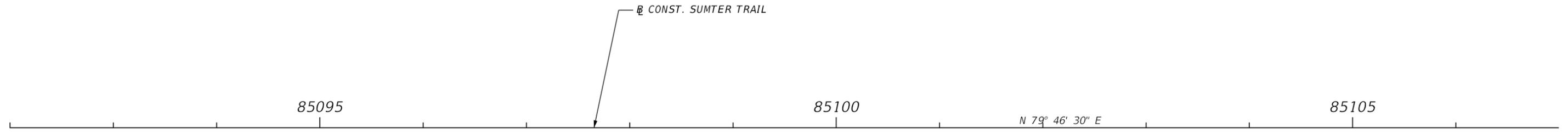
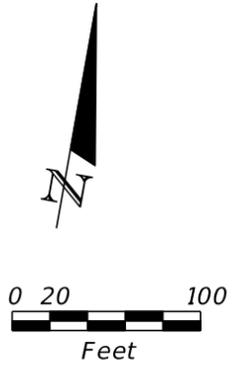
CURVE DATA TRAIL4781
 PI STA. = 85077+08.03
 Δ = 23° 31' 03" (RT)
 D = 4° 04' 41"
 T = 292.47
 L = 576.70
 R = 1,405.00
 PC STA. = 85074+15.57
 PT STA. = 85079+92.26

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 40
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					CR 478	SUMTER	435471-1-22-01	COUNTY ROAD 478

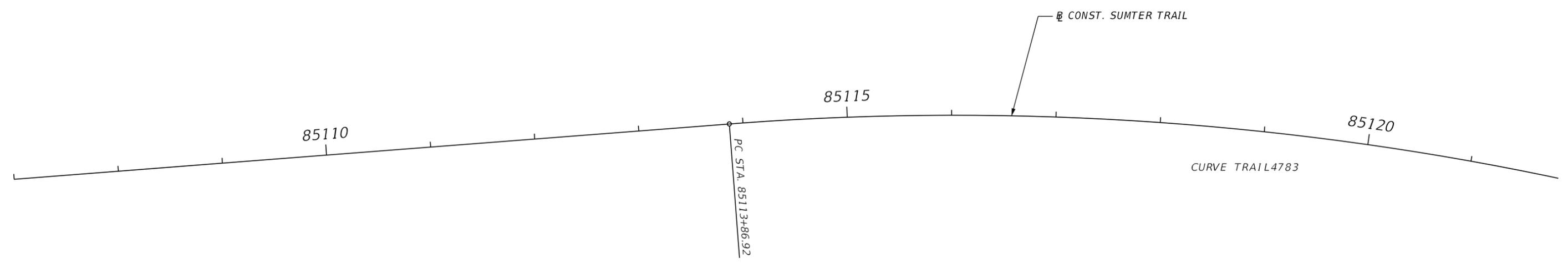
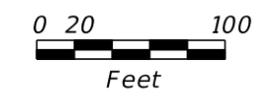


<p>CURVE DATA TRAIL4781 PI STA. = 85077+08.03 Δ = 23° 31' 03" (RT) D = 4° 04' 41" T = 292.47 L = 576.70 R = 1,405.00 PC STA. = 85074+15.57 PT STA. = 85079+92.26</p>	<p>CURVE DATA TRAIL4782 PI STA. = 85086+91.97 Δ = 36° 37' 40" (LT) D = 4° 58' 40" T = 380.97 L = 735.81 R = 1,151.00 PC STA. = 85083+11.00 PT STA. = 85090+46.81</p>
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REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 478	SHEET NO. 41
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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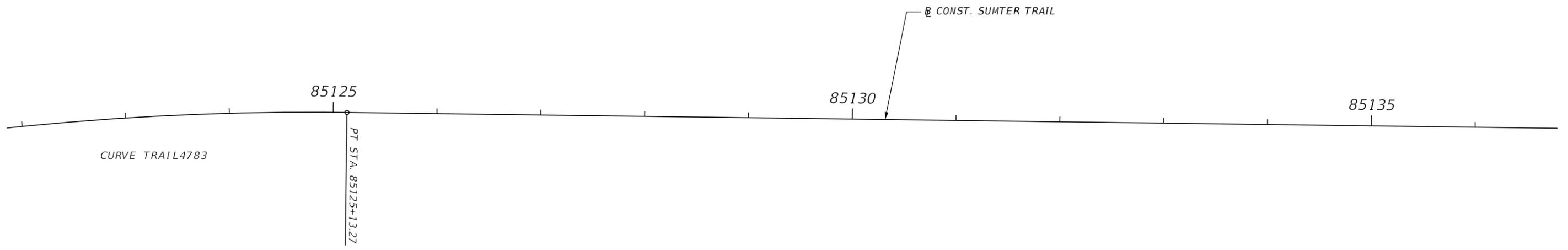


REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 478	SHEET NO. 42
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 478	SUMTER	435471-1-22-01		



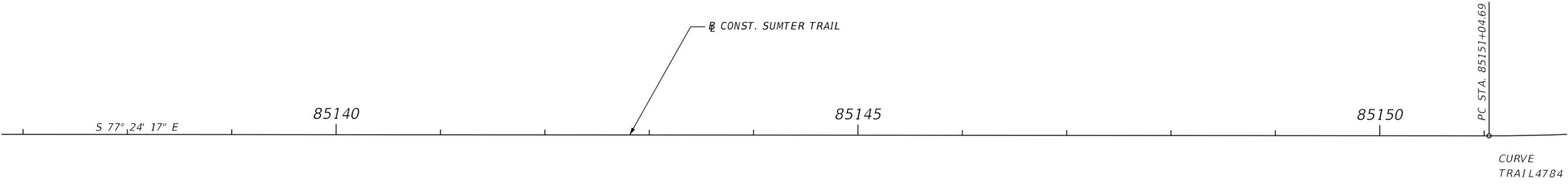
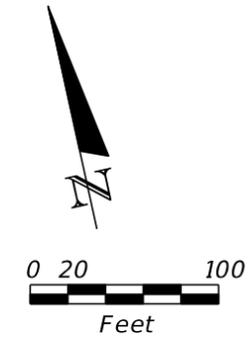
CURVE DATA TRAIL4783
 PI STA. = 85119+57.66
 Δ = 22° 49' 12" (RT)
 D = 2° 01' 34"
 T = 570.74
 L = 1,126.35
 R = 2,828.00
 PC STA. = 85113+86.92
 PT STA. = 85125+13.27

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 43
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					CR 478	SUMTER	435471-1-22-01	COUNTY ROAD 478



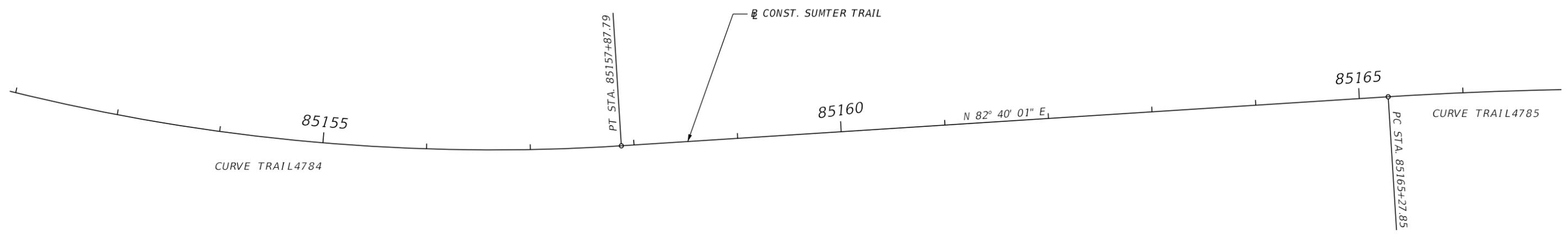
CURVE DATA TRAIL4783
 PI STA. = 85119+57.66
 Δ = 22° 49' 12" (RT)
 D = 2° 01' 34"
 T = 570.74
 L = 1,126.35
 R = 2,828.00
 PC STA. = 85113+86.92
 PT STA. = 85125+13.27

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 478	SHEET NO. 44
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 478	SUMTER	435471-1-22-01		



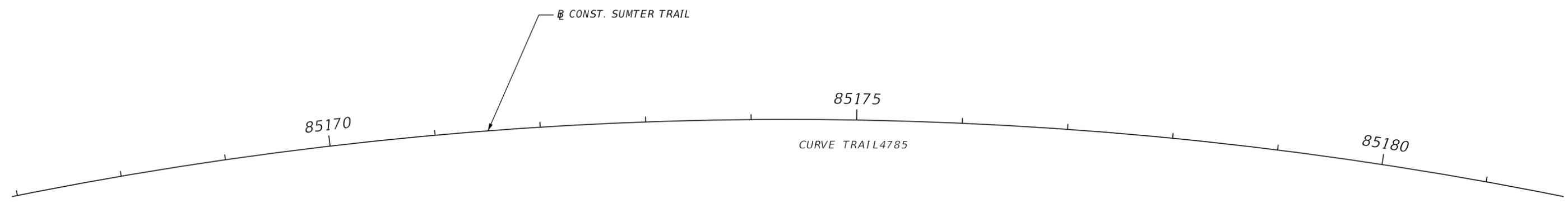
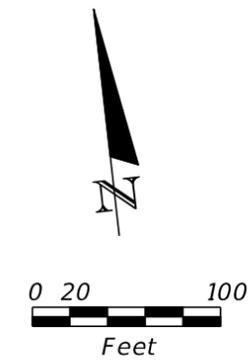
CURVE DATA TRAIL4784
 PI STA. = 85154+49.72
 Δ = 19° 55' 41" (LT)
 D = 2° 55' 02"
 T = 345.04
 L = 683.10
 R = 1,964.00
 PC STA. = 85151+04.69
 PT STA. = 85157+87.79

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					CR 478	SUMTER	435471-1-22-01	COUNTY ROAD 478
								45



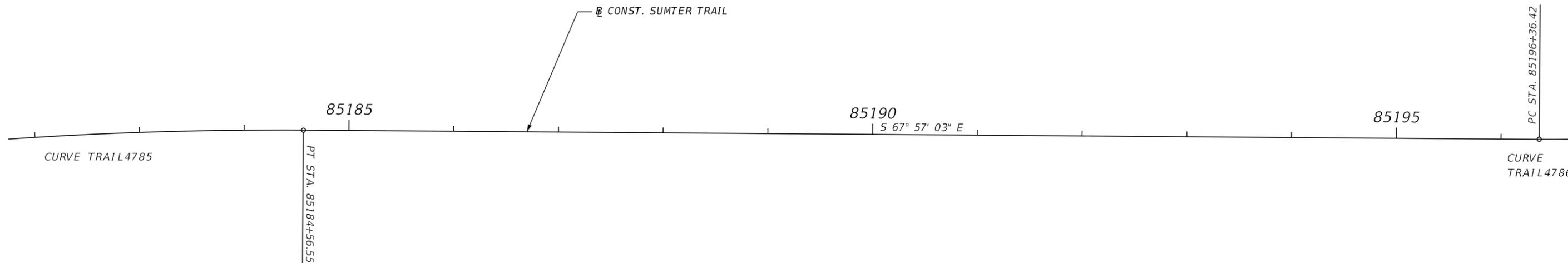
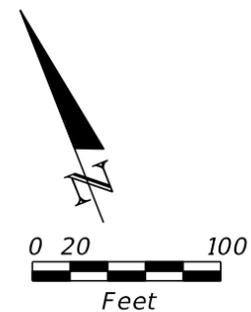
<p>CURVE DATA TRAIL4784 PI STA. = 85154+49.72 Δ = 19° 55' 41" (LT) D = 2° 55' 02" T = 345.04 L = 683.10 R = 1,964.00 PC STA. = 85151+04.69 PT STA. = 85157+87.79</p>	<p>CURVE DATA TRAIL4785 PI STA. = 85175+13.91 Δ = 29° 22' 56" (RT) D = 1° 31' 24" T = 986.05 L = 1,928.70 R = 3,761.00 PC STA. = 85165+27.85 PT STA. = 85184+56.55</p>
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REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 478	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		46
					CR 478	SUMTER	435471-1-22-01		



CURVE DATA TRAIL4785
 PI STA. = 85175+13.91
 Δ = 29° 22' 56" (RT)
 D = 1° 31' 24"
 T = 986.05
 L = 1,928.70
 R = 3,761.00
 PC STA. = 85165+27.85
 PT STA. = 85184+56.55

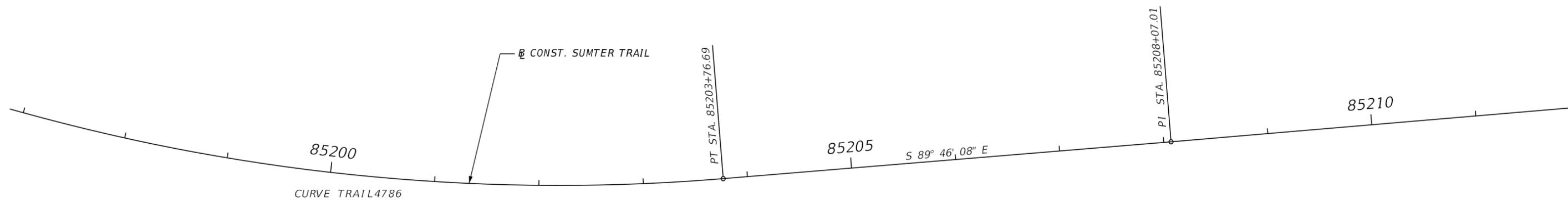
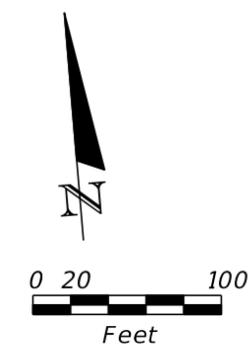
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 47
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					CR 478	SUMTER	435471-1-22-01	COUNTY ROAD 478



CURVE DATA TRAIL4785
 PI STA. = 85175+13.91
 Δ = 29° 22' 56" (RT)
 D = 1° 31' 24"
 T = 986.05
 L = 1,928.70
 R = 3,761.00
 PC STA. = 85165+27.85
 PT STA. = 85184+56.55

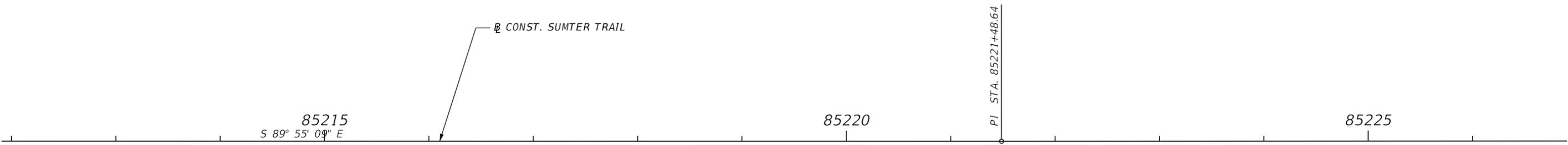
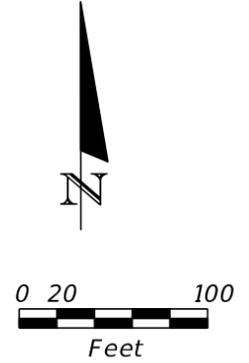
CURVE DATA TRAIL4786
 PI STA. = 85200+11.10
 Δ = 21° 49' 05" (LT)
 D = 2° 56' 50"
 T = 374.67
 L = 740.26
 R = 1,944.00
 PC STA. = 85196+36.42
 PT STA. = 85203+76.69

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COUNTY ROAD 478	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 478	SUMTER	435471-1-22-01		48

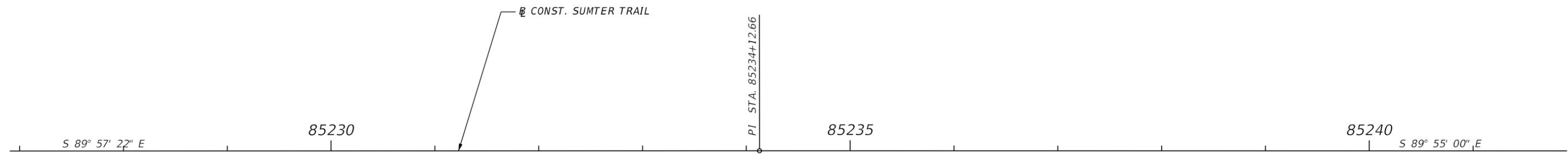
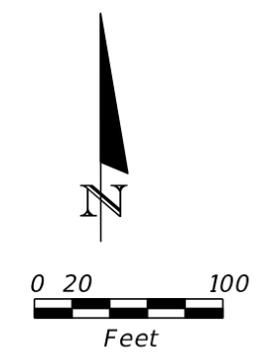


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 Δ = 21° 49' 05" (LT)
 D = 2° 56' 50"
 T = 374.67
 L = 740.26
 R = 1,944.00
 PC STA. = 85196+36.42
 PT STA. = 85203+76.69

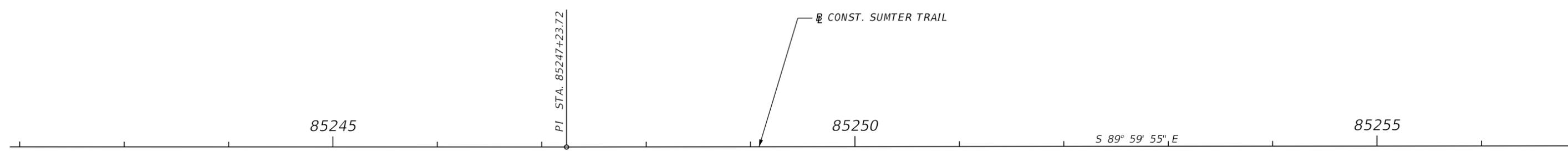
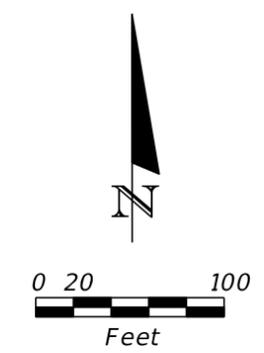
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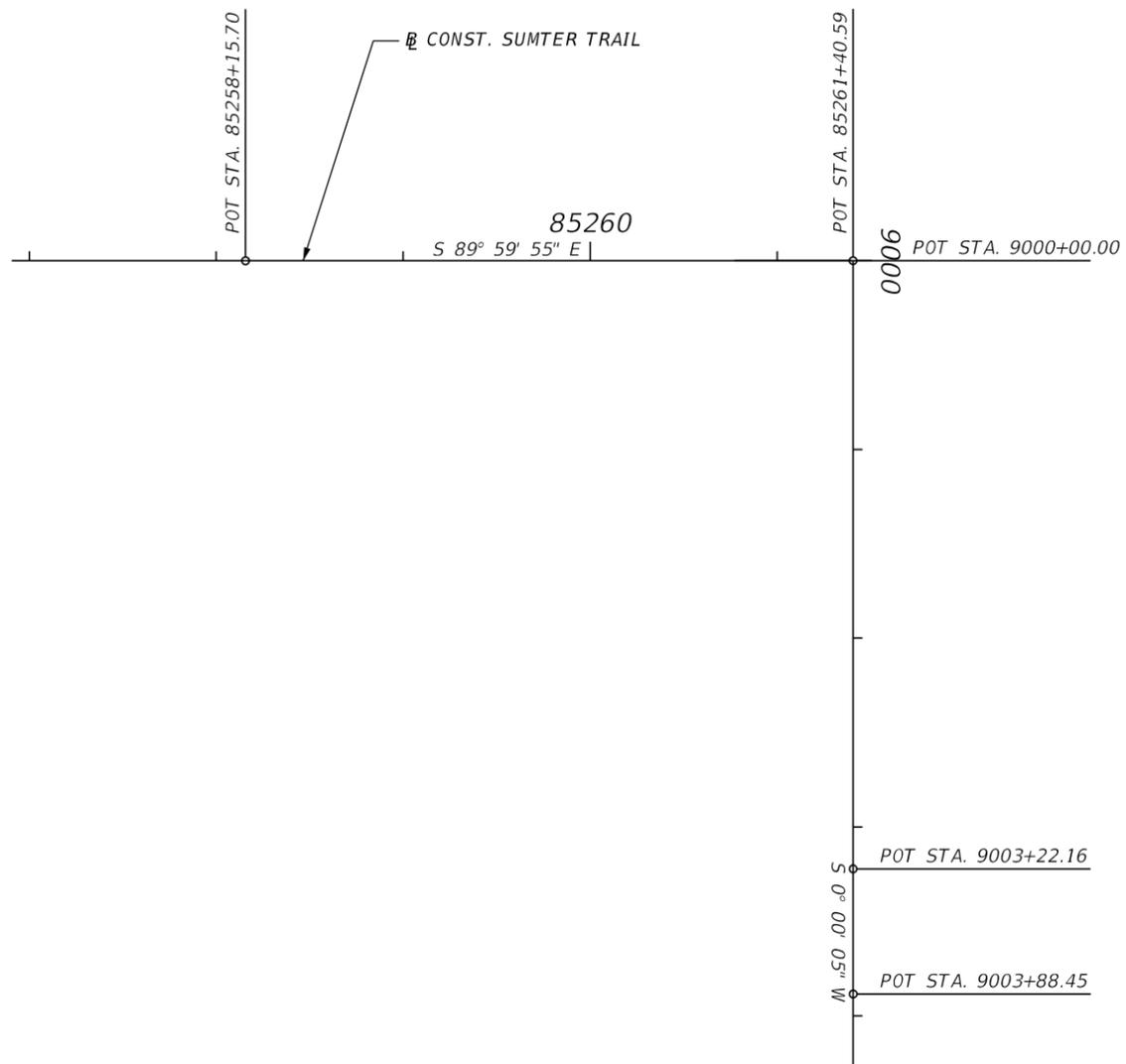
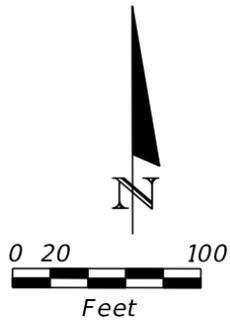
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						CR 478	SUMTER		435471-1-22-01



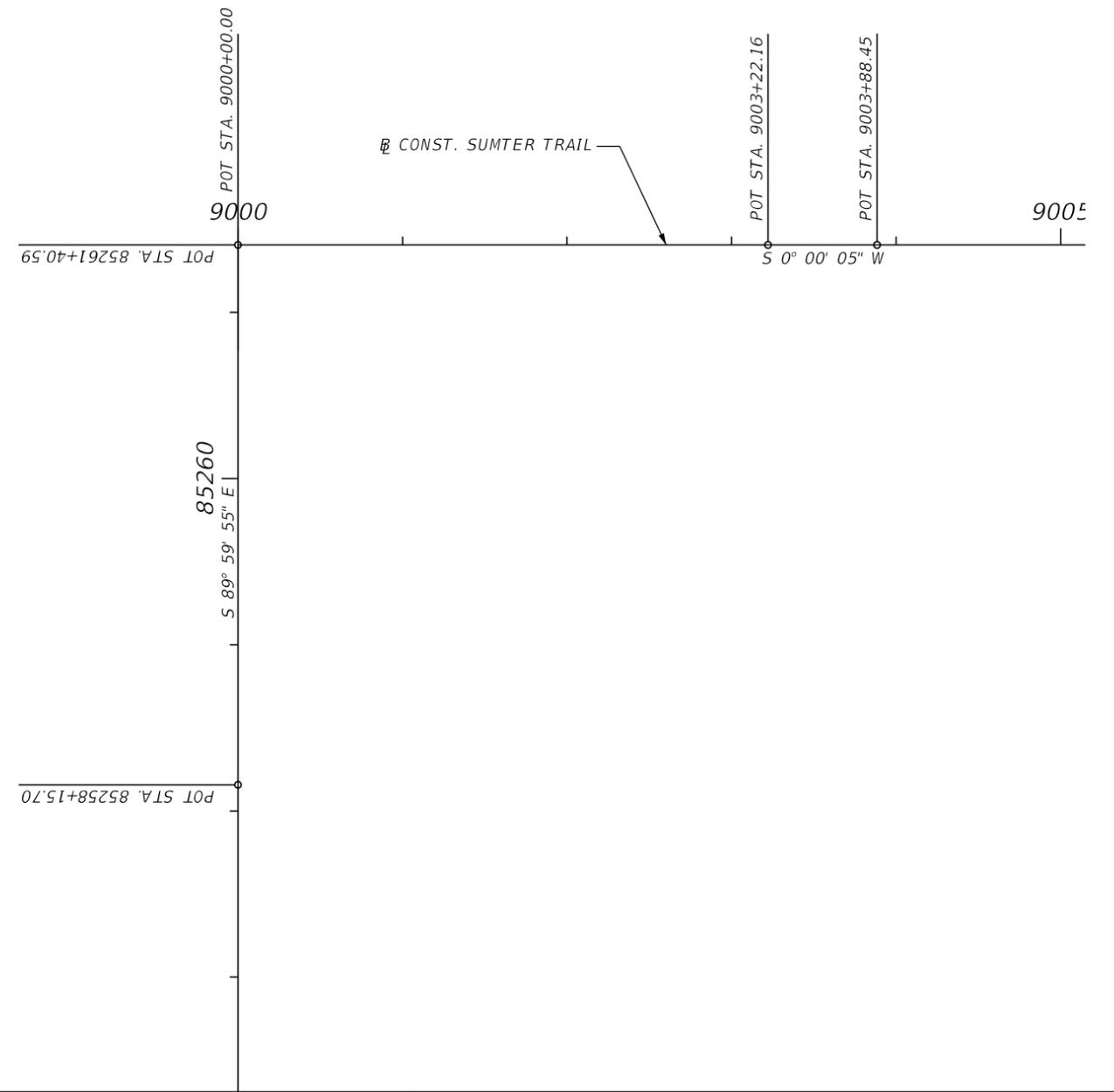
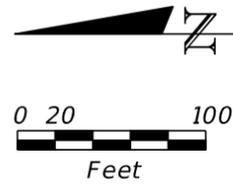
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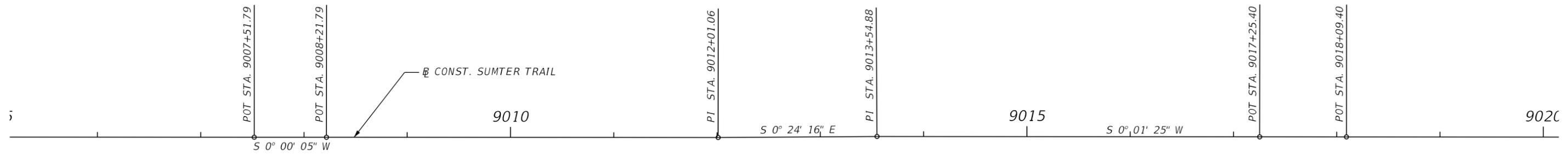
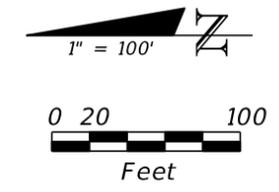
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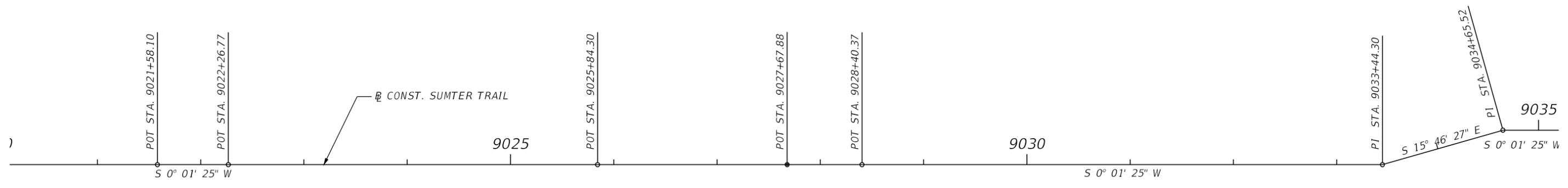
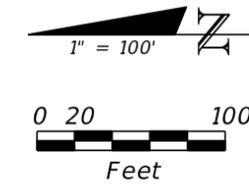
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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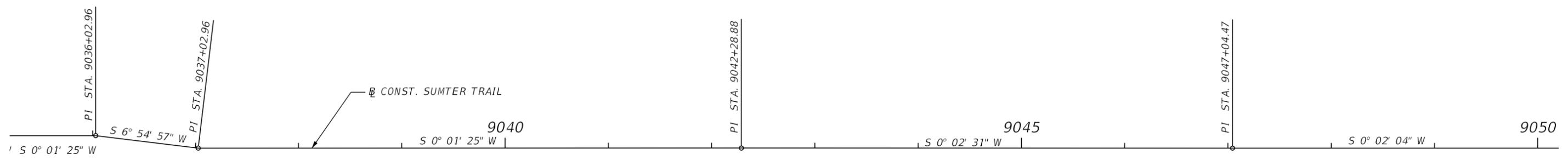
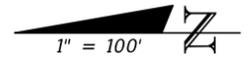
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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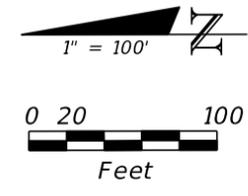
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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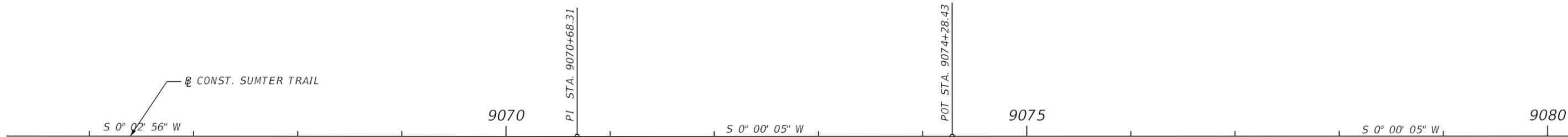
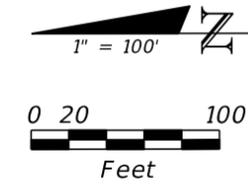
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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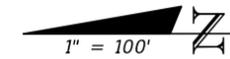
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		57
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REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			STATE ROAD 471	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		58
					SR 471	SUMTER	435471-1-22-01		



REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			STATE ROAD 471	SHEET NO. 59
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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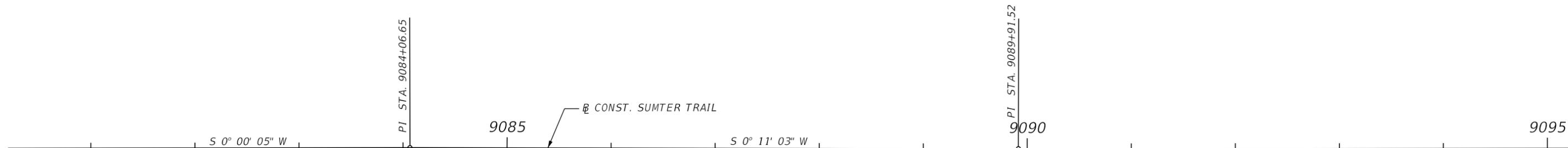


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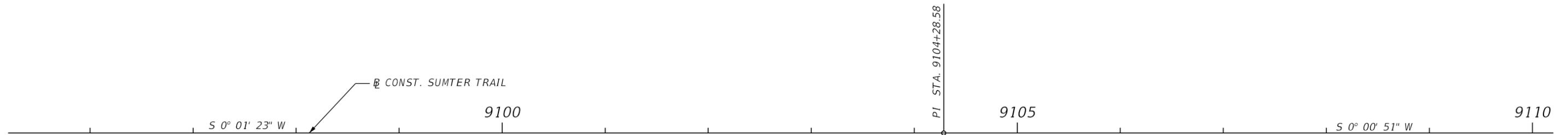
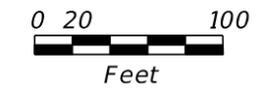
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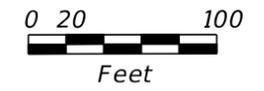
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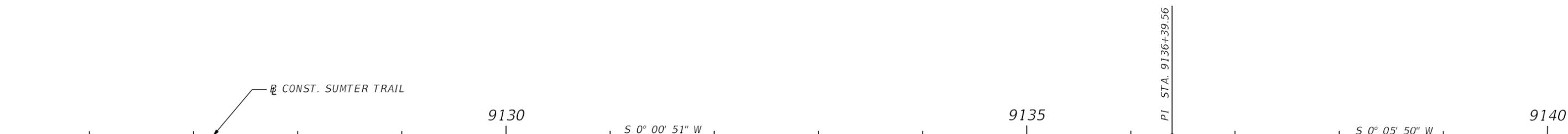
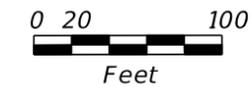
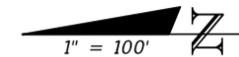
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		60
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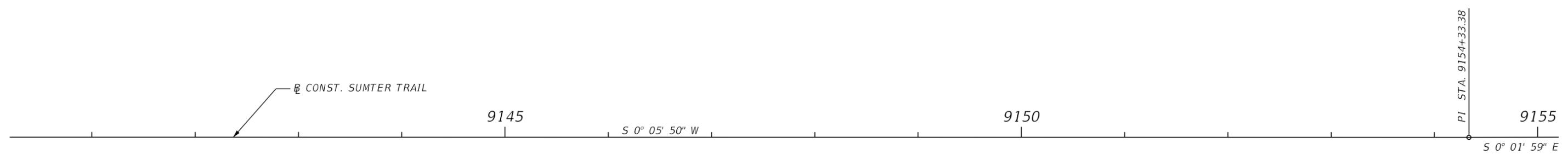
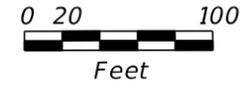
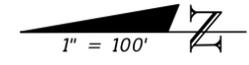
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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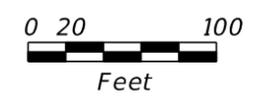
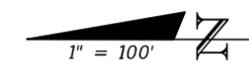
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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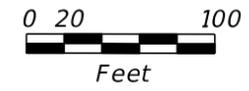
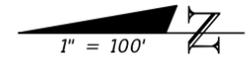
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		63
					SR 471	SUMTER	435471-1-22-01		



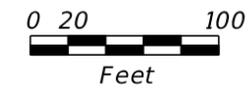
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			STATE ROAD 471	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		64
					SR 471	SUMTER	435471-1-22-01		



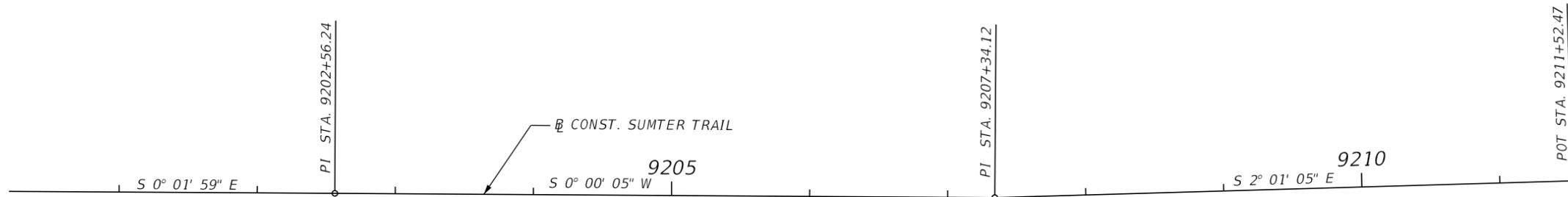
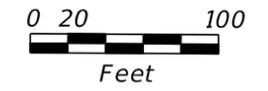
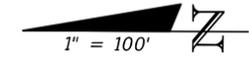
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			STATE ROAD 471	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		65
					SR 471	SUMTER	435471-1-22-01		



REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			STATE ROAD 471	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		66
					SR 471	SUMTER	435471-1-22-01		



REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			STATE ROAD 471	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		67
					SR 471	SUMTER	435471-1-22-01		



REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			STATE ROAD 471	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		68
					SR 471	SUMTER	435471-1-22-01		



REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 69
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				FOREST	SUMTER	435471-1-22-01		

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 4524
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503

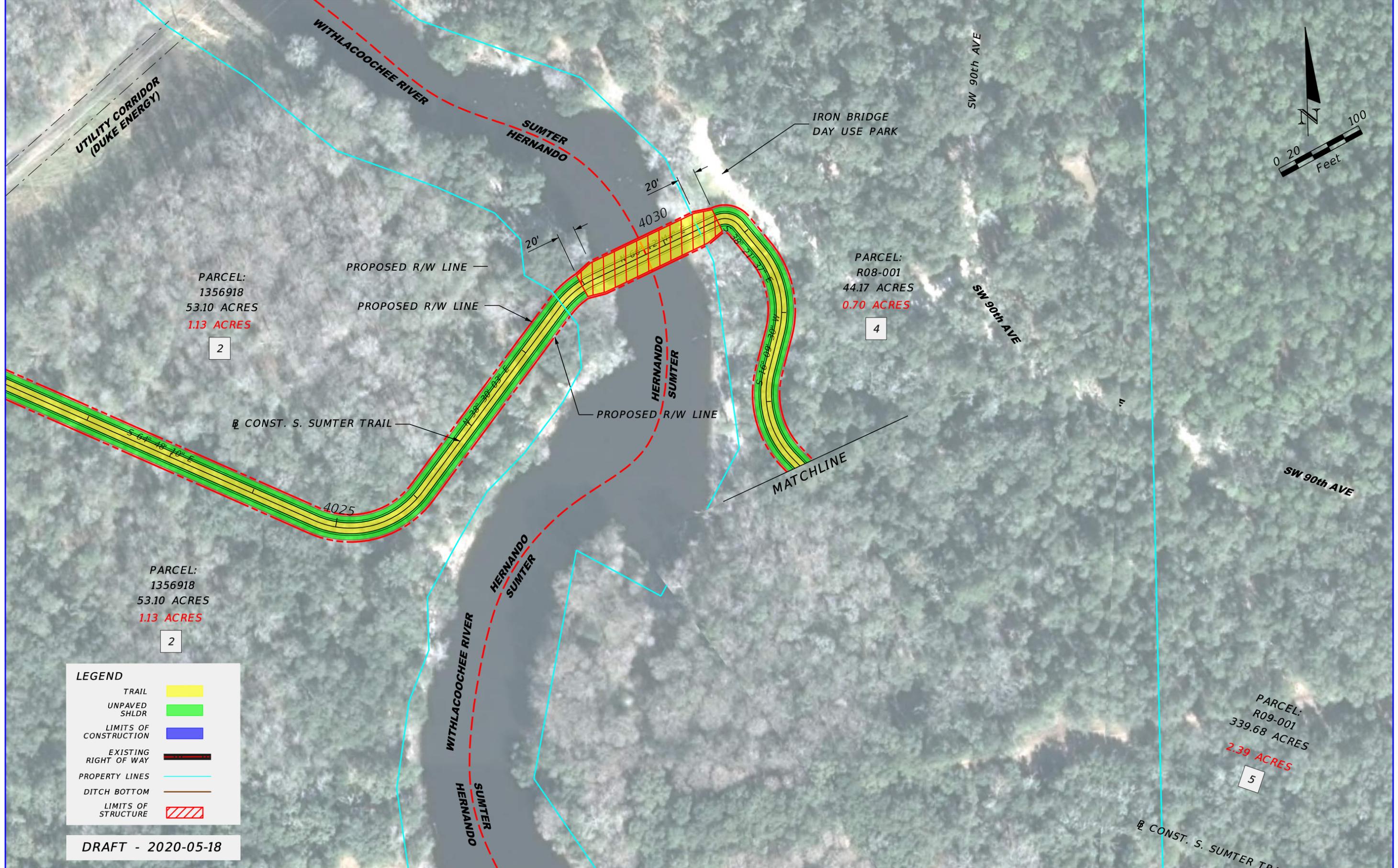
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REVISIONS		GAIL L. WOODS, P.E.		STATE OF FLORIDA		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	DEPARTMENT OF TRANSPORTATION		
				ROAD NO.	COUNTY	
				FOREST	SUMTER	435471-1-22-01

PRELIMINARY CONCEPT PLAN

70

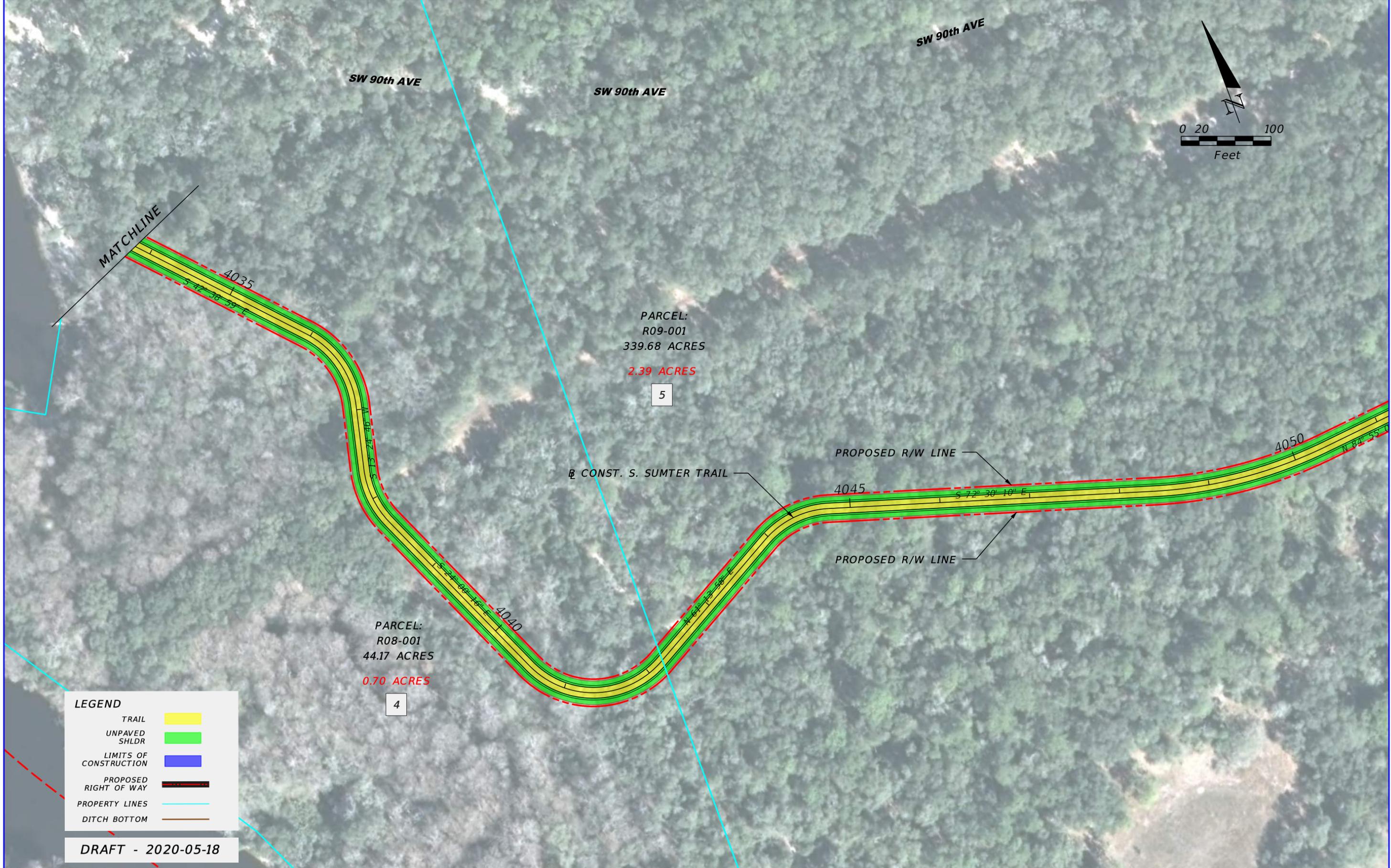


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	
LIMITS OF STRUCTURE	

DRAFT - 2020-05-18

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS		DATE	DESCRIPTION			<p>GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503</p>	<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p> <table border="1"> <tr> <td>ROAD NO.</td> <td>COUNTY</td> <td>FINANCIAL PROJECT ID</td> </tr> <tr> <td>FOREST</td> <td>SUMTER</td> <td>435471-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	FOREST	SUMTER	435471-1-22-01	<p>PRELIMINARY CONCEPT PLAN</p>	<p>SHEET NO. 71</p>
REVISIONS																	
DATE	DESCRIPTION																
ROAD NO.	COUNTY	FINANCIAL PROJECT ID															
FOREST	SUMTER	435471-1-22-01															



SW 90th AVE

SW 90th AVE

SW 90th AVE



MATCHLINE

4035

PARCEL:
R09-001
339.68 ACRES

2.39 ACRES

5

CONST. S. SUMTER TRAIL

PROPOSED R/W LINE

4045

S 72° 30' 10" E

PROPOSED R/W LINE

4050

PARCEL:
R08-001
44.17 ACRES

0.70 ACRES

4

4040

LEGEND

- TRAIL
- UNPAVED SHLDR
- LIMITS OF CONSTRUCTION
- PROPOSED RIGHT OF WAY
- PROPERTY LINES
- DITCH BOTTOM

DRAFT - 2020-05-18

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 72
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				FOREST	SUMTER	435471-1-22-01		

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 4524
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503

SW 90th AVE

SW 113th PL

PARCEL:
R09-001
339.68 ACRES

2.39 ACRES

5

SW 113th PL

SW 113th PL



CONST. S. SUMTER TRAIL

PROPOSED R/W LINE

PROPOSED R/W LINE

4055

4060

4065

N 84° 55' 09" E

N 79° 34' 09" E

S 79° 59' 46" E

N 87° 40' 08" E

N 71° 09' 10" E

S 89° 52' 03" E

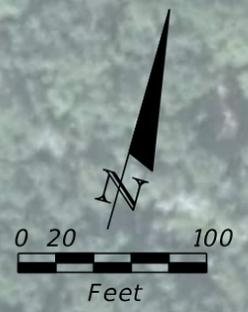
LEGEND

- TRAIL
- UNPAVED SHLDR
- LIMITS OF CONSTRUCTION
- PROPOSED RIGHT OF WAY
- PROPERTY LINES
- DITCH BOTTOM

DRAFT - 2020-05-18

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 73
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				FOREST	SUMTER	435471-1-22-01		

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 4524
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503



PARCEL:
R09-001
339.68 ACRES
2.39 ACRES

5

SW 113th PL

SW 113th PL

EXISTING R/W LINE (I-75)

SW 113th PL

PROPOSED R/W LINE

CONST. S. SUMTER TRAIL

4070

4075

4080

PROPOSED R/W LINE



I-75

EXISTING R/W LINE (I-75)

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

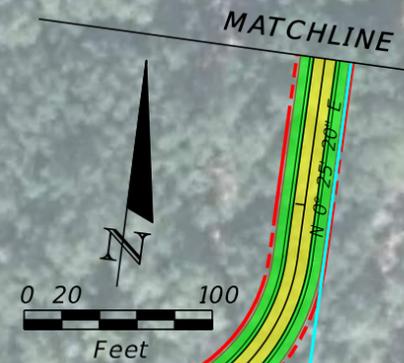
<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS		DATE	DESCRIPTION			GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION <table border="1"> <tr> <td>ROAD NO.</td> <td>COUNTY</td> <td>FINANCIAL PROJECT ID</td> </tr> <tr> <td>FOREST</td> <td>SUMTER</td> <td>435471-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	FOREST	SUMTER	435471-1-22-01	<p>PRELIMINARY CONCEPT PLAN</p>	SHEET NO. 74
REVISIONS																	
DATE	DESCRIPTION																
ROAD NO.	COUNTY	FINANCIAL PROJECT ID															
FOREST	SUMTER	435471-1-22-01															



PARCEL:
R09-001
226.09 ACRES

1.37 ACRES

5



LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				REVISIONS		DATE	DESCRIPTION					<p>GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503</p>			<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p> <table border="1"> <tr> <td>ROAD NO.</td> <td>COUNTY</td> <td>FINANCIAL PROJECT ID</td> </tr> <tr> <td>FOREST</td> <td>SUMTER</td> <td>435471-1-22-01</td> </tr> </table>			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	FOREST	SUMTER	435471-1-22-01	<p><i>PRELIMINARY CONCEPT PLAN</i></p>		<p>SHEET NO. 75</p>
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID																								
FOREST	SUMTER	435471-1-22-01																								

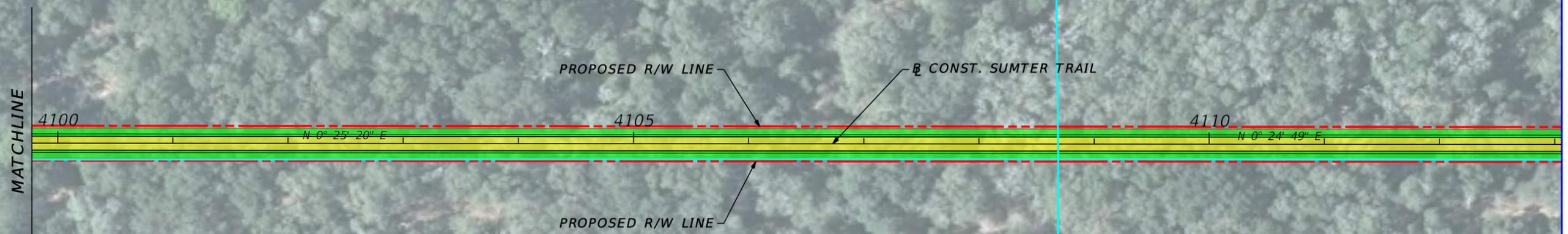


PARCEL:
R09-001
226.09 ACRES
1.37 ACRES

5

PARCEL:
R04-005
14.35 ACRES
1.08 ACRES

6



LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

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REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>PRELIMINARY CONCEPT PLAN</i>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		76
					FOREST	SUMTER	435471-1-22-01		



EXISTING R/W LINE (I-75)

PROPOSED R/W LINE

PROPOSED R/W LINE

PARCEL:
R04-005
14.35 ACRES
1.08 ACRES
6

CONST. SUMTER TRAIL

PARCEL:
R03-016
179.10 ACRES
0.92 ACRES
8

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

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REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 77
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				FOREST	SUMTER	435471-1-22-01		

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 4524
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503



PARCEL:
R03-007
12.13 ACRES
0.26 ACRES
X9

EXISTING R/W LINE (I-75)

PROPOSED R/W LINE

EXISTING R/W LINE

CR 673

CONST. SUMTER TRAIL

EXISTING R/W LINE

PROPOSED R/W LINE

WILD COW PRAIRIE CEMETERY

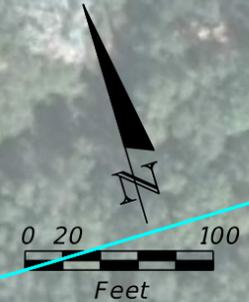
PARCEL:
R03-016
179.10 ACRES
0.92 ACRES
8

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

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REVISIONS		GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				FOREST	SUMTER	435471-1-22-01		78



PARCEL:
R03-013
52.00 ACRES

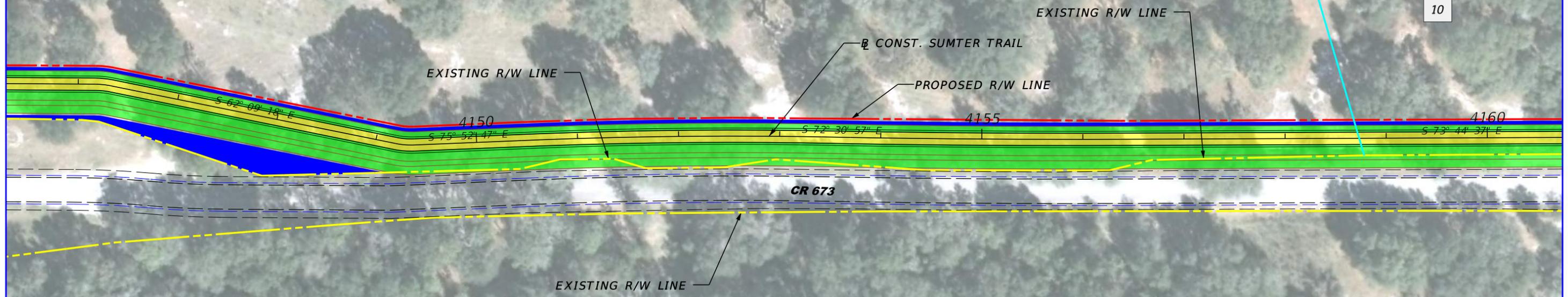
1.49 ACRES

9

PARCEL:
R03-040
4.34 ACRES

0.46 ACRES

10



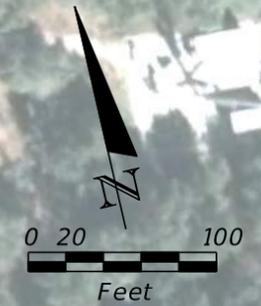
LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

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REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 79
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CR 673	SUMTER	435471-1-22-01		

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 4524
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503



PARCEL:
R03-040
4.34 ACRES
0.46 ACRES

10

SW 53rd TERRACE

PARCEL:
R03-034
4.33 ACRES
0.38 ACRES

11

PARCEL:
R03-079
1.23 ACRES
0.10 ACRES

12

PARCEL:
R03-080
1.29 ACRES
0.10 ACRES

13

PARCEL:
R03-023
1.80 ACRES
0.31 ACRES

14

EXISTING R/W LINE

PROPOSED R/W LINE

CONST. SUMTER TRAIL

CR 673

EXISTING R/W LINE

S 73° 44' 37" E

S 75° 19' 09" E

4170

S 78° 43' 34" E

4175

LEGEND

- TRAIL
- UNPAVED SHLDR
- LIMITS OF CONSTRUCTION
- PROPOSED/EXISTING RIGHT OF WAY
- PROPERTY LINES
- DITCH BOTTOM

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REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 80
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CR 673	SUMTER	435471-1-22-01		

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 4524
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503

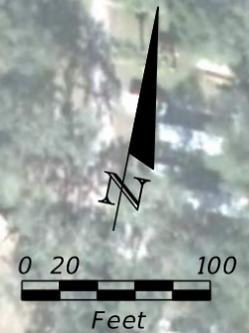


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>PRELIMINARY CONCEPT PLAN</i>	SHEET NO. 81
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 673	SUMTER	435471-1-22-01		

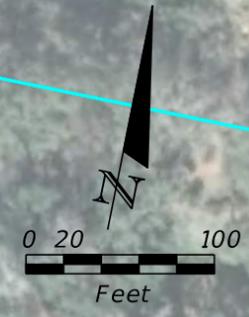


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

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REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>PRELIMINARY CONCEPT PLAN</i>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		82
				CR 673	SUMTER	435471-1-22-01			



PARCEL:
R02-025
16.50 ACRES

0.92 ACRES

22

PARCEL:
R02-014
11.62 ACRES

1.02 ACRES

23

PROPOSED R/W LINE

CONST. SUMTER TRAIL

6015

6020

6025

N 78° 08' 56" E

N 76° 35' 37" E

N 77° 10' 41" E

N 80° 52' 30" E

N 78° 29' 20" E

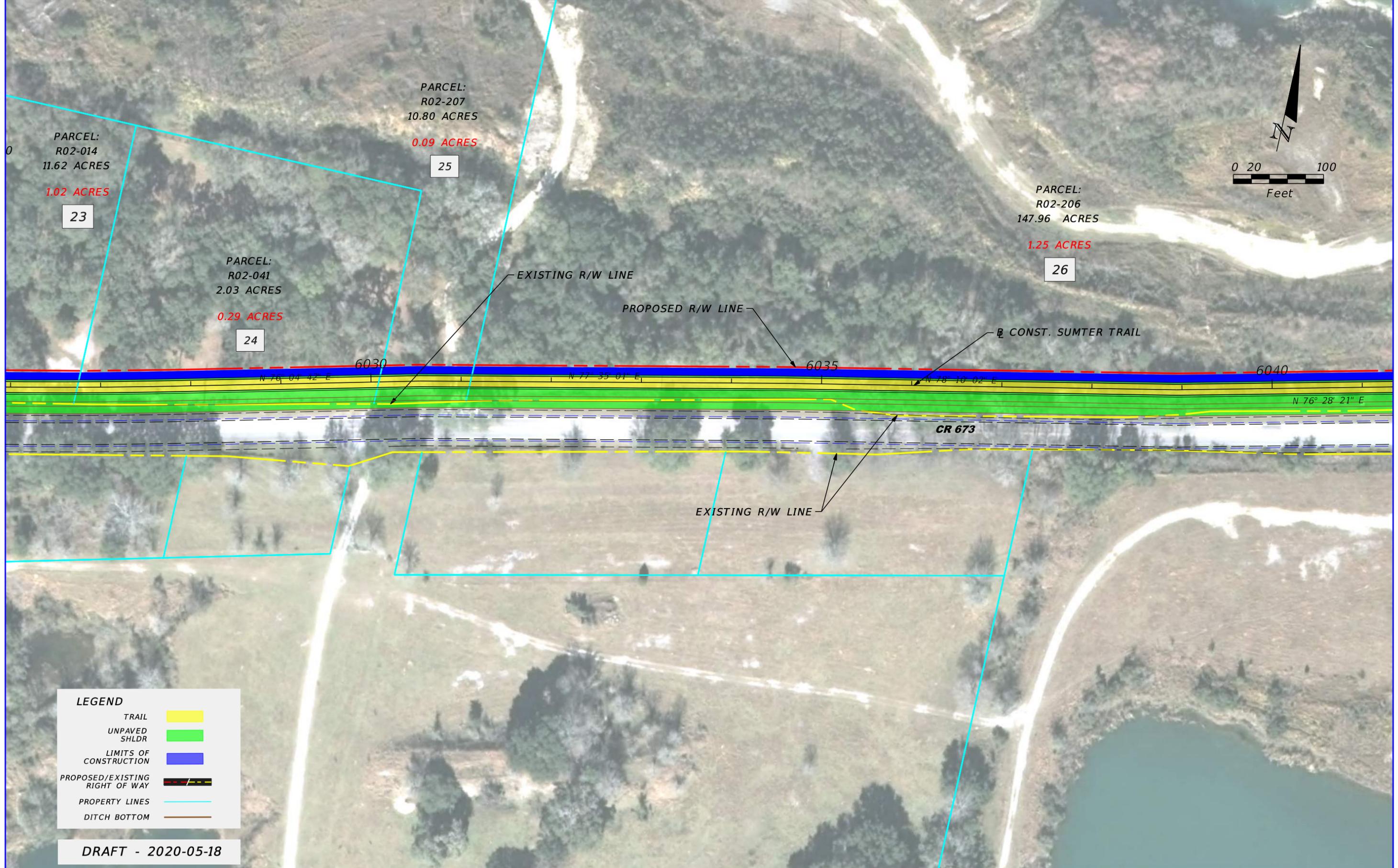
CR 673

EXISTING R/W LINE

LEGEND	
TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

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REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 83
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CR 673	SUMTER	435471-1-22-01			



LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

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REVISIONS		DATE	DESCRIPTION														
ROAD NO.		COUNTY		FINANCIAL PROJECT ID													
CR 673		SUMTER		435471-1-22-01													

PARCEL:
R02-206
147.96 ACRES

1.25 ACRES

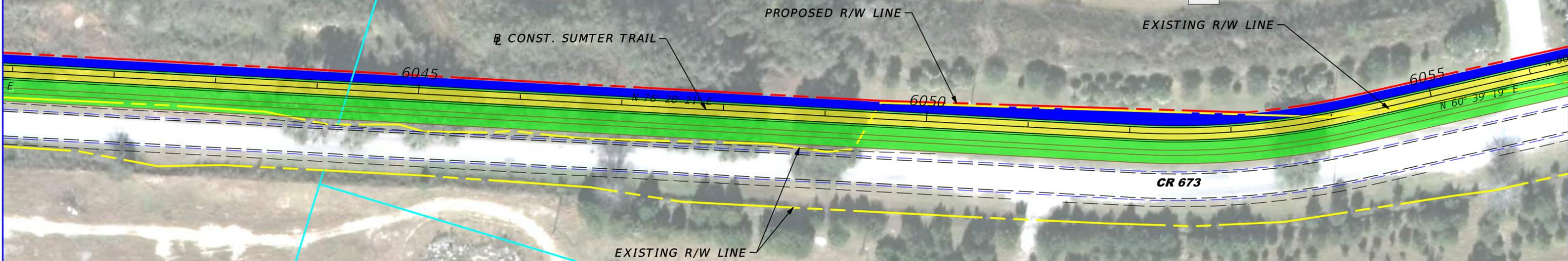
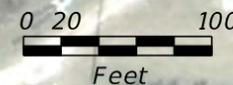
26

CEMEX - ST. CATHERINE QUARRY

PARCEL:
R01-011
325.99 ACRES

1.57 ACRES

27

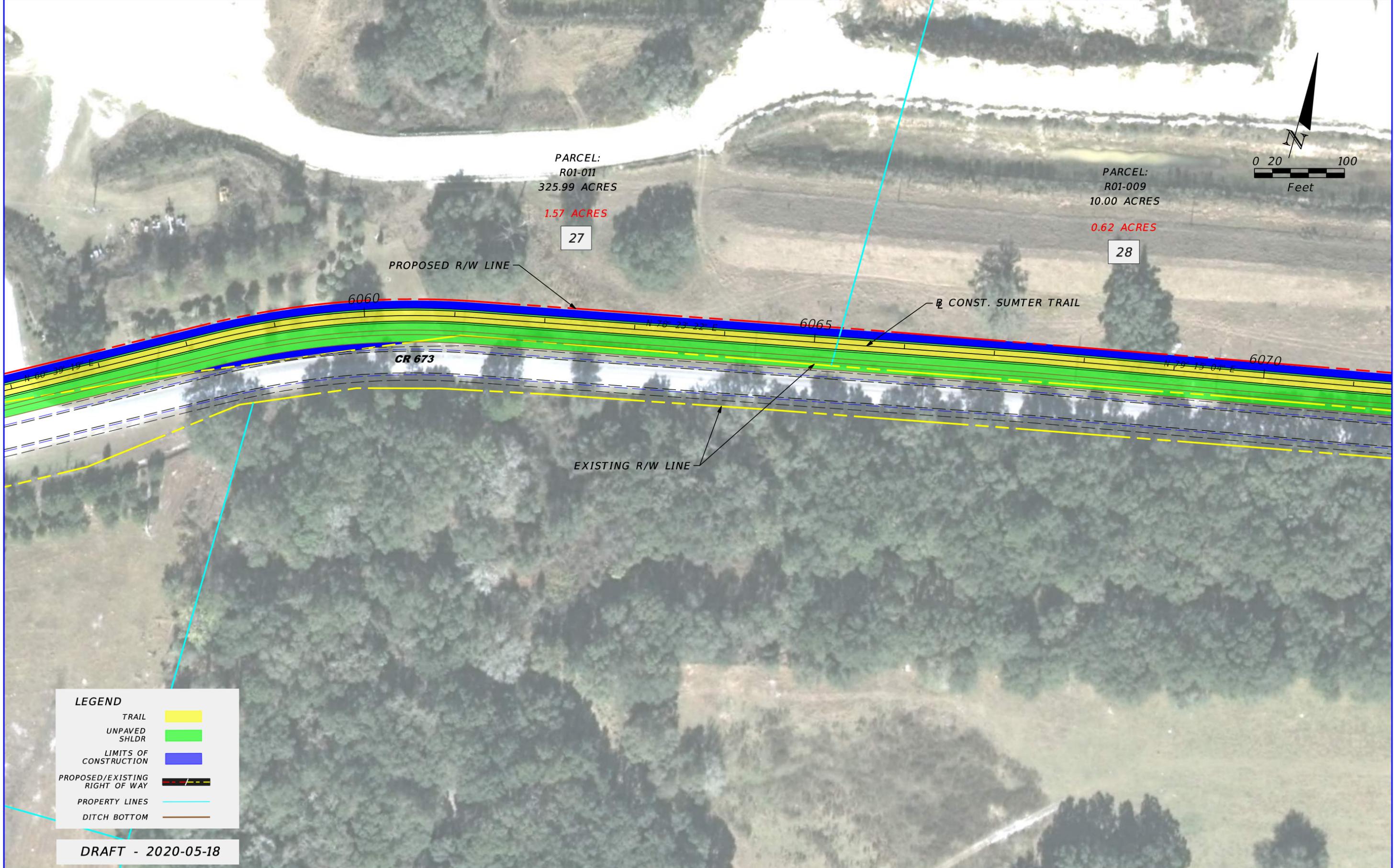


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

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REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 85
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 673	SUMTER	435471-1-22-01		



LEGEND

- TRAIL
- UNPAVED SHLDR
- LIMITS OF CONSTRUCTION
- PROPOSED/EXISTING RIGHT OF WAY
- PROPERTY LINES
- DITCH BOTTOM

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REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>PRELIMINARY CONCEPT PLAN</i>	SHEET NO. 86
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CR 673	SUMTER	435471-1-22-01		

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 4524
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503

PARCEL:
R01-009
10.00 ACRES

0.62 ACRES

28

PARCEL:
R01-001
70.56 ACRES

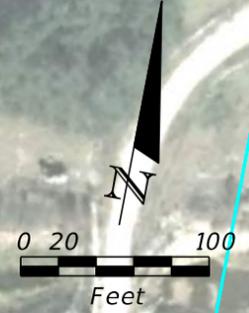
1.29 ACRES

29

PARCEL:
R01-006
11.00 ACRES

0.60 ACRES

30



PROPOSED R/W LINE

CONST. SUMTER TRAIL

6075

N 78° 58' 08" E

6080

N 79° 22' 47" E

6085

CR 673

EXISTING R/W LINE

LEGEND

- TRAIL
- UNPAVED SHLDR
- LIMITS OF CONSTRUCTION
- PROPOSED/EXISTING RIGHT OF WAY
- PROPERTY LINES
- DITCH BOTTOM

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 673	SUMTER	435471-1-22-01		



LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

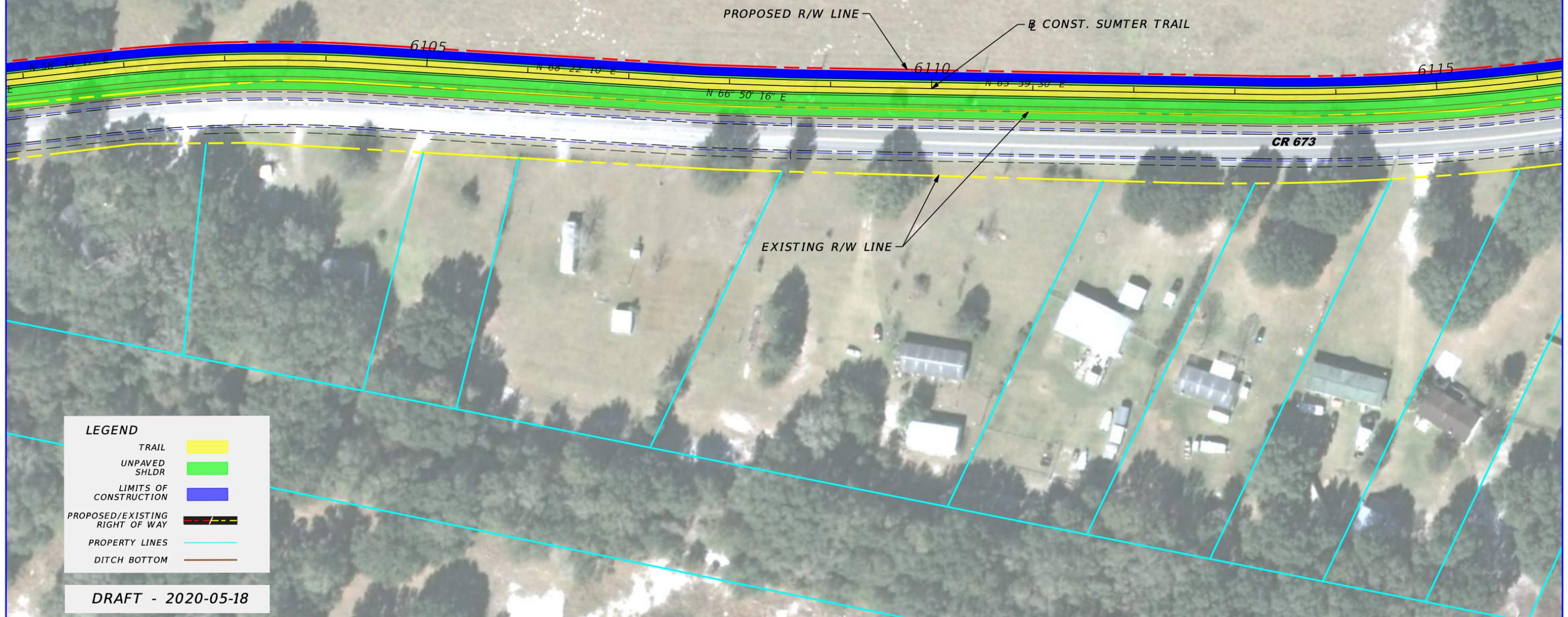
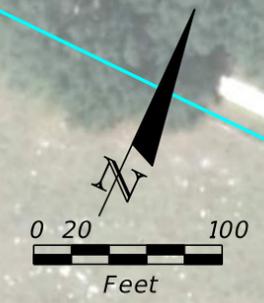
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REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		88
				CR 673	SUMTER	435471-1-22-01			

PARCEL:
S06-010
21.29 ACRES

1.86 ACRES

31

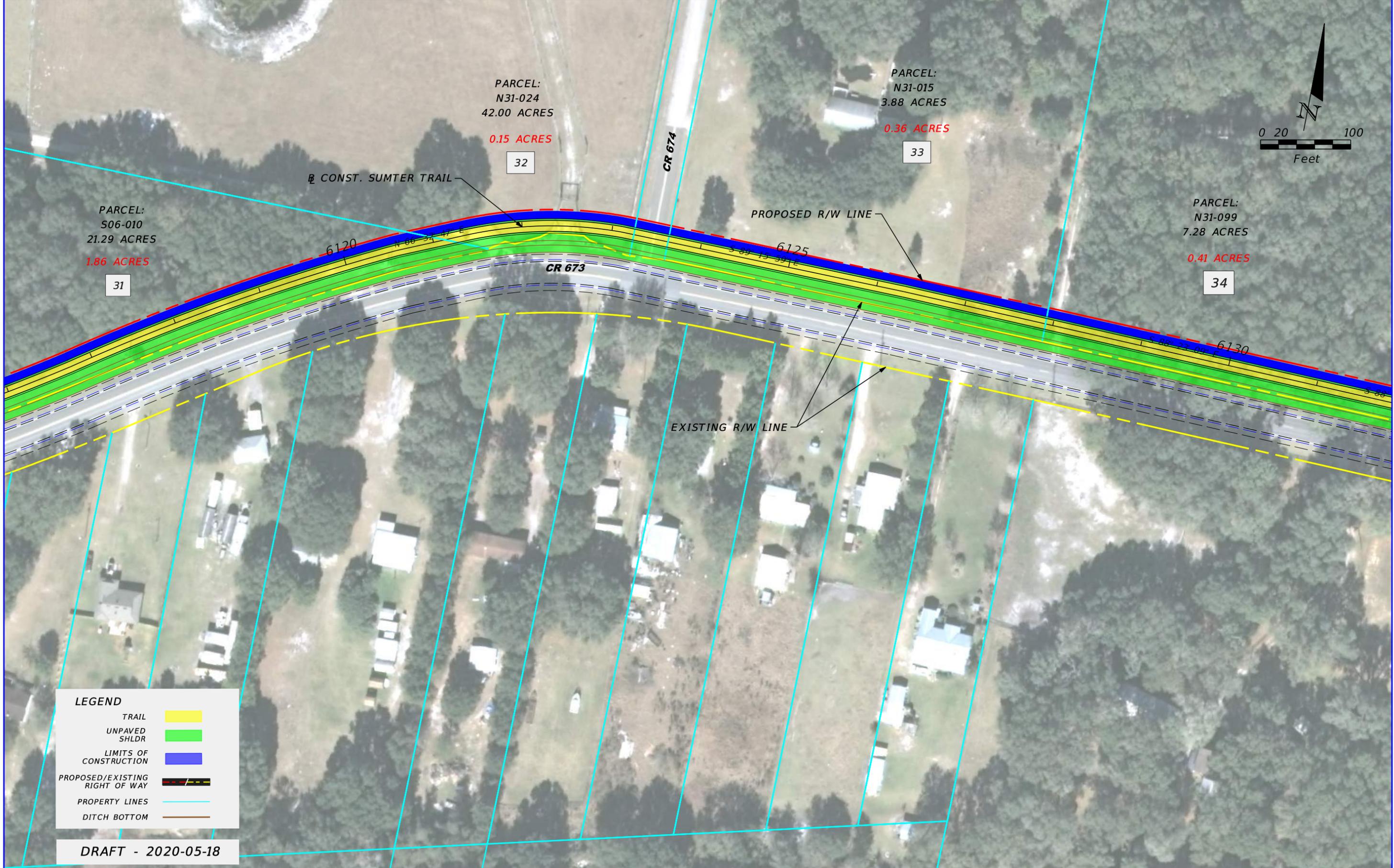


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

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REVISIONS																	
DATE	DESCRIPTION																
ROAD NO.	COUNTY	FINANCIAL PROJECT ID															
CR 673	SUMTER	435471-1-22-01															



LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

DATE		REVISIONS		GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		PRELIMINARY CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY		FINANCIAL PROJECT ID
					CR 673	SUMTER	435471-1-22-01	

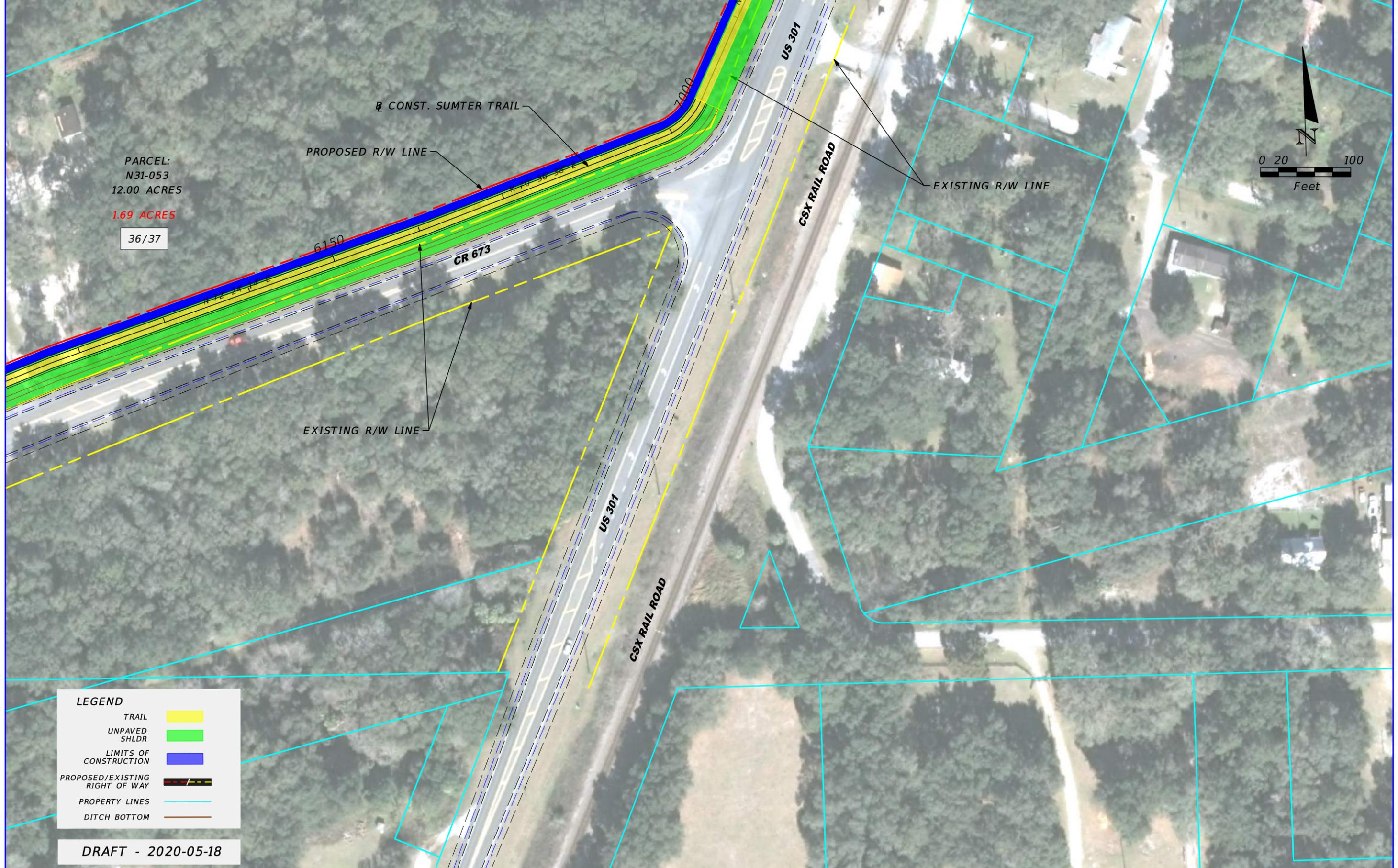


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

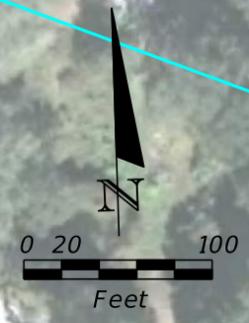
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REVISIONS																			
DATE	DESCRIPTION																		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID																	
CR 673	SUMTER	435471-1-22-01																	
SHEET NO.																			
91																			



PARCEL:
N31-053
12.00 ACRES

1.69 ACRES

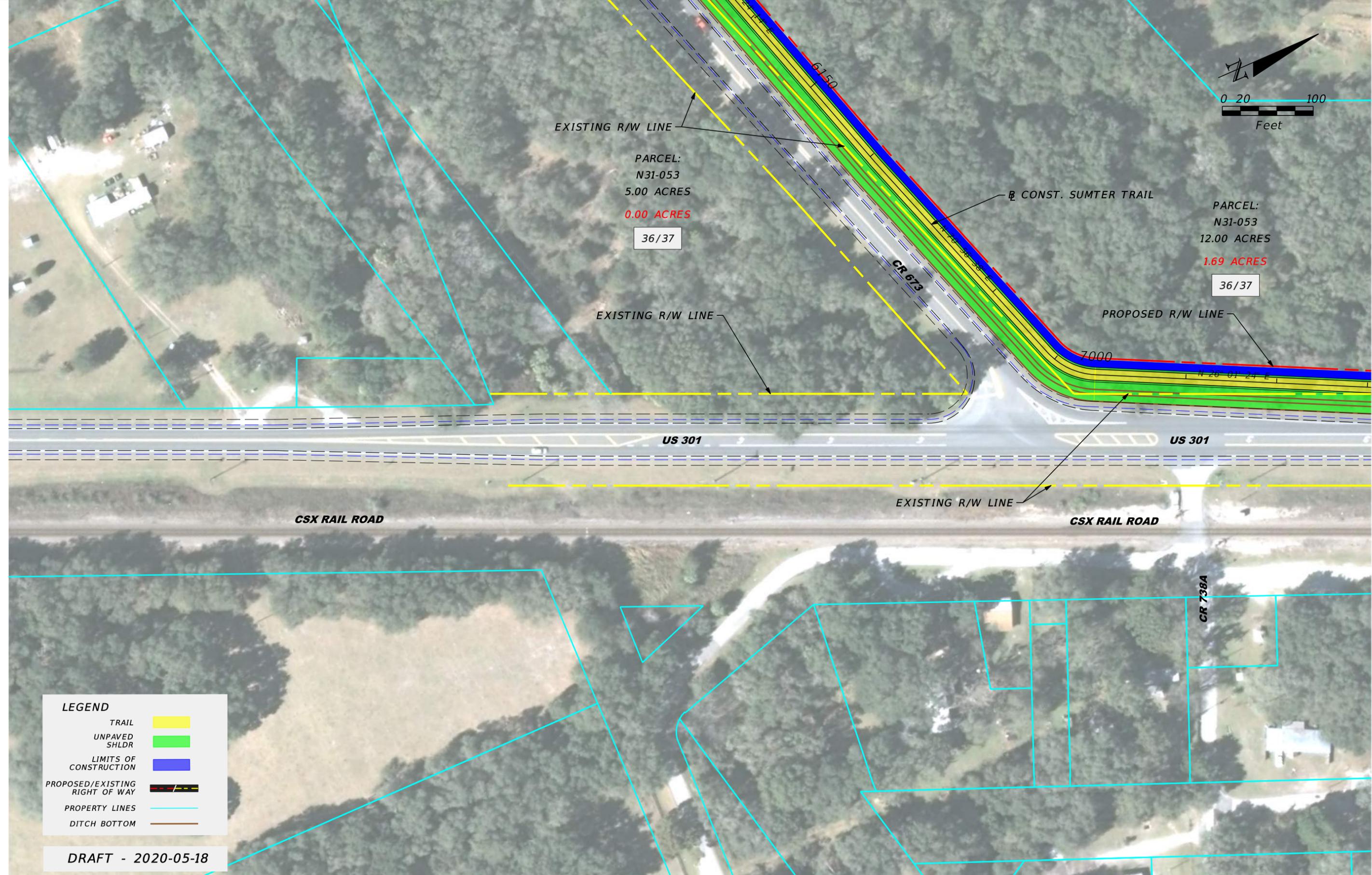
36/37



LEGEND	
TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

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REVISIONS		GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		PRELIMINARY CONCEPT PLAN	SHEET NO. 92
DATE	DESCRIPTION		ROAD NO.	COUNTY		
			CR 673	SUMTER	435471-1-22-01	



LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

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REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 93
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				US 301	SUMTER	435471-1-22-01		

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 4524
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503

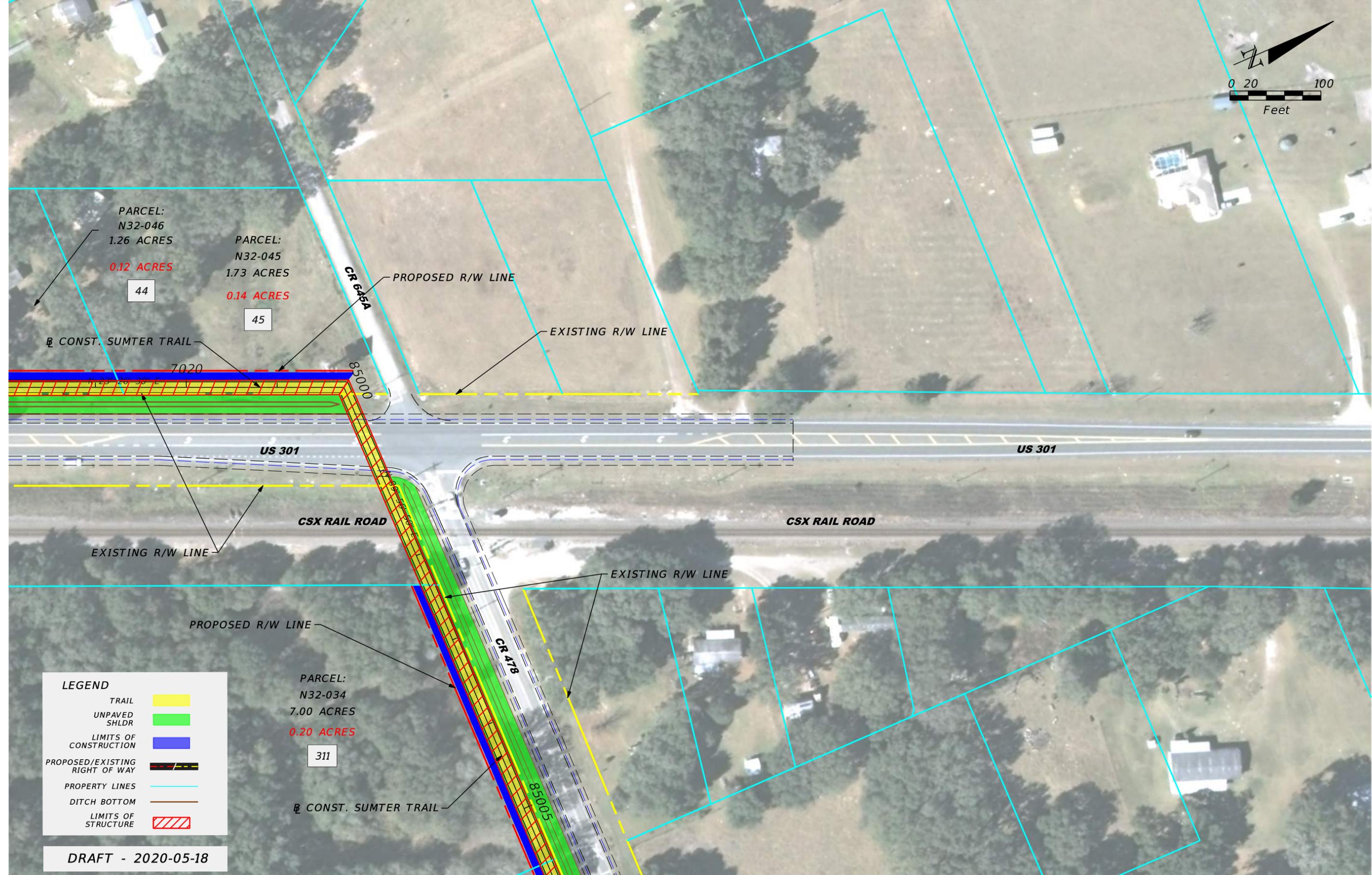
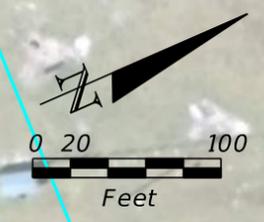


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	
LIMITS OF STRUCTURE	
LIMITS OF MSE WALL	

DRAFT - 2020-05-18

DATE		DESCRIPTION		DATE		DESCRIPTION		GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO.
US 301		SUMTER		435471-1-22-01					94				



LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	
LIMITS OF STRUCTURE	

DRAFT - 2020-05-18

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

GAIL L. WOODS, P.E.
 P.E. LICENSE NUMBER 4524
 TRANSYSTEMS CORPORATION CONSULTANTS
 200 EAST ROBINSON STREET, SUITE 600
 ORLANDO, FL 32801
 CERTIFICATE OF AUTHORIZATION: 7503

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
US 301	SUMTER	435471-1-22-01

PRELIMINARY CONCEPT PLAN

SHEET NO.
95



PARCEL:
N32-034
7.00 ACRES
0.20 ACRES

311

PARCEL:
N32-112
42.73 ACRES
0.88 ACRES

312

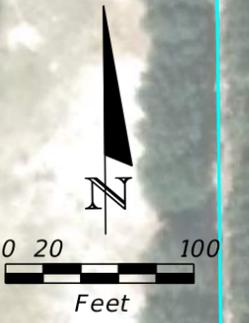
LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	
LIMITS OF STRUCTURE	
LIMITS OF MSE WALL	

DRAFT - 2020-05-18

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 96
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CR 478	SUMTER	435471-1-22-01		

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 4524
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503

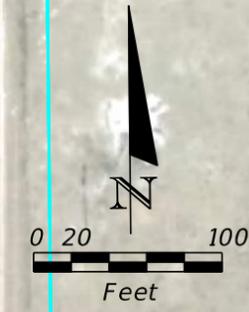


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 478	SUMTER	435471-1-22-01		97



EXISTING R/W LINE

CR 478

85035

85040

85045

S 89° 44' 39" E

S 89° 47' 28" E

CONST. SUMTER TRAIL

PROPOSED R/W LINE

PARCEL:
N32-060
45.49 ACRES
0.80 ACRES

314

PARCEL:
N33-009
39.0 ACRES
0.74 ACRES

315

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

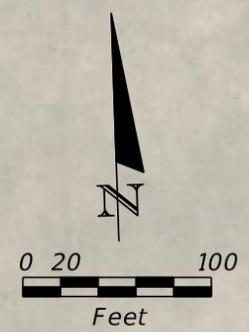
<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				REVISIONS		DATE	DESCRIPTION					GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 98
REVISIONS		DATE	DESCRIPTION																
				ROAD NO.	COUNTY	FINANCIAL PROJECT ID													
				CR 478	SUMTER	435471-1-22-01													



REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 99
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CR 478	SUMTER	435471-1-22-01		

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 4524
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503

SUSERS SDATES STIMES SFILES



PARCEL:
N33-096
9.80 ACRES
0.25 ACRES
316

PARCEL:
N33-097
28.45 ACRES
0.54 ACRES
317

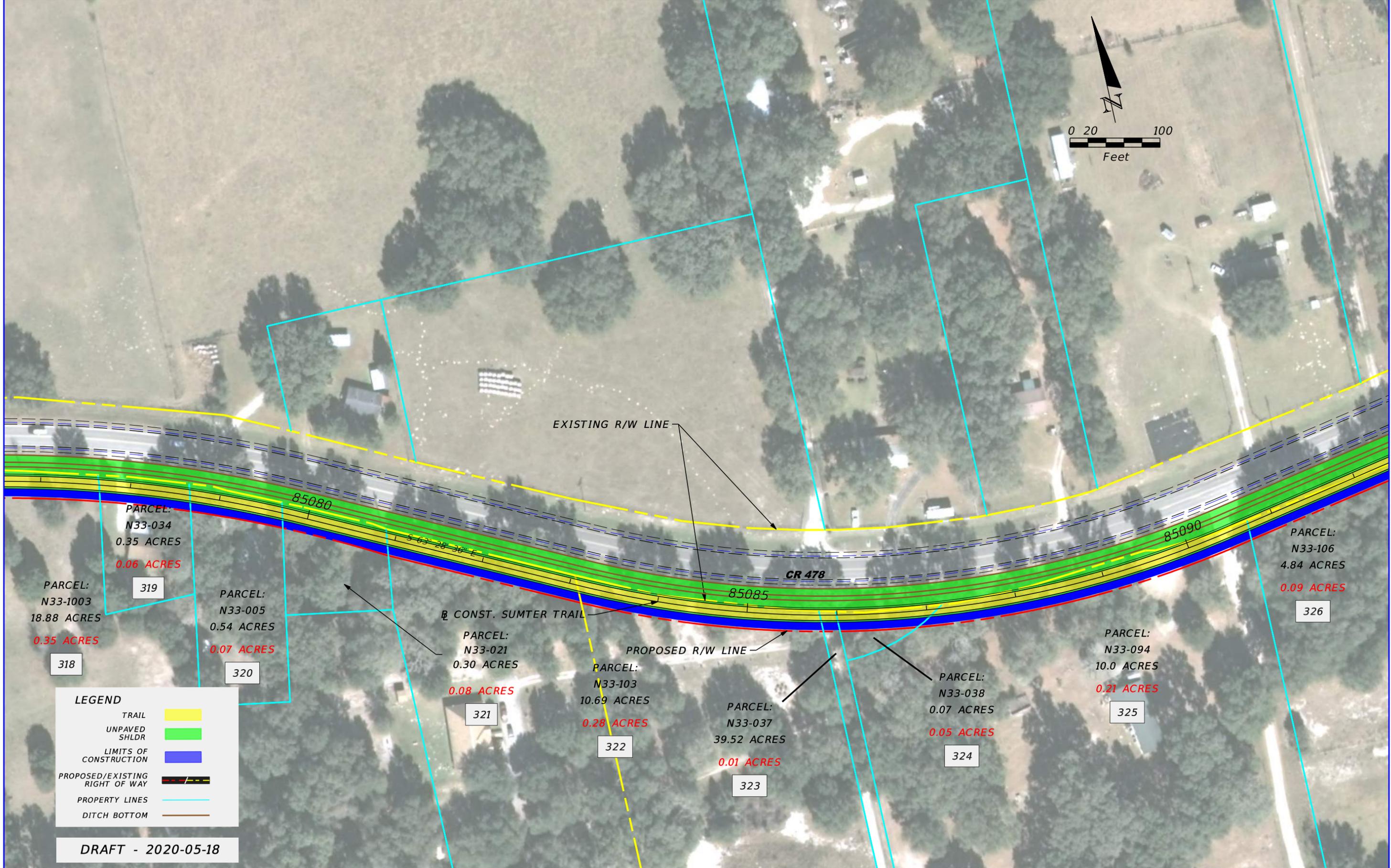
PARCEL:
N33-003
18.88 ACRES
0.35 ACRES
318

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

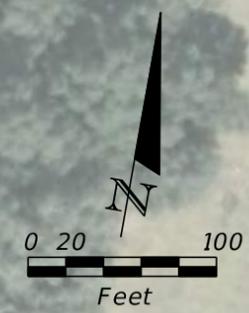
REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 100
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					CR 478	SUMTER	435471-1-22-01	PRELIMINARY CONCEPT PLAN



REVISIONS		GAIL L. WOODS, P.E.		STATE OF FLORIDA		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	DEPARTMENT OF TRANSPORTATION		
				ROAD NO.	COUNTY	
				CR 478	SUMTER	435471-1-22-01

PRELIMINARY CONCEPT PLAN

101



EXISTING R/W LINE

CR 478

85095

85100

85105

N 79° 46' 30" E

CONST. SUMTER TRAIL

PROPOSED R/W LINE

PARCEL:
N33-106
4.84 ACRES
0.09 ACRES

326

PARCEL:
N33-090
4.87 ACRES
0.05 ACRES

327

PARCEL:
N33-091
4.93 ACRES
0.03 ACRES

328

PARCEL:
N33-107
4.98 ACRES
0.04 ACRES

329

PARCEL:
N34-007
41.75 ACRES
0.88 ACRES

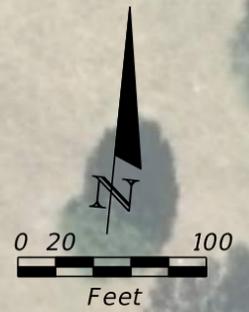
330

LEGEND

- TRAIL
- UNPAVED SHLDR
- LIMITS OF CONSTRUCTION
- PROPOSED/EXISTING RIGHT OF WAY
- PROPERTY LINES
- DITCH BOTTOM

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		102
					CR 478	SUMTER	435471-1-22-01		



LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS		DATE	DESCRIPTION			GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION <table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>CR 478</td> <td>SUMTER</td> <td>435471-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CR 478	SUMTER	435471-1-22-01	<p>PRELIMINARY CONCEPT PLAN</p>	SHEET NO. 103
REVISIONS																	
DATE	DESCRIPTION																
ROAD NO.	COUNTY	FINANCIAL PROJECT ID															
CR 478	SUMTER	435471-1-22-01															

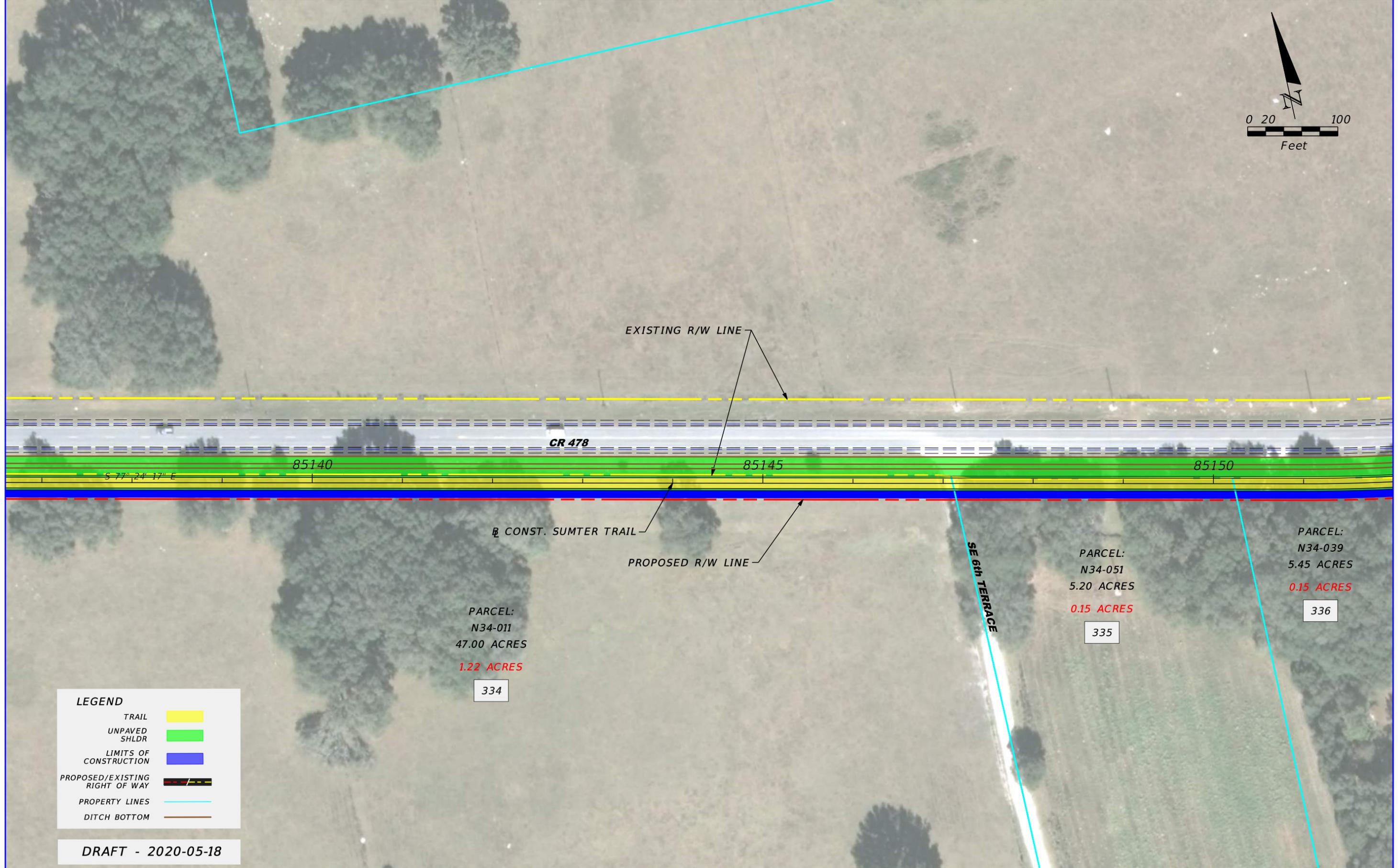
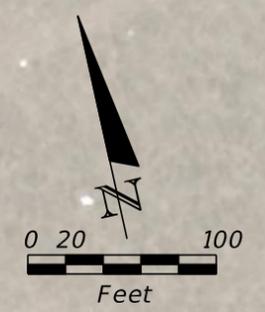


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 104
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 478	SUMTER	435471-1-22-01		

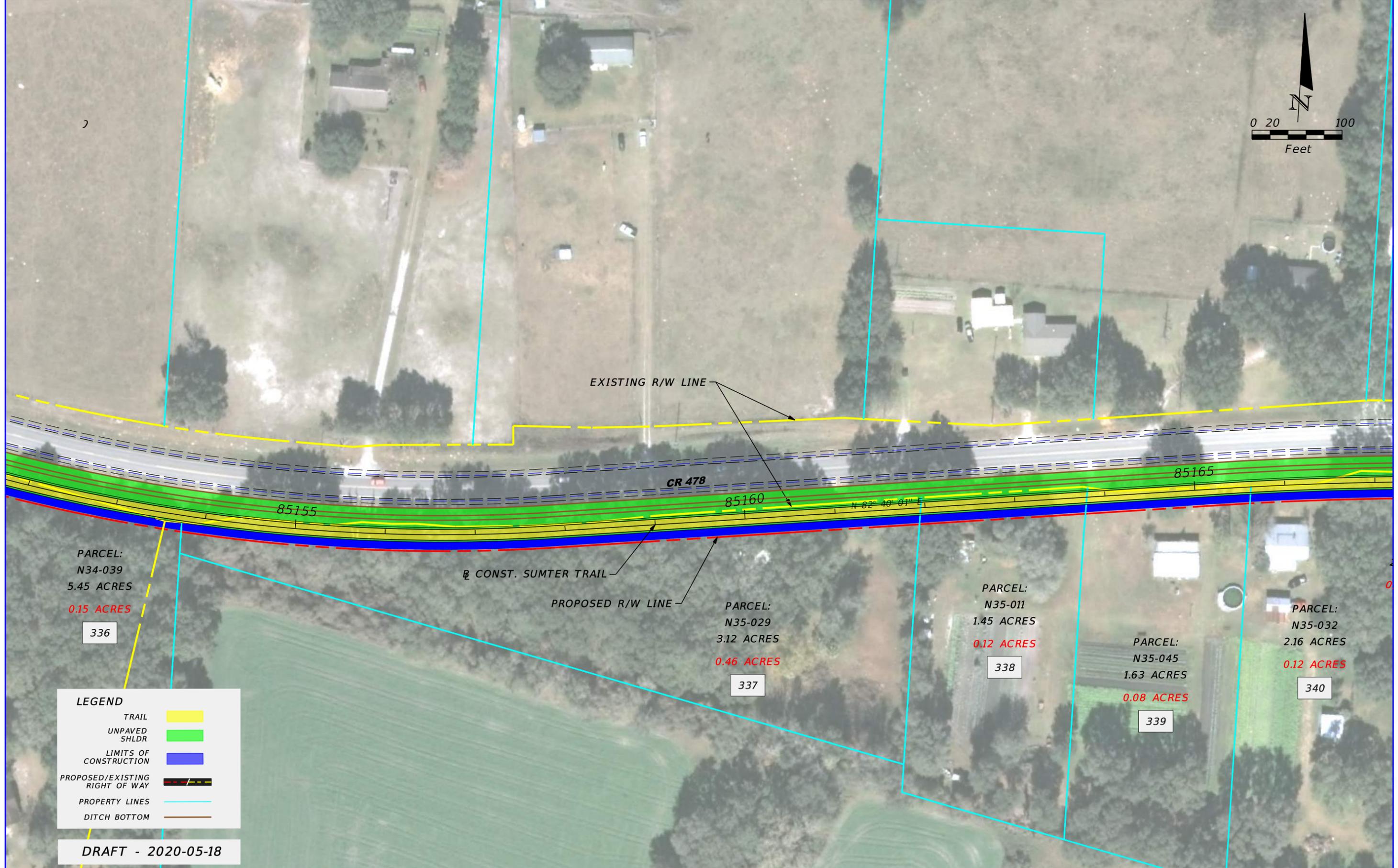
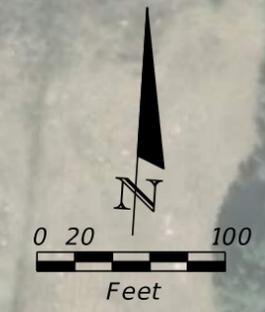


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>				REVISIONS		DATE	DESCRIPTION			GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		PRELIMINARY CONCEPT PLAN		SHEET NO.
REVISIONS																
DATE	DESCRIPTION															
<table border="1"> <thead> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> </thead> <tbody> <tr> <td>CR 478</td> <td>SUMTER</td> <td>435471-1-22-01</td> </tr> </tbody> </table>		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CR 478	SUMTER	435471-1-22-01	SUSERS	SDATES	STIMES	SFILES	105				
ROAD NO.	COUNTY	FINANCIAL PROJECT ID														
CR 478	SUMTER	435471-1-22-01														



PARCEL:
N34-039
5.45 ACRES
0.15 ACRES
336

EXISTING R/W LINE
CR 478
PROPOSED R/W LINE
CONST. SUMTER TRAIL

PARCEL:
N35-029
3.12 ACRES
0.46 ACRES
337

PARCEL:
N35-011
1.45 ACRES
0.12 ACRES
338

PARCEL:
N35-045
1.63 ACRES
0.08 ACRES
339

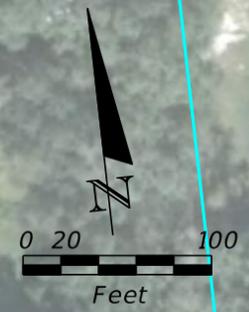
PARCEL:
N35-032
2.16 ACRES
0.12 ACRES
340

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS		GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		PRELIMINARY CONCEPT PLAN	SHEET NO.	
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY		FINANCIAL PROJECT ID	106
				CR 478	SUMTER		435471-1-22-01	

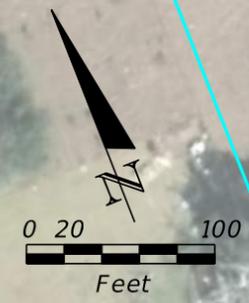


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS		DATE	DESCRIPTION			GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION <table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>CR 478</td> <td>SUMTER</td> <td>435471-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CR 478	SUMTER	435471-1-22-01	<p>PRELIMINARY CONCEPT PLAN</p> <p>SHEET NO. 107</p>
REVISIONS																
DATE	DESCRIPTION															
ROAD NO.	COUNTY	FINANCIAL PROJECT ID														
CR 478	SUMTER	435471-1-22-01														



PARCEL:
N35-041
5.60 ACRES
0.26 ACRES

348

PARCEL:
N35-004
9.40 ACRES
0.54 ACRES

349

PARCEL:
N35-095
1.22 ACRES
0.17 ACRES

350

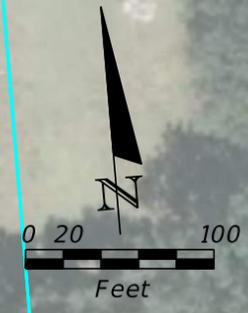
PRIVATE ROAD
DUCKWATERS

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS		DATE	DESCRIPTION			GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION <table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>CR 478</td> <td>SUMTER</td> <td>435471-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CR 478	SUMTER	435471-1-22-01	PRELIMINARY CONCEPT PLAN SHEET NO. 108
REVISIONS																
DATE	DESCRIPTION															
ROAD NO.	COUNTY	FINANCIAL PROJECT ID														
CR 478	SUMTER	435471-1-22-01														



PARCEL:
N35-095
1.22 ACRES
0.17 ACRES
350

PARCEL:
N35-035
3.00 ACRES
0.13 ACRES
351

PARCEL:
N35-122
2.02 ACRES
0.12 ACRES
352

PARCEL:
N35-016
4.86 ACRES
0.37 ACRES
353

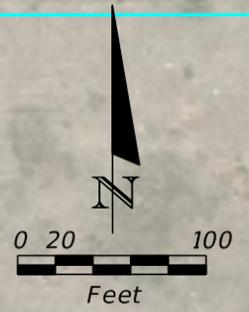
PARCEL:
N36-040
20.39 ACRES
0.76 ACRES
354

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS		DATE	DESCRIPTION			<p>GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503</p>	<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p> <table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>CR 478</td> <td>SUMTER</td> <td>435471-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CR 478	SUMTER	435471-1-22-01	<p>PRELIMINARY CONCEPT PLAN</p>	<p>SHEET NO. 109</p>
REVISIONS																	
DATE	DESCRIPTION																
ROAD NO.	COUNTY	FINANCIAL PROJECT ID															
CR 478	SUMTER	435471-1-22-01															



EXISTING R/W LINE

CR 478

85215
S 89° 55' 00" E

85220

85225

CONST. SUMTER TRAIL

PROPOSED R/W LINE

PARCEL:
N36-040
20.39 ACRES
0.76 ACRES

354

PARCEL:
N36-214
1.00 ACRES
0.12 ACRES

356

PARCEL:
N36-067
5.10 ACRES
0.15 ACRES

357

PARCEL:
N36-064
3.44 ACRES
0.14 ACRES

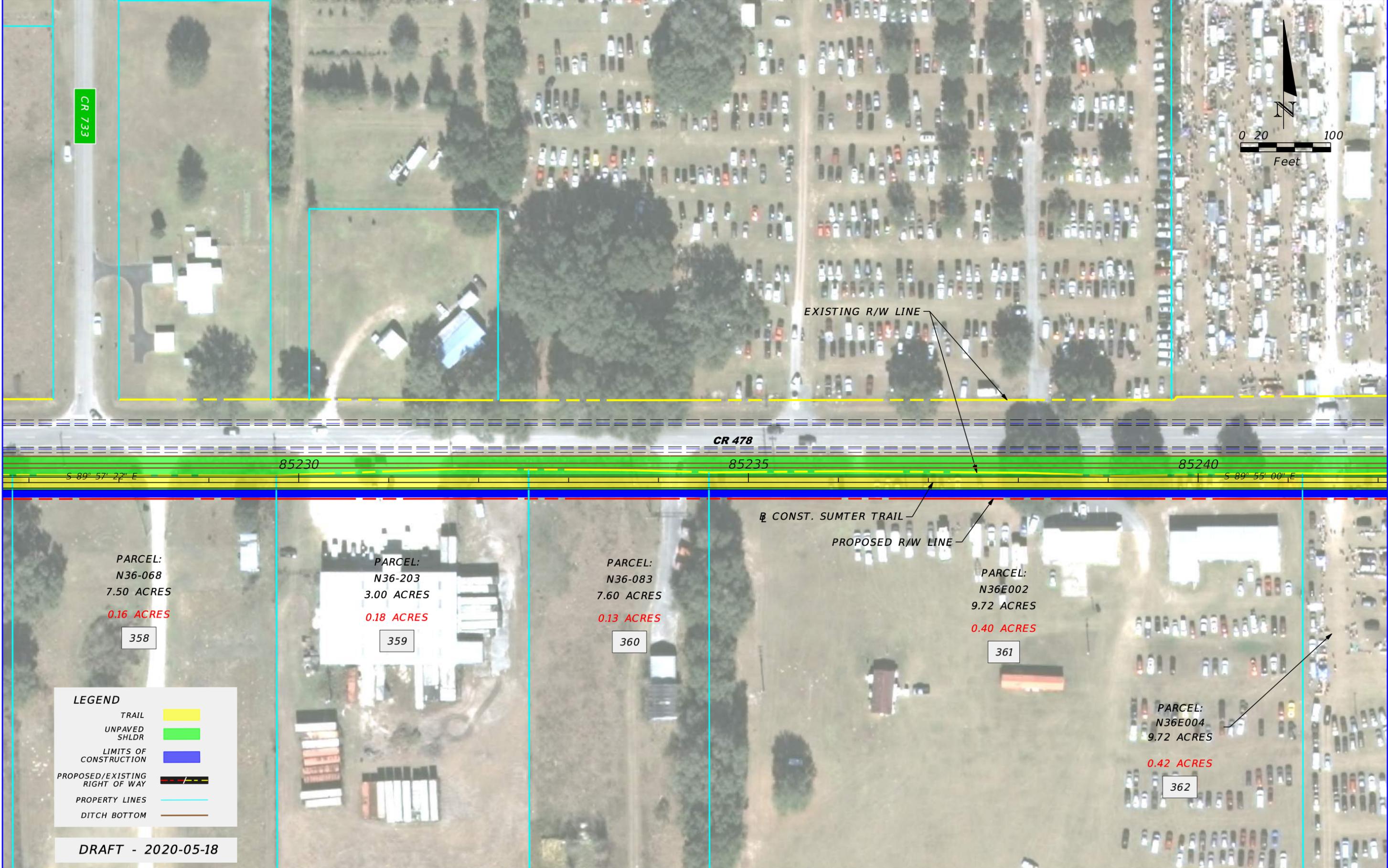
355

LEGEND

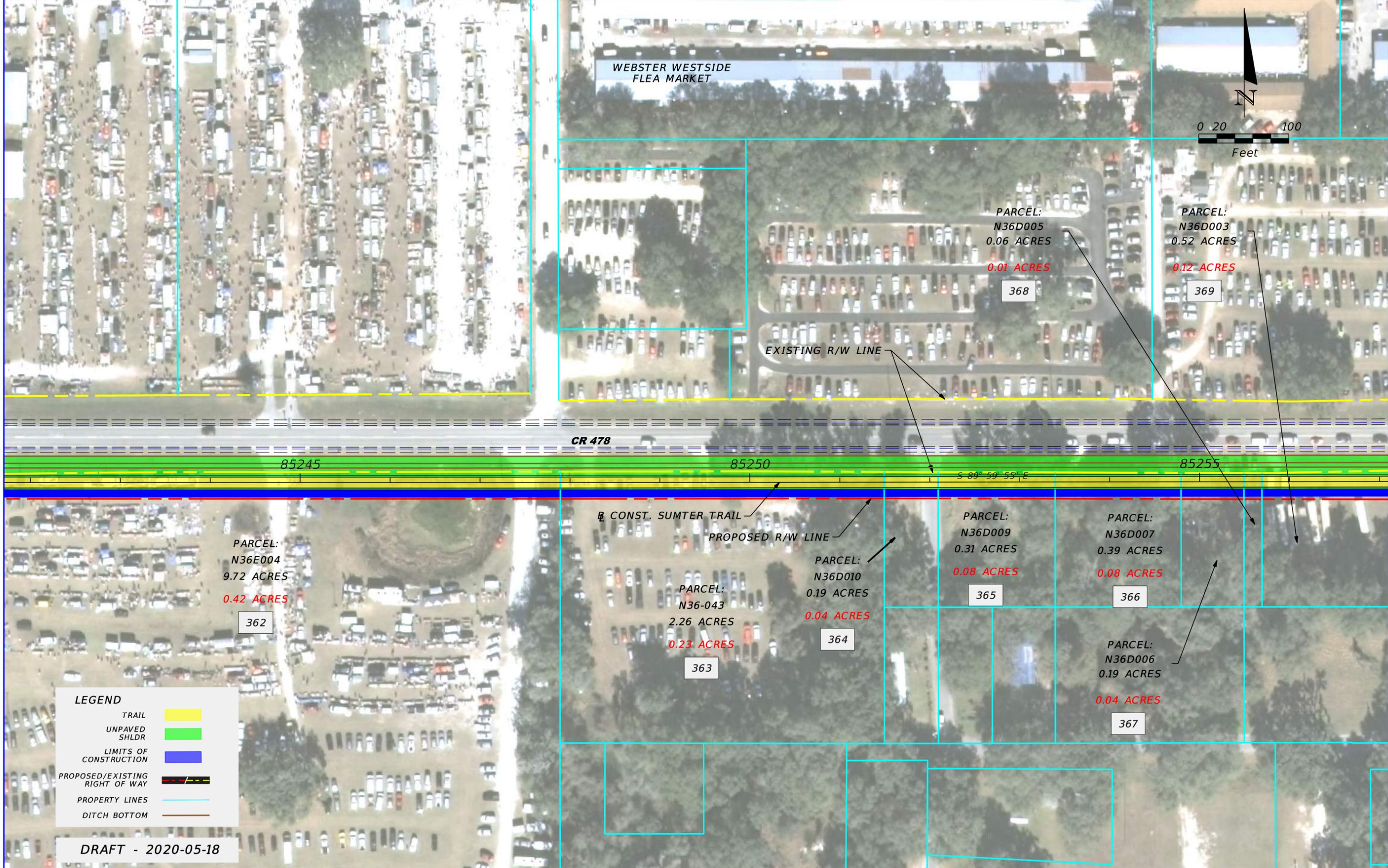
TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 110
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					CR 478	SUMTER	435471-1-22-01	PRELIMINARY CONCEPT PLAN



REVISIONS		GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 4524 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		PRELIMINARY CONCEPT PLAN	SHEET NO. 111
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY		
				CR 478	SUMTER	435471-1-22-01	



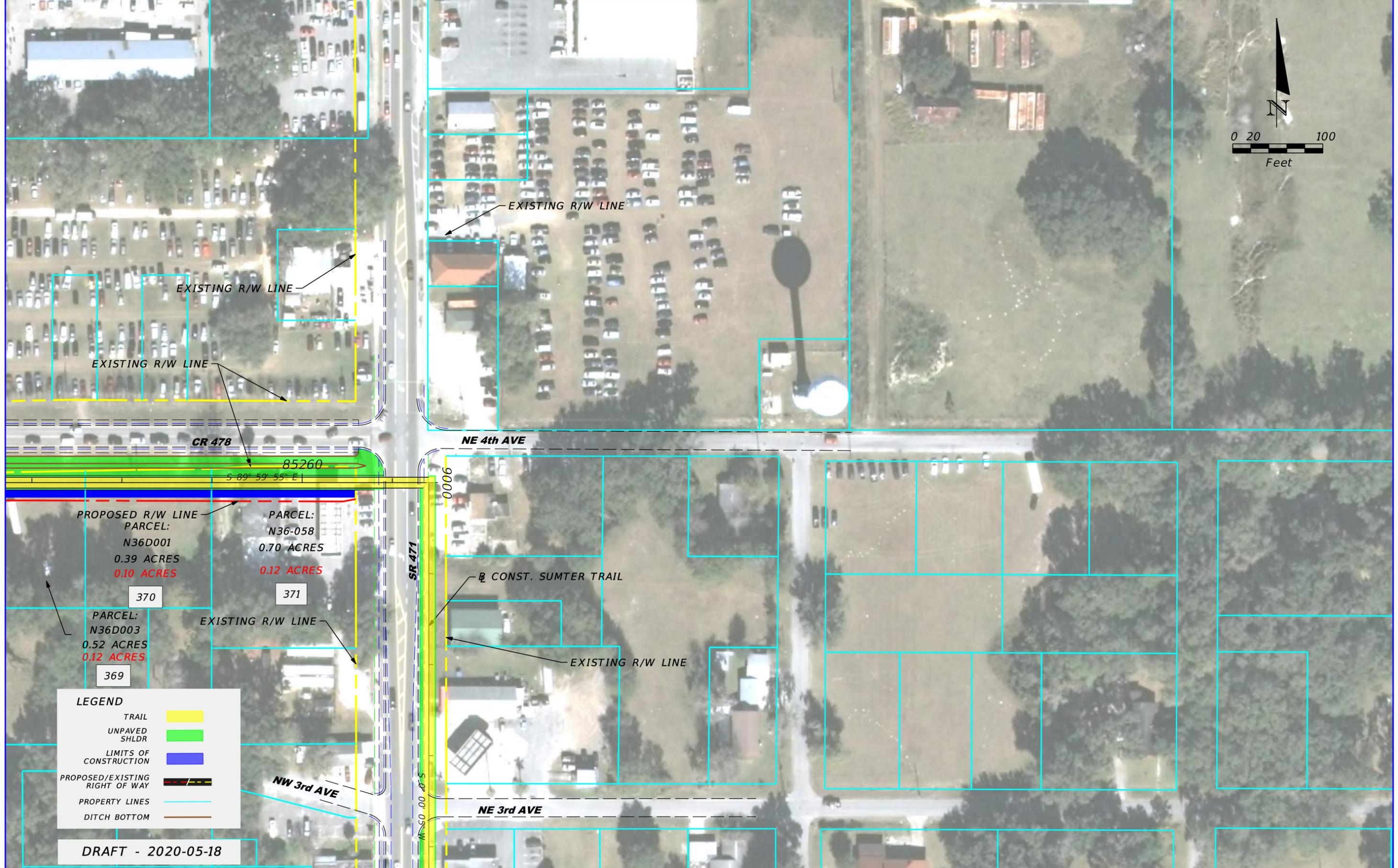
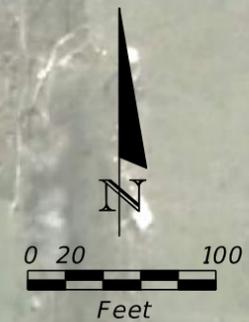
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 4524
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CR 478	SUMTER	435471-1-22-01

PRELIMINARY CONCEPT PLAN

SHEET NO.
112



LEGEND

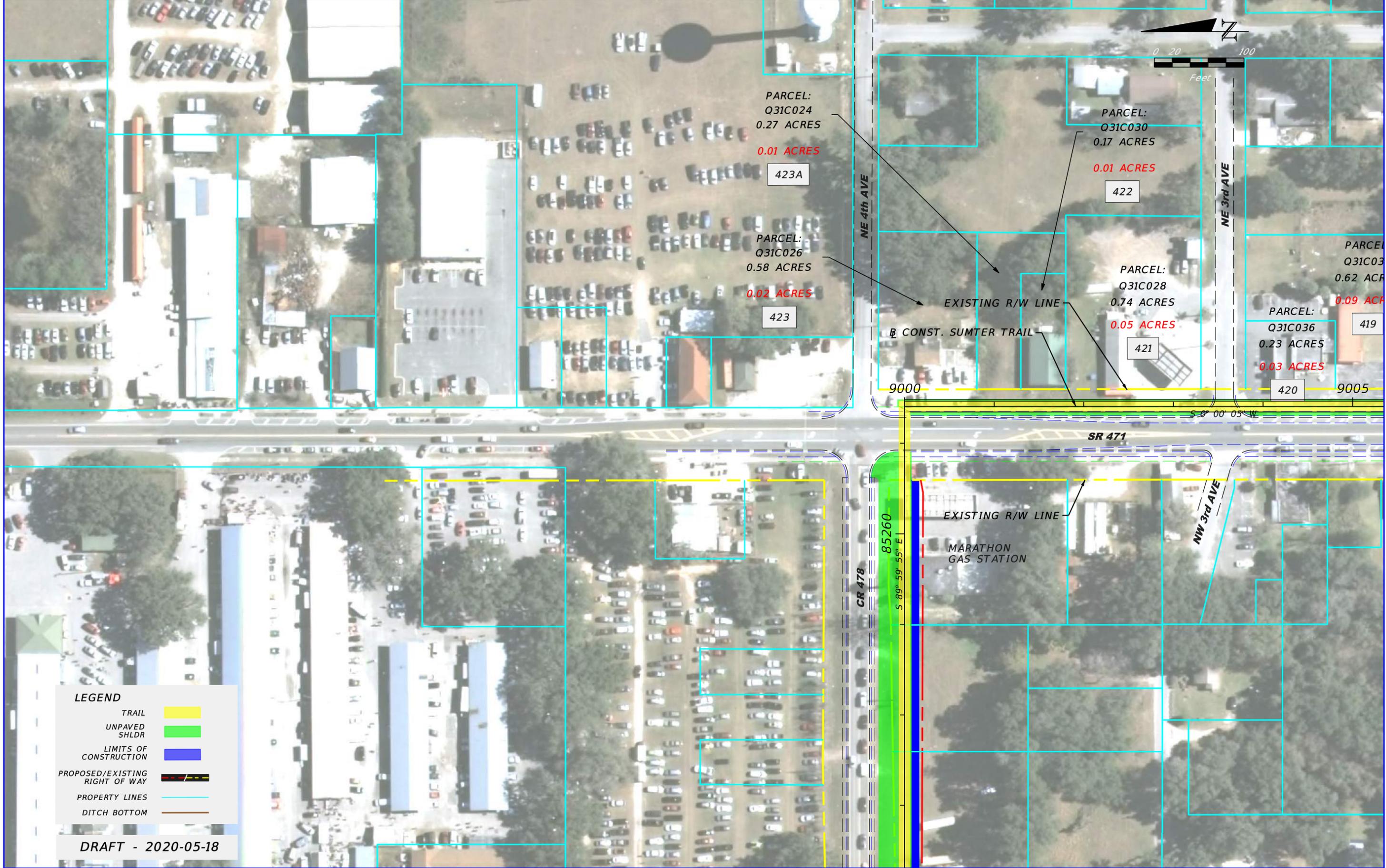
TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CR 478	SUMTER	435471-1-22-01	113

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 4524
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503

PRELIMINARY CONCEPT PLAN



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 45424
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 471	SUMTER	435471-1-22-01

PRELIMINARY CONCEPT PLAN

SHEET NO.
114

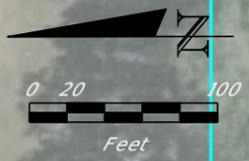
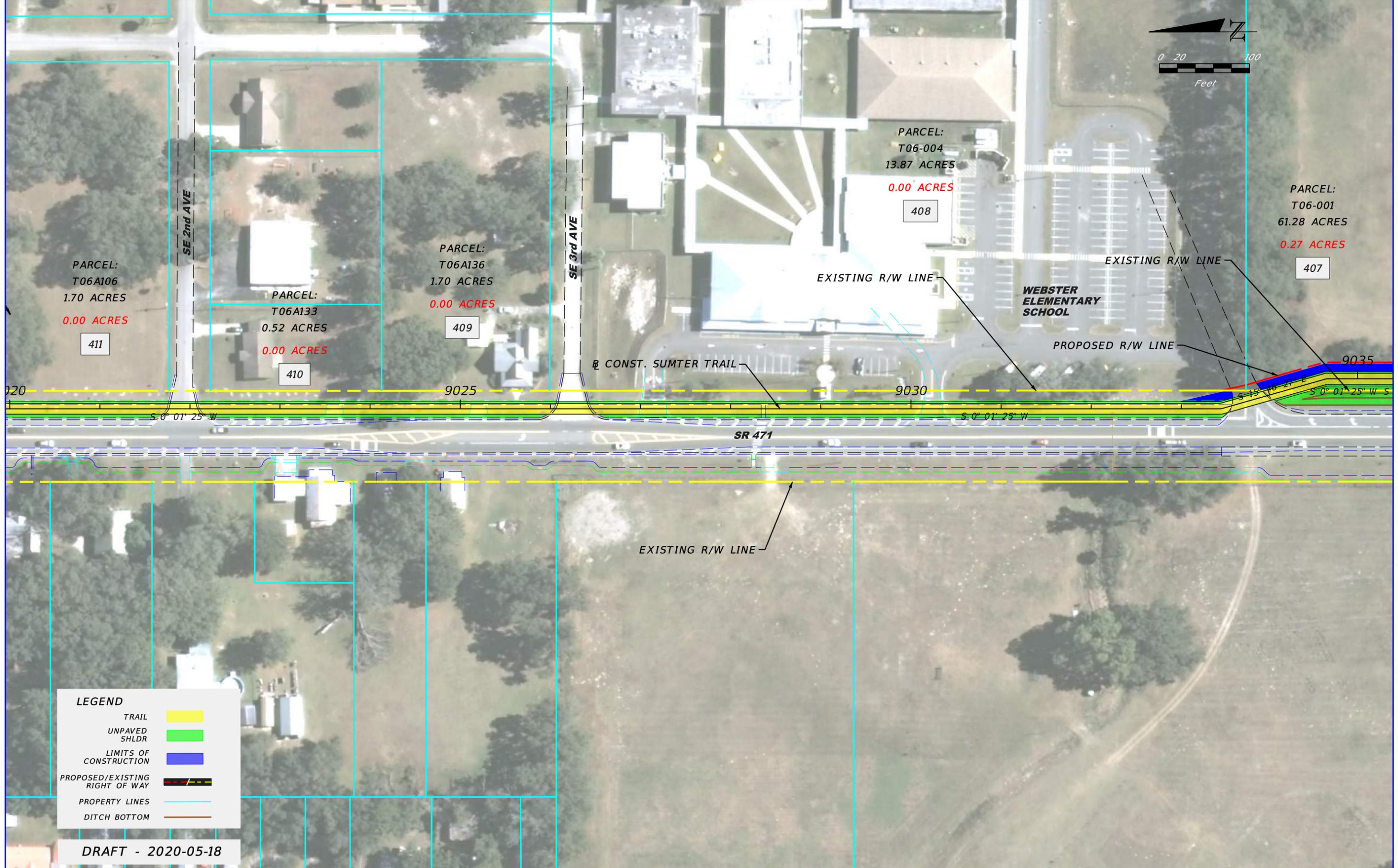


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS		DATE	DESCRIPTION			<p>GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503</p>	<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p> <table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>SR 471</td> <td>SUMTER</td> <td>435471-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SR 471	SUMTER	435471-1-22-01	<p>PRELIMINARY CONCEPT PLAN</p>	<p>SHEET NO. 115</p>
REVISIONS																	
DATE	DESCRIPTION																
ROAD NO.	COUNTY	FINANCIAL PROJECT ID															
SR 471	SUMTER	435471-1-22-01															

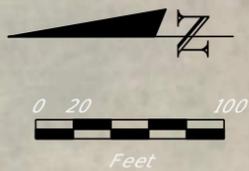


LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				REVISIONS		DATE	DESCRIPTION					<p>GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503</p>			<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p> <table border="1"> <tr> <td>ROAD NO.</td> <td>COUNTY</td> <td>FINANCIAL PROJECT ID</td> </tr> <tr> <td>SR 471</td> <td>SUMTER</td> <td>435471-1-22-01</td> </tr> </table>			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SR 471	SUMTER	435471-1-22-01	<p>PRELIMINARY CONCEPT PLAN</p>			<p>SHEET NO. 116</p>
REVISIONS		DATE	DESCRIPTION																								
ROAD NO.	COUNTY	FINANCIAL PROJECT ID																									
SR 471	SUMTER	435471-1-22-01																									

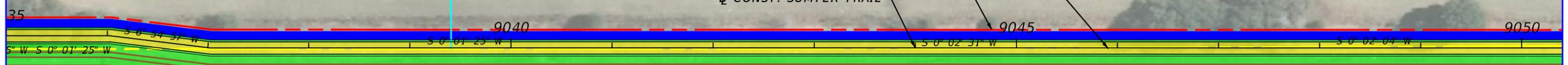


PARCEL:
T06-001
61.28 ACRES
0.27 ACRES

407

PARCEL:
T06-008
114.74 ACRES
0.67 ACRES

406



EXISTING R/W LINE

PROPOSED R/W LINE

CONST. SUMTER TRAIL

SR 471

EXISTING R/W LINE

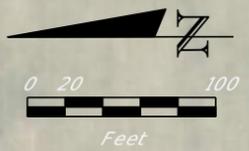
CR 478A

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 117
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 471	SUMTER	435471-1-22-01		



PARCEL:
T06-008
114.74 ACRES
0.67 ACRES

406

PARCEL:
T06-080
19.09 ACRES
0.17 ACRES

405

EXISTING R/W LINE

PROPOSED R/W LINE

CONST. SUMTER TRAIL

50 9055 9060 9065
S 0° 02' 04" W S 0° 05' 10" W S 0° 02' 56" W

SR 471

SE 108th AVE

EXISTING R/W LINE

CR 756

CR 756A

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 118
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					SR 471	SUMTER	435471-1-22-01	PRELIMINARY CONCEPT PLAN



PARCEL:
T06-080
19.09 ACRES

0.17 ACRES

405

PARCEL:
T07-014
63.53 ACRES

0.43 ACRES

404

DEER COVE LANE

EXISTING R/W LINE

PROPOSED R/W LINE

CONST. SUMTER TRAIL

65 9070 9075 9080

SR 471

EXISTING R/W LINE

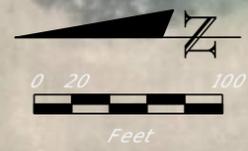
CR 762

LEGEND

- TRAIL
- UNPAVED SHLDR
- LIMITS OF CONSTRUCTION
- PROPOSED/EXISTING RIGHT OF WAY
- PROPERTY LINES
- DITCH BOTTOM

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 119
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 471	SUMTER	435471-1-22-01		



PARCEL:
T07-014
63.53 ACRES
0.43 ACRES

404

PARCEL:
T07-015
1.86 ACRES
0.04 ACRES

403

PARCEL:
T07-014
63.53 ACRES
0.11 ACRES

404

PARCEL:
T07-017
0.88 ACRES
0.04 ACRES

401

PARCEL:
T07-016
9.32 ACRES
0.13 ACRES

400

CONST. SUMTER TRAIL

EXISTING R/W LINE

PROPOSED R/W LINE

SR 471

EXISTING R/W LINE

CR 721

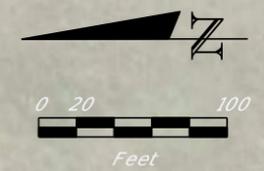
CR 721

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 120
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 471	SUMTER	435471-1-22-01		



LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 121
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				SR 471	SUMTER	435471-1-22-01	PRELIMINARY CONCEPT PLAN	



REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 122
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 471	SUMTER	435471-1-22-01			



LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				SR 471	SUMTER	435471-1-22-01	123

PRELIMINARY CONCEPT PLAN

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 45424
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503



REVISIONS		GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		PRELIMINARY CONCEPT PLAN	SHEET NO. 124
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY		
				SR 471	SUMTER	435471-1-22-01	



PARCEL:
T18-029
9.80 ACRES
0.09 ACRES
382

PARCEL:
T18-080
5.00 ACRES
0.01 ACRES
381

PARCEL:
T18-054
23.95 ACRES
0.16 ACRES
380

PARCEL:
T18-097
2.30 ACRES
0.03 ACRES
379

55 9160 9165 9170



CONST. SUMTER TRAIL

PROPOSED R/W LINE

EXISTING R/W LINE

SR 471

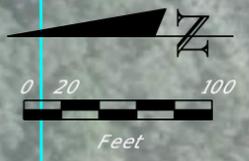
EXISTING R/W LINE

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO. 125
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 471	SUMTER	435471-1-22-01			



PARCEL:
T18-097
2.30 ACRES

0.03 ACRES

379

PARCEL:
T18-094
4.80 ACRES

0.03 ACRES

378

PARCEL:
T19-056
4.85 ACRES

0.08 ACRES

377

PARCEL:
T19-029
23.80 ACRES

0.09 ACRES

375

PARCEL:
T19-031
5.33 ACRES

0.06 ACRES

376

PARCEL:
T19-029
23.80 ACRES

0.06 ACRES

375

EXISTING R/W LINE
PROPOSED R/W LINE
CONST. SUMTER TRAIL

S 0° 04' 59" E

SR 471

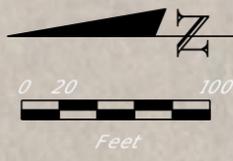
EXISTING R/W LINE

LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 471	SUMTER	435471-1-22-01		



PARCEL:
T19-029
23.80 ACRES

0.06 ACRES

375

PARCEL:
T19-063
100.20 ACRES

0.36 ACRES

374

EXISTING R/W LINE

PROPOSED R/W LINE

PROPOSED R/W LINE

CONST. SUMTER TRAIL

85

9190

9195

9200

S 0° 01' 59" E

SR 471

EXISTING R/W LINE

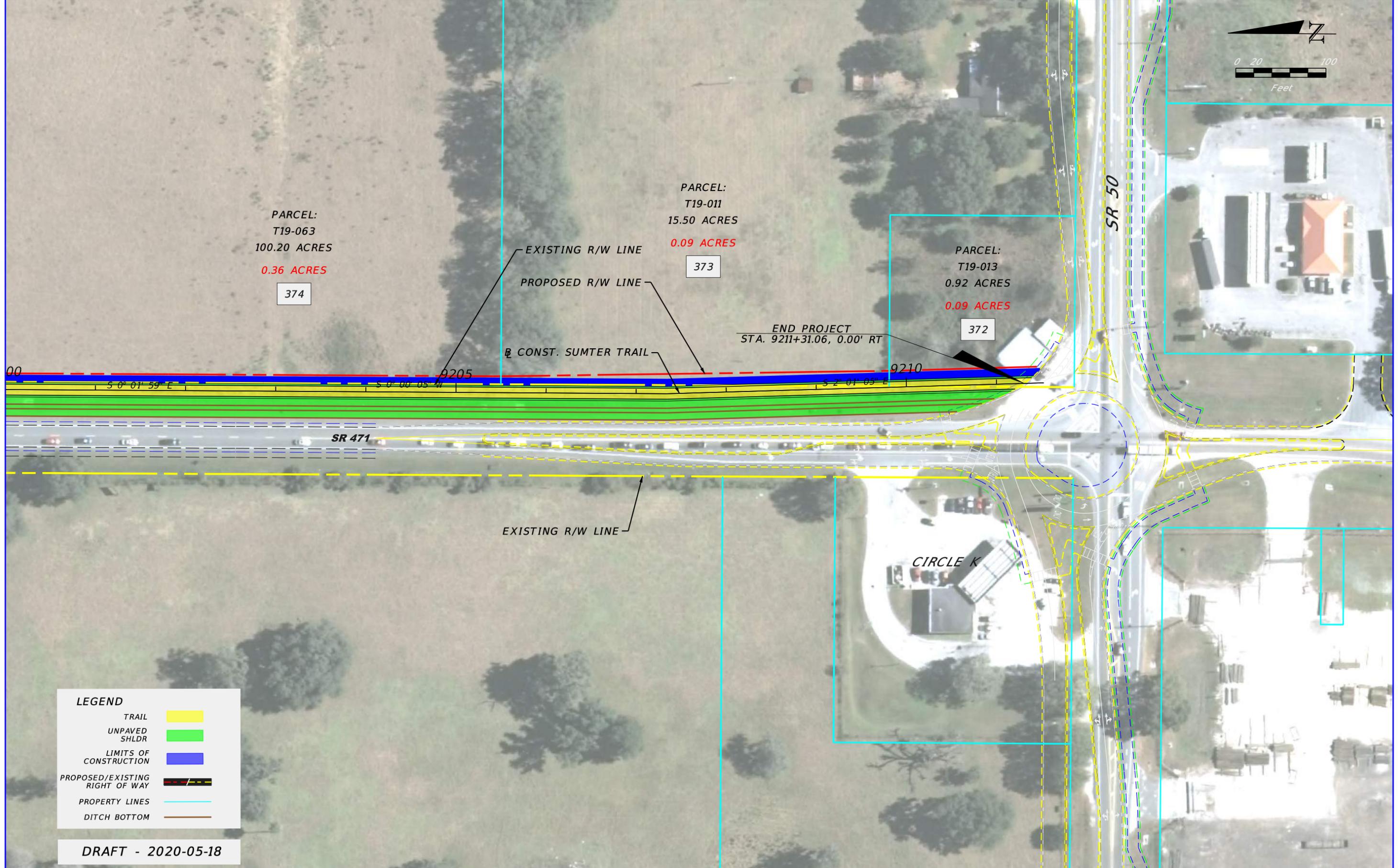
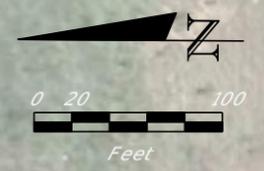
LEGEND

- TRAIL
- UNPAVED SHLDR
- LIMITS OF CONSTRUCTION
- PROPOSED/EXISTING RIGHT OF WAY
- PROPERTY LINES
- DITCH BOTTOM

DRAFT - 2020-05-18

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>PRELIMINARY CONCEPT PLAN</i>	SHEET NO. 127
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 471	SUMTER	435471-1-22-01		

GAIL L. WOODS, P.E.
P.E. LICENSE NUMBER 45424
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION: 7503



LEGEND

TRAIL	
UNPAVED SHLDR	
LIMITS OF CONSTRUCTION	
PROPOSED/EXISTING RIGHT OF WAY	
PROPERTY LINES	
DITCH BOTTOM	

DRAFT - 2020-05-18

REVISIONS				GAIL L. WOODS, P.E. P.E. LICENSE NUMBER 45424 TRANSYSTEMS CORPORATION CONSULTANTS 200 EAST ROBINSON STREET, SUITE 600 ORLANDO, FL 32801 CERTIFICATE OF AUTHORIZATION: 7503	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 128
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					SR 471	SUMTER	435471-1-22-01	PRELIMINARY CONCEPT PLAN

APPENDIX B

Recommended Alternative Typical Sections

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 435471-1-22-01
SUMTER COUNTY HERNANDO COUNTY
SOUTH SUMTER TRAIL
(FROM GOOD NEIGHBOR TRAIL TO SR 50)

APPROVED BY:

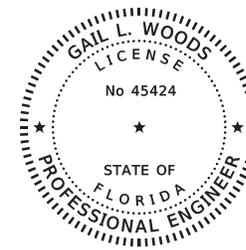
THIS DOCUMENT HAS BEEN DIGITALLY
SIGNED AND SEALED BY:

Gail Woods 2020.04.17
11:29:21 -04'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE
NOT CONSIDERED SIGNED AND SEALED AND
THE SIGNATURE MUST BE VERIFIED
ON ANY ELECTRONIC COPIES.

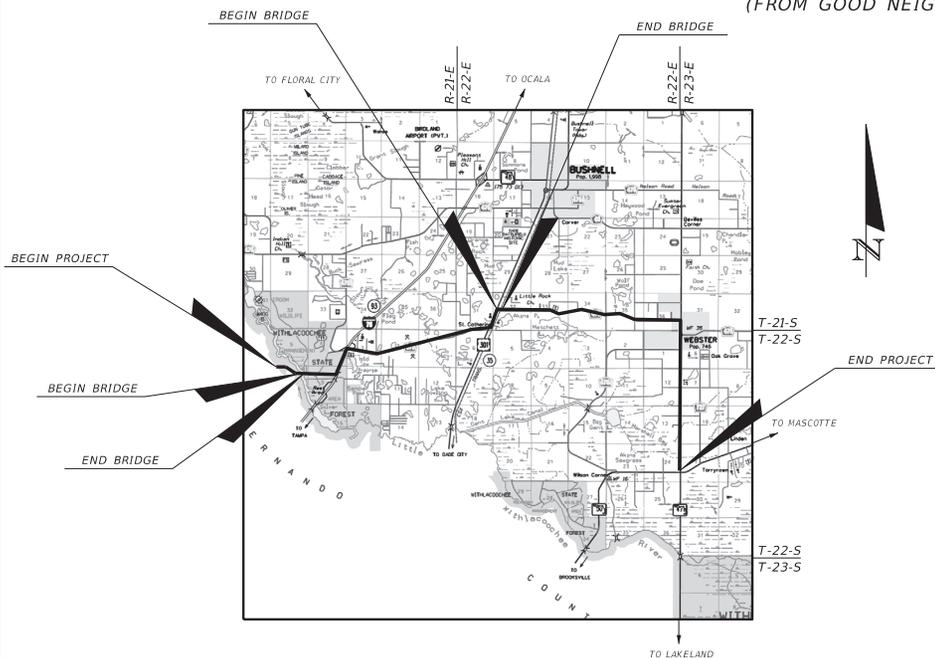
TRANSYSTEMS CORPORATION CONSULTANTS
200 EAST ROBINSON STREET, SUITE 600
ORLANDO, FL 32801
GAIL L. WOODS, P.E. NO. 45424



THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE
FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

TYPICAL SECTION PACKAGE

SHEET NO	SHEET DESCRIPTION
1	COVER SHEET
2	TYPICAL SECTION NO. 1
3	TYPICAL SECTION NO. 2
4	TYPICAL SECTION NO. 3
5	TYPICAL SECTION NO. 4
6	TYPICAL SECTION NO. 5
7	TYPICAL SECTION NO. 6
8	TYPICAL SECTION NO. 7
9	TYPICAL SECTION NO. 8
10	TYPICAL SECTION NO. 9
11	TYPICAL SECTION NO. 10



TYPICAL SECTION CONCURRENCE

Mario J Bizzio
Digitally signed
by Mario J Bizzio
Date: 2020.04.27
10:34:18 -04'00'

FDOT DISTRICT DESIGN ENGINEER
MARIO BIZZIO, P.E.

Gary Skofronick
FDOT DISTRICT STRUCTURES
DESIGN ENGINEER
GARY SKOFRONICK, P.E.

N/A

FHWA TRANSPORTATION ENGINEER

DESIGN SPEED AND POSTED
SPEED CONCURRENCE:

N/A

FDOT DISTRICT TRAFFIC OPERATIONS
ENGINEER

N/A

FDOT DISTRICT DESIGN ENGINEER

CONTEXT CLASSIFICATION
CONCURRENCE:

N/A

FDOT DISTRICT INTERMODAL SYSTEMS
DEVELOPMENT MANAGER

SHEET
NO.
1

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- (X) C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- () N/A : L.A. FACILITY () N/A

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL (X) N/A

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM
- (X) N/A

ACCESS CLASSIFICATION

- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) - N/A

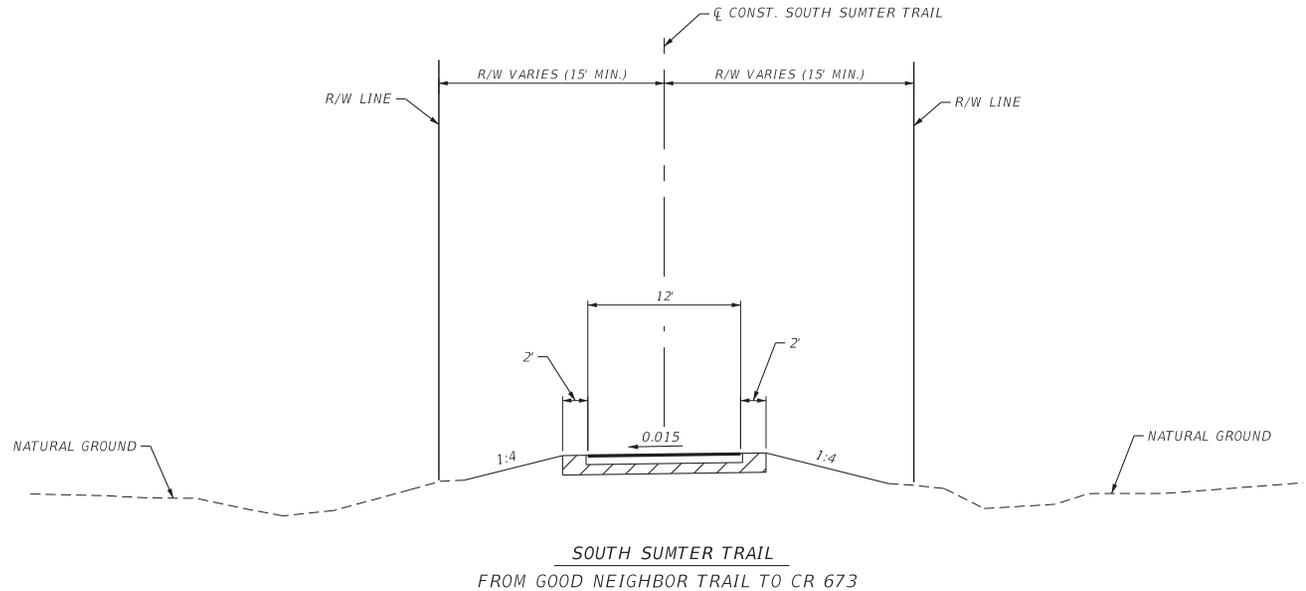
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 1



FINANCIAL PROJECT ID	SHEET NO.
435471-1-22-01	2

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- (X) C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- () N/A : L.A. FACILITY () N/A

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL (X) N/A

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM
- (X) N/A

ACCESS CLASSIFICATION

- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) - N/A

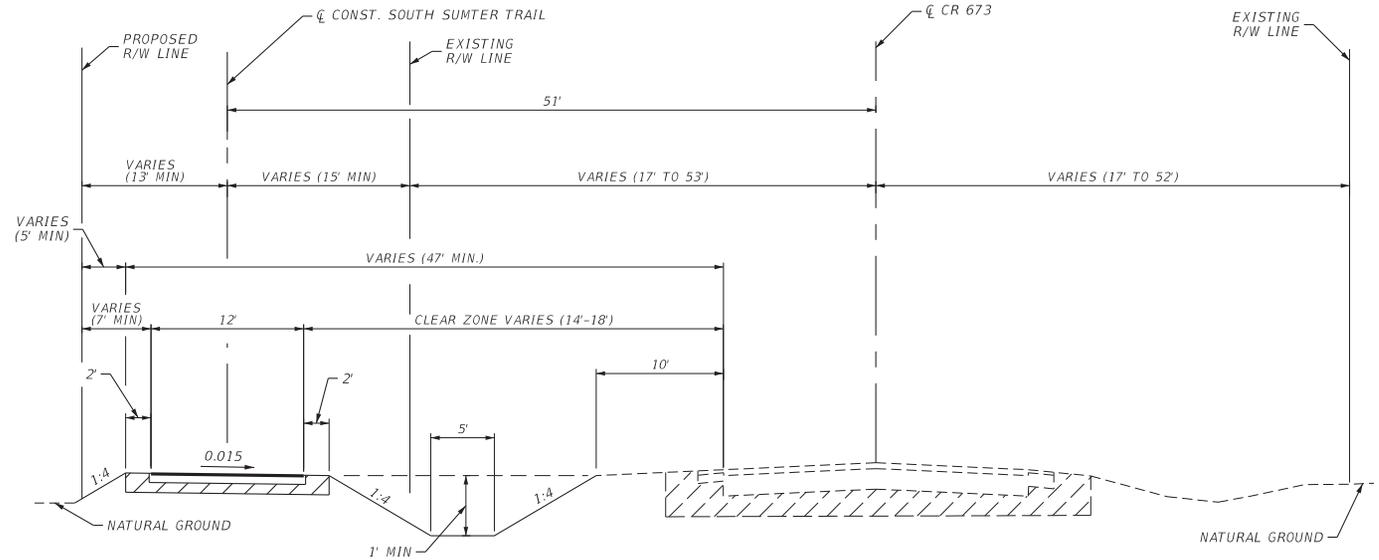
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 2



**SOUTH SUMTER TRAIL ALONG CR 673
FROM EAST OF I-75 TO US 301**

FINANCIAL PROJECT ID	SHEET NO.
435471-1-22-01	3

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- (X) C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- () N/A : L.A. FACILITY () N/A

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL (X) N/A

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM
- (X) N/A

ACCESS CLASSIFICATION

- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) - N/A

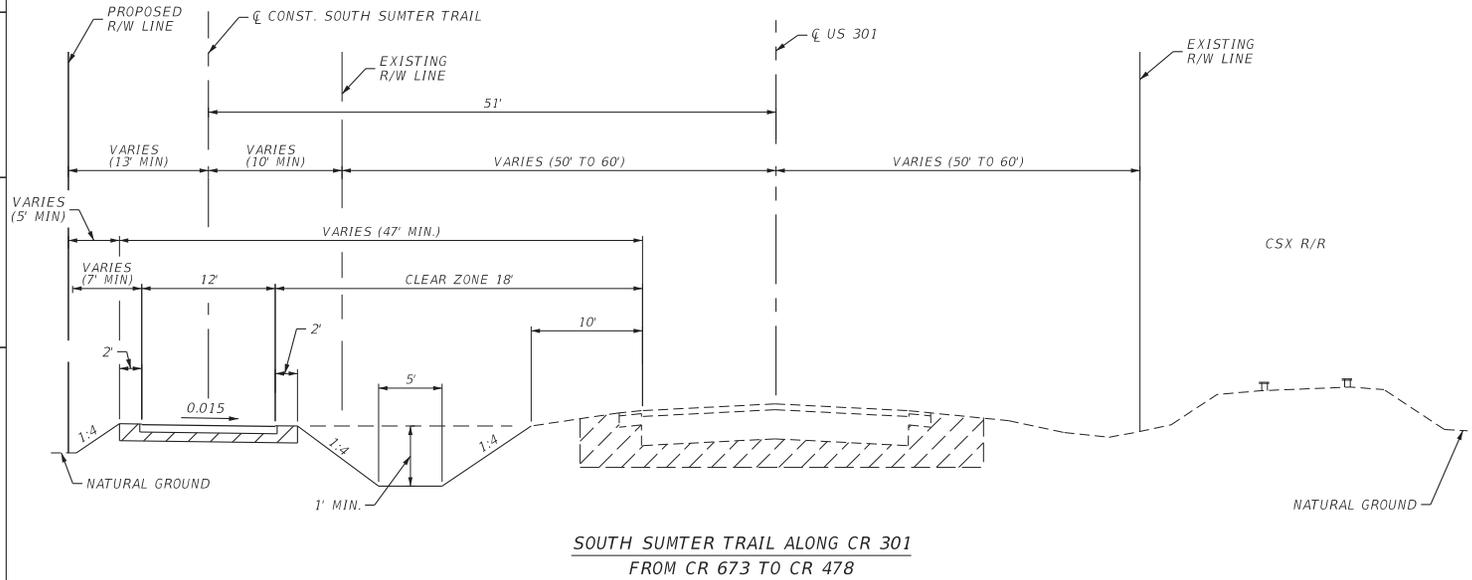
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 3



THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

FINANCIAL PROJECT ID	SHEET NO.
435471-1-22-01	4

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- (X) C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- () N/A : L.A. FACILITY () N/A

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL (X) N/A

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM
- (X) N/A

ACCESS CLASSIFICATION

- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) - N/A

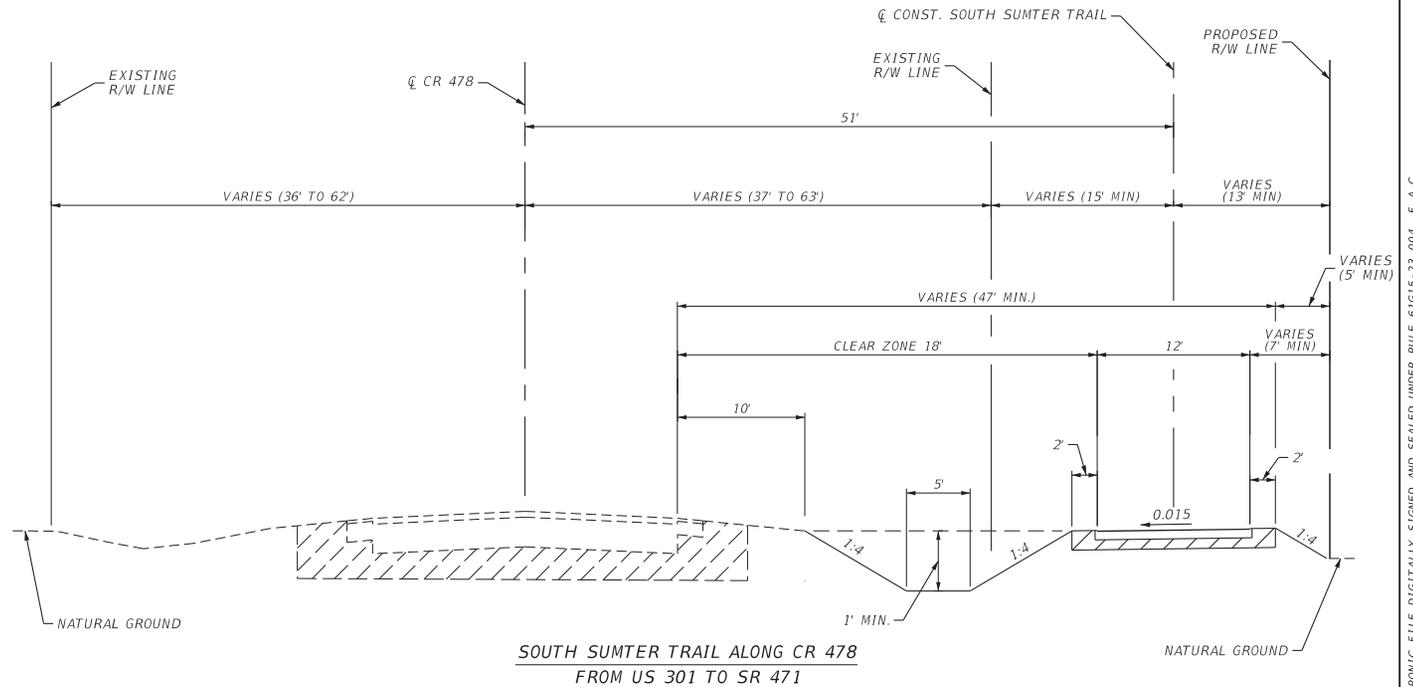
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 4



FINANCIAL PROJECT ID	SHEET NO.
435471-1-22-01	5

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL () C4 : URBAN GENERAL
- (X) C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- () N/A : L.A. FACILITY () N/A

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL (X) N/A

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM
- (X) N/A

ACCESS CLASSIFICATION

- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) - N/A

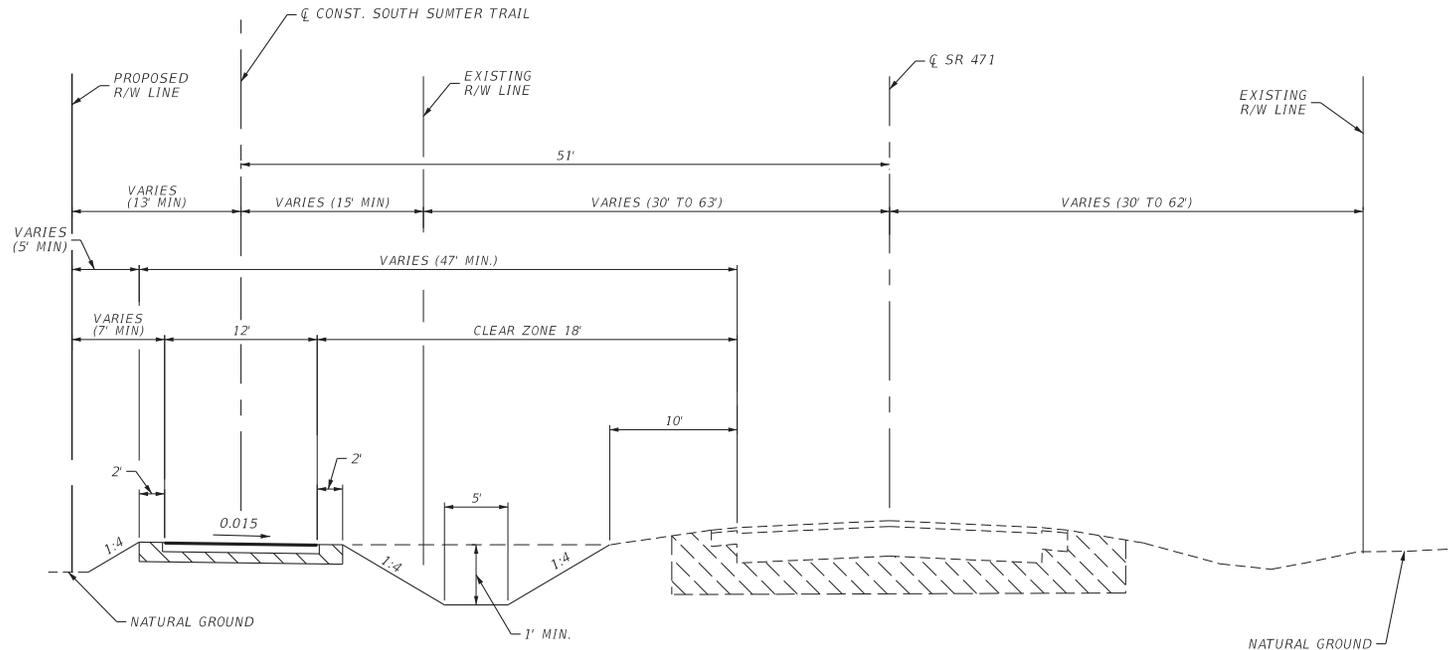
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 6



SOUTH SUMTER TRAIL ALONG SR 471 (RURAL)
FROM WEBSTER ELEMENTARY SCHOOL TO SR 50

FINANCIAL PROJECT ID	SHEET NO.
435471-1-22-01	7

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- (X) C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- () N/A : L.A. FACILITY () N/A

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL (X) N/A

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM
- (X) N/A

ACCESS CLASSIFICATION

- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) - N/A

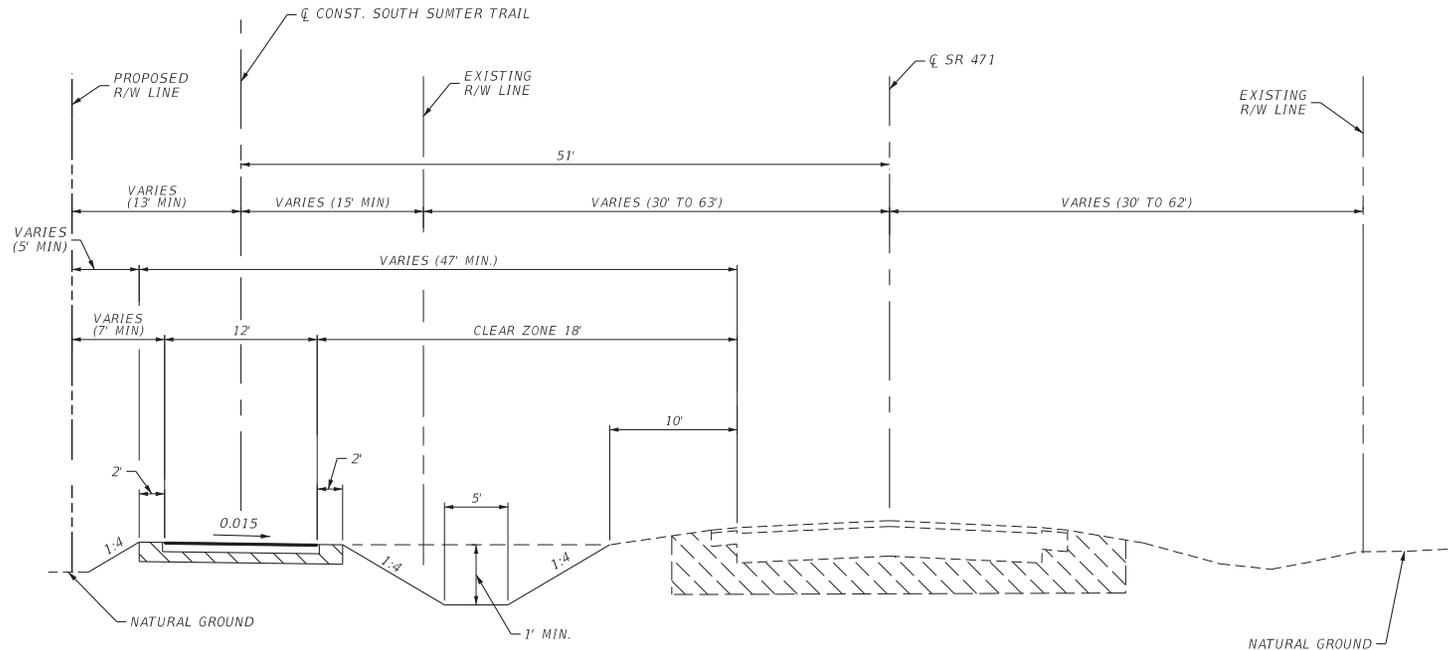
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 6



SOUTH SUMTER TRAIL ALONG SR 471 (RURAL)
FROM WEBSTER ELEMENTARY SCHOOL TO SR 50

FINANCIAL PROJECT ID	SHEET NO.
435471-1-22-01	7

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- (X) C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- () N/A : L.A. FACILITY () N/A

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL (X) N/A

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM
- (X) N/A

ACCESS CLASSIFICATION

- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) - N/A

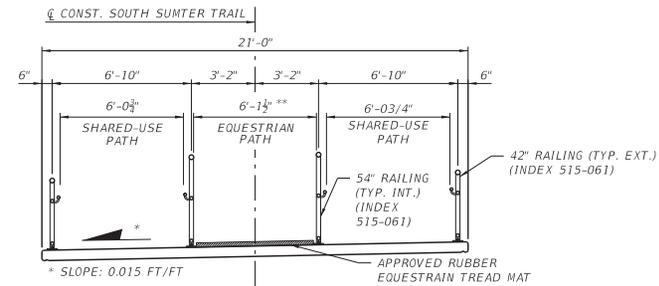
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 7



* SLOPE: 0.015 FT/FT

** WIDTH OF THE EQUESTRIAN FACILITY MAY INCREASE TO 12'-1 1/2" FEET DURING THE DESIGN PHASE. FINAL DETERMINATION OF EQUESTRIAN FACILITY WIDTH WILL BE BASED ON DESIGN, SURVEY AND COORDINATION WITH THE WITHLACOOCHEE STATE FOREST.

TYPICAL SECTION
APPROACH RAMPS TO WITHLACOOCHEE RIVER CROSSING

FINANCIAL PROJECT ID	SHEET NO.
435471-1-22-01	8

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- (X) C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- () N/A : L.A. FACILITY () N/A

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL (X) N/A

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM
- (X) N/A

ACCESS CLASSIFICATION

- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) - N/A

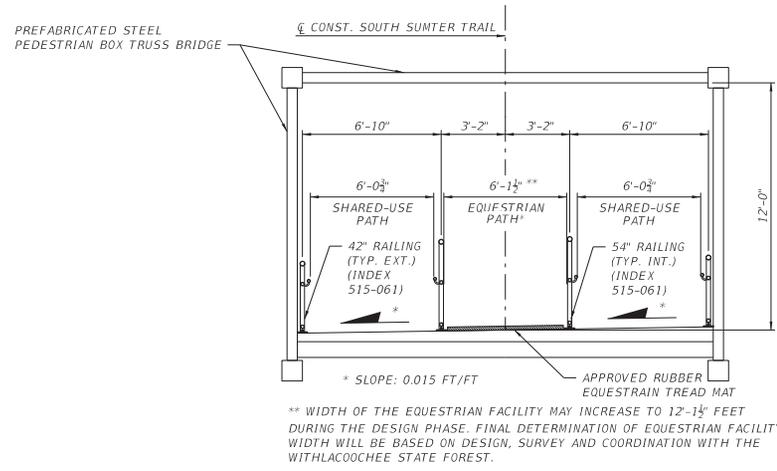
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 8



TYPICAL SECTION
SPAN OVER WITHLACOCHEE RIVER CROSSING

FINANCIAL PROJECT ID	SHEET NO.
435471-1-22-01	9

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- (X) C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- () N/A : L.A. FACILITY () N/A

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL (X) N/A

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM
- (X) N/A

ACCESS CLASSIFICATION

- () 1 - FREEWAY
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- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) - N/A

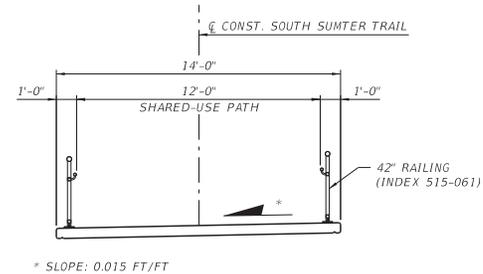
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 9



TYPICAL SECTION
APPROACH RAMPS TO US 301/CSX RR CROSSING

FINANCIAL PROJECT ID	SHEET NO.
435471-1-22-01	10

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- (X) C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- () N/A : L.A. FACILITY () N/A

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL (X) N/A

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM
- (X) N/A

ACCESS CLASSIFICATION

- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) - N/A

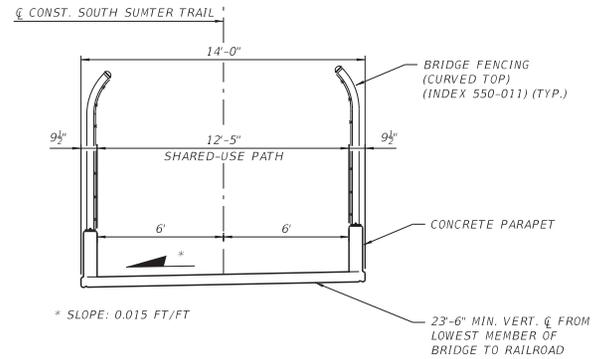
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 10



TYPICAL SECTION
SPANS OVER US 301/CSX RR

FINANCIAL PROJECT ID	SHEET NO.
435471-1-22-01	11

APPENDIX C

Section 4(f)

Official with Jurisdiction Concurrence

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) EXCEPTIONS/EXEMPTIONS DETERMINATION

850-050-46
Environmental
Management
01/19

Project Name:	South Sumter Connector Trail from Good Neighbor Trail to James A Van Fleet Trail		
FM#:	435471-1-22-01	ETDM#:	N/A
Project Review Date:	11/14/2019	FAP#:	N/A
FDOT District:	5		
County(ies):	Hernando and Sumter		

Project Description including Section 4(f) Specific Information:

The South Sumter Connector Trail is part of the 250-mile Florida Coast to Coast Trail, which will connect St. Petersburg on the west coast of the state with Titusville on the east coast. The segment being evaluated as part of this Project Development and Environment (PD&E) Study extends approximately 16 miles from the western terminus of the Good Neighbor Trail in Hernando County and located within the Croom Tract of the Withlacoochee State Forest (WSF) to the Van Fleet Trail in western Sumter County providing recreational connectivity across the Florida peninsula. The trail would consist of a twelve foot (12') wide paved multi-use path for use by non-motorized transportation modes (pedestrian, bicycle, equestrian). The Preferred Alternative for the WSF Croom Tract section extends from the Good Neighbor Trail across the Withlacoochee River via a new pedestrian/equestrian bridge, then along an existing hiking trail, under Interstate 75, continuing a short distance along an abandoned railroad before turning north to connect with County Road 673.

Type of Property: Public Parks and Recreation Areas

Description of Property: The Withlacoochee State Forest, Croom Tract is approximately 20,000 acres owned by the State of Florida and maintained by the Florida Forest Service. The primary function of the Croom Tract includes picnic areas, fishing, canoe launch, nature, hiking, equestrian and off-road bicycle trails.

Establishing Section 4(f) Exception Eligibility (from 23 CFR 774.13):

The facts of the case must match the circumstances as described below:

- Restoration, rehabilitation or maintenance of transportation facilities that are on or eligible for the National Register when:
 - (1) The Administration [FDOT] concludes, as a result of the consultation under 36 CFR 800.5, that such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, and
 - (2) The OWJ over the Section 4(f) resource have not objected to the FDOT conclusion.

- Archaeological sites that are on or eligible for the National Register when:
 - (1) The Administration [FDOT] concludes that the archaeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where the Administration [FDOT] decides, with agreement of the OWJ, not to recover the resource; and
 - (2) The OWJ over the Section 4(f) resource have been consulted and have not objected to the Administration [FDOT] finding.

- Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archaeological resources in §774.9(e) discovered during construction, the Administration [FDOT] may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance, and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site and does not qualify for the Section 4(f) exception.

In applying this exception, the analyst must consider whether:

 - (1) The property acquisition was completed prior to the designation or the change in the determination of significance.
 - (2) The Cultural Resources Assessment Survey (CRAS) report was considered complete and sufficient at the time of its submittal.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) EXCEPTIONS/EXEMPTIONS DETERMINATION

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- (3) The CRAS report identified the property in question as a resource that would require re-examination or that would become significant prior to construction.
- (4) The property in question is an archaeological site important primarily for the information it contains.

- Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f). The following conditions must be satisfied:
- (1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
 - (2) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
 - (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
 - (4) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
 - (5) There must be documented agreement of the OWJ over the Section 4(f) resource regarding the above conditions.
- Park road or parkway projects under 23 U.S.C. 204 which is the Federal Lands Access Program, providing access to transportation facilities located on or adjacent to, or provide access to Federal Lands.
- Certain trails, paths, bikeways, and sidewalks, in the following circumstances:
- (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);
 - (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241-1251, with the exception of those trail segments that are historic sites as defined in 23 CFR 774.17, such as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the NRHP. The term includes properties of traditional religious and cultural importance to an Indian tribe that are included in, or are eligible for inclusion in the NRHP.
 - (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and
 - (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation unless they are historic.
- Transportation enhancement projects and mitigation activities, where:
- (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
 - (2) The OWJ over the Section 4(f) resource agrees in writing to the use described in (1) of this section.

Establishing Section 4(f) Exemption Eligibility (Refer to Chapter 7.3.4 for further information and criteria)

- Section 1303 of the FAST Act incorporates the ACHP Program Comment exemption for common post-1945 concrete and steel bridges and culverts into Section 4(f), eliminating review requirements for these structures under Section 4(f). This exemption applies to specific types of bridges and culverts built after 1945, including various forms of reinforced concrete slab bridges, reinforced concrete beam and girder bridges, steel multi-beam bridges or multi-girder bridges, and culverts and reinforced concrete boxes (See Section V Program Comment).
- (Section 11502 (23 U.S.C. 138(f)/49 U.S.C. 303(h)) exempts from Section 4(f) review the use of rail. The exemption to **Section 4(f)** applies regardless of whether the railroad or rail transit line, or element thereof, is listed in or is eligible for listing in the National Register of Historic Places.

The exemption applies to the following resource types which might otherwise be considered abandoned or not in use:

- Railroad and transit lines over which service has been discontinued under the process described in 49 U.S.C. 10903;
- Railroad and transit lines that have been railbanked (a voluntary agreement between a railroad company and a trail agency to use an out-of-service rail corridor as a trail until a railroad might need the corridor again for rail service as described in 16 U.S.C. 1247(d)); and

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- Railroad and transit lines that have been otherwise reserved for the future transportation of goods or passengers.

- 23 CFR 774.11(e)(2). The interstate highway system is exempt from being treated as a historic resource under Section 4(f), unless the U.S. Secretary of Transportation determines individual elements possess national or exceptional historic significance and should receive protection.
Interstate highway-related facilities in Florida determined historically significant by the Secretary of Transportation and therefore not exempt under Section 4(f) are:
 - I-275 Bob Graham/Sunshine Skyway Bridge
 - I-75 Alligator Alley- Milepost range 19.6-49.3
 - I-75 Snake Wall
 - I-95 Myrtle Avenue Overpass

- (23 CFR 774.11(h)) When a property formally reserved for a future transportation facility temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, the interim activity, regardless of duration, will not subject the property to Section 4(f).

- 23 CFR 774.11 (i) When a property is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established and concurrent or joint planning or development of the transportation facility and the Section 4(f) resource occurs, then any resulting impacts of the transportation facility will not be considered a use as defined in §774.17. Examples of such concurrent or joint planning or development include, but are not limited to:
 - Designation or donation of property for the specific purpose of such concurrent development by the entity with jurisdiction or ownership of the property for both the potential transportation facility and the Section 4(f) property; or
 - Designation, donation, planning, or development of property by two or more governmental agencies with jurisdiction for the potential transportation facility and the Section 4(f) property, in consultation with each other.

Explanation supporting the Section 4(f) property meets all of the criteria of the Exception or Exemption

Title 23 CFR Section 774.13 criteria is met, specifically: per 774.13 (g)(1) and (g)(2) Transportation enhancement activities, transportation alternatives projects, and mitigation activities, where: (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and (2) The OWJ over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

Trail construction within the WSF Croom Tract does not create a change in land ownership; the nature and magnitude of the changes to the property do not create permanent adverse physical impacts, nor interference with protected activities, features or attributes of the property. The land will be enhanced to a condition which is at least as good as what is existing prior to the project; and there is agreement from the OWJ regarding the above conditions. The proposed Preferred Alternative fills in a gap of the Coast to Coast Trail connecting the Good Neighbor Trail on the west to the Van Fleet Trail on the east. A pedestrian/equestrian bridge crosses the Withlacoochee River providing enhanced access to recreation facilities on the east and west of the river. When complete, this project will be considered an enhancement providing a pedestrian/equestrian bridge and twelve-foot wide paved, multi-use path for use by non-motorized transportation modes including pedestrian, bicycle, and equestrian users. The improvement will provide recreational connectivity enhancement to the existing hiking trail by expanding use of and access to recreational resources throughout the WSF Croom Tract. There is no acquisition of State-owned land, no proposed easements, and construction within the WSF Croom Tract will be a small component of the overall project construction, and will not impede public access to, or use of, the WSF. The OWJ has been involved in the project since inception and has provided support for the project in a letter dated September 12, 2019 that is included as Attachment 1.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) EXCEPTIONS/EXEMPTIONS DETERMINATION

650-050-48
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Management
01/19

Documentation

The following items must be attached to this form to ensure proper documentation of the Section 4(f)

Exception/Exemption:

1. DOA package (if used)
2. Required communications with the OWJ (i.e. concurrence letters) for the Exception/Exemption as applicable

Signatures

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

Preparer 

Date 11/21/19


Environmental Manager, or designee

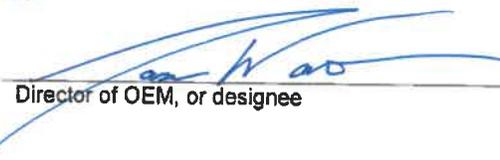
Date 11/21/19

OEM
Concurrence:


OEM Subject Matter Expert

Date 11/27/2019

OEM
Approval:


Director of OEM, or designee

Date 12/2/19

ATTACHMENT 1

OWJ Correspondence

FLORIDA FOREST SERVICE
(850) 681-5800



THE CONNER BUILDING
3125 CONNER BOULEVARD
TALLAHASSEE, FLORIDA 32399-1650

FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES
COMMISSIONER NICOLE "NIKKI" FRIED

September 12, 2019

Mr. William Walsh
Environmental Manager, District 5
Florida Department of Transportation
719 South Woodland Boulevard
Deland, Florida 32720

Dear Mr. Walsh:

I am writing regarding the South Sumter Trail (Financial Project Number 435471-1) that will be located within the Withlacoochee State Forest. The forest includes significant recreational facilities and activities in Sumter and Hernando Counties, Florida. This trail will preserve and enhance the recreational values of these facilities as well as promote Florida's natural areas.

We support this project and look forward to working with you on developing the South Sumter Trail on Withlacoochee State Forest.

Sincerely,

James R. Karels
State Forester

cc: James Roberts, Forest Management Bureau Chief
Brian Camposano, Forest Management Assistant Bureau Chief
Todd Knapp, State Lands Supervisor
Lorna Radcliff, Recreation Coordinator

From: [Mousel, Keith](#)
To: [Graeber, David](#)
Cc: [OR-Beth Beam](#); [Morris, Vincent](#); [Cucek, Lorena](#); [Werner, Colleen](#)
Subject: RE: FPID 435471-1 - S Sumter Trail PD&E Study – Good Neighbor Trail to Van Fleet Trail
Date: Wednesday, March 27, 2019 3:44:34 PM

Looks good to me.

Keith

From: Graeber, David <David.Graeber@dot.state.fl.us>
Sent: Wednesday, March 27, 2019 8:32 AM
To: Mousel, Keith <Keith.Mousel@freshfromflorida.com>
Cc: ejbeam@transystems.com; Morris, Vincent <Vincent.Morris@freshfromflorida.com>; Cucek, Lorena <Lorena.Cucek@dot.state.fl.us>; Werner, Colleen <Colleen.Werner@freshfromflorida.com>; Graeber, David <David.Graeber@dot.state.fl.us>
Subject: FPID 435471-1 - S Sumter Trail PD&E Study – Good Neighbor Trail to Van Fleet Trail

Mr. Mousel,

Thank you for the opportunity to meet with WSF staff on Wednesday, March 6, 2019. As discussed at the meeting, we have revised the figures and summarized the analysis of alternative alignments for the section of the South Sumter Trail that traverses the Withlacoochee State Forest and are requesting your review and concurrence with the preferred alternative alignment.

Attached, please find a revised figure depicting the South Sumter Connector Trail alternative alignments that were evaluated as part of the study process through the Withlacoochee State Forest.

As discussed at the meeting the project team has evaluated five alternatives for this section of the trail. A summary of the evaluated alternative alignments are listed below:

Alternative Alignments Considered but Eliminated

- Alternative 1 (Dark Blue) - Bridge 1 – Duke Power Line – Over I-75 Interchange - CR 673
 - Due to high voltage transmission line restrictions relative to improvements within the utility right-of-way (ROW) or easement for the power line
 - Connection to CR 673 across the I-75/CR 470 interchange includes constructability issues over an interchange and within Federal Highway Administration (FHWA) limited access ROW. A pedestrian bridge over the interchange is also cost prohibitive
- Alternative 2 (Red) - Bridge 2 (Iron Bridge) – FR 13 – I-75 Interchange - CR 673
 - Partially located along Forest Road 13 (SW 113th PI) which creates pedestrian and bicyclist safety concerns
- Alternative 3 (Green) - Bridge 3 (Private Property/SARR) – FR 13 – SARR – CR 673
 - Partially located within private property that has future land development plans and partially along Forest Road 13 (SW 113th PI) which creates pedestrian and

bicyclist safety concerns

- Alternative 4 (Magenta) - Bridge 2 (Iron Bridge) – FR 13 – FR 17 – Over I-75 Interchange - CR 673
 - Dismissed for similar reasons as the Duke power line alignment and connection to CR 673 across the I-75/CR 673 interchange.

Preferred Alternative Alignment

- Alternative 5 (Cyan) - Bridge 2 – Existing Hiking Trails – Along I-75 – CR 673.
 - Crosses Withlacoochee River at Iron Bridge Day Use Area location (Bridge 2)
 - Follows an existing hiking trail and removes pedestrians and bicyclists from Forest Road 13 which is traveled by various types of motorized vehicles
 - Crosses under I-75 supporting pedestrian and bicycle safety
 - Follows WSF/private property common boundary east of I-75

Based on our discussions at the meeting held with you and your staff on March 6, 2019, Alternative 5 (Cyan) - Bridge 2 – Existing Hiking Trails – Along I-75 – CR 673 was selected as the Preferred Alignment. Please provide your review of this analysis and concurrence with the recommendation.

Again, thanks for meeting with us and for your ongoing assistance with the development and evaluation of the preferred alignment for this important regional trail segment. We are looking forward to working with you on this segment as the project moves forward into the design phase.

Kindest Regards,

David A. Graeber, PE

Project Manager

Aspireon Consulting Group, FDOT In-House Consultant

719 South Woodland Boulevard

DeLand, Florida 32720

386-943-5182 – Office

407-506-4134 - Cell

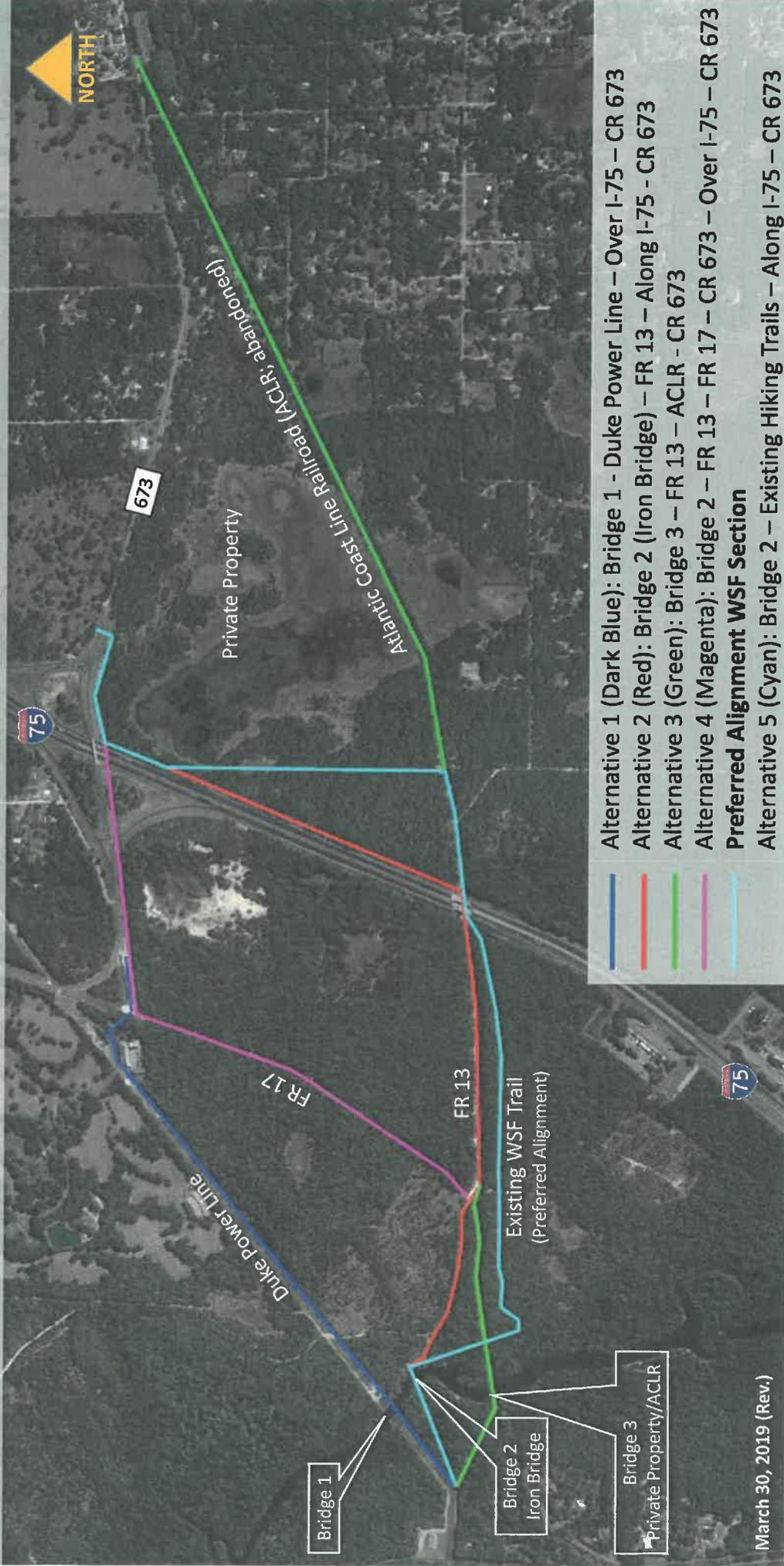
david.graeber@dot.state.fl.us



ALTERNATIVE ALIGNMENTS

South Sumter Connector Trail - Withlacoochee State Forest Section

South Sumter Connector Trail PD&E
 FM 435471-1-1



- Alternative 1 (Dark Blue): Bridge 1 - Duke Power Line - Over I-75 - CR 673
- Alternative 2 (Red): Bridge 2 (Iron Bridge) - FR 13 - Along I-75 - CR 673
- Alternative 3 (Green): Bridge 3 - FR 13 - ACLR - CR 673
- Alternative 4 (Magenta): Bridge 2 - FR 13 - FR 17 - CR 673 - Over I-75 - CR 673
- Preferred Alignment WSF Section**
- Alternative 5 (Cyan): Bridge 2 - Existing Hiking Trails - Along I-75 - CR 673

March 30, 2019 (Rev.)

APPENDIX D

State Historic Preservation Office Concurrence



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

KEVIN J. THIBAUT, P.E.
SECRETARY

January 14, 2020

Timothy A. Parsons, Ph.D.,
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attn: Dr. Adrienne Daggett, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
South Sumter Connector Trail from the Withlacoochee State Trail to the Van Fleet Trail
Hernando and Sumter Counties, Florida
Financial Management No. 435471-1

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Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey of the South Sumter Connector Trail from the Withlacoochee State Trail to The Van Fleet Trail, Hernando and Sumter Counties, Florida*. Included as an appendix is a document titled *Technical Memorandum: Cultural Resource Assessment Survey of The Withlacoochee State Forest Preferred Alignment of the South Sumter Connector Trail, Hernando and Sumter Counties, Florida* regarding a later addition to the project. These reports present the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of the South Sumter Connector Trail (South Sumter Trail) PD&E Study in Hernando and Sumter Counties, Florida. The FDOT District 5 is proposing the construction of a multiuse trail that extends from the Withlacoochee State Forest Trail in Hernando County to the Van Fleet Trail near the community of Mabel in Sumter County. The project limits extend generally east and west passing through the Withlacoochee State Forest and the communities of Webster and Tarrytown. The trail will consist of a 12-foot-wide paved multi-use path that would provide recreational connectivity across the Florida peninsula.

Over the course of the project, multiple alignments were developed for the proposed trail. The enclosed reports provide documentation for the preferred alignment as well as segments of trail that were ultimately not selected for inclusion in the preferred alignment. For clarity, the non-selected segments of trail are referred to as preliminary right-of-way.

The Area of Potential Effects (APE) for the preferred alignment was defined to include the existing and proposed right-of-way and was extended to the back or side property lines of parcels adjacent to the right-of-way, or a distance of no more than 100 meters (328 feet) from the maximum right-of-way line. Archaeological survey was conducted within the existing and proposed right-of-way for the preferred alignment, as well as segments of preliminary right-of-way. The total length of the project's preferred alignment is approximately 16.4 miles (26.3 kilometers).

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised January 2019), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

The archaeological field survey included visual reconnaissance and intensive systematic subsurface examination of the project right-of-way (preferred and preliminary). In total, 264 shovel tests were excavated including 30 positive shovel tests, resulting in the documentation of one previously recorded archaeological site (8SM00422, Wild Cow Prairie), six newly identified archaeological sites (8HE00863, 8HE00864, 8SM01137, 8SM01138, 8SM01139, 8SM01216), and two isolated prehistoric lithic artifacts (Archaeological Occurrences [AOs] 1 and 2). Four of the newly recorded resources (8HE00863, 8HE00864, 8SM01138, 8SM01139) and both AOs were recorded within the preliminary right-of-way alternatives west of I-75 in the vicinity of the Withlacoochee River. Newly recorded sites 8SM01137 and 8SM01216 and previously recorded site 8SM00422 were identified within the preferred alignment right-of-way east of I-75. None of the sites documented during the CRAS meet the criteria for inclusion in the National Register of Historic Places (NRHP). No further archaeological investigation is necessary for the project.

The architectural survey resulted in the identification of 71 historic resources within the Preferred Alignment APE, including five previously recorded resources and 66 newly recorded resources. The previously recorded resources include two historic structures, two historic linear resources, and one historic cemetery. The newly recorded resources include two historic cemeteries, four historic canals, and 60 historic structures. The segment of the SAL Railway (8SM00463) within the current project APE is a newly recorded segment of a previously recorded linear resource. The overall 8SM00463 linear resource was determined NRHP-eligible by the State Historic Preservation Officer (SHPO) in 2017. Based on the results of the current survey, it is the opinion of the District that the segment of the Seaboard Air Line (SAL) Railway located within the current project APE is a contributing segment to the overall NRHP-eligible

435471-1

Dr. Parsons, SHPO

January 14, 2020

Page 3

linear resource. The remaining 70 resources within the Preferred Alignment APE lack integrity or the architectural distinction and significant historical associations necessary to be considered for listing in the NRHP and are recommended ineligible. Bridge Nos. 180027, 180028, and 180029 are concrete stringer/girder bridges constructed in 1965. The bridges are post-1945 concrete bridges excluded from Section 106 consideration (Federal Register 2012:68796) and, as such, the bridges were not recorded or evaluated by the present study.

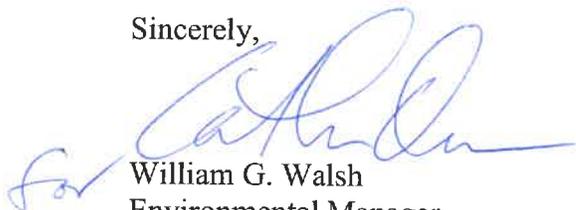
Based on the results of the current survey, 8SM00463 is recommended eligible as a contributing segment to the overall NRHP-eligible SAL Railway (8SM00463). The proposed improvements will require no right-of-way from 8SM00463 and will not impede or require the rerouting of rail traffic. No historic fabric associated with 8SM00463 will be removed or altered by the project. Therefore, it is the opinion of the District that the proposed project will have no adverse effect on 8SM00463. Given the results of the CRAS, it is the opinion of the District that no further cultural resource survey is necessary for the proposed South Sumter Trail Preferred Alignment APE.

Based on the results of this study, it is the opinion of the District that the proposed undertaking will have no adverse effect on NRHP-listed or -eligible historic properties. No further work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,

A handwritten signature in blue ink, appearing to read "for Catherine Owen" or similar, written over the typed name of William G. Walsh.

William G. Walsh
Environmental Manager
FDOT, District Five

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and concurs / does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2020-0057 Or, the SHPO finds the attached document contains _____ insufficient information. *with the addendum below*

In accordance with the Programmatic Agreement among the ACHP, SHPO and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

SHPO Comments:

Per the memo dated 2/13/20, we concur that a GPR survey should be conducted in the vicinity of 8SM34 and 8SM1206. We look forward to reviewing the results of the survey. We also note that all of the archaeological sites discussed

[Signature] Deputy SHPO
 Timothy A. Parsons, PhD, Director

Date 2/20/2020

Florida Division of Historical Resources

remain undetected & unrecorded outside the current AFE