

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**TYPE 2 CATEGORICAL EXCLUSION
DETERMINATION FORM**

650-050-11
ENVIRONMENTAL MANAGEMENT
09/15

1. PROJECT DESCRIPTION AND PURPOSE AND NEED

a. Project Information

County: Sumter County
Project Name: SR 35 (US 301) FROM CR 470 TO SR 44
Project Limits: CR 470 to SR 44
Project Numbers:

13955	430132-1-22-01	3113-117-P
ETDM (if applicable)	Financial Management	Federal-Aid

Project Location Map Documentation:

- [\[2 - US301 Project Location Map\]](#)

b. Proposed Improvements:

The US 301 (SR 35) study corridor is divided into five segments with the realignment area identified as a sixth segment, as shown in the attached Project Location Map. Transportation solutions were selected for each segment in order to minimize environmental impacts while addressing the purpose and need. Detailed descriptions of the proposed improvements and concept plans for the recommended alternative are included in the attached Preliminary Engineering Report.

Segment 1 - CR 470 East to Shady Brook Drive

The recommended alternative proposes to widen US 301 from two to four lanes using a suburban typical section on the existing alignment. The suburban typical section consists of a raised median and flush shoulders. The additional lanes are proposed to be added to the east side (right side of the attached typical section) of the roadway.

Segment 2 - Shady Brook Drive to CR 525 East

The recommended alternative proposes to widen US 301 from two to four lanes using a suburban typical section on the existing alignment. The additional lanes would be added to the east side (right side of the attached typical section) of the roadway from Shady Brook Drive to just south of Shady Brook Park. At this point, the widening would transition to the west side (left side) of the roadway to avoid any direct impacts to Shady Brook Park. Shady Brook Park is classified as a Section 4(f) property. The widening is proposed to continue on the west side until reaching CR 525 East, and includes widening the Shady Brook Bridge. The CR 525 East intersection with US 301 is recommended to be reconfigured as a two-lane roundabout with four approaches.

Segment 3 - CR 525 East to Stokes Street

The recommended alternative does not impact the existing alignment of US 301 along this segment within the City of Coleman, and would therefore remain as a two-lane roadway. It is recommended that the new roadway segment (Segment 6) connecting CR 525 East and CR 468 south of the City of Coleman be designated as US 301 rather than the existing Segment 3.

Segment 4 - Stokes Street to Florida Turnpike

A roundabout with four approaches is recommended at the intersection of the US 301 realignment (southern approach), CR 468 (eastern approach), Warm Springs Avenue (western approach), and the existing US 301 (northern approach). Upon exiting the roundabout and continuing north on US 301, the roadway is proposed to widen from two to four lanes using a suburban typical section on the east side (right side of the attached typical section) of the existing alignment.

Segment 5 - Florida Turnpike to SR 44

The recommended alternative proposes the use of an urban typical section on the existing alignment. Improvements would include the addition of five foot sidewalks and seven foot buffered bicycle lanes. Turn lane improvements at the intersection of US 301 with SR 44 would include an additional northbound left and westbound left turn lane, resulting in dual left turns for both of these approaches. The northbound right turn lane is also proposed to be extended.

Segment 6 - US 301 Realignment

The recommended alternative realigns a portion of US 301 south of the City of Coleman from CR 525 East to CR 468, as shown in the attached Project Location Map, using a suburban typical section.

US 301 & Florida Turnpike Interchange

The recommended alternative proposes a diverging diamond interchange (DDI). The design incorporates a four lane typical section

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**TYPE 2 CATEGORICAL EXCLUSION
DETERMINATION FORM**

650-050-11
ENVIRONMENTAL MANAGEMENT
09/15

on US 301 and an eight lane typical section on Florida's Turnpike (in coordination with the Florida's Turnpike Widening Project Development and Environment Study).

c. Purpose and Need:

FDOT is conducting a Project Development and Environment (PD&E) study for an approximately 8.0 mile portion of US 301 between CR 470 East and SR 44 in Sumter County. Within these limits, US 301 (SR 35) travels through the Cities of Coleman and Wildwood. While mostly a north-south route, US 301 travels in an east-west direction through the City of Coleman where it is locally known as Warm Springs Avenue. Florida's Turnpike (SR 91) crosses US 301 with an interchange to the south of the northern US 301 project limit, and I-75 runs parallel to the study corridor on the west of US 301 through Sumter County.

Improvements to the study area will seek to provide additional capacity for future traffic growth. US 301 is projected to carry more than 14,000 vehicles per day by 2022 and increase to more than 24,000 per day by 2042. Based on existing 2014 conditions analysis, US 301 carried up to 9,600 vehicles per day on a two-lane segment south of the Turnpike operating at a Level of Service of D.

Within the project limits US 301 begins as a two-lane undivided roadway at CR 470 East with turn lanes at some intersections, makes a sharp ninety degree turn through the City of Coleman (Warm Springs Avenue/Commercial Street) and then curves to the north at CR 468. It then continues north as an undivided roadway until it reaches the Florida's Turnpike interchange where a median is included. North of the interchange, the roadway is a four-lane divided facility. It has a short urban curb and gutter section approaching SR 44.

The purpose of this project is to increase the capacity of US 301 to respond to future travel demand from the intersection of CR 470 East, north through the City of Coleman, to SR 44 in the City of Wildwood. The project will also improve safety and provide multi-modal facilities for pedestrian and bicyclists, and evaluate improvements to the US 301 interchange with Florida's Turnpike. The primary need for this project results from a variety of issues, including:

- Need for increased capacity to accommodate expected traffic growth;
- Limited alternative routes for the high volume of existing and projected truck traffic;
- Safety and enhancement concerns; and
- Social and economic opportunities.

Additional information regarding the needs for this project are included in the Preliminary Engineering Report (PER).

d. Project Planning Consistency:

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**TYPE 2 CATEGORICAL EXCLUSION
 DETERMINATION FORM**

650-050-11
 ENVIRONMENTAL MANAGEMENT
 09/15

Currently Adopted CFP-LRTP	COMMENTS				
	The project is currently adopted by the Lake-Sumter Metropolitan Planning Organization (L~S MPO) 2040 Transportation Plan. The next phase of project development (Design/Preliminary Engineering) is funded for Fiscal Year 2018/2019 (FY 18/19). The FDOT State Transportation Improvement Plan (STIP) identifies the next phase of project development, Preliminary Engineering, in Fiscal Year 2021. The L~S MPO is in the process of updating the funding source to FY 2021 to be consistent with the FDOT STIP.				
PHASE					
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y	Y	\$5,965,540	2021	
R/W	N	N	\$		Not programmed
Construction	N	N	\$		Not programmed

** Include pages from current TIP/STIP/LRTP*

Project Plan Consistency Documentation:

- [\[3 - US 301_Project Planning Consistency\]](#)

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**TYPE 2 CATEGORICAL EXCLUSION
 DETERMINATION FORM**

2. COOPERATING AGENCY

3. ENVIRONMENTAL ANALYSIS

Issues/Resources	Significant Impacts?*				Supporting Information**
	Yes	No	Enhance	NoInv	
A. SOCIAL & ECONOMIC					
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[4] _____
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[5] _____
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[6] _____
4. Mobility	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[7] _____
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[8] _____
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[9] _____
7. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
B. CULTURAL					
1. Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[10] _____
2. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[11] _____
3. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[12] _____
4. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[13] _____
C. NATURAL					
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[14] _____
2. Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[15] _____
3. Water Quality and Quantity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[16] _____
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
5. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[17] _____
6. Coastal Zone Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
7. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
8. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[18] _____
9. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
D. PHYSICAL					
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[19] _____
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[20] _____
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[21] _____
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[22] _____
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[23] _____
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	[1] _____
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
a. <input checked="" type="checkbox"/> A USCG Permit IS NOT required.					
b. <input type="checkbox"/> A USCG Permit IS required.					

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

** Supporting Information is documented in the referenced attachment(s).

E. ENGINEERING ANALYSIS SUPPORT

- [\[24 - US301_PDE_PER_Draft_20181012\]](#)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**TYPE 2 CATEGORICAL EXCLUSION
DETERMINATION FORM**

650-050-11
ENVIRONMENTAL MANAGEMENT
09/15

F. ANTICIPATED PERMITS

A Draft Pond Siting Report and Draft Location Hydraulic Report have been prepared with initial coordination with Southwest Florida Water Management District (SWFWMD). Initial coordination identifies the following potential permits:

- SWFWMD Individual Environmental Resource Permit
- Florida Department of Environmental Protection National Pollutant Discharge Elimination System (NPDES)
- U.S. Army Corps of Engineers (USACE) Dredge and Fill

4. COMMITMENTS - ADDITIONAL INFORMATION

1. The most recent U.S. Fish and Wildlife Service (USFWS) *Standard Protection Measures for the Eastern Indigo Snake* will be adhered to during the construction of the proposed project.
2. During permitting, all potential burrowing owl habitat that could be impacted by the project will be systematically surveyed for the presence of this species. If burrowing owls are located and cannot be avoided, coordination and permitting with the FWC will be performed.
3. During permitting, a survey for the Southeastern American kestrel will be performed using the most current survey guidelines and in coordination with the FWC. If needed, additional coordination with FWC will occur to determine appropriate mitigation efforts.
4. Prior to construction, any potential sandhill crane nesting habitat that will be impacted during the nesting season (January-August) will be surveyed for active nest sites to avoid impacts to this species. If a nest is found, coordination will occur with the FWC to determine appropriate mitigation efforts.
5. Gopher tortoise surveys and permitting will be performed during the permitting phase. If found, coordination will occur with the FWC to determine appropriate mitigation efforts.
6. Coordination that began with the wildlife agencies during the ETDM process will be carried into the design and permitting phase, and appropriate permits will be obtained during the design and permitting phase.
7. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344.
8. Prior to project construction, Phase III data recovery excavation will be conducted for the portion of the construction area within the Shady Brook (8SM00933) archaeological site boundary.
9. For those sites with a potential contamination risk ranking of "Medium" or "High", Level 2 field screening will be conducted if it is determined during the project's design that construction activities could be within their vicinity. Prior to conducting any field screening, the District Contamination Impact Coordinator (DCIC) will be notified.
10. A Level 2 field screening will be performed on selected pond sites for final design. The District Contamination Impact Coordinator will be consulted regarding the field screening scope of work for all final pond sites.
11. During the design phase, FDOT will continue coordination with CSX to evaluate the impacts of the recommended alternative and discuss mitigation strategies, including the possible use of a flagger at the abandoned rail line.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**TYPE 2 CATEGORICAL EXCLUSION
DETERMINATION FORM**

650-050-11
ENVIRONMENTAL MANAGEMENT
09/15

12. Coordination with Florida's Turnpike Enterprise (FTE) will be continued during the design phase to develop the project implementation strategy for the recommended interchange configuration.

5. PUBLIC INVOLVEMENT

1. A public hearing is not required.
2. A public hearing will be held 12/03/2018. This draft document is publicly available and comments can be submitted to FDOT until 12/13/2018.
District Contact Information: N/A.
3. A public hearing was held on N/A and the transcript is available.
4. An opportunity for a public hearing was afforded and was documented N/A .

6. DISTRICT DETERMINATION

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

_____	_____
FDOT Project Manager	Date
_____	_____
FDOT Environmental Manager or Designee	Date

7. OFFICE OF ENVIRONMENTAL MANAGEMENT CONCURRENCE

This action has been determined to be a Categorical Exclusion which meets the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions and this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated 12/14/2016 and executed by the Federal Highway Administration and FDOT.

_____	_____
Director of the Office of Environmental Management or Designee	Date

8. SUPPORTING INFORMATION

- 1 [43013212201-CE2-D5-US_301_Bicycles_and_Pedestrians-2018-0709.pdf](#)
- 2 [43013212201-CE2-D5-US301_Project_Location_Map-2018-0703.pdf](#)
- 3 [43013212201-CE2-D5-US_301_Project_Planning_Consistency-2018-0703.pdf](#)
- 4 [43013212201-CE2-D5-US_301_Social-2018-1001.pdf](#)
- 5 [43013212201-CE2-D5-US_301_Economic-2018-0709.pdf](#)
- 6 [43013212201-CE2-D5-US_301_Land_Use_Changes-2018-1001.pdf](#)
- 7 [43013212201-CE2-D5-US_301_Mobility-2018-0709.pdf](#)
- 8 [43013212201-CE2-D5-US_301_Aesthetic_Effects-2018-1001.pdf](#)
- 9 [43013212201-CE2-D5-US_301_Relocation_Potential-2018-1001.pdf](#)
- 10 [43013212201-CE2-D5-US_301_Section_4f-2018-1001.pdf](#)
- 11 [43013212201-CE2-D5-US_301_Historic_Sites_&Districts-2018-1001.pdf](#)
- 12 [43013212201-CE2-D5-US_301_Archaeological_Sites-2018-1001.pdf](#)
- 13 [43013212201-CE2-D5-US_301_Recreation_Areas-2018-1001.pdf](#)
- 14 [43013212201-CE2-D5-US_301_Wetlands_&Surface_Waters-2018-1001.pdf](#)
- 15 [43013212201-CE2-D5-US_301_Aquatic_Preserves_&Outstanding_Florida_Waters-2018-1001.pdf](#)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**TYPE 2 CATEGORICAL EXCLUSION
DETERMINATION FORM**

650-050-11
ENVIRONMENTAL MANAGEMENT
09/15

- 16 [43013212201-CE2-D5-US_301_Water_Quality_and_Quantity-2018-1001.pdf](#)
- 17 [43013212201-CE2-D5-US_301_Floodplains-2018-1001.pdf](#)
- 18 [43013212201-CE2-D5-US_301_Protected_Species_and_Habitat-2018-1001.pdf](#)
- 19 [43013212201-CE2-D5-US_301_Highway_Traffic_Noise-2018-1001.pdf](#)
- 20 [43013212201-CE2-D5-US_301_Air_Quality-2018-1001.pdf](#)
- 21 [43013212201-CE2-D5-US_301_Contamination-2018-1001.pdf](#)
- 22 [43013212201-CE2-D5-US_301_Utilities_and_Railroads-2018-1001.pdf](#)
- 23 [43013212201-CE2-D5-US_301_Construction-2018-1001.pdf](#)
- 24 [43013212201-CE2-D5-US301_PDE_PER_Draft_20181012-2018-0930.pdf](#)

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US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Social

The Sociocultural Evaluation process is an important part of the PD&E Study to comply with Council on Environmental Quality (CEQ) regulations 40 Code of Federal Regulations (CFR) §§ 1500-1508, which requires federal agencies to use all practicable means, consistent with the requirements of the NEPA, to avoid or minimize any possible adverse effects of their actions upon the quality of the human environment.

A Sociocultural Effects Evaluation was performed for the US 301 project study area. The study area intersects eight (8) US Census Block Groups (BG) within one mile of the corridor. These Census Block Groups and their respective demographics are shown in Table 1.

Table 1 | Study Area Demographics

Block Groups (left to right, from CR 470 to SR 44)	910500.1		910500.2		910300.3		911500.1		910300.1		910300.2		911301.1		911301.3	
	Segment 1				Seg. 1-3 & 6		Segments 2-3		Segments 3-4		Segment 4		Segment 5			
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Total Population	785	100.0%	2,445	100.0%	82	100.0%	1,229	100.0%	614	100.0%	857	100.0%	898	100.0%	552	100.0%
Race																
White	535	68.2%	1,952	79.8%	74	90.2%	1,008	82.0%	612	99.7%	849	99.1%	871	97.0%	552	100.0%
Black or African American	178	22.7%	263	10.8%	8	9.8%	221	18.0%	-	0.0%	-	0.0%	13	1.4%	-	0.0%
American Indian and Alaska Native	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	8	0.9%	-	0.0%	-	0.0%
Asian	-	0.0%	138	5.6%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Native Hawaiian and Other Pacific Islander	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Some Other Race	65	8.3%	14	0.6%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	9	1.0%	-	0.0%
Two or More Races	7	0.9%	78	3.2%	-	0.0%	-	0.0%	2	0.3%	-	0.0%	5	0.6%	-	0.0%
Ethnicity																
Hispanic or Latino (of any race)	228	29.0%	132	5.4%	23	28.0%	37	3.0%	-	0.0%	21	2.5%	8	0.9%	-	0.0%
Not Hispanic or Latino	557	71.0%	2,313	94.6%	59	72.0%	1,192	97.0%	614	100.0%	836	97.5%	890	99.1%	552	100.0%
Median Age (Years)	41.5	-	42.7	-	52.3	-	53.3	-	51.8	-	37.5	-	67.6	-	54.6	-
Median Household Income (\$)	40,833	-	48,387	-	23,750	-	33,598	-	37,656	-	38,472	-	35,795	-	24,000	-
Persons Below Poverty Level	194	24.7%	244	10.1%	13	15.9%	222	18.1%	75	12.2%	97	11.3%	93	10.4%	88	15.9%

Source: U.S. Census Bureau 2011-2015 American Community Survey, 5-Year Estimates

The demographics of the study area shown in Table 1 were compared to the demographics of Sumter County as a whole. Several block groups have a demographic representation that differs from that of Sumter County. For the purposes of this analysis, Block Groups where the percentage of population is 10 or more percentage points higher than that of Sumter County were considered to be disproportionately represented and therefore potentially underrepresented. For example, the Black or African American population represents 22.7% of the population in Block Group 910500.1 (Segment 1); whereas the Black or African American population of Sumter County is only 8.3%. Similarly, the Black or African American population represents 18% of Block Group 911500.1 (Segments 2 and 3) at the City of Coleman. Additionally, there is a greater representation of the Hispanic or Latino population in two Block Groups that intersect the study area. Block Group 910500.1 (Segment 1) is 29% Hispanic or Latino and Block Group 910300.3 (Segments 1, 2, 3, and 6) is 28% Hispanic or Latino, compared to 5.7% in Sumter County. Furthermore, Block Group 910500.1 (Segment 1) has a higher percentage of persons below poverty level than Sumter County.

In review of these Block Groups, Block Group 910500.1 (Segment 1) has very little exposure to the US 301 project corridor, with most of the geographic area of the Block Group being outside the study area with limited residential development within one mile of the project. Based on 2010 US Census Block-level data, only two people (of any race or ethnicity) were reported in Block 1030 of Block Group 910500.1, the Block nearest to the project and southeast of the junction of US 301 and CR 470 East. Segment 3, Block Group 911500.1, includes a concentration of minority population proximate to the study area, which is described below as an area of potentially underrepresented population (see Section 3.1.1.3). Block Group

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County FM No. 430132-1-22-01

910300.3, which has a higher percentage of Hispanic or Latino population than Sumter County, involves the most project segments and includes the proposed US 301 realignment (truck route). An analysis of Census Block-level data shows that the Hispanic or Latino population in Block Group 910300.3 is limited to established neighborhoods (Blocks 3002, 3006, and 3007) in the City of Coleman within Segment 3.

There is one known neighborhood of racial minority concentration located in the City of Coleman south of Warm Springs Avenue (CR 514) and west of the current US 301 alignment and the CSX "S" railroad line, within Block Group 911500.1 (Segment 3). According to the US Census, approximately 60% of the population living in this neighborhood reported their race as "Black or African American". This neighborhood also has a high concentration of poverty, with approximately half of the population estimated to have extremely low income.

While one racial minority neighborhood is in proximity to the project (adjacent to Segment 3, immediately west of the CSX rail line), the improvements under consideration in the US 301 PD&E have no direct impact to the properties or population within this neighborhood. No relocations are expected to occur within the neighborhood and any secondary impacts to this neighborhood or population are the same as other areas.

Similarly, with regard to ethnic minority neighborhoods, the Hispanic or Latino population in the study area is limited in number and dispersed geographically. The only confirmed concentration of Hispanic or Latino population is within the City of Coleman, which has a higher population density in general. Any secondary impacts to the Hispanic or Latino population are the same as other areas.

Potential impacts to the social environment resulting from construction of the Recommended Alternative are not expected to be significant.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Economic

The US 301 project will not significantly impact economic activity within the study area, nor property values or local government tax bases. The proposed improvements minimize business and residential relocations, and support the rapidly growing population and several development projects within the area. Sumter County is one of the fastest growing counties in the state. Based on medium projections by the University of Florida Bureau of Economic and Business Research (BEBR), Sumter County is projected to nearly double its population between 2017 and 2040 (120,700 to 216,100). Along with this significant projected population increase, there are several new development projects that are planned or currently under construction within close vicinity of US 301 (Landstone, Village of Fenney, and Monarch Ranch Industrial Site). Together these three (3) development projects encompass 11,000 new residential units, over 600,000 square feet of future commercial and office development, and 16 million square feet of future industrial development.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County FM No. 430132-1-22-01

Land Use Changes

The proposed improvements consistent with the City of Coleman Comprehensive Plans, City of Coleman/Sumter County Interlocal Service Boundary Agreement with Draft Joint Planning Area (JPA) Future Land Use Map, City of Wildwood Comprehensive Plan and Community Redevelopment Agency (CRA) Master Plan, and the Sumter County Comprehensive Plan. In particular, the recommended alternative addresses the City of Coleman's Comprehensive Plan policy regarding preference for US 301 to be improved as a realignment rather than a widening through Coleman along Warm Springs Avenue.

Given the diverse character of the project corridor, the potential impact of induced land use changes varies within each segment of the project corridor. The following provides a summary of the potential land use changes within each project segment. Potential land use changes resulting from construction of the Recommended Alternative are not expected to be significant.

Segment 1 – CR 470 East to Shady Brook Drive

Segment 1 extends north from CR 470E in Sumterville to Shady Brook Drive. This area is identified within the Sumter County Unified Comprehensive Plan as part of a future economic activity center related to the CR 470 corridor. Improvements to US 301 within this area will support the traffic growth anticipated for economic development opportunities and supporting land uses.

Segment 2 – Shady Brook Drive to CR 525 East

Segment 2 extends north from Shady Brook Drive in Sumterville to CR 525 East, located south of the City of Coleman. This area is primarily rural in character. However, at CR 525 East, west of US 301, there is an existing industrial area and planned future industrial area (Villages Industrial Park). Sumter County is in the process of extending CR 525 East to connect with CR 514. This extension of CR 525 East provides enhanced access to the existing and planned future industrial areas. Improvements to US 301 Segment 2 will influence the development of these industrial areas.

Segment 3 – CR 525 East to Stokes Street

Segment 3 extends north from CR 525 East, located south of the City of Coleman, to Stokes Street in the City of Coleman. This area is the "main street" of the City of Coleman. Improvements to US 301 within this area are not included within the recommended alternative, and therefore will have no direct effects to land use.

Segment 4 – Stokes Street to Florida's Turnpike

Segment 4 extends from Stokes Street in the City of Coleman to Florida's Turnpike in the City of Wildwood, and is approximately three miles in length. This segment includes the proposed roundabout at the intersection of US 301 and CR 468. The Village of Fenney, a mixed-use active retirement community, is under construction on CR 468 just to the east of US 301. The remainder of the segment to Florida's Turnpike is a mix of industrial, rural residential, and some commercial properties. The recommended improvements are not anticipated to impact the existing or future land use within this area.

Segment 5 – Florida's Turnpike to SR 44

Segment 5 extends from Florida's Turnpike to SR 44 in the City of Wildwood, and is approximately 0.70 miles in length. This segment includes the interchange area of US 301 and Florida's Turnpike. Reconfiguration of the interchange will have significant impact on the existing commercial uses at the interchange area. The remainder of the segment to SR 44 is primarily built-out with commercial and residential (mobile home park) uses and is currently four lanes. The recommended improvements are not anticipated to impact the existing or future land use within this area.

Segment 6 – US 301 Realignment

The US 301 realignment (truck route) is completely new roadway construction over current non-roadway property. The existing land use in this area is primarily rural or agricultural, with some residential and commercial or services activity at US 301. The City of Coleman Interlocal Service Boundary Agreement (ISBA) proposed Future Land Use Map includes a commercial node at the intersection of US 301 & CR

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County
FM No. 430132-1-22-01

468 and designates the area of the potential US 301 realignment (truck route) as urban residential and mixed-use, which is consistent with current and potential large-scale development plans in the vicinity.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Mobility

The proposed improvements include enhancements for pedestrian and bicycle use along the project corridor, as seen in the recommended typical sections. These pedestrian and bicycle enhancements will provide improved facilities for non-drivers. Sumter County also operates a demand responsive (door to door) and deviated fixed route shuttle transit system that serves population in all areas of Sumter County. The proposed improvements do not preclude the continuation of these transit services.

The recommended alternative includes the US 301 realignment (truck route) which would pass to the south of the City's main street (Warm Springs Avenue) to CR 468, and the current US 301 alignment (Warm Springs Avenue) would remain as a two-lane facility. The recommended alternative avoids increasing the physical challenges for bicycles and pedestrians to cross US 301 along Warm Springs Avenue in the City of Coleman where the population is most concentrated.

Maintaining the existing alignment of US 301 (Warm Springs Avenue) as two-lanes is fully consistent with the vision of the City of Coleman's CRA Master Plan for a walkable and unique "main street" that is oriented to promote the development of shops, cafes, and offices. Moreover, the City of Coleman's Comprehensive Plan calls for the widening of US 301 to avoid Warm Springs Avenue.

Additionally, the US 301 realignment would enhance automobile and truck mobility with a more direct north-south route and potential connectivity to the proposed new interchange at I-75 and CR 514 with the extension of CR 525 E.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Aesthetic Effects

The US 301 PD&E Study area is largely comprised of rural residential areas, with pockets of industrial or commercial use, particularly near the City of Coleman and the US 301 & Florida's Turnpike interchange. The existing US 301 corridor is two lanes from CR 470 East to SR 44 with a significant amount of truck traffic. A public park is located on the southern end of the study corridor, Shady Brook Park, and the City of Coleman City Hall has a shared-space area behind their building. Several cultural resources are located within the City of Coleman and each contribute to the Coleman Historic District.

The proposed improvements to US 301 minimize impacts to the character of the study area, particularly by recommending the realignment of US 301 south of Warm Springs Avenue. The realignment prevents impacts to the Coleman Historic District while also maintaining businesses with frontage along the existing US 301 (Warm Springs Avenue) within downtown Coleman. The realignment would also divert truck traffic from Warm Springs Avenue. These improvements also provide an environment which encourages the City of Coleman to pursue their expressed interest in landscape and hardscape improvements within downtown Coleman.

The recommended realignment requires new roadway construction in a currently rural context, which could impact viewsheds; however, the future land use in the proposed area of the US 301 realignment is planned for urban residential and mixed-use development. Coordination activities for the US 301 PD&E project have included contact with proposed developments to address compatibility as both the project and planned developments progress. The proposed developments are supportive of the proposed improvements.

Additionally, during discussions with the City of Wildwood, the City expressed that US 301 from Florida's Turnpike to SR 44 is considered a "gateway" to the City. During design of the improvements to US 301 from Florida's Turnpike to SR 44, coordination with the City must be maintained to help capitalize on the US 301 project and look for ways to forge partnerships and implement landscape and gateway improvements.

Data regarding developments that have the potential for dedication of highway right-of-way or joint use stormwater ponds were also collected. The Village of Fenney (formerly Wildwood Springs) will be developing stormwater ponds in the vicinity of US 301 and CR 468. Preliminary discussions with Village of Fenney representatives indicate that there is a potential for shared stormwater ponds. This approach would minimize aesthetic impacts to the landscape by limiting the amount of land dedicated to stormwater ponds.

Potential impacts to aesthetics resulting from construction of the Recommended Alternative are not expected to be significant.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County FM No. 430132-1-22-01

Relocation Potential

The recommended alternative will require four (4) residential relocations, two (2) business relocations (which includes one landlord business), and one (1) not-for-profit business relocation. In addition, there are three (3) personal property only moves. None of the businesses proposed for acquisition are considered to be major employers and do not appear to present any unusual relocation issues. The recommended build alternative has public support with minimizing impacts to the downtown Coleman area. The institutional impact is the Trinity Baptist Church, and, in coordination with the church elders, their intention is to rebuild on the remainder of the parcel.

While one racial minority neighborhood in the City of Coleman is proximate to the project, the improvements under consideration in the US 301 PD&E study area have no direct adverse effect on the properties or population within this neighborhood. No relocations occur within this Black or African American neighborhood and any secondary impacts to this neighborhood or population are the same as other areas.

Similarly, with regard to ethnic minority neighborhoods, the Hispanic or Latino population in the study area is limited in number and dispersed geographically. No disproportionate adverse effects on the Hispanic or Latino population are expected and any secondary effects on this population are the same as other areas.

Relocation potential resulting from construction of the Recommended Alternative are not expected to be significant.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Section 4(f)

The following evaluation was conducted pursuant to 23 CFR 774, Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites.

Shady Brook Park is located at the south end of the project. The recommended alternative will have no direct use of Shady Brook Park. The FDOT will not acquire any land from the park for the widening of U.S. 301. In addition, a constructive or indirect use will not occur. Access to the park from U.S. 301 will be maintained during construction and the park will be provided a full access median opening with the recommended alternative. The proposed roadway improvements in this area will not result in direct use or indirect impacts to the use of the Shady Brook Park, and it was determined that Section 4(f) does not apply. A Section 4(f) Determination of Applicability form and a Section 4(f) No Use Determination form were prepared and approved for this site (attached).

One individually eligible historic resource is located at 2083 US 301, within the project Area of Potential Effect (APE). The project will acquire 7-10 feet of right-of-way from this property, resulting in a de minimis use of this Section 4(f) resource. SHPO has concurred that the project will have no adverse effect on 2083 US 301 and a Section 4(f) Determination of Applicability form and a Section 4(f) No Use Determination form were prepared and approved for this site (attached).

There are no other potential Section 4(f) resources identified in the project corridor. Potential impacts to Section 4(f) lands resulting from construction of the Recommended Alternative are not expected to be significant.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Project Name:	SR 35 (US 301) from CR 470 to SR 44		
FM#:	430132-1-21-01	ETDM#:	13955
Project Review Date:	2/21/2018	FAP#:	
FDOT District:	5		
County(ies):	Sumter		

A DOA IS REQUIRED FOR EACH SECTION 4(f) PROPERTY AND PROPOSED ALTERNATIVE.

Project Description including Section 4(f) Specific Information:

FDOT is conducting a Project Development and Environment (PD&E) study for an approximate 8.0 mile portion of US 301 between CR 470 and SR 44 in Sumter County. While mostly a north-south route, US 301 travels in an east-west direction through the City of Coleman where it has the local road name Warm Springs Avenue. The Florida's Turnpike crosses US 301 with an interchange to the south of the northern project limits, and I-75 runs parallel to the study corridor on the west of US 301 through Sumter County (Figure 1). Within the project limits, US 301 begins as a two-lane undivided roadway at CR 470 East with turn lanes at some intersections, makes a sharp ninety degree turn through the City of Coleman, curves to the north at CR 468, and then continues north as an undivided roadway until it reaches the Florida's Turnpike interchange where a median is added. North of the Turnpike interchange the roadway is a four-lane divided, rural facility. The PD&E Study analyzed design alternatives that widen US 301, improve the US 301 interchange at Florida's Turnpike, and consider a new corridor for US 301 south of the City of Coleman. The improvements will seek to provide additional capacity for future traffic growth.

There is one potential Section 4(f) resource within the study corridor, Shady Brook Park. This small passive recreational area is located on the east side of US 301, just north of the small creek called Shady Brook (Figure 2). The recommended alignment of US 301 widens the road to the west of the existing US 301 and will not require right of way from Shady Brook Park (Figures 3 & 4).

Type of Property

Check all that apply:

- Public Parks and Recreation Areas
- Wildlife and Waterfowl Refuges
- Historic Sites

Description of Property: Shady Brook Park is a small roadside passive recreational area located on the east side of US 301, located north of the surface water known as Shady Brook. The passive recreational area contains a picnic pavilion and unpaved parking areas.

Criteria of Selected Property Type(s):

Public Parks and Recreation Areas

- Must be publicly owned which refers to ownership by local, state or federal government
 - Ownership can also include permanent easements and long-term lease agreements
- Must be open to the public during normal hours of operation
- The major purpose must be for park or recreation activities
- Must be designated or function as a significant park or recreational area.
 - Applies to the entire park or recreation area not just a specific feature

Wildlife and Waterfowl Refuge

- Must be publicly owned which refers to ownership by local, state or federal government;
 - Ownership can also include permanent easements and long-term lease agreements;

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

- Must be open to the public but **refuges are able to restrict access for the protection of refuge habitat and species**;
- The major purpose must be for wildlife and waterfowl refuges;
- Must be designated or function as a significant as a wildlife and waterfowl refuges; -
 - Applies to the entire wildlife and waterfowl refuges not just a specific feature

Historic Sites- includes historic buildings, historic transportation facilities, archeological sites, traditional cultural places, historic & archeological districts and historic trails.

- Must be of national, state or local significance and it must be eligible for listing or is listed on the National Register of Historic Places (NRHP); or
- If a site is determined not to be eligible OEM may determine that the application of Section 4(f) is otherwise appropriate when an official (such as the Mayor, president of a local historic society) provides information to support that the historic site is of local importance.

Does the identified resource meet all of the criteria for the selected property type?

Yes, continue to complete the form

No, STOP Section 4(f) does not apply

Identify the Official(s) with Jurisdiction (OWJ) contacted: Mayor Milton Hill, City of Coleman

Date correspondence sent to the OWJ: 7/13/2017

Has the Official(s) with Jurisdiction (OWJ) responded?

Yes No

Has the 30 day response period passed since the initial OWJ correspondence was sent?

Yes No

Please answer the questions below about the resource:

Note: A potential source for this information can include the property management plan, resource website and/or communications with the OWJ (be sure to document these communications in writing).

What is the size and location of the property (include a map of the resource)?

Shady Brook Park is located on the east side of US 301, approximately 0.70 miles north of CR 470 East at 1015 N US 301, Sumterville, FL 33585. Shady Brook Park is approximately 13 acres in size.

Who/what organization owns/manages the property?

City of Coleman

What is the primary function (activities, features and attributes) within the meaning of Section 4(f) of the facility or property?

Shady Brook Park is a passive recreational area that contains a canopy of live oaks and access to the surface water known as Shady Brook.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Please describe the location of available appurtenances and facilities (e.g. tennis courts, pools, shelter houses, sports fields, beaches) on the property:

The park contains a picnic pavilion and unpaved parking areas.

What is the function of/or the available activities on the property?

Passive recreational activities are available on the property. There are no active recreational facilities.

Access and Usage of the property by the Public:

Shady Brook Park is open seven days a week from sunrise to sunset.

Relationship to other similarly used lands/facilities in the vicinity:

Other similar parks within Central Sumter County include: Lake Miona Park, Lake Okahumpka Park, Rutland Park, Marsh Bend Park, Coleman Landing Boat Ramp and Lake Panasoffkee WMA. These parks all include passive recreational opportunities as well as access to area lakes and rivers.

Are there any unusual characteristics of the property that either limit or enhance the value of the resource? If so please explain:

The park is located adjacent to the surface water known as Shady Brook. There are no facilities that allow access to the surface water such as docks, piers, or ramps.

Describe project activities that could potentially "use" the resource:

The driveway apron within the FDOT's right of way will be re-built to connect the park to the proposed improvements to US 301. No other improvements or access changes are proposed.

If applicable, give a general description of the history of the Historic Site, Archaeological Site or Historic District:

n/a

Based on the above information the recommended level of Section 4(f) evaluation for this property is:

Select the level of Section 4(f) evaluation: No Use

Reason the selected level is appropriate:

The proposed improvements to US 301 will not require the use of any property owned by the City of Coleman, and the access driveway to the park will be reconstructed to connect to the new widening of US 301.

Supporting Documentation

The following items **must** be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
2. Statement of Significance from OWJ or FDOT's presumption of significance.
3. Determination of Eligibility or Listing in the National Register of Historic Places, Archaeological Site (*include criterion of eligibility*) or a Historic District if applicable.


Signatures

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

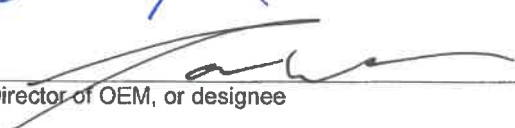
650-050-45
Environmental
Management
06/17

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.

Signature:  : 2/21/18
Preparer Click here to enter a date.
Date


Signature:  2/21/18
Environmental Manager, or designee Click here to enter a date.
Date

OEM
Concurrence:  2/27/2018

Signature:  2/23/18
Director of OEM, or designee Click here to enter a date.
Date



Background Source: BING

	Site Boundary
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SR 35 (US 301)
Shady Brook Park
FM: 430132-1
 Sumter County, FL

Location Map

FIGURE

2

DRAWN BY: LG	CHECKED BY: PS	PROJECT NUMBER: 1-1849-001
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SCALE: 1"=2,000'	DATE: 1/26/2018
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G:\Project\1-1849-001\GIS\Location Map Shady Brook Park.mxd



301



Shady Brook Park

301

301

Background Source: BING

Legend

-  Site Boundary
-  Existing ROW



G:\Projects\1-1849-001\GIS\Existing Right of Way Shady Brook Park.mxd



SR 35 (US 301)
Shady Brook Park
FM: 430132-1
 Sumter County, FL

Existing Right of Way

FIGURE

3

DRAWN BY: LG

CHECKED BY: PS

PROJECT NUMBER: 1-1849-001

SCALE:

1"=150'

DATE:

1/26/2018

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) NO USE DETERMINATION

650-050-49
Environmental
Management
06/17

Project Name:	SR 35 (US 301) from CR 470 to SR 44		
FM#:	430132-1-21-01	ETDM#:	13955
FAP#:			
Project Review Date:	2/21/2018		
FDOT District:	5		
County(ies):	Sumter		

Project Description including Section 4(f) Specific Information:

FDOT is conducting a Project Development and Environment (PD&E) study for an approximate 8.0 mile portion of US 301 between CR 470 and SR 44 in Sumter County. While mostly a north-south route, US 301 travels in an east-west direction through the City of Coleman where it has the local road name Warm Springs Avenue. The Florida's Turnpike crosses US 301 with an interchange to the south of the northern project limits, and I-75 runs parallel to the study corridor on the west of US 301 through Sumter County (Figure 1). Within the project limits, US 301 begins as a two-lane undivided roadway at CR 470 East with turn lanes at some intersections, makes a sharp ninety degree turn through the City of Coleman, curves to the north at CR 468, and then continues north as an undivided roadway until it reaches the Florida's Turnpike interchange where a median is added. North of the Turnpike interchange the roadway is a four-lane divided, rural facility. The PD&E Study analyzed design alternatives that widen US 301, improve the US 301 interchange at Florida's Turnpike, and consider a new corridor for US 301 south of the City of Coleman. The improvements will seek to provide additional capacity for future traffic growth.

There is one potential Section 4(f) resource within the study corridor, Shady Brook Park. This small passive recreational area is located on the east side of US 301, just north of the small creek called Shady Brook (Figure 2). The recommended alignment of US 301 widens the road to the west of the existing US 301 and will not require right of way from Shady Brook Park (Figures 3 & 4).

Type of Property: Public Parks and Recreation Areas

Description of Property: Shady Brook Park is a small roadside passive recreational area located on the east side of US 301, located north of the surface water known as Shady Brook. The passive recreational area contains a picnic pavilion and unpaved parking areas.

Establishing Section 4(f) Use of the Property

Will the property be "used" as defined in **Section 4(f)** Resources chapter of the FDOT PD&E Manual? Examples of a "use" include but are not limited to new right of way, new easements, and temporary occupancy?

Yes

No

An explanation of the relationship between the Section 4(f) property and the project:

US 301 will be widened from two lanes to four lanes, toward the west and away from the park. The widening will not require the acquisition or use of lands from Shady Brook Park. The driveway apron from the FDOT right of way will be modified to connect the existing driveway to the park.

Documentation

The following items **must** be attached to this form to ensure proper documentation of the Section 4(f) No Use:

1. DOA form and documentation (*Including the Form and Attachments*)
2. Required communications with the OWJ

Signatures


FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) NO USE DETERMINATION

650-050-49
Environmental
Management
06/17

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.

Signature: 
Preparer


Click here to enter a date.
Date

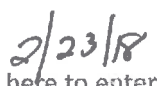
Signature: 
Environmental Manager, or designee


Click here to enter a date.
Date

OEM
Concurrence:

 2/27/2018

Signature: 
Director of OEM, or designee


Click here to enter a date.
Date

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DE MINIMIS DETERMINATION FOR HISTORIC SITES

650-050-46
 Environmental
 Management
 06/17

Project Name:	US 301 Project Development and Environment Study		
FM#:	430132-1-22-01	ETDM#:	13955
Project Review Date:	7/16/2018		
FDOT District:	5		
County(ies):	Sumter County		

Project Description including Section 4(f) Specific Information:

FDOT is conducting a Project Development and Environment (PD&E) study for an approximate 8.0 mile portion of US 301 between CR 470 and SR 44 in Sumter County. While mostly a north-south route, US 301 travels in an east-west direction through the City of Coleman where it has the local road name Warm Springs Avenue. The Florida's Turnpike crosses US 301 with an interchange to the south of the northern project limits, and 1-75 runs parallel to the study corridor on the west of US 301 through Sumter County. Within the project limits, US 301 begins as a two-lane undivided roadway at CR 470 East with turn lanes at some intersections, makes a sharp ninety-degree turn through the City of Coleman, curves to the north at CR 468, and then continues north as an undivided roadway until it reaches the Florida's Turnpike interchange where a median is added. North of the Turnpike interchange the roadway is a four-lane divided, rural facility. The PD&E Study analyzed design alternatives that widen US 301, improve the US 301 interchange at Florida's Turnpike, and consider a new corridor for US 301 south of the City of Coleman. The improvements will seek to provide additional capacity for future traffic growth.

The Area of Potential Effect (APE) for the recommended alternative includes one eligible historic resource, located at 2083 US 301. This is a Masonry Vernacular residence that was determined eligible for listing in the National Register of Historic Places (NRHP) by the Florida State Historic Preservation Officer (SHPO) on July 19, 2017.

Description of Historic Property: Resource 8SM00896 is located at 2083 US 301 in Sumter County. The Masonry Vernacular residence was built ca. 1940. The structure is one-story, rectangular plan, and is set on a continuous concrete/stone foundation. The exterior material consists of locally quarried stone. It was determined eligible for the NRHP under Criterion C, as a fine example of traditional methods of masonry design and construction. [See Figure 1]

Section 4(f) Use of the Property

Yes No Will the project involve the "use" of the Section 4(f) resource (e.g., new right of way, intrusions into the historic boundaries, temporary occupancy)?

Explanation of how the Section 4(f) property will be used, including any mitigation or enhancement measures related to activities, features or attributes of the property:

Approximately 7-10 feet of right-of-way will be acquired from the yard fronting the structure.

Evaluating Section 4(f) *de minimis* Eligibility

1. Yes No Was there coordination with the OWJ to identify an opportunity for a *de minimis* finding identified?
2. Yes No Was the OWJ informed by the District of FDOT's intent to pursue a *de minimis* approval option?
(Attach the letter to the file)
3. Yes No Was the Section 106 process, including opportunity for public review and comment, completed?
4. Yes No Did the SHPO/THPO concur that the proposed project, including any enhancement, mitigation and minimization of harm measures, will result in no adverse effects to the activities features or attributes of the property?
5. Identify and describe the avoidance and minimization of harm measures (if any) incorporated into the project in order to obtain a *de minimis* finding:

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DE MINIMIS DETERMINATION FOR HISTORIC SITES

650-050-48
Environmental
Management
06/17

No avoidance and/or minimization of harm measures are needed to obtain a de minimis finding.

6. Describe below the basis on which the *de minimis* determination was made for the Project (e.g. consideration on why there is no effects to historic properties or no adverse effects to the property in question under Section 106 of the National Historic Preservation Act).

The NRHP eligibility of the resource at 2083 US 301 (8SM00836) hinges on its Masonry Vernacular architecture, and the local materials used in construction. The acquisition of property fronting the structure will not impact any features or fabric which contribute to the structure, nor will the acquisition of property diminish the integrity of the structure. On July 10, 2018, the Florida SHPO concurred that the project would have no adverse effect on 8SM00896.

Documentation

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

1. DOA form and documentation
2. SHPO Concurrence Letter on a finding of "no effects" to historic properties or "no adverse effect" to the historic property in question.
3. Any additional communications with the OWJ and Section 106 Consulting Parties (e.g. concurrence letters, and project commitments)

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.

Signature: _____

Preparer

7/31/2018

Date

Signature: _____

Environmental Manager, or designee

7/31/2018

Date

OEM
Concurrence: _____

8/1/2018

Signature: _____

Director of OEM, or designee

8/2/18

Click here to enter a date.

Date



Figure 1. Resource 8SM00896, facing southeast (top) and east (bottom).

ATTACHMENT 1:

DOA Form and Documentation

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
 Environmental
 Management
 06/17

Project Name:	US 301 Project Development and Environment Study		
FM#:	430132-1-22-01	ETDM#: 13955	FAP#: _____
Project Review Date:	7/31/2018		
FDOT District:	5		
County(ies):	Sumter County		

A DOA IS REQUIRED FOR EACH SECTION 4(f) PROPERTY AND PROPOSED ALTERNATIVE.

Project Description including Section 4(f) Specific Information:

FDOT is conducting a Project Development and Environment (PD&E) study for an approximate 8.0 mile portion of US 301 between CR 470 and SR 44 in Sumter County. While mostly a north-south route, US 301 travels in an east-west direction through the City of Coleman where it has the local road name Warm Springs Avenue. The Florida's Turnpike crosses US 301 with an interchange to the south of the northern project limits, and 1-75 runs parallel to the study corridor on the west of US 301 through Sumter County. Within the project limits, US 301 begins as a two-lane undivided roadway at CR 470 East with turn lanes at some intersections, makes a sharp ninety-degree turn through the City of Coleman, curves to the north at CR 468, and then continues north as an undivided roadway until it reaches the Florida's Turnpike interchange where a median is added. North of the Turnpike interchange the roadway is a four-lane divided, rural facility. The PD&E Study analyzed design alternatives that widen US 301, improve the US 301 interchange at Florida's Turnpike, and consider a new corridor for US 301 south of the City of Coleman. The improvements will seek to provide additional capacity for future traffic growth.

The Area of Potential Effect (APE) for the recommended alternative includes one eligible historic resource, located at 2083 US 301. This is a Masonry Vernacular residence that was determined eligible for listing in the National Register of Historic Places (NRHP) by the Florida State Historic Preservation Officer (SHPO) on July 19, 2017.

Type of Property

Check all that apply:

- Public Parks and Recreation Areas
- Wildlife and Waterfowl Refuges
- Historic Sites

Description of Property: The project will have no adverse effect on one NRHP-eligible historic architectural resource (8SM00896). Resource 8SM00896 is located at 2083 US 301 in Sumter County. The Masonry Vernacular residence was built ca. 1940. The structure is one-story, rectangular plan, and is set on a continuous concrete/stone foundation. The exterior material consists of locally quarried stone. On July 19, 2017, the SHPO determined 8SM00896 eligible for the NRHP under Criterion C, as a fine example of traditional methods of masonry design and construction.

Criteria of Selected Property Type(s):

Public Parks and Recreation Areas

- Must be publicly owned which refers to ownership by local, state or federal government
 - Ownership can also include permanent easements and long-term lease agreements
- Must be open to the public during normal hours of operation
- The major purpose must be for park or recreation activities
- Must be designated or function as a significant park or recreational area.
 - Applies to the entire park or recreation area not just a specific feature

Wildlife and Waterfowl Refuge

- Must be publicly owned which refers to ownership by local, state or federal government;
 - Ownership can also include permanent easements and long-term lease agreements;

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

- Must be open to the public but **refuges are able to restrict access for the protection of refuge habitat and species;**
- The major purpose must be for wildlife and waterfowl refuges;
- Must be designated or function as a significant as a **wildlife and waterfowl refuges; -**
 - Applies to the entire wildlife and waterfowl refuges not just a specific feature

Historic Sites- includes historic buildings, historic transportation facilities, archeological sites, traditional cultural places, historic & archeological districts and historic trails.

- Must be of national, state or local significance and it must be eligible for listing or is listed on the National Register of Historic Places (NRHP); or
- If a site is determined not to be eligible OEM may determine that the application of Section 4(f) is otherwise appropriate when an official (such as the Mayor, president of a local historic society) provides information to support that the historic site is of local importance.

Does the identified resource meet all of the criteria for the selected property type?

Yes, continue to complete the form

No, STOP Section 4(f) does not apply

Identify the Official(s) with Jurisdiction (OWJ) contacted: State Historic Preservation Officer

Date correspondence sent to the OWJ: 7/5/2018

Has the Official(s) with Jurisdiction (OWJ) responded?

Yes No

Has the 30 day response period passed since the initial OWJ correspondence was sent?

Yes No

Please answer the questions below about the resource:

Note: A potential source for this information can include the property management plan, resource website and/or communications with the OWJ (be sure to document these communications in writing).

What is the size and location of the property (include a map of the resource)?

8SM00896 is located at 2083 US 301 in Coleman, FL 33521, within Section 36 of Township 19 South, Range 22

East.

Who/what organization owns/manages the property?

The resource is a privately owned residence.

What is the primary function (activities, features and attributes) within the meaning of Section 4(f) of the facility or property?

The property in question is a historic building eligible for the NRHP under Criterion C.

Please describe the location of available appurtenances and facilities (e.g. tennis courts, pools, shelter houses, sports fields, beaches) on the property:

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
08/17

Not applicable.

What is the function of/or the available activities on the property?

Its primary function is as a residence.

Access and Usage of the property by the Public:

This property is privately owned and does not allow public usage/access.

Relationship to other similarly used lands/facilities in the vicinity:

Not applicable.

Are there any unusual characteristics of the property that either limit or enhance the value of the resource? If so please explain:

Not applicable.

Describe project activities that could potentially "use" the resource:

Approximately 7-10 feet of right-of-way will be acquired from the yard fronting the structure.

If applicable, give a general description of the history of the Historic Site, Archaeological Site or Historic District:

8SM00896 (ca. 1940) is individually eligible for the NRHP under Criterion C for Architecture. Constructed in the Masonry Vernacular style from locally quarried stone, Resource 8SM00896 is a fine example of traditional methods of masonry design and construction.

Based on the above information the recommended level of Section 4(f) evaluation for this property is:

Select the level of Section 4(f) evaluation: De Minimis

Reason the selected level is appropriate:

The NRHP eligibility of the resource at 2083 US 301 (8SM00896) hinges on its Masonry Vernacular architecture, and the local materials used in construction. The acquisition of property fronting the structure will not impact any features or fabric which contribute to the structure, nor will the acquisition of property diminish the integrity of the structure. The acquisition of the land does not diminish the accessibility or use of the structure. On July 10, 2018, the Florida SHPO concurred that the project would have no adverse effect on 8SM00896.

Supporting Documentation.

The following items must be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
2. Statement of Significance from OWJ or FDOT's presumption of significance.
3. Determination of Eligibility or Listing in the National Register of Historic Places, Archaeological Site (*include criterion of eligibility*) or a Historic District if applicable.

Signatures

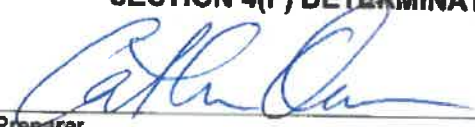
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
08/17

Signature:

Preparer



7/31/2018

Date

Signature:

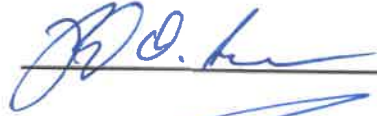
Environmental Manager, or designee



7/31/2018

Date

OEM
Concurrence:



8/1/18

Signature:

Director of OEM, or designee



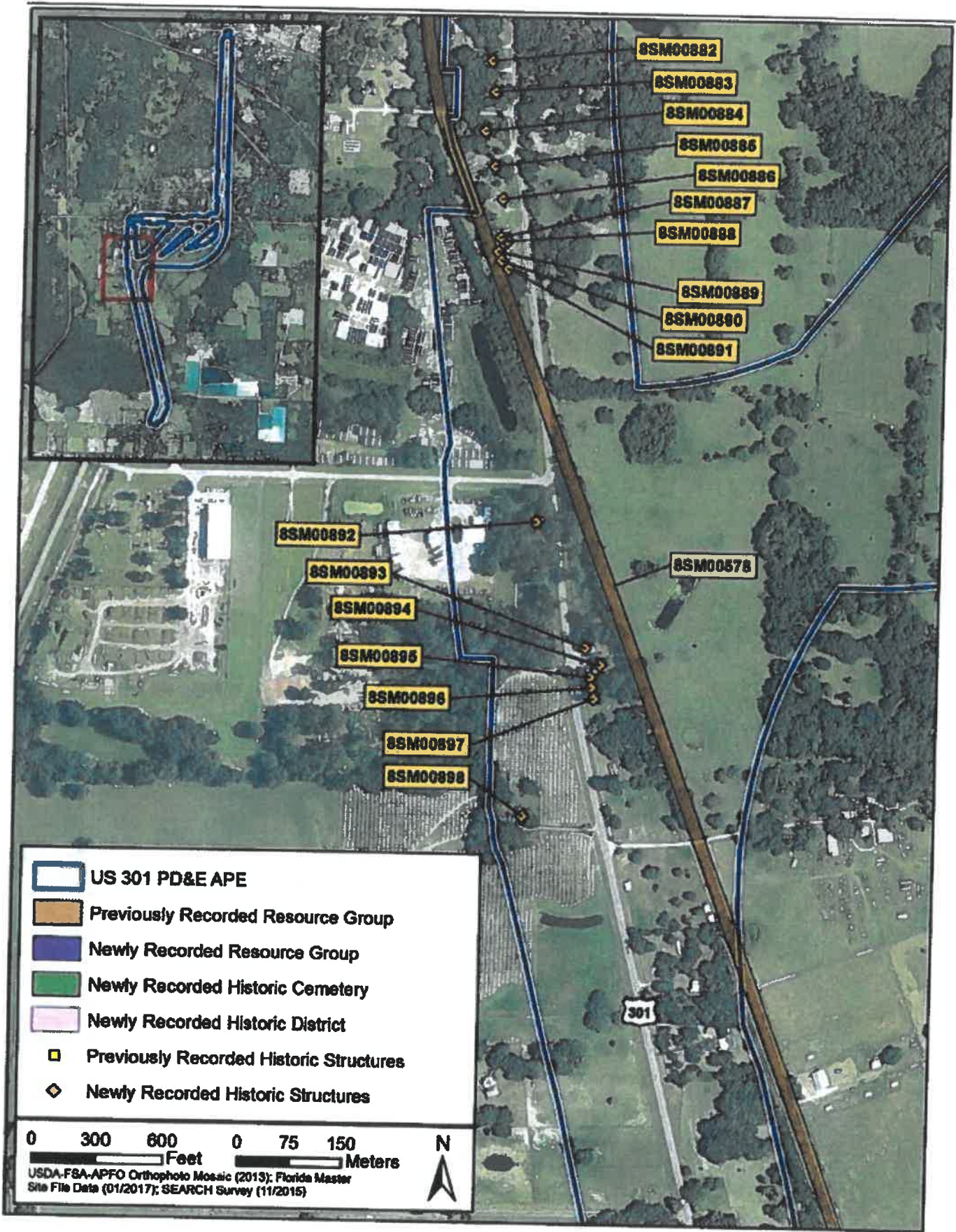
8/2/18

[Click here to enter a date.](#)

Date

ATTACHMENT 1:

Map of the Resource



8SM00882

8SM00883

8SM00884

8SM00886

8SM00886

8SM00887

8SM00888

8SM00889

8SM00890

8SM00891

8SM00892

8SM00893

8SM00894

8SM00895

8SM00896

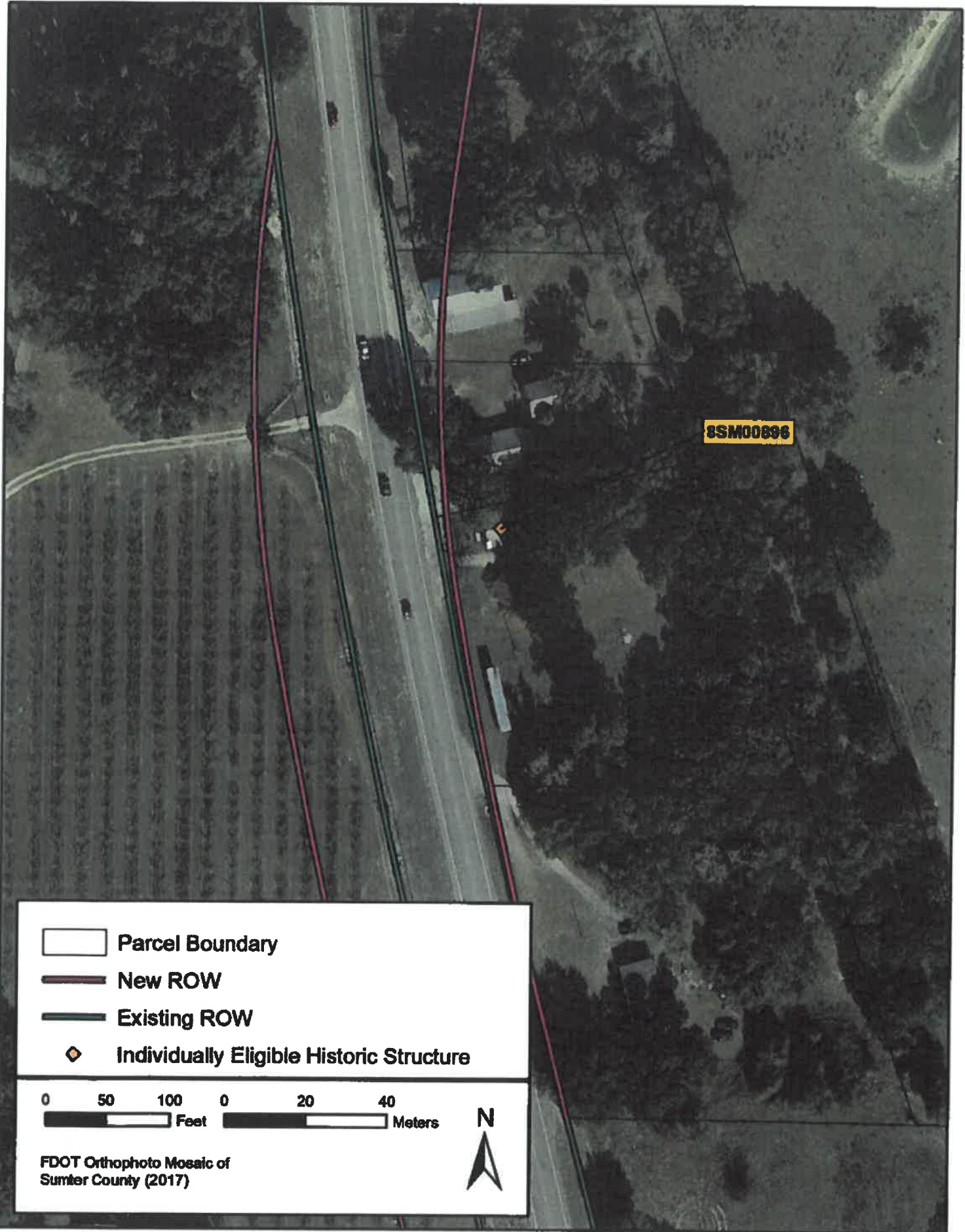
8SM00897

8SM00898

8SM00578

301





8SM00896



Parcel Boundary



New ROW



Existing ROW



Individually Eligible Historic Structure

0 50 100 Feet

0 20 40 Meters



FDOT Orthophoto Mosaic of Sumter County (2017)

ATTACHMENT 2:

Statement of Significance from OWJ



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 S. Woodland Blvd.
DeLand, FL 32720

**MIKE DEW
SECRETARY**

July 5, 2018

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

2018 JUL 10 A 10:00

Attn: Ms. Ginny Jones, Transportation Compliance Review Program

RE: *Technical Memorandum: Effects Evaluation for the US 301 Project Development and Environment Study, Sumter County, Florida*
Financial Management No.: 430132-1-22-01

Dear Dr. Parsons,

Please find enclosed a technical memorandum providing an effects evaluation for the US 301 Project Development and Environment (PD&E) Study in Sumter County, Florida. The study includes an approximately 8-mile portion of US 301 between County Road (CR) 470 East and State Road (SR) 44 in Sumter County, Florida. Within these limits, US 301 travels through the Cities of Coleman and Wildwood and also overlaps SR 35. While mostly a north-south route, US 301 travels in an east-west direction through the City of Coleman, where it has the local road name Warm Springs Avenue. The Florida's Turnpike (SR 91) crosses US 301 with an interchange to the south of the northern project limit, and Interstate 75 (I-75) runs parallel to the study corridor on the west of US 301 through Sumter County. The goal of the undertaking is to increase capacity of US 301 in order to respond to future travel needs through the project area; improve safety; and provide multi-modal facilities for pedestrians and bicyclists.

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

The Florida Department of Transportation (FDOT), District 5, has submitted to your office two cultural resources documents prepared in support of the subject project. These documents, submitted in June 2017 and January 2018, respectively, are entitled *Cultural Resource Assessment Survey of US 301 (SR 35) from CR 470 West to SR 44, Sumter County, Florida*

Dr. Parsons, SHPO
July 5, 2018
Page 2

(Florida Master Site File [FMSF] Survey No. 24186) and *US 301 (SR 35) PD&E Study: Cultural Resource Assessment Survey Addendum: Proposed Ponds and Floodplain Compensation Areas* (Florida Master Site File [FMSF] Survey No. 24709). Your office responded to the first report in July 2017, concurring with the eligibility recommendations with the exception of 8SM00847 (your office concluded that this resource did not maintain sufficient integrity to contribute to the Coleman Historic District [8SM00921]) and 8SM00896 (your office determined this structure eligible for the National Register of Historic Places [NRHP] under Criterion C). Your office concurred with the findings and recommendations of the ponds addendum in February 2018 (Florida Division of Historical Resources [FDHR] Project File No. 2013-1789).

The work was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966, as amended, and Chapter 267, Florida Statutes (F.S.). The investigations were carried out in conformity with Part 2, Chapter 8 (Archaeological and Historical Resources) of FDOT's PD&E Manual, FDOT's Cultural Resources Manual, and the standards contained in the FDHR Cultural Resource Management Standards and Operations Manual (FDHR 2003). In addition, these documents meet the specifications set forth in Chapter 1A-46, Florida Administrative Code.

The survey reports and subsequent agency consultation concluded that 31 historic properties are located within the project Area of Potential Effect (APE). These include 8SM00376 (Coleman City Jail), 8SM00832 (7102 E. Warm Springs Avenue), 8SM00896 (2083 US 301), 8SM00921 (Coleman Historic District), and archaeological site 8SM00933. The remaining 26 historic properties are historic resources that contribute to the Coleman Historic District (8SM00921).

Based on a review of the proposed plans for the recommended alternative, it is the opinion of FDOT that the project will have no effect on the Coleman Historic District (8SM00921) or its 28 contributing resources (8SM00376, 8SM00832, 8SM00834, 8SM00835, 8SM00836, 8SM00838, 8SM00839, 8SM00840, 8SM00841, 8SM00842, 8SM00844, 8SM00845, 8SM00848, 8SM00850, 8SM00851, 8SM00852, 8SM00853, 8SM00857, 8SM00858, 8SM00860, 8SM00861, 8SM00869, 8SM00874, 8SM00875, 8SM00877, 8SM00878, 8SM00880, and 8SM00881).

While the project will acquire a small strip of right-of-way from the front yard of Resource 8SM00896, the qualities that render 8SM00896 individually eligible for the NRHP, namely its architecture, will not be compromised or diminished by the construction of the project. It is thus the opinion of FDOT that the project will have no adverse effect on 8SM00896.


Site 8SM00933 (the Shady Brook Site) was also documented by the intersecting C-470 CRAS (FMSF Survey No. 23554) and was determined to be eligible for the NRHP by the SHPO in July 2017. The site was identified along the existing/proposed C-470 and US 301 rights-of-way and extends into the footprint of one proposed US 301 pond location. As it is not possible for the project to avoid the eligible site, it is the opinion of FDOT that the US 301 project will have an adverse effect on 8SM00933. FDOT intends to mitigate project-related effects via data recovery excavation. A draft Memorandum of Agreement (MOA) documenting this commitment to mitigate will be submitted to your office for review.

Dr. Parsons, SHPO
July 5, 2018
Page 3

Also, should you concur with the no adverse effect finding for 8SM00896, FDOT intends to pursue a *de minimis* finding under Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303, 23 U.S.C Section 138, and 23 CFR Part 774).

I respectfully request your concurrence with the findings and recommendations presented in this letter and the enclosed memorandum. 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,


William G. Walsh
Environmental Manager
FDOT, District Five

cc: Roy Jackson, FDOT OEM
Erica Christiansen, FDOT OEM

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ ___ does not concur with the findings and recommendations contained in this cover letter.

___ requires additional information in order to provide an opinion on the potential effects of the proposed project on historic properties.


For: Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
& State Historic Preservation Officer

Date

7/10/2018

2013-1789
DHR No.

ATTACHMENT 3:

Determination of Eligibility or Listing in the NRHP



FLORIDA DEPARTMENT OF STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

William G. Walsh
Environmental Manager
Florida Department of Transportation, District 5
719 South Woodland Boulevard
DeLand, FL 32720

July 19, 2017

Attn: Ms. Catherine Owen, Cultural Resources Coordinator

RE: DHR Project File No.: 2013-1789, Additional Information Received by DHR: July 13, 2017
Financial Management Number: 430132-1-22-01
Project: *US 301/State Road (SR) 35 from County Road (CR) 470 to SR 44*
County: Sumter

Mr. Walsh:

The Florida State Historic Preservation Officer reviewed the referenced project for possible effects on historic properties listed, or eligible for listing, on the *National Register of Historic Places*. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties*.

Archaeological survey conducted in the Area of Potential Effect (APE) resulted in the identification and evaluation of 8 new archaeological sites (8SM929-8SM936) and four archaeological occurrences. This office concurs that 7 archaeological sites and four archaeological occurrences are not eligible for the NRHP. The Shady Brook archaeological site (8SM933) was determined eligible for the NRHP and this office concurs with that conclusion. A portion of the proposed by-pass alternative (see page 6-38) was not tested due to owner objections. If this alternative is chosen, the area should be tested at which time access is granted and this office should be provided with a report of the testing results.

Architectural survey of the APE resulted in the identification and evaluation of 124 resources (5 previously-recorded and 119 newly-recorded). Two resources were recommended as being individually eligible – 8SM376 and 8SM832. The survey identified one NR-eligible historic district – 8SM921 - with 28 contributing resources (8SM832, 8SM834-8SM836, 8SM838-8SM842, 8SM844-8SM845, 8SM847-8SM848, 8SM850-8SM853, 8SM857-8SM858, 8SM860-8SM861, 8SM869, 8SM874-8SM875, 8SM877-8SM878, and 8SM880-8SM881). The remaining 92 resources were determined not eligible for the NRHP. This office concurs with the determinations with the following exceptions. This office finds that 8SM847 does not retain sufficient integrity to be eligible for the NRHP. SHPO also recommends that resource 8SM896 is eligible for the NRHP under Criteria C for the unique utilization of native stone as a building material. Finally, SHPO notes that resource 8SM883 was destroyed by the private owner after recordation.

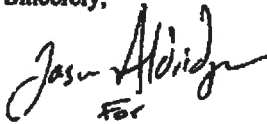
Division of Historical Resources
R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399
850.245.6300 • 850.245.6436 (Fax) • FLHeritage.com



Mr. Walsh
July 19, 2017
DHR File No.: 2013-1789
Page 2

This office looks forward to continued consultation to assess the impacts of the project on historic properties. If you have any questions, please contact Ginny Jones, Architectural Historian, Compliance and Review Section, by email at Ginny.Jones@doh.myflorida.com, or by telephone at 850.245.6333 or 800.847.7278.

Sincerely,

A handwritten signature in black ink that reads "Timothy A. Parsons" with a stylized flourish at the end. Below the signature, the word "For" is written in a smaller, simpler font.

Timothy A. Parsons, Ph.D., RPA
Director, Division of Historical Resources
and State Historic Preservation Officer

PC: Roy Jackson, FDOT OEM

ATTACHMENT 2:

SHPO Concurrence on Effects Finding



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 S. Woodland Blvd.
DeLand, FL 32720

**MIKE DEW
SECRETARY**

July 5, 2018

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

2018 JUL 10 AM 10:00

Attn: Ms. Ginny Jones, Transportation Compliance Review Program

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Financial Management No.: 430132-1-22-01

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Dr. Parsons, SHPO
July 5, 2018
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Dr. Parsons, SHPO
July 5, 2018
Page 3

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I respectfully request your concurrence with the findings and recommendations presented in this letter and the enclosed memorandum. 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,




fw
William G. Walsh
Environmental Manager
FDOT, District Five

cc: Roy Jackson, FDOT OEM
Erica Christiansen, FDOT OEM

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ does not concur with the findings and recommendations contained in this cover letter.

requires additional information in order to provide an opinion on the potential effects of the proposed project on historic properties.

fw  Deputy SHPO
For: Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
& State Historic Preservation Officer

7/10/2018
Date

2013-1789
DHR No.

ATTACHMENT 3:

**Additional Communications with the OWJ and Section 106
Consulting Parties**



FLORIDA DEPARTMENT OF STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

William G. Walsh
Environmental Manager
Florida Department of Transportation, District 5
719 South Woodland Boulevard
DeLand, FL 32720

July 19, 2017

Attn: Ms. Catherine Owen, Cultural Resources Coordinator

RE: DHR Project File No.: 2013-1789, Additional Information Received by DHR: July 13, 2017
Financial Management Number: 430132-1-22-01
Project: *US 301/State Road (SR) 35 from County Road (CR) 470 to SR 44*
County: Sumter

Mr. Walsh:

The Florida State Historic Preservation Officer reviewed the referenced project for possible effects on historic properties listed, or eligible for listing, on the *National Register of Historic Places*. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties*.

Archaeological survey conducted in the Area of Potential Effect (APE) resulted in the identification and evaluation of 8 new archaeological sites (8SM929-8SM936) and four archaeological occurrences. This office concurs that 7 archaeological sites and four archaeological occurrences are not eligible for the NRHP. The Shady Brook archaeological site (8SM933) was determined eligible for the NRHP and this office concurs with that conclusion. A portion of the proposed by-pass alternative (see page 6-38) was not tested due to owner objections. If this alternative is chosen, the area should be tested at which time access is granted and this office should be provided with a report of the testing results.

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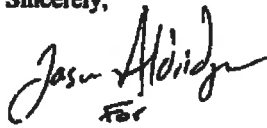
Division of Historical Resources
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Mr. Walsh
July 19, 2017
DHR File No.: 2013-1789
Page 2

This office looks forward to continued consultation to assess the impacts of the project on historic properties. If you have any questions, please contact Ginny Jones, Architectural Historian, Compliance and Review Section, by email at Ginny.Jones@dos.myflorida.com, or by telephone at 850.245.6333 or 800.847.7278.

Sincerely,

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Timothy A. Parsons, Ph.D., RPA
Director, Division of Historical Resources
and State Historic Preservation Officer

PC: Roy Jackson, FDOT OEM

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Historic Sites/Districts

The following evaluation was conducted pursuant to 36 CFR Part 800, Section 106 of the National Historic Preservation Act, 1966 as amended.

The Cultural Resource Assessment Survey (CRAS) and subsequent agency correspondence concluded that 30 National Register of Historic Places (NRHP)-eligible historic resources are located within the project Area of Potential Effect (APE). These include 8SM00376 (Coleman City Jail), 8SM00832 (7102 E. Warm Springs Avenue), 8SM00896 (2083 US 301), and 8SM00921 (Coleman Historic District). The remaining 26 historic properties are historic resources that contribute to the NRHP-eligible Coleman Historic District (8SM00921).

The project will require the acquisition of 7-10 feet of right-of-way from the front yard of 8SM00896, located at 2083 US 301. SHPO has concurred that the project will have no adverse effect on 8SM00896. The remaining resources are located within Segment 3 of the study area. The recommended alternative does not propose any improvements to this area, and therefore does not impact any of these historical resources.

FDOT, in consultation with SHPO, has determined that the recommended alternative will have No Adverse Effect to the previously described historic resources eligible for listing in the NRHP. Please see the attached correspondence with SHPO documenting these findings.

Potential impacts to historic sites or districts resulting from construction of the Recommended Alternative are not expected to be significant.



FLORIDA DEPARTMENT OF STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

William G. Walsh
Environmental Manager
Florida Department of Transportation, District 5
719 South Woodland Boulevard
DeLand, FL 32720

July 19, 2017

Attn: Ms. Catherine Owen, Cultural Resources Coordinator

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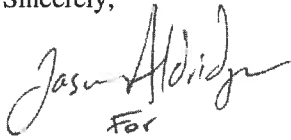
Division of Historical Resources
R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399
850.245.6300 • 850.245.6436 (Fax) • FLHeritage.com



Mr. Walsh
July 19, 2017
DHR File No.: 2013-1789
Page 2

This office looks forward to continued consultation to assess the impacts of the project on historic properties. If you have any questions, please contact Ginny Jones, Architectural Historian, Compliance and Review Section, by email at Ginny.Jones@dos.myflorida.com, or by telephone at 850.245.6333 or 800.847.7278.

Sincerely,

A handwritten signature in cursive script, appearing to read "Timothy A. Parsons". Below the signature, the word "For" is written in a smaller, simpler font.

Timothy A. Parsons, Ph.D., RPA
Director, Division of Historical Resources
and State Historic Preservation Officer

PC: Roy Jackson, FDOT OEM



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

MIKE DEW
SECRETARY

June 7, 2017

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: Ms. Ginny Jones, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
US 301 (SR 35) from CR 470 West to SR 44
Sumter County, Florida
Financial Management No.: 430132-1-22-01

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2017 JUN -8 P 4:09

Dear Dr. Parsons,

Enclosed please find one copy of the report titled Cultural Resource Assessment Survey of US 301 (SR 35) from CR 470 West to SR 44, Sumter County, Florida. This report presents the findings of a CRAS conducted in support of the proposed widening of US 301 (State Road [SR] 35) from County Road (CR) 470 West to SR 44 in Sumter County, Florida. The corridor encompasses approximately 7.7 miles (12.39 kilometers), including a potential truck route southeast through the City of Coleman. This project is federally funded.

The project Area of Potential Effect (APE) was defined as the existing and proposed US 301 right-of-way and extended to the back or side property lines of adjacent parcels or a distance of no more than 100 meters (330 feet) from the existing or proposed right-of-way for the US 301 mainline and the truck route alternatives. The archaeological survey was conducted within the existing and proposed right-of-way. The architectural history survey included the entire APE.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966, as amended, and Chapter 267, Florida Statutes (F.S.). The investigations were carried out in conformity with Part 2, Chapter 12 (Archaeological and Historical Resources) of FDOT's Project Development and Environment (PD&E) Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual

Dr. Parsons, SHPO
June 7, 2017
Page 2

(FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

The archaeological survey included the excavation of 682 shovel tests throughout the US 301 PD&E APE. A total of 74 of these shovel tests were positive for cultural material, resulting in the identification of eight new archaeological sites (8SM00929-8SM00936) and four archaeological occurrences. All four archaeological occurrences and all but one archaeological site (8SM00933) are recommended ineligible for the National Register of Historic Places (NRHP). The Shady Brook archaeological site (8SM00933) is recommended eligible for listing in the NRHP under Criterion D, properties significant for their ability to yield important information about prehistory or history. No additional archaeological survey is recommended outside the boundaries of 8SM00933.

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I respectfully request your concurrence with the eligibility recommendations presented in the enclosed report. We look forward to continuing consultation regarding project-related effects to historic properties. This CRAS is also being provided to the five consulting tribes.

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,



for William G. Walsh
Environmental Manager
FDOT, District Five

cc: Roy Jackson, FDOT OEM

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and ___ concurs/ does not concur with the findings and recommendations contained in this cover letter and the enclosed report.

___ does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

1/s/ See SHPO letter dated July 19, 2017

For: Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
& State Historic Preservation Officer

Date

2013-1789
DHR No.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

MIKE DEW
SECRETARY

January 16, 2018

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: Ms. Ginny Jones, Transportation Compliance Review Program

RE: *Cultural Resource Assessment Survey Addendum
Project Development and Environment (PD&E) Study
US 301 (SR 35) from CR 470 West to SR 44
Sumter County, Florida
Financial Management No.: 430132-1-22-01*

Dear Dr. Parsons,

Please find enclosed a copy of the report titled *Cultural Resource Assessment Survey Addendum: Proposed Ponds and Floodplain Compensation Areas*. This report presents the findings of a CRAS addendum conducted in support of the proposed widening of US 301 (State Road [SR] 35) from County Road (CR) 470 West to SR 44 in Sumter County, Florida. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study for an approximately 8-mile portion of US 301 between County Road (CR) 470 East and State Road (SR) 44 in Sumter County, Florida. Within these limits, US 301 travels through the Cities of Coleman and Wildwood, and also overlaps SR 35. While mostly a north-south route, US 301 travels in an east-west direction through the City of Coleman, where it has the local road name of Warm Springs Avenue.

The CRAS for the project corridor, titled *Cultural Resource Assessment Survey of US 301 (SR 35) from CR 470 West to SR 44, Sumter County, Florida*, was submitted for your review in June 2017. The current CRAS addendum addresses the results of archaeological and architectural history survey within the proposed ponds locations being considered by the project. The current effort also included addressing a request from the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) for additional shovel testing in the vicinity of site 8SM00932 as well as a request from the State Historic Preservation Officer (SHPO) for testing in a previously inaccessible pasture. This additional shovel testing was conducted during the ponds survey and is discussed in the enclosed report.

2018 JAN 17 11:41
HISTORIC PRESERVATION
STATE DEPARTMENT OF STATE

The purpose of the CRAS was to locate, identify, and bound any archaeological resources, historic structures, and potential districts within the project's Area of Potential Effect (APE) and assess their potential for listing in the National Register of Historic Places (NRHP). The APE defined for this project includes the footprints for the proposed ponds and drainage easements, plus a 100-foot (30-meter) buffer of each. The APE also includes the proposed right-of-way for a previously inaccessible portion of the truck route and proposed roundabout, plus a 330-foot (100-meter) buffer. Archaeological survey covered the pond footprints and proposed road right-of-way. Architectural survey considered the entire APE.

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

No architectural resources were identified within the US 301 Ponds APE. No further architectural history survey is recommended.

A total of 246 shovel tests were excavated within the US 301 Ponds APE. As a result, five newly recorded archaeological sites (8SM01022-8SM01025 and 8SM01100) were recorded, and the boundaries of one previously recorded site (8SM00933) were expanded. In addition, three archaeological occurrences (AOs 5-7) were recorded. Archaeological sites 8SM01024, 8SM01025, and 8SM01100 are low-density scatters and/or exhibit disturbed stratigraphy, indicating a lack of integrity. These sites are recommended ineligible for the NRHP. Archaeological occurrences are, by definition, ineligible for consideration on the NRHP. No further archaeological survey is recommended for sites 8SM01024, 8SM01025, 8SM01100, or AOs 5-7.

Newly recorded resource 8SM01022 is a moderate-density prehistoric archaeological site with relatively intact soils. Boundaries for this site could not be defined due to the limits of the proposed Pond 2C and 2C Easement footprints. No features were identified; however, based on the density of artifacts, good physical integrity, and the limitations of shovel testing, it is possible that archaeological features and other intact cultural deposits exist within the boundaries of 8SM01022. Given the potential for significant cultural deposits and the inability to make a definitive evaluation of the site at the survey level of investigation, it is the opinion of FDOT that there is insufficient information to determine whether 8SM01022 is eligible for the NRHP. However, in order to avoid impacts to this potentially significant archaeological site, Pond 2C, which contains 8SM01022, has been eliminated from the project. The US 301 project intends to use Pond 2A in its place, and no construction is proposed within Pond 2C. Thus, while the NRHP eligibility of the site is unknown at this time, it is the opinion of the District that the project will have no effect on 8SM01022.

Newly recorded resource 8SM01023 (the Shady Brook Hammock site) is located within Pond 3C and is a moderately dense artifact scatter dating to the Early to Middle Archaic and St Johns periods. Although features or other intact deposits were not encountered, the density of cultural material and reasonably good physical integrity at the site suggests such deposits may be present,

Dr. Parsons, SHPO

January 16, 2018

Page 3

but not detectable at the survey level of investigation. As such, insufficient information is available to determine if 8SM01023 is eligible for the NRHP. Additional work is recommended to confirm the absence of features and other deposits capable of producing significant information about the site within the pond footprint. However, in order to avoid impacts to this potentially significant archaeological site, Pond 3C, which contains site 8SM01023, has been eliminated from the project. The US 301 project intends to use Pond 3B and its easement in its place, and no construction is proposed within Pond 3C. Thus, while the NRHP eligibility of the site is unknown at this time, it is the opinion of the District that the project will have no effect on 8SM01023.

The present survey expanded previously documented site 8SM00933 eastward into the footprint of Pond 1B. Here the site exists as a moderate-density lithic scatter within relatively undisturbed soils. Based on investigations of other parts of the site during the US 301 and C-470 roadway projects (FM No. 434912-1-22-01), SHPO has evaluated 8SM00933 as eligible for the NRHP, and it is the opinion of the District that the portion of the site found to extend into the Pond 1B footprint has the research potential capable of contributing to the site's significance. Given the location of the site within the right-of-way and the adjoining pond, it is not possible to avoid the site by eliminating the proposed pond. As avoidance of 8SM00933 is not feasible, FDOT recommends that project-related effects be mitigated through Phase III data recovery excavation.

This submittal concludes the Phase I survey effort for archaeological site 8SM00933 for both the US 301 project and the C-470 project. As both the US 301 project and the C-470 project intersect 8SM00933 (see attached figure), both projects pose adverse effects to the site. With the present submittal, FDOT would like to conclude the survey effort for both projects and initiate consultation to resolve the combined adverse effects to 8SM00933.

I respectfully request your concurrence with the findings of the enclosed report. This CRAS is also being provided to the five consulting tribes.

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,




for
William G. Walsh
Environmental Manager
FDOT, District Five

cc: Roy Jackson, FDOT OEM

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ does not concur with the findings and recommendations contained in this cover letter and the enclosed report.

does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/  Deputy SHPO
For: Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
& State Historic Preservation Officer

2-12-2018
Date

2013-1789
DHR No.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Archaeological Sites

The following evaluation was conducted pursuant to 36 CFR Part 800, Section 106 of the National Historic Preservation Act, 1966 as amended.

An archaeological survey was conducted during the Cultural Resource Assessment Survey (CRAS) and included subsurface testing within the existing/proposed right-of-way for the roadway and ponds. The testing resulted in the identification of 12 archaeological sites and 7 archaeological occurrences. Nine of the archaeological sites and all seven archaeological occurrences were determined not eligible for listing on the National Register of Historic Places (NRHP).

Resource 8SM01022 is a moderate-density prehistoric archaeological site with relatively intact soils. Boundaries for this site could not be identified due to the limits of the proposed pond alternative footprints under evaluation. No features were identified; however, based on the density of artifacts, good physical integrity, and the limitations of shovel testing, it is possible that archaeological features and other intact cultural deposits exist within the boundaries of this site. Given the potential for significant cultural deposits and the inability to make a definitive evaluation of the site at the survey level of investigation, there is insufficient information to determine whether 8SM01022 is eligible for the NRHP. No construction is proposed that would impact site 8SM01022.

Resource 8SM01023 is another a moderately dense artifact scatter dating to the Early to Middle Archaic and St Johns periods. Although features or other intact deposits were not encountered, the density of cultural material and reasonably good physical integrity at the site suggests such deposits may be present, but not readily detectable at the survey level of investigation. There is insufficient information to determine whether 8SM01023 is eligible for the NRHP. No construction is proposed that would impact site 8SM01023.

Resource 8SM00933 is a moderate-density lithic scatter within relatively undisturbed soils. Based on investigations of other parts of the site during other roadway projects, SHPO has evaluated this location as eligible for the NRHP. As it is not possible for the project to avoid the eligible site, the study recommends that the adverse effect be mitigated via data recovery excavation or another mitigation strategy developed in consultation with SHPO and the federally-recognized tribes of Florida.

The US 301 PD&E project will result in an unavoidable effect to NRHP-eligible archaeological site 8SM00933. FDOT and the Florida State Historic Preservation Officer (SHPO) will execute a Memorandum of Agreement (MOA) in early 2019 to outline the conditions to minimize and mitigate effects to the property resulting from the project. Consequently, FDOT will commit to the stipulations outlined in the MOA.

Potential impacts to the archaeological sites resulting from construction of the Recommended Alternative are not expected to be significant.



FLORIDA DEPARTMENT OF STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

William G. Walsh
Environmental Manager
Florida Department of Transportation, District 5
719 South Woodland Boulevard
DeLand, FL 32720

July 19, 2017

Attn: Ms. Catherine Owen, Cultural Resources Coordinator

RE: DHR Project File No.: 2013-1789, Additional Information Received by DHR: July 13, 2017
Financial Management Number: 430132-1-22-01
Project: *US 301/State Road (SR) 35 from County Road (CR) 470 to SR 44*
County: Sumter

Mr. Walsh:

The Florida State Historic Preservation Officer reviewed the referenced project for possible effects on historic properties listed, or eligible for listing, on the *National Register of Historic Places*. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties*.

Archaeological survey conducted in the Area of Potential Effect (APE) resulted in the identification and evaluation of 8 new archaeological sites (8SM929-8SM936) and four archaeological occurrences. This office concurs that 7 archaeological sites and four archaeological occurrences are not eligible for the NRHP. The Shady Brook archaeological site (8SM933) was determined eligible for the NRHP and this office concurs with that conclusion. A portion of the proposed by-pass alternative (see page 6-38) was not tested due to owner objections. If this alternative is chosen, the area should be tested at which time access is granted and this office should be provided with a report of the testing results.

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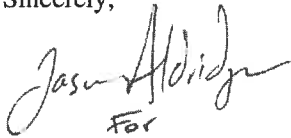
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Mr. Walsh
July 19, 2017
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Page 2

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Timothy A. Parsons, Ph.D., RPA
Director, Division of Historical Resources
and State Historic Preservation Officer

PC: Roy Jackson, FDOT OEM



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 S. Woodland Blvd.
DeLand, FL 32720

**MIKE DEW
SECRETARY**

June 7, 2017

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: Ms. Ginny Jones, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
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Sumter County, Florida
Financial Management No.: 430132-1-22-01

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This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966, as amended, and Chapter 267, Florida Statutes (F.S.). The investigations were carried out in conformity with Part 2, Chapter 12 (Archaeological and Historical Resources) of FDOT's Project Development and Environment (PD&E) Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual

Dr. Parsons, SHPO
June 7, 2017
Page 2

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I respectfully request your concurrence with the eligibility recommendations presented in the enclosed report. We look forward to continuing consultation regarding project-related effects to historic properties. This CRAS is also being provided to the five consulting tribes.

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,



for William G. Walsh
Environmental Manager
FDOT, District Five

cc: Roy Jackson, FDOT OEM

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finds the attached report complete and sufficient and ___ concurs/ does not concur with the findings and recommendations contained in this cover letter and the enclosed report.

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For: Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
& State Historic Preservation Officer

Date

2013-1789
DHR No.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

MIKE DEW
SECRETARY

January 16, 2018

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Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

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Sumter County, Florida
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STATE DEPARTMENT OF STATE

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No architectural resources were identified within the US 301 Ponds APE. No further architectural history survey is recommended.

A total of 246 shovel tests were excavated within the US 301 Ponds APE. As a result, five newly recorded archaeological sites (8SM01022-8SM01025 and 8SM01100) were recorded, and the boundaries of one previously recorded site (8SM00933) were expanded. In addition, three archaeological occurrences (AOs 5-7) were recorded. Archaeological sites 8SM01024, 8SM01025, and 8SM01100 are low-density scatters and/or exhibit disturbed stratigraphy, indicating a lack of integrity. These sites are recommended ineligible for the NRHP. Archaeological occurrences are, by definition, ineligible for consideration on the NRHP. No further archaeological survey is recommended for sites 8SM01024, 8SM01025, 8SM01100, or AOs 5-7.

Newly recorded resource 8SM01022 is a moderate-density prehistoric archaeological site with relatively intact soils. Boundaries for this site could not be defined due to the limits of the proposed Pond 2C and 2C Easement footprints. No features were identified; however, based on the density of artifacts, good physical integrity, and the limitations of shovel testing, it is possible that archaeological features and other intact cultural deposits exist within the boundaries of 8SM01022. Given the potential for significant cultural deposits and the inability to make a definitive evaluation of the site at the survey level of investigation, it is the opinion of FDOT that there is insufficient information to determine whether 8SM01022 is eligible for the NRHP. However, in order to avoid impacts to this potentially significant archaeological site, Pond 2C, which contains 8SM01022, has been eliminated from the project. The US 301 project intends to use Pond 2A in its place, and no construction is proposed within Pond 2C. Thus, while the NRHP eligibility of the site is unknown at this time, it is the opinion of the District that the project will have no effect on 8SM01022.

Newly recorded resource 8SM01023 (the Shady Brook Hammock site) is located within Pond 3C and is a moderately dense artifact scatter dating to the Early to Middle Archaic and St Johns periods. Although features or other intact deposits were not encountered, the density of cultural material and reasonably good physical integrity at the site suggests such deposits may be present,

Dr. Parsons, SHPO

January 16, 2018

Page 3

but not detectable at the survey level of investigation. As such, insufficient information is available to determine if 8SM01023 is eligible for the NRHP. Additional work is recommended to confirm the absence of features and other deposits capable of producing significant information about the site within the pond footprint. However, in order to avoid impacts to this potentially significant archaeological site, Pond 3C, which contains site 8SM01023, has been eliminated from the project. The US 301 project intends to use Pond 3B and its easement in its place, and no construction is proposed within Pond 3C. Thus, while the NRHP eligibility of the site is unknown at this time, it is the opinion of the District that the project will have no effect on 8SM01023.

The present survey expanded previously documented site 8SM00933 eastward into the footprint of Pond 1B. Here the site exists as a moderate-density lithic scatter within relatively undisturbed soils. Based on investigations of other parts of the site during the US 301 and C-470 roadway projects (FM No. 434912-1-22-01), SHPO has evaluated 8SM00933 as eligible for the NRHP, and it is the opinion of the District that the portion of the site found to extend into the Pond 1B footprint has the research potential capable of contributing to the site's significance. Given the location of the site within the right-of-way and the adjoining pond, it is not possible to avoid the site by eliminating the proposed pond. As avoidance of 8SM00933 is not feasible, FDOT recommends that project-related effects be mitigated through Phase III data recovery excavation.

This submittal concludes the Phase I survey effort for archaeological site 8SM00933 for both the US 301 project and the C-470 project. As both the US 301 project and the C-470 project intersect 8SM00933 (see attached figure), both projects pose adverse effects to the site. With the present submittal, FDOT would like to conclude the survey effort for both projects and initiate consultation to resolve the combined adverse effects to 8SM00933.

I respectfully request your concurrence with the findings of the enclosed report. This CRAS is also being provided to the five consulting tribes.

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,




for
William G. Walsh
Environmental Manager
FDOT, District Five

cc: Roy Jackson, FDOT OEM

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ does not concur with the findings and recommendations contained in this cover letter and the enclosed report.

does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/  Deputy SHPO
For: Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
& State Historic Preservation Officer

2-12-2018
Date

2013-1789
DHR No.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Recreation Areas

The Shady Brook Golf and RV Resort is located at the south end of the project, on the west side of the existing US 301 alignment. The proposed improvements avoid impacts to this area and there is no involvement with any other recreation areas.

Potential impacts to recreation areas resulting from construction of the Recommended Alternative are not expected to be significant.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County
 FM No. 430132-1-22-01

Wetlands and Other Surface Waters

A Natural Resources Evaluation (NRE) has been completed for the PD&E Study. Wetland and surface water impacts totaling approximately 7.11 acres are associated with the recommended alternative along the US 301 corridor, as shown in Table 1. Impacts are needed for the construction of roadway widening and drainage improvements. The NRE and Pond Siting Report (PSR) document the impacts and avoidance/minimization efforts associated with the final pond and floodplain compensation area selections.

Table 1: Summary of Wetlands and UMAM Assessment

Wetland ID No.	FLUCCS	NWI Code	Impact (acres)	Impact Delta	UMAM Functional Loss
WL-1	615	PFO6	0.87	0.77	0.67
WL-2	615	PFO6	0.47	0.77	0.36
WL-3	630	PFO6	0.45	0.77	0.35
WL-6	615	PFO6	0.22	0.77	0.17
WL-7	615	PFO6	0.50	0.77	0.39
WL-7A	643	PEM1	0.07	0.63	0.04
WL-9	615	PFO6	1.67	0.77	1.29
WL-9A	615	PFO6	0.14	0.77	0.11
WL-11	641	PEM2	0.24	0.63	0.15
WL-12	641	PEM2	0.31	0.63	0.20
WL-13	615	PFO6	0.12	0.77	0.09
WL-14	615	PFO6	0.25	0.77	0.19
WL-21	641	PEM2	0.28	0.63	0.18
WL-22	615	PFO6	0.49	0.77	0.38
WL-23	630	PFO6	0.47	0.77	0.36
WL-25	630	PFO6	0.41	0.77	0.31
WL-26	630	PFO6	0.06	0.77	0.04
SW-1	530	L2EM2	0.09	-	-
TOTALS			7.11		5.28

Surface water impacts which will result from the construction of this project will be mitigated through on-site in-kind replacement. The proposed stormwater treatment and conveyance system will maintain existing surface water function. Temporary functional loss will occur during construction but no permanent direct, secondary or cumulative impact is anticipated.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 U.S.C.s. 1344. Under Section 373.4137 F.S., mitigation of FDOT wetland impacts will be implemented by the appropriate Water Management District where the impacts occur. Each Water Management District will develop a regional wetland mitigation plan on an annual basis to be approved by the Florida State Legislature which addresses the estimated mitigation needs of FDOT. The Water Management District will then provide wetland mitigation for specific FDOT project impacts through a corresponding mitigation project within the overall approved regional mitigation plan. FDOT will provide funding to the Water Management District for implementation of such mitigation projects. If SWFWMD chooses not to participate, credits from an approved mitigation bank will be purchased by the FDOT to satisfy all mitigation needs for the project.

Potential impacts to wetlands and other surface waters resulting from construction of the Recommended Alternative are not expected to be significant.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Aquatic Preserves and Outstanding Florida Waters

Shady Brook is part of the Withlacoochee River System and designated as Outstanding Florida Waters (OFW). US 301 crosses Shady Brook with a 118-foot bridge within a permitted easement. The recommended build alternative includes minor widening to the existing bridge and the construction of a new span to accommodate the divided four lane typical section. Direct discharges to this waterbody would require an additional 50% water quality treatment. A map of the OFW and coordination with the Southwest Florida Water Management District is attached. The study area is not located in, over, or adjacent to an aquatic preserve.

Potential impacts to aquatic preserves and Outstanding Florida Waters resulting from construction of the Recommended Alternative are not expected to be significant.

DATE: February 16, 2017

TO: Jazlyn Heywood

FROM: Sean Carrigan

RE: FPID 430132-1-22-01: US 301 PD&E Study – From CR 470 E to SR 44 (Sumter County)

CC: Freddy Andrade (FDOT), Jeff Arms (HDR), Howard Newman (HDR), Taylor Laurent (HDR), Paul Sebert (E-Sciences)

A meeting was held at the Southwest Florida Water Management District (SWFWMD) office in Brooksville, FL (10:00 am) to discuss the drainage approach for the referenced project. Renato began the meeting by providing a brief overview of the project location and the scope of work. Meeting attendees were:

- Monte Ritter (SWFWMD)
- Kim Dymond (SWFWMD)
- Renato Chuw (Inwood)
- Sean Carrigan (Inwood)

The project consists of widening approximately 8 miles of US 301 between CR 470 E and SR 44, from two lanes to four lanes. However, between Florida's Turnpike and SR 44, only safety improvements (i.e. buffered bike lanes, turn lanes, sidewalks, etc.) are proposed. Additionally, as an alternative to widening US 301 through the City of Coleman, a truck route is being evaluated between CR 525 and CR 468. Below are some of the main topics discussed at the meeting.

Existing Drainage Conditions:

- The project is located within the Withlacoochee River South Watershed and traverses several WBIDs (Little Jones Creek, Lake Panasoffkee Drain, Shady Brook and Walled Sink Drain), none of which are impaired for nutrients.
- Stormwater runoff from the existing roadway is collected in roadside swales and conveyed to several existing cross drains along the corridor. There are 14 existing cross drains and one bridge (over Shady Brook) within the project limits. Shady Brook is considered an Outstanding Florida Waterbody (OFW).
- There are several depressional areas along the project limits that collect roadway stormwater runoff. These areas do not discharge further downstream and are considered land-locked basins.
- FEMA 100-yr floodplain sparsely located throughout the corridor but more concentrated south and north of Florida's Turnpike. Monte explained that in land-locked depressional areas, FEMA does not always designate these depressions as flood zones. However, during design, the consultant is required to maintain the historical basin storage for the 100-yr/24hr storm event within the depressions, regardless of the FEMA designation.

Proposed Drainage Approach:

Renato explained that during this study, three (3) pond site alternatives are being evaluated for each roadway basin and floodplain compensation ponds will be sited to mitigate floodplain impacts.

- Criteria:
 - 1" DCIA (wet detention) or 0.5" DCIA (dry retention) required for water quality treatment.
 - 50% additional water quality volume for ponds discharging to OFW. Monte confirmed that this rule only applies to ponds that discharge directly into the OFW.
 - 25yr/24hr pre vs. post runoff attenuation – open basins.
 - 100yr/24hr pre vs. post runoff attenuation – closed basins.

- Floodplain compensation approach – cup for cup. Renato asked Monte if it was permissible to provide floodplain compensation within the stormwater ponds. Monte said that is permissible, however it would require hydraulic modeling (mean annual/24hr, 10yr/24hr, 25yr/24hr, and 100yr/24hr events) of the floodplain and stormwater ponds to show no increase in the flood stages in adjacent parcels. Renato mentioned that for this PD&E Study, separate floodplain compensation ponds are identified.
- Renato explained that between Florida's Turnpike and SR 44, only safety improvements (i.e. buffered bike lanes, turn lanes, sidewalks, etc.) are proposed, and therefore, no water quality treatment or water quantity attenuation is being proposed. Monte agreed that this area would be exempt from providing water quality treatment and water quantity attenuation. However, Monte stated that if any of the improvements impact the floodplains, floodplain compensation will still need to be required. Monte and Kym mentioned that there is a permit for the existing development on the SW corner of US 301 and SR 44 where the wetlands and the 100-year floodplain may have been established. Renato agreed and said Inwood would investigate whether the proposed improvements would impact the floodplain and site a floodplain compensation pond if necessary.
- Renato asked Monte if he is aware of any new developments in the area in which there would be a good opportunity to propose a regional stormwater facility. Monte was not aware of any new development other than Wildwood Springs. Monte explained that because some of our basins fall within closed basin criteria, a regional stormwater may not be as beneficial as with open basins.
- Monte stated that the project traverses a karst area so it will be important to maintain shallow ponds because there is potential to create a sinkhole which would discharge contaminated stormwater runoff into the aquifer. Monte also advised against utilizing any existing borrow pits as stormwater treatment ponds because they tend to be very deep, and penetrate the aquifer. Discharging roadway runoff into these locations could also contaminate Florida's drinking water.
- Monte verified that SWFWMD does not have any current watershed models within Sumter County, specifically the area that covers the project corridor. There is watershed model for the portion in Hernando Co, just south of CR 470.

End of Meeting.



**US 301 PD&E Study from CR 470 E to SR 44 (Sumter Co.)
Pre-Application Meeting**

FPID 430132-1-22-01

February 16, 2017 – 10:00 AM (SWFWMD Brooksville Office)

SIGN-IN SHEET

Name	Signature	Representing	Phone	E-mail
Monte Ritter		SWFWMD	352-796-7211	Monte.Ritter@swfwmd.state.fl.us
Kim Dymond		SWFWMD	352-796-7211	Kim.Dymond@swfwmd.state.fl.us
Melissa Gulvin		SWFWMD	352-796-7211	Melissa.Gulvin@swfwmd.state.fl.us
Jazlyn Heywood		FDOT	386-943-5388	Jazlyn.Heywood@dot.state.fl.us
Jeff Arms		HDR	407-420-4249	Jeff.Arms@hdrinc.com
Renato Chuw		Inwood Consulting Engineers, Inc.	407-971-8850	RChuw@inwoodinc.com
Sean Carrigan		Inwood Consulting Engineers, Inc.	407-971-8850	Scarrigan@inwoodinc.com

Project: <u>US 301 PD&E Study</u>	Date: <u>February 16, 2017</u>
FPID: <u>430132-1-22-01</u>	Time: <u>10:00 am</u>
Description: <u>From CR 470 E to SR 44 (Sumter County)</u>	Location: <u>SFWMD</u>
Meeting Title: <u>Pre App meeting</u>	

Project Overview

- PD&E Study by FDOT District 5
- HDR Inc. contracted as prime consultant for the Study. Inwood Consulting Engineers, Inc. contracted as drainage sub-consultants
- Approximately 8 miles of US 301 between CR 470 E to SR 44 will be evaluate for:
 - Widen existing two-lane road to a four-lane road (urban, suburban and rural typical sections are being considered)
 - Safety improvements / multi modal facilities between Florida's Turnpike and SR 44
 - Evaluate interchange improvements at US 301 and Florida's Turnpike
 - Alternative for a realignment (truck route) near CR 525 to CR 468
- Pond Siting Report and Location Hydraulics Report currently in preparation

Existing Drainage

- Withlacoochee River South watershed
- WBIDs (Little Jones Creek, Lake Panasoffkee Drain, Shady Brook and Walled Sink Drain)
 - None impaired for nutrients
- Shady Brook is an OFW
- Majority of drainage conveyance is through roadside ditches/overland flow and cross drains under US 301
- From Spring Lake Road to SR 44 – closed drainage systems (curb and gutter, inlets and pipes)
- Major drainage conveyance – Shady Brook
- Several depressional (land-locked) areas exist throughout project
- FEMA 100-yr floodplain sparsely located throughout corridor but more concentrated south and north of Florida's Turnpike
- Flooding issue within the City of Coleman, near Commercial St. and Mulberry St.

Proposed Drainage

- Study currently evaluating potential stormwater pond site alternatives and floodplain compensation ponds
- Drainage/Permitting criteria
 - 1" DCIA (wet detention) or 0.5" DCIA (dry retention) water quality treatment
 - 50% additional water quality – OFW (direct discharge?)
 - 25yr/24hr pre vs. post runoff volume attenuation – open basins

- 100yr/24hr for closed basins (pre vs. post and total retention)
- Minor roadway safety improvements (trail, sidewalk, shoulders, turn lanes)
 - Criteria for water quality?
 - Exempt?
- Floodplain compensation approach (cup for cup)
- Existing Permits – Wildwood Springs
- Regional stormwater opportunities

Environmental

- Minimal wetland impacts

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Water Quality and Quantity

The existing US 301 corridor stormwater runoff generally sheet flows off of the roadway into adjacent swales, depressional areas or wetlands where it infiltrates into the ground. Treatment will be provided for one inch (1") over the Directly Connected Impervious Areas (DCIA) for wet detention ponds or 0.5" over DCIA for dry retention ponds. An outfall control structure shall be designed to drawdown a maximum of one-half inch (0.5") of the detention volume in 24 hours. The project traverses five (5) Waterbody IDs (WBID): 1344 Little Jones Creek, 1351 Lake Panasoffkee Drain, 1351C Lake Panasoffkee Drain, 1356 Shady Brook, and 1359D Walled Sink Drain, none of which are impaired according to the current FDEP 303(d) list of impaired water bodies. Therefore, a pre- versus post-pollutant loading analysis is not required. In addition, Shady Brook is considered an Outstanding Florida Water (OFW). Direct discharges to this waterbody will require an additional 50% water quality treatment.

The Water Quality Impact Evaluation completed for the US 301 PD&E is attached for reference.

Potential impacts to water quality and water quantity resulting from construction of the Recommended Alternative are not expected to be significant.

WQIE CHECKLIST

Project Name:	US 301 (SR 35) PD&E
County:	Sumter
FM Number:	430132-1-22-01
Federal Aid Project No:	N/A
Brief Project Description:	The Florida Department of Transportation (FDOT), District Five is conducting a Project Development and Environment (PD&E) Study for the proposed widening of US 301 (SR 35) from CR 470 East to SR 44 in Sumter County, Florida. The PD&E study will analyze design alternatives that widen US 301 from two to four lanes; improve the US 301 interchange at Florida's Turnpike; and consider a new corridor for US 301 south of the City of Coleman.

PART 1: DETERMINATION OF WQIE SCOPE

Does project discharge to surface or ground water? Yes No

Does project alter the drainage system? Yes No

Is the project located within a permitted MS4? Yes No

Name:

If the answers to the questions above are no, complete the applicable sections of Part 2 and 3, and then complete the WQIE by checking Box A in Part 4.

PART 2: PROJECT BASIN AND RECEIVING WATER CHARACTERISTICS

Surface Water

Receiving water(s) names: Shady Brook and various wetland systems that ultimately discharge to Little Jones Creek and Lake Panasoffkee

Water Management District: Southwest Florida Water Management District (SWFWMD)

The project is also located within District Five's Phase II MS4 permit limits

Coordination meeting date: 02/16/2017

Attach meeting minutes to the checklist.

Water Control District Name (list all that apply): N/A

Is the project located within a springshed or recharge area? Yes No

Ground Water

Sole Source Aquifer (SSA)? Yes No Name _____
If yes, complete Part 4, D.

Aquifer? Yes No Name Floridan

Springs vents? Yes No Name _____

Well head protection area? Yes No Name _____

Groundwater recharge? Yes No Name Rainfall, Infiltration

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as Impaired in accordance with Chapter 62-303, FAC.

Date of notification: 03/06/2017

PART 3: WATER QUALITY CRITERIA

List all WBIDs and all parameters for which a WBID has been verified impaired, or has a TMDL in [Table 1](#). This information is dynamic, and must be updated regularly, at a minimum during each Reevaluation.

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed.

EST recommendations confirmed with agencies? Yes No

BMAP Stakeholders contacted: Yes No

TMDL program contacted: Yes No

RAP Stakeholders contacted: Yes No

Were regional water quality projects identified in the Environmental Look Around?

Yes No

If yes, describe: The permitted residential and commercial development Wildwood Springs lies southeast of the intersection of US 301 and State Road 468. The proximity of the planned development to US 301, and the potential impact of the Truck Route Alternative A, provide a joint use opportunity. Ponds B-50 and B-55A shown in the drainage calculations of Permit 32972.016 could be reshaped and resized to accommodate stormwater runoff from US 301.

Were any direct effects associated with project construction and/or operation identified?

Yes No

If yes, describe:

Discuss any other relevant information related to water quality.

TABLE 1: WATER QUALITY CRITERIA

Receiving Waterbody Name (list all that apply)	FDEP Group Number / Name	WBID(s) Numbers	Classification (I,II,III,IIIL,IV,V)	Special Designations*	NNC limits**	Verified Impaired (Y/N)	TMDL (Y/N)	Parameter(s) of concern	BMAP, RA Plan or SSAC
Little Jones Creek	Group 4- Withlacoochee	1344	III	N/A	Streams	N	N	N/A	N/A
Lake Panasoffkee Drain	Group 4- Withlacoochee	1351 1351C	III	N/A	Streams	N	N	N/A	N/A
Shady Brook	Group 4- Withlacoochee	1356	III	OFW	Streams	N	N	N/A	N/A
Walled Sink Ditch	Group 4- Withlacoochee	1359D	III	N/A	Streams	N	N	N/A	N/A

* ONRW, OFW, Aquatic Preserve, Wild and Scenic River, Special Water, SWIM Area, Local Comp Plan, MS4 Area, Other

** Lakes, Spring vents, Streams, Estuaries

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Floodplains

The following evaluation was conducted pursuant to Executive Order 11988: Floodplain Management and 23 CFR 650A; the project corridor was evaluated to determine the effects, if any, of the proposed alternatives on the hydrology and hydraulics of the area.

A Location Hydraulic Report (LHR) has been prepared for the PD&E Study. The floodplain analysis for the proposed improvement identifies that approximately 10.55 ac-ft (acre-feet) of 100-year floodplain volume is impacted within the project limits. The project has the potential to impact floodplains and their functions in the area. However, due to the isolated nature of the majority of the flood zones, it was determined that the floodplain encroachment be classified as "minimal". Compensation volumes were calculated to be the available volume between the Seasonal High Water Table (SHWT) of the proposed compensation site and the 100-year flood elevation of the Floodplain Impact Area. The recommended alternative identifies six (6) Floodplain Compensation Areas (FPCA). Further analysis of the FPCA is also available in the Pond Siting Report.

The modification to the drainage structures included in the project will result in an insignificant change in their capacity to carry floodwater. This change will cause minimal increases in flood heights and flood limits. Replacement drainage structures for this project are limited to hydraulically equivalent structures. An alternative encroachment location is not considered in this category as it defeats the project purpose or is economically unfeasible.

The proposed cross drains and floodplain compensation areas will perform hydraulically in a manner equivalent to or greater than the existing condition, and backwater surface elevations are not expected to increase. As a result, there will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or in emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

Potential impacts to floodplains resulting from construction of the Recommended Alternative are not expected to be significant.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County FM No. 430132-1-22-01

Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

Information regarding the occurrence, or likelihood of occurrence, for any threatened or endangered species was gathered for this project area in order to comply with agency regulations. Six (6) federally listed and ten (10) state listed threatened or endangered species were identified according to methodology outlined by the US Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Service (FWC), and/or Florida Natural Areas Inventory (FNAI).

Wildlife surveys were performed as part of the Natural Resources Evaluation (NRE) by the study team during numerous site surveys in November and December 2016 for the PD&E alternative analysis. The surveys address the occurrence or potential occurrence of wildlife and plant species listed as threatened, endangered, and species of special concern (listed species) and will be updated during the design and permitting phase to ensure minimal impacts to listed species.

Based on the field observations, commitments to perform species specific surveys for the Southeastern American kestrel, burrowing owl, and sandhill crane will be implemented during design and permitting. Gopher tortoise surveys and permitting will also be performed during the permitting phase. Coordination that began through ETDM will be carried into design and permitting with the wildlife agencies and appropriate permits obtained during the design and permitting phase. Protection measures for the eastern indigo snake will be implemented during construction to ensure no significant impacts occur to this protected species.

Adverse impacts to individual species or regional populations of federal or state listed species or their habitat are not anticipated as a result of the construction of this project. A determination of “not likely to adversely affect” was made with USFWS for the wood stork and eastern indigo snake and “no effect” for the scrub jay, snail kite, bald eagle, and the red cockaded woodpecker.

Available data indicates that portions of the study area appear to be located within potential habitat for thirteen (13) listed plant species. Habitats within the project corridor consist of maintained upland areas used for maintenance access, wetland ditches, swales and an assemblage of natural (undeveloped) upland and wetland communities. As a result, some habitat exists within the project corridor for listed plants. However, during the field reviews, no listed plant species were observed within the project corridor. Areas to be impacted by the roadway and the proposed stormwater ponds will be re-evaluated for the presence of any federally listed plant species during permitting in the design phase of the project. State law prohibits the take of any listed plant species from public lands, or the private land of another. If such species are discovered during the design phase, the FDOT will coordinate with the Division of Plant Industry to avoid or minimize harm.

Additional information regarding protected species and habitat is available in the Natural Resources Evaluation (NRE).

Potential impacts to protected species and habitat resulting from construction of the Recommended Alternative are not expected to be significant.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Highway Traffic Noise

A noise impact analysis was performed consistent with Title 23, Code of Federal Regulations (C.F.R.), § 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010), Part II, Chapter 18 of the FDOT Project Development and Environment Manual (Effective June 14, 2017) and Chapter 335.17, Florida Statutes. The assessment also adheres to current Federal Highway Administration (FHWA) traffic noise analysis guidelines contained in FHWA-HEP-10-025: Highway Traffic Noise: Analysis and Abatement Guidance (December 2011). The FHWA Traffic Noise Model (TNM) - version 2.5 was used to predict traffic noise levels for this project following guidelines set forth in the Traffic Noise Modeling and Analysis Practitioners Handbook, FDOT, January 2016.

Design year (2042) traffic noise levels for the recommended alternative will approach or exceed the noise abatement criteria (NAC) at 50 impacted noise receptor sites. In accordance with FDOT's traffic noise study requirements, noise barriers were considered for all noise sensitive receptor sites where traffic noise levels were predicted to equal or exceed the NAC as a result of the proposed transportation improvement project. Due to limited right-of-way, the only abatement measure analyzed for this project is the construction of noise barriers. Seven (7) barriers were analyzed behind the proposed sidewalk and five feet inside the FDOT access rights-of-way to facilitate construction and future maintenance. The barrier analysis concluded that none of the seven analyzed barriers were reasonable nor feasible.

Based on the noise analysis performed, there appear to be no apparent solutions available to mitigate the noise impacts at the 50 impacted receptors. Additional information regarding this analysis and the results are available within the Noise Study Report, which may be reviewed at the FDOT District Five Office located at 719 S. Woodland Boulevard, DeLand, FL 32720.

Potential impacts from highway traffic noise resulting from construction of the Recommended Alternative are not expected to be significant.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County FM No. 430132-1-22-01

Air Quality

The following evaluation was conducted in accordance with the Clean Air Act of 1967.

Sumter County is currently designated as being in attainment for the following Clean Air Act National Ambient Air Quality Standards (NAAQS): ozone, nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide (CO), and lead. Clean Air Act conformity requirements do not apply to the project because the County is already in attainment. Additional details, including detailed analyses using CO Florida 2012, U.S. Environmental Protection Agency software MOVES, model predictions are included in the Air Quality Technical Memorandum.

Potential impacts to air quality resulting from construction of the Recommended Alternative are not expected to be significant.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Contamination

A Level 1 Contamination Screening Evaluation Report (CSER) has been completed for the US 301 PD&E Study in accordance with the Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual, Part 2, Chapter 20. It reviewed all potential contamination sites along the corridor. Of the forty-eight (48) sites investigated along US 301, the following risk rankings have been applied: nine (9) "High" ranking sites, fourteen (14) "Medium" ranking sites, thirteen (13) "Low" ranking sites, and twelve (12) sites ranked "None" for potential contamination concerns. The recommended alternative impacts ten (10) sites ranked "Low", ten (10) sites ranked "Medium" and eight (8) sites ranked "High".

For the sites ranked "Low" for potential contamination, no further action is required at this time. For those locations with a risk ranking of "Medium" or "High", that have not been previously assessed, a Level 2 field screening should be conducted during the design phase should these sites be impacted by the proposed improvements.

This proposed project contains no known significant contamination.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Utilities and Railroads

A preliminary utility coordination and investigation was conducted through available construction plans, coordination with utility companies in the study area and field reconnaissance. The Utility Assessment Package provides detailed information on the utilities along the corridor. All alternatives considered will require relocation of above ground and underground utilities. The recommended alternative reduces the number of utility relocations and impacts with the realignment south of Warm Springs Avenue.

CSX Transportation operates on tracks located west of the US 301 alignment. Within the US 301 project limits, the operating railroad tracks are not crossed. An abandoned railroad track bed is located to the east of US 301, crossing to the west of US 301 just north of the CR 525E/US 301 intersection.

Potential impacts to utilities and railroads resulting from construction of the Recommended Alternative are not expected to be significant.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Construction

The project will require additional right of way with construction occurring within and contiguous to the existing US 301 right of way and in the area of the realignment. Preliminary maintenance of traffic plans will be prepared to minimize impacts to existing access and potential detours if needed. Construction of the project will directly impact surface water resources. A Stormwater Pollution Prevention Plan, including an Erosion and Sedimentation Control Plan, will be prepared and implemented during construction. Roadway and water quality impacts will be controlled in accordance with FDOT's "Standard Specifications for Road and Bridge Construction" and through the use of Best Management Practices.

Temporary impacts to air quality, noise, contamination and utilities are anticipated during construction activities. These temporary impacts will affect only the immediate vicinity of the construction site, its access routes and any detour routes. Potential construction impacts of the Recommended Alternative are not expected to be significant.

US 301 PD&E Study CR 470 E to State Road 44 in Sumter County

FM No. 430132-1-22-01

Bicycles and Pedestrians

Sidewalk facilities are largely absent throughout most of the project corridor. Short segments of sidewalk are present in Coleman south of Clark Avenue on the east side of US 301 and on the north side after the Warm Springs intersection terminating at Stokes Street. Sidewalks are also present along the west side of US 301 for approximately 75 feet south of the SR 44 intersection and on the east side of US 301 from Spring Lake Road to the end of the project limits at SR 44. There are no additional sidewalks or other pedestrian facilities along the corridor. Paved shoulders serve as bicycle facilities for the length of the project, on both sides of the corridor. No other facilities connect or are planned along the corridor.

The typical sections of the proposed improvements include paved shoulders, seven foot buffered bicycle lanes, and the provision for five foot sidewalks in each direction of travel. Crosswalks are recommended at pedestrian crossing locations.