

1 that route, which is pretty much very limited
2 shade protection. Shade and water would be very
3 much valued by everybody.

4 Beyond that, I saw nothing in the design
5 plans that I reviewed that indicates that in the
6 final design there will be adequate reinforcement
7 for roadways that are going to enter and cross the
8 trail in the area of the design. And if you know
9 some of the businesses in the area, I think that
10 there is a risk that the underlayment on that
11 part -- of those roads could be significantly
12 affected by heavy traffic, particularly large
13 vehicle traffic.

14 So I hope that the plan will include a
15 protection of the trail by reinforcing those
16 roadways entering onto the highway and crossing
17 the St. Mark's Trail. That's all. Thank you.

18 MR. BARR: Thank you. This is the only card
19 I have. Does anybody else have a card or wish to
20 make a public comment at this time? If you do
21 wish to speak, we still need to have you fill out
22 a card when you come up and speak and if --

23 MS. REVELS: Oh, I'm sorry. I thought that
24 was the card, the comment form.

25 MR. BARR: You can come up and speak and then

1 if you will, just fill out a form for us after
2 that.

3 MS. REVELS: I just have questions I would
4 like to --

5 MR. BARR: We'll be around afterwards to
6 answer questions.

7 MS. REVELS: But I would like it as part of
8 the public record.

9 MR. BARR: Okay. And we can respond to you
10 written as well. Will you use the microphone?

11 MS. REVELS: Sure.

12 THE COURT REPORTER: Please make sure you
13 give your name.

14 MS. REVELS: Okay. I'm Karla Revels, and I
15 have a few questions tonight. I know I've asked
16 this before, but I wanted to have it on public
17 record.

18 When is the let date for this project, the
19 construction let date? Anybody want to answer?

20 MR. WETHERELL: We're going to respond to all
21 questions in a written format following the
22 meeting, and we will mail those out to anyone who
23 would like those. However, the let date for
24 construction has not been established. The
25 funding for the next phase of construction -- of

1 design is the only thing that has been identified
2 at this point.

3 MS. REVELS: How long will construction last
4 once it starts?

5 MR. WETHERELL: We don't have an answer to
6 that at this point.

7 MS. REVELS: Where is this project on the
8 5- and 10-year work plan?

9 MR. REED: My name's Harry Reed. I'm with
10 the Capital Region Transportation Planning Agency.
11 As far as the funding for the project, it hasn't
12 been completely identified. The design is to
13 begin the next fiscal year, which is after July.

14 MS. REVELS: Okay. Will the design engineers
15 work with property owners to ensure the best
16 placement of the new limited-access drive and the
17 after conditions of the properties?

18 MR. WETHERELL: There will be public meetings
19 during the design phase similar to those that
20 occurred during the PD&E phase to allow for
21 comment and public involvement.

22 MS. REVEL: That's all.

23 MR. BARR: Here is the contacts. Again, we
24 will be around after we close the public hearing
25 to answer any questions that you might have. You

1 know, feel free to contact us after the public
2 hearing as well and we'll -- it may not give you
3 enough time to write everything down, but we will
4 be around after this meeting.

5 Again, all comments received or post-marked
6 by May 20th will become part of the public record.
7 Jack Kostrzewa of the CRTPA, you have his address
8 there, again, that is on the form that you have
9 when you came in as well.

10 The verbatim transcript of the hearing's oral
11 proceedings, together with all written material
12 received as part of the hearing record and all
13 studies, displays, and information material
14 provided at the hearing will be made part of the
15 project decision-making process and will be
16 available at the CRTPA office for public review
17 upon request.

18 At this time, I want to thank you for
19 attending the public hearing and for providing
20 your input to this project.

21 For the record, it is now 6:35 p.m., and I
22 hereby officially close the public hearing for the
23 Woodville Highway PD&E study. Again, thank you
24 for attending and have a good evening.

25 (The hearing is concluded.)

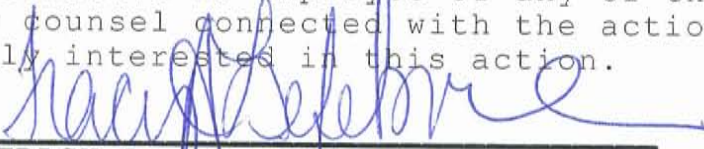
REPORTER'S CERTIFICATE

25

STATE OF FLORIDA
COUNTY OF LEON

I, Tracy A. Lefebvre, Freelance Court Reporter, and notary public for the State of Florida at Large, do hereby certify that I was authorized to and did stenographically report the foregoing proceedings; and that the transcript is a true record of the testimony given by the witnesses and the proceedings as heard.

I further certify that I am not a relative, employee, attorney, or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with the action, nor am I financially interested in this action.


TRACY A. LEFEBVRE
Freelance Court Reporter

Appendix I

ETDM Summary Report

ETDM Summary Report

Project #13228 - SR 363 (Woodville Highway)

Finalized Programming Screen - Published on 11/09/2011

Generated by Peggy Kelley (on behalf of FDOT District 3)

Printed on: 12/06/2011

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Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

#13228 SR 363 (Woodville Highway)

District	District 3	Phase	Programming Screen
County	Leon	From	SR 263/US 319 (Capital Circle)
Planning Organization	FDOT District 3	To	Paul Russell Road
Plan ID		Financial Management No.	42400932801
Federal Involvement	Potential Future Federal Funding Federal Action		
Contact Information	Name: Peggy Kelley Phone: (850) 415-9517 E-mail: peggy.kelley@dot.state.fl.us		
Project Web Site	https://www.communicationsmgr.com/projects/1347/woodvillecorridor.asp		
Snapshot Data From: Programming Screen Summary Report Re-published on 11/09/2011 by Peggy Kelley			

Overview

		Evaluation of Direct Effects																			
		Natural										Cultural			Community						
Legend <div><div></div> N/A N/A / No Involvement</div> <div><div>0</div> None (after 12/5/2005)</div> <div><div>1</div> Enhanced</div> <div><div>2</div> Minimal (after 12/5/2005)</div> <div><div>3</div> Moderate</div> <div><div>4</div> Substantial</div> <div><div>5</div> Dispute Resolution (Programming)</div>	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects
	ETAT Review Period: 05/10/2011 - 06/24/2011. Re-Published: 11/09/2011																				
	Alternative #1	2	0	3	2	2	0	3	3	2	2	3	3	3	2	3	2	3	3	3	2
	From SR 263/US 319 (Capital Circle) to Paul Russell Road																				

Project Description Data

Description Statement

The Florida Department of Transportation (FDOT) and the Capital Region Transportation Planning Agency (CRTPA) are conducting a Project Development and Environment (PD&E) Study to evaluate roadway improvements to SR 363/Woodville Highway from US 319/Capital Circle Southeast to Paul Russell Road. More specifically, the project will include evaluating the potential widening of Woodville Highway from Capital Circle to Gaile Avenue. A Planning Screen was conducted for Woodville Highway from Tram Road to Capital Circle SE (ETDM #3415) in 2004, which included a portion of this project. Tram Road to Paul Russell Road was not evaluated during the 2004 Planning Screen.

The segment from Capital Circle to Gaile Avenue is approximately 1.6 miles in length and much of the corridor is a rural two-lane highway with a posted speed limit of 45 miles per hour, and has no sidewalks or bike lanes.

The segment from Gaile Avenue to Paul Russell Road, approximately 0.5 miles in length, is an urban four-lane highway with sidewalks, bike lanes, and a posted speed limit of 35 miles per hour. Within this segment, potential intersection and/or circulation improvements will be evaluated (this is explained further in the Project Background section).

It should be noted that the St. Marks Trail parallels both segments of the roadway on the western side and is within the Florida Department of Transportation's right-of-way. The land uses surrounding this segment range from residential and civic uses to commercial and industrial uses.

This project is in the Urban Service Area and out of the Transportation Concurrency Exception Area. The preliminary funding information for this project includes \$250,000 from Federal, \$10,000 from State, and \$1,012,000 from County.

PROJECT BACKGROUND

Roadway improvements to SR 363/Woodville Highway are included in the CRTPA 2035 Long Range Transportation Plan (LRTP). The project is noted as widening of Woodville Highway from Capital Circle Southeast to Gaile Avenue from 2 to 4 lanes, with funding projected to come from private sources such as developer contributions.

As a precursor to the PD&E study, the CRTPA initiated a Corridor Master Plan (CMP) for the corridor and surrounding area. The CMP will be completed in the second quarter of 2011, and information from it will be utilized in the PD&E Study. The CMP includes the study of land uses, environmental features, community and social features, and general engineering constraints that drive the current and future transportation needs of the corridor.

As part of the CMP, it was determined that there is a need for additional circulation improvements on SR 363/Woodville Highway between Gaile Avenue and Paul Russell Road. While this section of Woodville Highway already has four lanes, there is significant traffic interaction with the adjacent SR 61/Crawfordville Highway. This interaction, which involves motorists diverting from SR 61/Crawfordville Highway to Woodville Highway (and vice versa), yields higher traffic volumes on Woodville Highway north of Gaile Avenue. As such, potential intersection and/or circulation improvements will be evaluated from Gaile Avenue to Paul Russell Road to relieve the additional traffic.

Some of the conceptual improvements developed as part of the CMP include modifications to intersecting roads such as Tram Road and Gaile Avenue as well as a portion of the adjacent SR 61/Crawfordville Highway. Several of these ideas and concepts will be carried forward into the PD&E study for further evaluation north of Gaile Avenue (one example is shown in the "Project Documents" section of the EST). In addition, the CMP study identified additional transportation projects within the area that would enhance mobility on Woodville Highway. These include additional roadway connections, expanded transit service, and bicycle/pedestrian improvements.

Summary of Public Comments

Prior to the start of the PD&E Study, a Corridor Master Plan (which addressed the need and options for widening Woodville Highway) was initiated and several public meetings were held as part of this process. A two-day Charrette was held on September 30 and October 2, 2010. Another Corridor Master Plan public meeting was held on February 28, 2011. All meetings were held at the Jack McLean Community Center near the project area.

At both meetings, there was support from those in attendance for Woodville Highway to be widened to four lanes. When presented with two possible typical sections (a) divided, urban roadway with curb & gutter, and b) divided, rural roadway with swales), the overwhelming majority of those in attendance supported the rural roadway, even with the understanding that there would be additional Right-of-Way acquisition required. The other major concern from attendees was the importance of the St. Mark's Trail and preserving this facility for future use.

Consistency

- Consistent with Air Quality Conformity.
- CONSISTENT with Coastal Zone Management Program.
- Consistent with Local Government Comp Plan.
- Consistent with MPO Goals and Objectives.

Lead Agency

Federal Highway Administration

Exempted Agencies

Agency Name	Justification	Date
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	05/10/2011
National Park Service	No NPS resources within project area.	05/09/2011
US Coast Guard	No navigable waterways within the project.	05/05/2011
US Forest Service	No USFS resources within project area.	05/09/2011

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

Purpose and Need

Purpose and Need Statement

The purpose of this project is to increase the capacity of SR 363/Woodville Highway from US 319/ Capital Circle Southeast to Gaile Avenue by adding two travel lanes to the existing two travel lanes. This widening will be supplemented by intersection and/or other circulation improvements to the north, specifically from Gaile Avenue to Paul Russell Road.

This project is needed in order to increase roadway capacity for people and goods travelling on SR 363 between southern Leon and Wakulla Counties, and the City of Tallahassee.

Population Growth

Wakulla County has experienced dramatic growth over the last twenty years as evidenced by the population estimates produced by the US Census. In 1990, the population of the county was measured at 14,202 and increased nearly 61% to 22,863 by 2000. The US Census estimates the 2009 county population to be 32,815, representing a 44% increase in population from the 2000 Census and a 131% increase from the 1990 Census.

Over the same time period, Leon County has also experienced substantial growth. In 1990, the population of the county was measured at 192,493 and increased approximately 24% to 239,452 by 2000. The US Census estimates the 2009 county population to be 265,714, representing an 11% increase in population from the 2000 Census and a 38% increase from the 1990 Census.

In addition to the Census, University of Florida Bureau of Economic and Business Research (BEBR) produces low, medium, and high population projections. For 2030, the population of Leon County is projected to be between 296,500 (low projection) and 444,800 (high projection). The population for Wakulla County is projected to be between 38,400 (low projection) and 64,000 (high projection) for the same time period.

Employment and Housing Differential

The unincorporated community of Woodville and Wakulla County in general has a reputation for offering affordable work-force housing and a different, more rural lifestyle than what is available in the City of Tallahassee. Combining this perception with the reality that the location of jobs for many workers who live in Woodville / Wakulla County is the City of Tallahassee, and the result is a longer commute to employment and other amenities not available in the Wakulla County. This reality is shown in the 2006-2008 American Community Survey Economic Characteristics collected by the Census Bureau, which shows a mean travel time to work of 29.5 minutes.

Increased Mode Choice

As stated in the Project Description, this PD&E follows a corridor master planning effort that will examine mode choice and specific mode connections and improvements for this corridor. This study incorporates a number of factors relevant to increasing mode choice at this particular location. This PD&E will follow up with the results of the CMP and integrate increased mode choice.

SYSTEM LINKAGE

SR 363/Woodville Highway is a major north-south facility that begins at SR 30/US 98 in Wakulla County to the south and extends north into the City of Tallahassee. At the Gaile Avenue intersection, SR 363 switches over to Adams Street and Monroe Street becomes SR 61. From there, the road extends through downtown Tallahassee and then splits into SR 63/US 27 (also Monroe Street) and SR 61/Thomasville Road. Capital Circle forms a loop around the City of Tallahassee and is a major intersecting roadway along the Woodville Highway corridor.

PLAN CONSISTENCY

The Woodville Highway project is a part of the Capital Legacy Project, which is a joint effort of the CRTPA, the Tallahassee-Leon County Planning Department, and StarMetro (the primary local transit provider). Ultimately, the Capital Legacy Project will result in a Regional Mobility Plan and a Regional Transit Study for Leon, Gadsden, Wakulla, and Jefferson Counties; an updated route system for StarMetro; implementation of the Tallahassee-Leon County Multimodal District through the Community Code and Downtown Overlay; and in a Mobility Element for the Tallahassee-Leon County Comprehensive Plan which will outline sustainable transportation policies for the next 20 years.

CAPACITY

The current level of service (LOS) standard adopted for this roadway is "D". The two-lane section from Capital Circle to Gaile Avenue has a daily capacity of 16,500, while the four-lane section from Gaile Avenue to Paul Russell Road has a daily capacity of 36,700.

TRANSPORTATION DEMAND

Socioeconomic data, taken from Traffic Analysis Zones (TAZs) of the CRTPA travel demand model, was used to analyze projected changes between 2007 and 2035 in total dwelling units, total population, and total employment. The TAZs were grouped together by location: those surrounding the Woodville Corridor study area; those located in the southeastern portion of the City of Tallahassee; those located adjacent to / within the community of Woodville; and those in Wakulla County.

The table below summarizes the projected change in dwelling units, population, and employment between 2007 and 2035 for these areas:

Forecasted Socioeconomic Change by TAZ location

Location: 2007 2035 % Change

Woodville Corridor

Total Dwelling Units	1,435	1,526	6.3%
Total Population	3,467	3,364	-3.0%
Total Employment	1,076	1,424	32.3%

Southeast Tallahassee

Total Dwelling Units	412	1,777	331.3%
Total Population	1,073	4,498	319.2%
Total Employment	277	4,144	1396.0%

Community of Woodville

Total Dwelling Units	41	41	0.0%
Total Population	105	105	0.0%

Total Employment 114 272 138.6%

Wakulla County

Total Dwelling Units 624 648 3.8%

Total Population 1,496 1,568 4.8%

Total Employment 405 452 11.6%

As shown in the above, with the exception of the population along the Woodville corridor, all categories are projected to increase between 2007 and 2035. In particular, southeast Tallahassee is expected to have significant increases in dwelling units, population, and especially total employment.

Traffic Projections

Year 2009 AADT daily traffic volumes on the two-lane portion of SR 363/Woodville Highway between Capital Circle and Gaile Avenue range from a low of 10,500 to 12,600, yielding a LOS of C. Year 2009 AADT on the four-lane section between Gaile Avenue and Paul Russell Road ranges from 15,800 to 18,500, which yields LOS B.

The CRTPA's travel demand model used for the 2035 LRTP projects 2035 traffic volumes on the two-lane portion to increase to between 16,900 to 17,300 average daily vehicles for this corridor, which yields a LOS of F. The four-lane portion is projected to have up to 38,500 vehicles north of Tram Road, also yielding an LOS of F.

In addition to projecting daily traffic, an analysis was conducted on existing and projected future PM peak hour traffic along the corridor. As illustrated in the tables below, peak hour traffic is projected to grow by 3-4% each year from 2009 to 2035, yielding total growth rates of 73-113%.

Two-Way Peak Hour Traffic Comparison, Existing & No Build Scenarios

Roadway Segment Existing Capacity 2009 Traffic LOS 2035 No-Build Traffic LOS

San Marcos Rd to Capital Circle 3,560 1,697 B 3,625 F

Capital Circle to Ross Road 1,600 911 B 1,930 F

Ross Road to Hannon Mill Road 1,600 1,117 C 1,970 F

Hannon Mill Road to Gaile Ave. 1,600 1,172 C 2,030 F

Gaile Ave. to Tram Road 3,560 1,481 B 2,885 C

Tram Road to Paul Russell Road 3,560 2,055 B 3,930 F

As shown above, without the 4-laning improvement, Woodville Highway is projected to operate at a LOS of F by 2035.

The CRTPA's travel demand model was also used to estimate 2035 traffic under the build scenario, assuming that Woodville Highway is widened to four lanes from Capital Circle to Gaile Avenue. Widening of roads often yields additional growth, as compared to no-build scenarios, as users shift travel patterns, times, and/or modes. As shown below, 2035 traffic on Woodville Highway is projected to grow by as much as 176%, or almost 7% per year, under the build scenario.

Two-Way Peak Hour Traffic Comparison, Build Scenario

Roadway Segment 2035 Build Traffic Build Capacity LOS

San Marcos Rd to Capital Circle 3,380 3,560 C

Capital Circle to Ross Road 2,520 3,560 B

Ross Road to Hannon Mill Road 2,600 3,560 B

Hannon Mill Road to Gaile Ave. 2,595 3,560 B

Gaile Ave. to Tram Road 3,185 3,560 C

Tram Road to Paul Russell Road 4,053 3,560 F

It should be noted that the build scenario shows traffic operating at an acceptable level of service along the majority of the corridor, even with the significant increase in projected traffic. The one exception is the Woodville Highway segment from Tram Road to Paul Russell Road, which is why additional intersection and circulation improvements may be needed in this area.

MODAL INTERRELATIONSHIPS

StarMetro Route 2 (and Night Route 32) serves the SR 363/Woodville Highway Corridor. The route turns off Woodville Highway to the west at Ross Road. In addition, Routes 5 & 7 also serve portions of the corridor. As previously mentioned, this PD&E will incorporate bicycle and pedestrian facilities, in conjunction with the findings of the CMP.

SAFETY

SR 363/Woodville Highway is a major north-south facility serving southeast Leon and Wakulla counties. Wakulla County fronts the Apalachee Bay/Gulf of Mexico and evacuation is a major issue for resident of this area. Increasing the capacity of SR 363/Woodville Highway will facilitate a faster evacuation in the event of a hurricane or other disaster.

Purpose and Need Reviews

Agency	Acknowledgment	Review Date
FL Department of Community Affairs	Understood	10/24/2011
FL Department of Environmental Protection	Understood	06/23/2011
FL Department of State	Understood	06/14/2011
FL Fish and Wildlife Conservation Commission	Understood	06/10/2011
Federal Highway Administration	Accepted	06/21/2011

Comments: FHWA has reviewed the Purpose and Need statement for the proposed capacity improvements to Woodville Highway in Leon County. The following comments should be addressed in future studies or planning phases.

Although this project is listed in some areas as a CRTPA high priority project, it does not appear in the current Cost Feasible Plan for the Regional Mobility plan (RMP) for the CRTPA . It may have been listed in a LRTP previously but does not appear in current updates. Please amend the LRTP to include this project and add the project to the cost feasible plan. . In the LRTP amendment, the project description, the current PD&E phase as well as subsequent phases need to be identified as well as cost estimates by phase and the year anticipated for funding in the Cost Feasible Plan. If the subsequent phases after the PD&E phase are not funded or are not expected to be funded until beyond the LRTP they should appear in the Needs Plan and the project description should describe how funding will be pursued for those phases.

National Marine Fisheries Service	Understood	05/31/2011
Natural Resources Conservation Service	Understood	05/31/2011
Northwest Florida Water Management District	Understood	06/14/2011
US Army Corps of Engineers	Understood	06/17/2011
US Environmental Protection Agency	Understood	06/03/2011
US Fish and Wildlife Service	Understood	06/16/2011

The following organizations were notified but did not submit a review of the Purpose and Need statement:

- FL Department of Agriculture and Consumer Services
- Seminole Tribe of Florida

Alternative #1

Alternative Description

From:	SR 263/US 319 (Capital Circle)	To:	Paul Russell Road
Type:	Widening	Status:	ETAT Review Complete
Total Length:	2.1 mi.	Cost:	\$15,000,000.00
Modes:	Roadway Transit Bicycle Pedestrian	SIS:	N

Project Effects Overview

Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	2 Minimal	US Environmental Protection Agency	06/22/2011
Coastal and Marine	0 None	Federal Highway Administration	08/09/2011
Coastal and Marine	N/A N/A / No Involvement	National Marine Fisheries Service	05/31/2011
Contaminated Sites	3 Moderate	FL Department of Environmental Protection	06/23/2011
Contaminated Sites	2 Minimal	US Environmental Protection Agency	06/22/2011
Farmlands	2 Minimal	Natural Resources Conservation Service	06/02/2011
Floodplains	2 Minimal	US Environmental Protection Agency	06/22/2011
Floodplains	2 Minimal	Northwest Florida Water Management District	06/14/2011
Infrastructure	No reviews recorded.		
Navigation	0 None	US Army Corps of Engineers	06/17/2011
Special Designations	3 Moderate	US Environmental Protection Agency	06/22/2011
Special Designations	3 Moderate	Federal Highway Administration	06/21/2011
Water Quality and Quantity	3 Moderate	US Environmental Protection Agency	06/24/2011
Water Quality and Quantity	3 Moderate	FL Department of Environmental Protection	06/23/2011
Water Quality and Quantity	3 Moderate	Northwest Florida Water Management District	06/14/2011
Water Quality and Quantity	3 Moderate	Federal Highway Administration	06/07/2011
Wetlands	2 Minimal	FL Department of Environmental Protection	06/23/2011
Wetlands	2 Minimal	US Environmental Protection Agency	06/22/2011
Wetlands	2 Minimal	US Army Corps of Engineers	06/17/2011
Wetlands	2 Minimal	US Fish and Wildlife Service	06/16/2011
Wetlands	2 Minimal	Northwest Florida Water Management District	06/14/2011
Wetlands	2 Minimal	Federal Highway Administration	06/07/2011
Wetlands	N/A N/A / No Involvement	National Marine Fisheries Service	05/31/2011
Wildlife and Habitat	2 Minimal	US Fish and Wildlife Service	06/16/2011
Wildlife and Habitat	2 Minimal	FL Fish and Wildlife Conservation Commission	06/10/2011
Wildlife and Habitat	2 Minimal	Federal Highway Administration	06/07/2011
Cultural			
Historic and Archaeological Sites	3 Moderate	Federal Highway Administration	06/21/2011
Historic and Archaeological Sites	3 Moderate	FL Department of State	06/20/2011
Historic and Archaeological Sites	2 Minimal	Seminole Tribe of Florida	06/17/2011
Recreation Areas	3 Moderate	US Environmental Protection Agency	06/24/2011
Recreation Areas	3 Moderate	FL Department of Environmental Protection	06/23/2011
Recreation Areas	3 Moderate	Federal Highway Administration	06/07/2011
Section 4(f) Potential	No reviews recorded.		

Community			
Aesthetics	No reviews recorded.		
Economic	No reviews recorded.		
Land Use	0 None	FL Department of Community Affairs	10/24/2011
Mobility	3 Moderate	Federal Highway Administration	06/21/2011
Relocation	No reviews recorded.		
Social	0 None	FL Department of Community Affairs	10/24/2011
Social	2 Minimal	US Environmental Protection Agency	06/24/2011
Social	3 Moderate	Federal Highway Administration	06/21/2011

Secondary and Cumulative

Secondary and Cumulative Effects No reviews recorded.

ETAT Reviews and Coordinator Summary: Natural Issues

Coordinator Summary: Air Quality Issue

2 Minimal assigned 08/09/2011 by FDOT District 3

Comments: USEPA DOE: Minimal
FDOT and CRTPA DOE: Minimal

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The project is located in an area which is designated attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project. The USEPA recommends that an air impact analysis be prepared for this project.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Air Quality Issue: 1 found

2 Minimal assigned 06/22/2011 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Air Quality

Level of Importance: Low, due to minimal degree of effect. A minimal degree of effect is being assigned to the air quality issue for the proposed roadway widening project (ETDM #13228, SR 363 -Woodville Highway).

Comments on Effects to Resources: Leon County and the Tallahassee area have not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of National Ambient Air Quality Standards (NAAQS). Nevertheless, it is recommended that the environmental review phase of this project include air impact analyses which documents the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is also recommended that environmental reviews of the project include hot spot analyses at the points in time and places where congestion are expected to be greatest or in areas of sensitive receptors. Air quality modeling using an approved software program should be conducted to determine whether any conformity issues or violations of air quality standards are anticipated within the project area and/or counties. Current and proposed air quality requirements and standards should be used in modeling software programs.

Additional Comments (optional): As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Air Quality issue for this alternative: Federal Highway Administration

Coordinator Summary: Coastal and Marine Issue

0 None assigned 08/09/2011 by FDOT District 3

Comments: FHWA DOE: None
NMFS DOE: N/A/No Involvement
FDOT and CRTPA DOE: None

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the Federal Highway Administration (FHWA) and the National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of None.

The NMFS noted that it does not appear that there will be any direct or indirect impacts to any NMFS trust resources. The FHWA noted that the project is not located in coastal or marine areas.

The FDOT recommends that the implementing agency apply Best Management Practices (BMPs) during construction. Coordination with the NMFS will occur if needed during the Project Development and Environment (PD&E) Study.

ETAT Reviews: Coastal and Marine Issue: 2 found

0 None assigned 08/09/2011 by Joseph Sullivan, Federal Highway Administration

Coordination Document: No Involvement

Dispute Information: N/A

Identified Resources and Level of Importance: This project is not located in coastal or marine areas.

Comments on Effects to Resources: This project is not located in coastal or marine areas.

CLC Commitments and Recommendations: Coordinator Feedback: None

N/A N/A / No Involvement assigned 05/31/2011 by David A. Rydene, National Marine Fisheries Service

Coordination Document: No Involvement

Dispute Information: N/A

Identified Resources and Level of Importance: None.

Comments on Effects to Resources: NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 13228. The Florida Department of Transportation District 3 proposes widening SR 363 (Woodville Highway) from SR 263/US 319 (Capital Circle) to Paul Russell Road in Leon County, Florida. The road would be widened from two lanes to four lanes.

It does not appear that there will be any direct or indirect impacts to NMFS trust resources. Since the resources affected are not ones for which NMFS is responsible, we have no comment to provide regarding the project's impacts.

Coordinator Feedback: None

Coordinator Summary: Contaminated Sites Issue

3 Moderate assigned 11/09/2011 by FDOT District 3

Comments: FDEP DOE: Moderate

USEPA DOE: Minimal

FDOT and CRTPA DOE: Moderate

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the Florida Department of Environmental Protection (FDEP) and the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Moderate.

The Geographical Information Systems (GIS) analysis data reveals that there are three Super Act Risk Sources, three USEPA Resource Conservation and Recovery Act (RCRA) Regulated Facilities, and one Biomedical Waste site within the 100-foot buffer distance, two additional Super Act Risk Sources, one Super Act Well, and five additional USEPA RCRA Regulated Facilities within the 200-foot buffer distance, and one additional Super Act Risk Source, two additional Super Act Wells, one USEPA Regulated Air Emissions Facility, and two additional USEPA RCRA Regulated Facilities within the 500-foot buffer distance.

The FDEP and USEPA noted that at least a Phase I Audit needs to be performed and FDEP stated a Phase II Audit may need to be performed. The FDEP and USEPA noted that a Contamination Screening Evaluation Report (CSER) should be prepared. In the event that contamination is detected during construction, FDEP and Leon County needs to be notified and the FDOT recommends that the implementing agency address any issues through additional assessment and remediation activities.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Contaminated Sites Issue: 2 found

3 Moderate assigned 06/23/2011 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: It appears that there are a number of potential contamination sites within 500 feet of the proposed highway construction area - 11 RCRA regulated facilities.

Comments on Effects to Resources: A Contamination Screening Evaluation similar to Phase I and Phase II Audits may need to be performed along the project right-of-way considering the proximity to hazardous waste/petroleum handling facilities.

Depending on the findings of the Contamination Screening Evaluations and the proximity to known contaminated sites, projects involving "dewatering" should be discouraged, since there is a potential to spread contamination to previously uncontaminated areas and affect contamination receptors, site workers and the public.

In the event contamination is detected during construction, the Department needs to be notified and the FDOT may need to address the problem through additional assessment and remediation activities.

The Contamination Screening Evaluations should outline specific procedures that would be followed by the applicant in the event that drums, wastes, tanks or potentially contaminated soils are encountered during construction.

In the event contamination is detected during construction, the Department and Leon County should be notified, and the FDOT may need to address the problem through additional assessment and remediation activities.

Any land clearing or construction debris must be characterized for proper disposal. Potentially hazardous materials must be properly managed in

accordance with Chapter 62-730, F.A.C. In addition, any solid wastes or other non-hazardous debris must be managed in accordance with Chapter 62-701, F.A.C. Petroleum cleanups must be managed in accordance with Chapter 62-770, F.A.C.

Staging areas, with controlled access, should be planned in order to safely store raw material paints, adhesives, fuels, solvents, lubricating oils, etc. that will be used during road and bridge construction. All containers need to be properly labeled. The project managers should consider developing written construction Contingency Plans in the event of a natural disaster, spill, fire or environmental release of hazardous materials stored / handled for the project construction.

Coordinator Feedback: None

2 Minimal assigned 06/22/2011 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial/commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, etc.

Level of Importance: These resources are of a high level of importance in the State of Florida. However, a minimal degree of effect is being assigned for the proposed project (ETDM #13228 - Woodville Highway).

Comments on Effects to Resources: EPA reviewed the contaminated sites GIS analysis data for buffer distances of 100, 200, and 500 feet. The GIS analysis results identified three USEPA RCRA regulated facilities listed within the 100-foot buffer distance, eight within the 200-foot buffer distance, and eleven within the 500-foot buffer distance. No other contaminated sites features were identified in the online EST GIS analysis data search.

EPA is assigning a minimal degree of effect to this issue for the project. However, it is recommended that at least a Phase I environmental audit be conducted to determine if the potential for contamination exists within the area proposed for the project from any of the listed RCRA regulated sites or other contaminated site features which are not listed in the GIS analysis data. Depending upon the results of a Phase I audit, there may be the need for a Phase II environmental audit and additional contamination screening and/or remediation.

EPA recommends that this type of environmental audit include a survey of the area to confirm the location of current listed contaminated site features, along with other contaminated site features which may have been previously located in the area. Some of the potential issues relating to contaminated sites include leaking underground storage tanks, leaking above ground storage tanks, improper storage and/or disposal of hazardous material, spills and/or leaks from transportation vehicles (trucks, trains, etc.). Direct and indirect impacts resulting from these issues include contamination of soils, groundwater, and surface water. This type of survey should focus on identifying the contaminated sites areas which may be potentially impacted and what type of additional analyses may be needed. The project should be designed such that negative impact to/from contaminated sites is avoided or minimized to the best extent practicable.

If any petroleum storage tanks are to be impacted or removed during the construction phase of the project, sampling and analysis of soils and groundwater should be conducted to determine if petroleum and hydrocarbon pollutant are present above regulatory levels. If high levels of pollutants are identified, remediation of soils and/or groundwater may be required prior to commencement of construction of the project.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Contaminated Sites issue for this alternative: Federal Highway Administration

Coordinator Summary: Farmlands Issue

2 Minimal assigned 08/09/2011 by FDOT District 3

Comments: NRCS DOE: Minimal

FDOT and CRTPA DOE: Minimal

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the Natural Resources Conservation Service (NRCS) and recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis data reveals that there are 18.2 acres (17.19%) of All Areas are Prime Farmland and 15.8 acres (14.93%) of Farmland of Local Importance within the 100-foot buffer distance, 22.9 acres (13.92%) of All Areas are Prime Farmland and 21.5 acres (13.07%) of Farmland of Local Importance within the 200-foot buffer distance, and 39.6 acres (11.33%) of All Areas are Prime Farmland and 38.9 acres (11.11%) of Farmland of Local Importance within the 500-foot buffer distance.

Although the GIS shows Prime Farmland, the NRCS noted that there is in fact, no Prime Farmland within any buffer distance. However, there are Unique Farmland and Locally Important Farmland soils at all buffer distances within the project area. Many areas in central Leon County were designated as Farmlands of Unique Importance or Locally Important Farmlands during soil survey activities, but have since been converted to non-agricultural use.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Farmlands Issue: 1 found

2 Minimal assigned 06/02/2011 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to possibly be considered as Unique Farmlands. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

Comments on Effects to Resources: Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Unique) Farmland Analysis (using 2004 NFWFMD data and 2010 SSURGO data) has resulted in the determination that there are no Prime Farmland Soils at any buffer width. However, there are Unique Farmland and Locally Important Farmland soils at all buffer widths within the Project Area. The amounts range from 34 acres (18.2 Unique acres and 15.8 Locally Important acres) at the 100' buffer width and 78.5 acres (39.6 Unique acres and 38.9 Locally Important acres) at the 500' buffer width. According to ETDM DOQQ evaluation and other datasets, few areas within the project area intersect existing croplands (pastureland). Many areas in central Leon County were designated as Farmlands of Unique Importance or Locally Important Farmlands during soil survey activities, but have since been converted to non-agricultural use. Therefore, we are assigning a Minimal Degree of Impact for this project.

Additional Comments (optional): Note: If this project area would have been intersecting existing cropland, the project impact rating would have been either Moderate or Substantial.

CLC Commitments and Recommendations: Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Farmlands issue for this alternative: Federal Highway Administration

Coordinator Summary: Floodplains Issue

2 Minimal assigned 08/09/2011 by FDOT District 3

Comments: USEPA DOE: Minimal
NFWFMD DOE: Minimal
FDOT and CRTPA DOE: Minimal

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the US Environmental Protection Agency (USEPA) and the Northwest Florida Water Management District (NFWFMD) and recommends a Degree of Effect of Minimal.

A review of the Geographical Information Systems (GIS) analysis data indicates that three waterbodies: Munson Slough (above Lake Munson), East Drainage Ditch, and Munson Slough (below Lake Munson) are within the 100-foot buffer distance. Special Flood Hazard Areas lists 2.6 acres (0.75%) of Zone A within the 500-foot buffer distance.

The USEPA noted that an evaluation of floodplain impacts should be completed. The FDOT recommends that the implementing agency consider alternatives to avoid adverse effects and incompatible development in the floodplains. Where avoidance is not possible, the FDOT recommends that the implementing agency evaluate measures to protect existing floodplain functions such as maintaining hydrologic connectivity and integrity. Furthermore, the FDOT recommends that the implementing agency evaluate compensation for any floodplain encroachment and lost floodplain storage capacity. The NFWFMD noted that their staff may also conduct further analysis to assist in the evaluation of project effects and impact avoidance options.

Coordination with the USEPA and the NFWFMD will occur throughout the Project Development and Environment (PD&E) Study.

No comments were received from the Florida Department of Environmental Protection (FDEP) or the Federal Highway Administration (FHWA).

ETAT Reviews: Floodplains Issue: 2 found

2 Minimal assigned 06/22/2011 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance. Construction of roadways within the floodplain should not impede, obstruct or divert the flow of water or debris in the floodplain which would alter the roadway's discharge capacity or otherwise adversely affect public health, safety and welfare, or cause damage to public or private property in the event of a flood. A minimal degree of effect is being assigned for the proposed project (ETDM #13228 - Woodville Highway).

Comments on Effects to Resources: A review of GIS analysis data (DFIRM Flood Hazard Zones and Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates a minimal amount of 100-year floodplain, between approximately 2 and 10 acres, within the 100 to 500-foot buffer distances.

General comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards.

The PD&E phase of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

Coordinator Feedback: None

2 Minimal assigned 06/14/2011 by Elaine McKinnon, Northwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: Floodplain mapped within the buffer is associated with a stormwater management facility adjacent to the existing right of way

Comments on Effects to Resources: Project design and detailed analysis should ensure no adverse impacts (NAI) to floodplain dimensions and functions, as well as avoidance of flood damage in existing developed areas. District staff may also conduct further analysis to assist in the evaluation of project effects and impact avoidance options.

CLC Commitments and Recommendations: Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Floodplains issue for this alternative: FL Department of Environmental Protection, Federal Highway Administration

Coordinator Summary: Infrastructure Issue

2 *Minimal* assigned 08/09/2011 by FDOT District 3

Comments: FDOT and CRTPA DOE: Minimal

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) recommends a Degree of Effect of Minimal.

A review of the Geographical Information Systems (GIS) analysis data indicates that there is railroad within the 100-foot buffer distance which has been converted into the St. Marks Trail and one tower within the 500-foot buffer distance. Potential involvement of this infrastructure with the proposed project will be analyzed in detail during Project Development.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Infrastructure Issue: None found

The following organization(s) were expected to but did not submit a review of the Infrastructure issue for this alternative: Federal Highway Administration

Coordinator Summary: Navigation Issue

0 *None* assigned 08/09/2011 by FDOT District 3

Comments: USACE DOE: None
FDOT and CRTPA DOE: None

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the US Army Corps of Engineers (USACE) and recommends a Degree of Effect of None.

The USACE noted that no navigable waters were identified within the project area. The project will have no impacts to navigation.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Navigation Issue: 1 found

0 *None* assigned 06/17/2011 by Randy Turner, US Army Corps of Engineers

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: No navigable waters were identified within the project area. The project will have no impacts to navigation.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Navigation issue for this alternative: Federal Highway Administration

Coordinator Summary: Special Designations Issue

3 *Moderate* assigned 08/09/2011 by FDOT District 3

Comments: USEPA DOE: Moderate
FHWA DOE: Moderate
FDOT and CRTPA DOE: Moderate

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the US Environmental Protection Agency (USEPA) and the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate.

A review of the Geographical Information Systems (GIS) analysis data indicates that Tallahassee - St. Marks Historic Railroad State Trail is within the 100-foot buffer distance, the designated Big Bend Scenic Byway is within the 500-foot buffer distance, and Apalachicola National Forest and Florida's First Magnitude Springs Florida Forever BOT Project are within the 5,280-foot buffer distance. Special Flood Hazard Area information can be found in the Floodplains DOE. Prime Farmland and Local Farmlands of Importance information can be found in the Farmlands DOE.

The USEPA noted that in order to satisfy the requirements of the Farmland Protection Policy Act, the implementing agency must determine if prime or unique farmland is in an area that may be affected by the project. Coordination should take place with the Natural Resources Conservation Service (NRCS). If the proposed action may have an adverse effect on a prime or unique farmland, then an Environmental Assessment (EA) should be prepared. Alternatives or appropriate mitigation measures should be identified. It should be noted that the NRCS stated their analysis resulted in the determination that there are no Prime Farmland soils within any buffer distance. However, there are Unique Farmland and Locally Important Farmland soils at all buffer distances within the project area.

The FHWA noted that impacts to special designation locations may require additional permitting and review.

The FDOT recommends that the implementing agency analyze impacts to these resources and submit permits as applicable.

No comments were received from the US Department of Agricultural and Consumer Services (USDA).

ETAT Reviews: Special Designations Issue: 2 found

3 Moderate assigned 06/22/2011 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Prime Farm Land and Public Land.

Level of Importance: The resources listed above (identified as special designations) are of a high level of importance in the State of Florida. EPA is assigning a moderate degree of effect to this issue for the project (ETDM #13228).

Comments on Effects to Resources: A review of GIS analysis data at the programming screen phase of the project indicates that there are Prime Farm Lands and Public Lands within close proximity of the proposed project.

See Recreation Areas for information relating to Public Lands (St. Marks Historic Railroad State Trail).

The GIS analysis data indicates several acres of land within the project area which is classified as Prime Farmland or Farmland of Local Importance. The Farmland Protection Policy Act (FPPA) (PL 97-98; 7 U.S.C. 4201 et seq.) was enacted to protect the amount of open farmland which has substantially decreased as a result of land use changes. It states that Federal programs which contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses will be minimized. It also states that Federal programs shall be administered in a manner that, as practicable, will be compatible with state and local government and private programs and policies to protect farmland. The subsequent Farmland Protection Policy Act regulations (7 CFR Part 658) set criteria to identify and take into account the adverse effects of their activities on the preservation of farmland. Agencies are also to consider alternative actions and ensure that their programs are compatible with state and local government programs.

Environmental assessments must be prepared for actions which may adversely affect such unique geographic characteristics as prime farmlands. The regulations apply to construction activities, development grants and loans, and certain Federal land management decisions that contribute either directly or indirectly to loss of farmland.

Prime farmland - land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor, and without intolerable soil erosion. (7 U.S.C. 4201(c)(1)(A))

Unique farmland - land other than prime farmland that is used for the production of specific high-value food and fiber crops...such as, citrus, tree nuts, olives, cranberries, fruits, and vegetables. (7 U.S.C. 4201(c)(1)(B))

Additional farmland of statewide or local importance - land identified by state or local agencies for agricultural use, but not of national significance. (7 U.S.C. 4201(c)(1)(C))

In order to satisfy the requirements of the Farmland Protection Policy Act, FDOT must determine if prime or unique farmland is in an area that may be affected by the proposed action. Consult with appropriate Natural Resources Conservation Service (NRCS) State office or USDA State Land Use Committee chairperson for technical data and assistance. First, examine the NRCS Important Farmlands Inventory/Important Farmlands Maps (7 CFR Part 657.1). Then examine the NRCS Statewide list of soil mapping units and results of standard soil surveys (7 CFR Part 657.4). If proposed action may have an adverse effect on a prime or unique farmland, then an environmental assessment should be prepared. If an EIS is to be prepared, USDA should review the draft EIS. In addition, alternatives or appropriate mitigation measures should be identified.

Coordinator Feedback: None

3 Moderate assigned 06/21/2011 by Joseph Sullivan, Federal Highway Administration

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: Potential impact historical sites on Gail Avenue and the historic RR exists and protections of these locations will need to be considered in the planning and design phases.

Comments on Effects to Resources: Impacts to special designation locations may require additional permitting and review.

CLC Commitments and Recommendations: Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Special Designations issue for this alternative: FL Department of Agriculture and Consumer Services

Coordinator Summary: Water Quality and Quantity Issue

3 Moderate assigned 08/09/2011 by FDOT District 3

Comments: USEPA DOE: Moderate

FDEP DOE: Moderate

NWFWMD DOE: Moderate

FHWA DOE: Moderate

FDOT and CRTPA DOE: Moderate

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the US Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP), the Northwest Florida Water Management District (NWFWMD), and the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate.

A review of the Geographical Information Systems (GIS) analysis data indicates that two 303(D) Impaired Waters, St. Marks River, and 17 NWFWMD

Wells are within the 100-foot buffer distance, one additional NFWFMD Well is within the 200-foot buffer distance, and two additional NFWFMD Wells are within the 500-foot buffer distance. Principal Aquifers of the State of Florida Other Rocks is 100% within the 100-foot buffer distance. Recharge Areas of the Floridan Aquifer list 100% of Recharge/Greater than 10 within the 100-foot buffer distance. Watershed Conditions 305(B) indicates 40.6 acres (38.45%) of Fair, 32.0 acres (30.31%) of Good, and 33.0 acres (31.24%) of Poor within the 100-foot buffer distance, 55.2 acres (33.54%) of Fair, 56.6 acres (34.35%) of Good, and 52.9 acres (32.11%) of Poor within the 200-foot buffer distance, and 103.7 acres (29.66%) of Fair, 134.5 acres (38.47%) of Good, and 111.5 acres (31.87%) of Poor within the 500-foot buffer distance.

The USEPA noted that the PD&E Study should include a review of water quality standards in Munson Slough and East Drainage Ditch. The FDOT recommends that the implementing agency coordinate with FDEP on this issue. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. The FDEP noted that the project is located within a high recharge area of the Munson Slough drainage basin, which connects to Wakulla Springs. The FDEP recommended that an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities be included in the PD&E Study. Retrofitting of stormwater conveyance systems would help reduce impacts to water quality. The NFWFMD noted that the region is mapped in a karst limestone area (limestone near the surface). The NFWFMD also noted that East Drainage Ditch is associated with a sandhill lake, Campbell Pond. No direct discharge to Campbell Pond should be implemented. It is recommended that Best Management Practices (BMPs) be employed to prevent nonpoint source pollution and other potential secondary or cumulative impacts to watershed resources. The FDOT recommends that the implementing agency take appropriate measures to protect and/or abandon wells as necessary. The FHWA noted that commitments to maintain and upkeep erosion control systems should be specified in plans.

The FDOT recommends that the implementing agency identify whether any wells would be impacted by construction. The constructed project will reduce stormwater runoff via stormwater treatment facilities and BMPs. In accordance with Chapters 3 and 5 of the Environmental Resource Permit (ERP) Basis of Review, the FDOT recommends that the implementing agency adequately treat stormwater to state and local stormwater standards to protect adjacent waterbodies.

ETAT Reviews: Water Quality and Quantity Issue: 4 found

3 *Moderate* assigned 06/24/2011 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Resources: Water quality, surface water, groundwater

Level of Importance: These resources are of a high level of importance in the State of Florida and in the area surrounding the proposed project. A moderate degree of effect is being assigned to this issue.

Comments on Effects to Resources: The PD&E study should include a review of water quality standards in these surface water bodies, potential sources of water quality impairment, and TMDL requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits. It is recommended that FDOT consult with the Florida Department of Environmental Protection (FDEP) water quality program on this issue, along with stormwater permitting issues and other water quality issues relating to point and nonpoint source discharges into surface water bodies.

Potential impacts to surface water quality include stormwater runoff into nearby surface water bodies via drainage ditches or other conveyance systems. Stormwater runoff from urban sources, including roadways, carry pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. It appears from the project description and supporting documents that the stormwater infrastructure has been designed for the project.

The PD&E study should include a review of water quality standards in Munson Slough and East Drainage Ditch, potential sources of water quality impairment, and TMDL requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits. It is recommended that FDOT consult with the Florida Department of Environmental Protection (FDEP) water quality program on this issue, along with stormwater permitting issues and other water quality issues relating to point and nonpoint source discharges into surface water bodies.

Coordinator Feedback: None

3 *Moderate* assigned 06/23/2011 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance: The proposed project is located within a high recharge area of the Munson Slough drainage basin, which connects to Wakulla Springs. Stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Natural resource impacts within and adjacent to the proposed road right-of-way will likely include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area creeks, ditches, and sloughs as a result of increased impervious surface within the watershed.

Comments on Effects to Resources: Every effort should be made to maximize the treatment of stormwater runoff from the proposed highway widening project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. We recommend that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Retro-fitting of stormwater conveyance systems would help reduce impacts to water quality.

Coordinator Feedback: None

3 *Moderate* assigned 06/14/2011 by Elaine McKinnon, Northwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance: The proposed project is within the Munson Slough (Lake Munson), and the East Drainage Ditch drainage basins as shown on the Environmental Screening Tool. Both of these features are included as 303(d) impaired waters.

Drainage to the east is toward a small closed basin associated with a sandhill lake, Campbell Pond.

Local sources map this roadway as running through several small closed basins. The entire region is mapped in a karst limestone area (limestone near the surface) within the DRASTIC Coverage for the Floridan Aquifer System.

GIS analysis indicates 18 wells within 200 feet of the road segment. As part of its detailed onsite analysis, FDOT should identify whether any wells would be impacted by construction

Comments on Effects to Resources: Measures to avoid and minimize water resource impacts should be carefully planned and implemented. No direct discharge to Campbell Pond should be implemented. Given the unconfined nature of the Floridan Aquifer in this region, stormwater management and treatment should be sufficient to ensure the protection of ground and surface water quality. Project design and detailed analysis should also ensure no adverse impacts (NAI) to floodplain dimensions and functions.

Additional Comments (optional): It is recommended that appropriate best management practices be employed to prevent nonpoint source pollution and other potential secondary or cumulative impacts to watershed resources. Project work would require stormwater permitting in compliance with the Environmental Resource Permitting program, per Chapter 62-346, F.A.C. Additional local permit requirements may also apply.

Additionally, if onsite analysis identifies any wells that could be impacted by construction, FDOT should take appropriate measures to protect and/or abandon wells as necessary. Well abandonment, if required, would be subject to permitting by the District in accordance with Chapter 40A-3, F.A.C.

CLC Commitments and Recommendations: Coordinator Feedback: None

3 *Moderate* assigned 06/07/2011 by Joseph Sullivan, Federal Highway Administration

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: Primary and secondary impacts to surface waters and other waters of the State needs to be avoided and minimized. Storm water pollution prevention plan commitments should be included in planning documents. Commitments to maintain and upkeep erosion control systems should be specified in plans. Plans for long term treatment of storm water runoff from existing and additional impermeable surfaces can better water quality in downstream locations and should be considered in the planning phases of this project.

Comments on Effects to Resources: Primary and secondary impacts to surface waters and other waters of the State needs to be avoided and minimized. Storm water pollution prevention plan commitments should be included in planning documents. Commitments to maintain and upkeep erosion control systems should be specified in plans. Plans for long term treatment of storm water runoff from existing and additional impermeable surfaces can better water quality in downstream locations and should be considered in the planning phases of this project.

CLC Commitments and Recommendations: Coordinator Feedback: None

Coordinator Summary: Wetlands Issue

2 *Minimal* assigned 08/09/2011 by FDOT District 3

Comments: FDEP DOE: Minimal

USEPA DOE: Minimal

USACE DOE: Minimal

USFWS DOE: Minimal

NWFWMD DOE: Minimal

FHWA DOE: Minimal

NMFS DOE: N/A/No Involvement

FDOT and CRTPA DOE: Minimal

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the Florida Department of Environmental Protection (FDEP), the US Environmental Protection Agency (USEPA), the US Army Corps of Engineers (USACE), the US Fish and Wildlife Service (USFWS), the Northwest Florida Water Management District (NWFWMD), the Federal Highway Administration (FHWA), the National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of Minimal.

A review of the Geographical Information Systems (GIS) analysis data indicates that National Wetlands Inventory lists 3.0 acres (0.84%) of Palustrine wetlands within the 500-foot buffer distance.

The USEPA noted that there is not extensive acreage of wetlands within the buffer distances and existing wetlands which may be directly impacted by the project are most likely of low quality and fragmented. The USACE noted that the wetlands within the 500-foot buffer distance could possibly be isolated and not within USACE jurisdiction. The USFWS noted that the project is located within the Lake Munson 12-digit hydrologic unit code (HUC) basin.

The FDOT recommends that the implementing agency conduct a detailed wetland evaluation, formal wetland delineation of the project area together with a Uniform Mitigation Assessment Method (UMAM) analysis, and provide a report to the appropriate agencies for review during project development. The FDOT recommends that the implementing agency employ avoidance and minimization of impacts. Where impacts to wetlands and surface waters associated with the project are unavoidable, the FDOT recommends that the implementing agency coordinate with the appropriate agencies to provide adequate and appropriate wetland mitigation. The FDOT recommends that the implementing agency prepare both a Wetland Evaluation Report and an Endangered Species Biological Assessment, which could then be coordinated with the USFWS. Coordination with the NWFWMD, USACE, USEPA, USFWS, FDEP, and the NMFS will occur throughout the PD&E Study.

ETAT Reviews: Wetlands Issue: 7 found

2 *Minimal* assigned 06/23/2011 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance: The National Wetlands Inventory GIS report indicates that there no wetlands within 100 ft. and 3 acres of palustrine wetlands within the 500-ft. project buffer zone.

Comments on Effects to Resources: The proposed project will require an environmental resource permit (ERP) from the Northwest Florida Water Management District for stormwater management. If any wetlands are affected, the ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of roadway construction to the greatest extent practicable.

Coordinator Feedback: None

2 *Minimal* assigned 06/22/2011 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Wetlands, wetlands habitat, water quality

Level of Importance: These resources are of a high level of importance in the State of Florida. A minimal degree of effect is being assigned to the wetlands issue for the proposed project.

Comments on Effects to Resources: There are a small amount of wetlands within the immediate project area (3 acres of palustrine wetlands at the 500 foot buffer). EPA is assigning a minimal degree of effect to the wetlands issue due to the fact that there is not extensive acreage of wetlands within the immediate buffer distances and the fact that the existing wetlands which may be directly impacted by the project are most likely of low quality and fragmented.

EPA recommends that the PD&E study include an analysis of wetland areas to be potentially impacted by the project and, if necessary, this should include a delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts.

One issue of concern includes increased stormwater runoff and the increase of pollutants into surface waters and wetlands as a result of any roadway project and other point and nonpoint sources. Every effort should be made to maximize the collection and treatment of stormwater. Stormwater collection and treatment mechanisms should be designed to protect the function of surrounding wetlands, floodplains, and surface water features. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed requirements.

Coordinator Feedback: None

2 *Minimal* assigned 06/17/2011 by Randy Turner, US Army Corps of Engineers

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: A review of the EST did not reveal the presence of wetlands within the 100 or 200 foot buffer. The EST did reveal 3 acres of Palustrine Emergent wetlands within a 500 foot buffer.

Comments on Effects to Resources: It appears impacts would be minimal; however, a functional assessment should be completed to determine the functional value of the system(s).

Additional Comments (optional): Also, a jurisdictional determination for these wetlands should be completed. It appears from a map review that the wetlands within the 500 foot buffer could possibly be isolated and not within U.S. Army Corps of Engineers jurisdiction.

Coordinator Feedback: None

2 *Minimal* assigned 06/16/2011 by Mary Mittiga, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: Three acres of palustrine wetlands were identified within 500 feet of the roadway using the National Wetland Inventory (NWI) wetlands data layer on the Environmental Screening Tool (EST). The project is located within the Lake Munson 12-digit hydrologic unit code (HUC) basin. SR 363 is within 364 feet of Campbell Pond, a small lake within the Woodville recharge basin. The City of Tallahassee characterizes the water quality in Campbell Pond as good/unimpaired despite surrounding development (2004). Wetlands are within the Core Foraging Area of three wood stork nesting colonies: Chaires, Ochlockonee South, and Ochlockonee North. The wood stork is a federally protected species.

Comments on Effects to Resources: Wetlands perform functions important to the public interest. Values include the provision of habitat which wetland and land fauna need for reproduction and/or survival; the storage of storm and flood waters with resultant moderation of flow extremes to receiving waters; and the natural filtration processes that enhance water purification. Should wetlands be identified within the corridor, measures to avoid and reduce impacts should be considered during project design. If unavoidable impacts to wetlands occur, we recommend that the FDOT provide mitigation that fully compensates for the loss of these important resources. If wetlands are determined to be suitable foraging habitat for the wood stork, mitigation should address the loss of foraging habitat. In addition, stormwater treatment should assure that the water quality and quantity of Campbell Pond is unimpaired.

References:

City of Tallahassee. 2004. Local basin lakes characteristics. Stormwater Division website accessed June 6, 2011) at <http://www.tappwater.org/lakes-lakes.aspx?a=viewPost&PostID=2262>.

Coordinator Feedback: None

2 *Minimal* assigned 06/14/2011 by Elaine McKinnon, Northwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: No features identified.

Comments on Effects to Resources: Based on the information provided by the online Environmental Screening Tool, it appears that little or no adverse effects to wetland resources would result from implementation of this proposed project. Onsite verification is required, however. If it is determined that direct or secondary wetland impacts would result, mitigation would be required in accordance with Section 373.4137, Florida Statutes.

CLC Commitments and Recommendations: Coordinator Feedback: None

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: NFWMD GIS polygons and NWI polygons did not identify wetlands within 200 feet of the project. These polygons did identify wetlands within 500 feet of the project boundary. Please remember that these polygon boundaries are reasonable approximations and do not, should not, and will not replace a field verified wetland boundary for permitting purposes. The importance of wetlands in water treatment, flood attenuation, and wild life habitat affords them at least a reasonable measure of protection which should be addressed in project planning phases.

Comments on Effects to Resources: The importance of wetlands in water treatment, flood attenuation, and wild life habitat affords them at least a reasonable measure of protection which should be addressed in project planning phases. Documentation of avoidance and minimization will be required by multiple state and federal agencies.

CLC Commitments and Recommendations: Coordinator Feedback: None

N/A N/A / No Involvement assigned 05/31/2011 by David A. Rydene, National Marine Fisheries Service

Coordination Document: No Involvement

Dispute Information: N/A

Identified Resources and Level of Importance: None.

Comments on Effects to Resources: NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 13228. The Florida Department of Transportation District 3 proposes widening SR 363 (Woodville Highway) from SR 263/US 319 (Capital Circle) to Paul Russell Road in Leon County, Florida. The road would be widened from two lanes to four lanes.

It does not appear that there will be any direct or indirect impacts to NMFS trust resources. Since the resources affected are not ones for which NMFS is responsible, we have no comment to provide regarding the project's impacts.

Coordinator Feedback: None

Coordinator Summary: Wildlife and Habitat Issue

2 Minimal assigned 08/09/2011 by FDOT District 3

Comments: USFWS DOE: Minimal

FFWCC DOE: Minimal

FHWA DOE: Minimal

FDOT and CRTPA DOE: Minimal

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the US Fish and Wildlife Service (USFWS), the Florida Fish and Wildlife Conservation Commission (FFWCC), and the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Minimal.

A review of the Geographical Information Systems (GIS) analysis data indicates that the project is 100% within the Ochlockonee - St. Marks Ecosystem Management Area (EMA) within the 100-foot buffer distance. Red Cockaded Woodpecker Consultation Area is 100% located within the 100-foot buffer distance. Woodstork Core Foraging Areas Chaires and Ochlocknee River South 100% and Ochlocknee River North 91.41% within the 100-foot buffer distance. One feature of timberland, Apalachicola Primary Black Bear Range, Apalachicola Wildlife Management Area (WMA), one Black Bear Nuisance Report, and Apalachicola National Forest are within the 5,280-foot buffer distance. Impact on Prescribed Burning lists 20.6 acres (0.41%) of coniferous plantations and 370.3 acres (7.39%) of pine flatwoods within the 5,280-foot buffer distance. Threatened or Endangered Species records one occurrence of Gopher Tortoise in the 5,280-foot buffer distance.

The FDOT acknowledges the FFWCC comments that included the following listed species may potentially occur within or adjacent to the project area: gopher frog, eastern indigo snake, Florida pine snake, little blue heron, gopher tortoise, white ibis, southeastern American kestrel, wood stork, Florida black bear, and Sherman's fox squirrel.

The USFWS noted that based on Florida Natural Areas Inventory (FNAI) occurrence data, no federally listed species were identified in the project corridor. The USFWS also noted that potential habitat for the striped newt, a candidate species for federal protection, occurs within one mile of the roadway. The USFWS noted that Strategic Habitat Conservation Areas for the Cooper's hawk is 70.1 acres (1.4%), striped newt is 240.4 acres (4.8%), and swallow-tailed kite is 469.5 acres (9.37%) within one mile of the roadway. The USFWS is currently reviewing a petition to list the gopher tortoise for protection under the Endangered Species Act. The FFWCC noted that based on the project information provided, the direct and indirect effects of this project could be minimal, provide native habitat losses are minimized and stormwater management measures are implemented to protect both the hydrology and quality of receiving wetlands and ponds. The FHWA noted that the project is primarily located in urban areas. Any impacts should be identified and avoided if possible and reasonable.

The FDOT recommends that the implementing agency acknowledge the FFWCC recommendation of plant community mapping and the FFWCC and USFWS recommendations to conduct surveys for the occurrence of listed wildlife species. The FDOT recommends that the implementing agency take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources, according to the recommendations from the FFWCC and USFWS. The FDOT recommends that the implementing agency prepare both a Wetland Evaluation Report and an Endangered Species Biological Assessment, which could then be coordinated with the FFWCC and USFWS. The FDOT recommends that the implementing agency perform a study and analysis of habitat connectivity needs in this area as part of these documents. Coordination with the USFWS and the FFWCC will occur throughout the PD&E Study.

ETAT Reviews: Wildlife and Habitat Issue: 3 found

2 Minimal assigned 06/16/2011 by Mary Mittiga, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: Threatened and Endangered Species

Based on Florida Natural Areas Inventory (FNAI) occurrence data, no federally listed species were identified in your project corridor. Potential habitat for the striped newt, a candidate species for federal protection, occurs within one mile of the roadway, based on the Florida Fish and Wildlife Conservation Commission's Strategic Habitat Conservation Areas by Species 2009 datalayer. There is one Florida Natural Areas Inventory element occurrence record for the state-protected gopher tortoise within one mile of the corridor. The Service is currently reviewing a petition to list the gopher tortoise for protection under the Endangered Species Act.

Fish and Wildlife Resources

Analysis with the EST indicates Strategic Habitat Conservation Areas for the Cooper's hawk (70.1 acres, 1.4%), striped newt (240.4 acres, 4.8%), and swallow-tailed kite (469.5 acres, 9.37%) within one mile of the corridor. Other fauna associated with these habitats include amphibians and reptiles, migratory and resident birds, numerous invertebrates, and game and non-game mammals.

Comments on Effects to Resources: Threatened and Endangered Species

We assume that listed species occur in suitable ecological communities. A list of threatened and endangered species and their habitats for Leon County is available on our website at <http://www.fws.gov/panamacity/resources/specieslist.html>. Site surveys should be made to determine the presence or absence of listed species when suitable habitat is present.

Fish and Wildlife Resources

Minimal habitat for fish and wildlife resources is likely to be present in this urbanized landscape. When present, undisturbed native habitats should be avoided and minimized to the extent practicable.

Coordinator Feedback: None

2 Minimal assigned 06/10/2011 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #13228, Leon County, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

The Project Description Summary states that this project involves the construction of roadway improvements to SR 363 (Woodville Highway) between US 319 (Capital Circle Southeast) and Paul Russell Road. Specifically, the road would be widened from two to four lanes between US 319 and Gaile Avenue, a distance of 1.6 miles, and intersection improvements will be evaluated between Gaile Avenue and Paul Russell Road.

The project area was evaluated for potential fish, wildlife, and habitat resources within 500 feet of the proposed alignment. Our assessment reveals that the project area is characterized by commercial and some residential development, with 83.51% classified as High or Low Impact Urban. Other landcover types include: Pinelands (20.3 acres, 5.80%), Hardwood Hammocks and Forests (8.5 acres, 2.42%), Shrub and Brushland (7.1 acres, 2.04%), Mixed Hardwood-Pine Forests (6.0 acres, 1.72%), Extractive (4.7 acres, 1.34%), Open Water (4.0 acres, 1.15%), Sandhill (2.2 acres, 0.64%), Freshwater Marsh (2.2 acres, 0.64%), Cypress Swamp (1.3 acres, 0.38%), and Bare Soil (1.3 acres, 0.38%).

Based on range and preferred habitat type, the following species listed by the Federal Endangered Species Act and the State of Florida as Federally Endangered (FE), Federally Threatened (FT), State-Threatened (ST), or State Species of Special Concern (SSC) may occur along the project area: gopher frog (SSC), Eastern indigo snake (FT), Florida pine snake (SSC), gopher tortoise (ST), little blue heron (SSC), white ibis (SSC), Southeastern American kestrel (ST), wood stork (FE), Florida black bear (ST), and Sherman's fox squirrel (SSC).

Primary wildlife issues associated with this project include: potential loss of remaining remnants of natural habitat from road or Drainage Retention Area construction, potential adverse effects on a moderate number of species listed by the Federal Endangered Species Act and/or the State of Florida, and potential water quality degradation as a result of additional stormwater runoff from the expanded roadway surface draining into area water bodies.

Comments on Effects to Resources: Based on the project information provided, we believe the direct and indirect effects of this project could be minimal, provided native habitat losses are minimized, and stormwater management measures are implemented to protect both the hydrology and quality of receiving wetlands and ponds.

Additional Comments (optional): We recommend that the Project Development and Environment (PD&E) Study address natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area. Plant community mapping and wildlife surveys for the occurrence of wildlife species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern should be performed, both along the Right-of-way and within sites proposed for Drainage Retention Areas. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. If gopher tortoises are present within any permanent or temporary construction area, a permit should be obtained from the FWC. Drainage Retention Areas and equipment staging areas should be located in previously disturbed sites to avoid habitat destruction or degradation. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat lost as a result of the project. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Brian Barnett at (850) 528-6316 or email brian_barnett@urscorp.com to initiate the process for further overall coordination on this project.

Coordinator Feedback: None

2 Minimal assigned 06/07/2011 by Joseph Sullivan, Federal Highway Administration

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: This project is primarily located in urban areas and therefore retains only vestiges of previous wildlife habitat. Although reasonable quality wildlife habitat impacts will apparently be small they should be identified and avoid if possible and reasonable. Listed species, if present, should be relocated using appropriate permitting and methods by certified specialists.

Comments on Effects to Resources: This project is primarily located in urban areas and therefore retains only vestiges of previous wildlife habitat. Although reasonable quality wildlife habitat impacts will apparently be small they should be identified and avoid if possible and reasonable. Listed

species, if present, should be relocated using appropriate permitting and methods by certified specialists.

CLC Commitments and Recommendations: Coordinator Feedback: None

ETAT Reviews and Coordinator Summary: Cultural Issues

Coordinator Summary: Historic and Archaeological Sites Issue

3 Moderate assigned 08/09/2011 by FDOT District 3

Comments: FHWA DOE: Moderate
SHPO DOE: Moderate
Seminole Tribe of Florida DOE: Minimal
FDOT and CRTPA DOE: Moderate

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the Federal Highway Administration (FHWA), the Florida Department of State (SHPO), and the Miccosukee Tribe and recommends a Degree of Effect of Moderate.

A review of the Geographical Information Systems (GIS) analysis data indicates that there are one historic structure and one archaeological site are recorded within the 100-foot buffer distance, one additional historic structure is recorded within the 200-foot buffer distance, two additional historic structures are recorded within the 500-foot buffer distance, 11 additional historic structures and one additional archaeological site are located within the 1,320-foot buffer distance, and 131 additional historic structures and 16 additional archaeological sites are located within the 5,280-foot buffer distance. The Bell Aire Cemetery is located within the 1,320-foot buffer distance. The National Register of Historic Places (NRHP)-listed Winterle House at 1111 Paul Russell Road and Tallahassee - St. Marks Historic Railroad Resource Group are located within the 5,280-foot buffer distance.

The SHPO, the Seminole Tribe of Indians of Florida, and the FHWA recommended that a Cultural Resource Assessment Survey (CRAS) will need to be conducted to identify and evaluate any resources that may be eligible for listing in the NRHP. The SHPO noted that the Tallahassee - St. Marks Historic Railroad site (8LE5497) runs adjacent to much of the project area; it is ineligible for listing in the NRHP. The SHPO also noted that the Bell Aire Cemetery (8LE4180) is not likely to be impacted by the proposed project.

The Seminole Tribe of Indians of Florida Tribal Historic Preservation Officer (STOF-THPO) would like to review a CRAS before commenting on possible effects to archaeological sites in the project area.

The FDOT recommends that the implementing agency prepare a CRAS. It will reflect the results of performing a systematic archaeological field survey and a historic structures survey for the project's APE which includes the project corridor and stormwater management facilities. If applicable, Section 106 Consultation should be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the NRHP.

No comments were received from the Miccosukee Tribe of Indians of Florida.

ETAT Reviews: Historic and Archaeological Sites Issue: 3 found

3 Moderate assigned 06/21/2011 by Joseph Sullivan, Federal Highway Administration

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: There are 2 sites noted within 200 feet (LEO3252 and LEO3253, 208 and 211 Gaile Avenue) listed as Historic Standing Structures recorded in the Florida State Historic Preservation Office Master Site File. Additionally, the Winnie Dixie Farmstead (LEO2412) and the St. Marks Historic Railroad (leo 5497) are listed as historic resources within 200 feet of the project area

Comments on Effects to Resources: Analysis of potential impacts to these sites due to road construction will need to be conducted. Previous CRAS of the project area may include usable information regarding these historical resources.

CLC Commitments and Recommendations: Coordinator Feedback: None

3 Moderate assigned 06/20/2011 by Alyssa McManus, FL Department of State

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Florida Master Site File Standing Structures:

15 structures are recorded within 1320' of the project area and two of these within 200'. None of these structures have sufficient information to determine eligibility for listing on the National Register of Historic Places (NRHP).

Florida Master Site File Archaeological or Historic Sites:

Two recorded archaeological sites are within 1320' of the project area. One of these sites (8LE2412) is opposite the project corridor but does not have sufficient information to be evaluated by the SHPO; the other (8LE4208) was determined ineligible for the NRHP.

Florida Master Site File Cemeteries:

The Bell Aire Cemetery (8LE4180) is within 1320' of the project and has not been evaluated for significance.

Florida Master Site File Resource Groups:

The Tallahassee-St. Marks Historic Railroad site (8LE5497) runs adjacent to much of the project area; it is ineligible for listing on the NRHP.

Comments on Effects to Resources: Florida Master Site File Standing Structures:

It is unknown if the proposed project will have an effect on eligible historic standing structures due to the insufficient information recorded for the resources. Unrecorded eligible historic standing structures may be impacted within the project area.

Florida Master Site File Archaeological or Historic Sites:

The close proximity of the project corridor to recorded archaeological sites increases the likelihood that these sites will be impacted. There is also a

potential for unrecorded archaeological sites within the project area.

Florida Master Site File Cemeteries:

The Bell Aire Cemetery (8LE4180) is not likely to be impacted by the proposed project.

Florida Master Site File Resource Groups:

The Tallahassee-St. Marks Historic Railroad site (8LE5497) is not eligible for the NRHP, and is incorporated into the project planning.

Additional Comments (optional): The project area has not been previously surveyed and evaluated. It is our recommendation that, prior to initiating any project-related land clearing or ground disturbing activities within the project area, it should be subjected to a systematic archaeological and architectural survey. All resources within the area of potential effects should be documented and assessed for NRHP eligibility. The survey report shall conform to the specification set forth in Chapter 1A-46 F.A.C. and need to be forwarded to this agency for review and comment.

Coordinator Feedback: None

2 *Minimal* assigned 06/17/2011 by Elliott York, Seminole Tribe of Florida

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Due to the absence of a systematic Cultural Resources Assessment Survey (CRAS) for the proposed project corridor, the STOF-THPO would like to request a CRAS be conducted in order to determine effects, if any, to archaeological sites possibly located within the proposed project's APE.

Comments on Effects to Resources: The STOF-THPO would like to review a CRAS before commenting on possible effects to archaeological sites in the project area.

Coordinator Feedback: None

Coordinator Summary: Recreation Areas Issue

3 *Moderate* assigned 08/09/2011 by FDOT District 3

Comments: USEPA DOE: Moderate

FDEP DOE: Moderate

FHWA DOE: Moderate

FDOT and CRTPA DOE: Moderate

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the US Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP), and the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate.

The Geographical Information Systems (GIS) data analysis indicates that Capital Circle Southeast Connector, Florida National Scenic Trail, Unknown Description Ecological Greenways Critical Linkages, and one High Office of Greenways and Trail (OGT) Multi-Use Trail Priority are located within the 100-foot buffer distance, one additional High OGT Multi-Use Trail Priority is located within the 500-foot buffer distance, Priority 6 Ecological Greenways Critical Linkages and one Low Greenways Ecological Priority Linkages are located within the 1,320-foot buffer distance, Critical Linkages 2 Ecological Greenways Critical Linkages is located within the 2,640-foot buffer distance, and eight schools are located within the 5,280-foot buffer distance.

The USEPA noted that there is public support for the project; however, there is major concern from the public regarding the importance of the St. Marks Trail and preserving the facility for future use. Impacts to the St. Marks Trail and other recreation areas resources should be avoided to the greatest extent practicable.

The FDEP noted that coordination with the FDEP Office of Greenways and Trails as appropriate to discuss the effects of widening on public access and utilization of the trails. Through coordination with FDEP OGT and the City of Tallahassee, it was determined that the portion of the trail within the project area is not owned or operated by FDEP and it is within FDOT ROW and maintained by the City of Tallahassee.

The FHWA stated that impacts will apparently occur immediately north of the Gaile Avenue crossing. The quantity and duration of impacts will depend heavily on coordination and prior planning. Planning phase should address the re-routing of the trail to minimize effects on public use of the resource. FHWA also noted that the St. Marks Trail will be considered a Section 4(f) facility and should be processed accordingly.

The FDOT recommends that the implementing agency coordinate with FHWA concerning potential Section 4(f) resources, as appropriate.

ETAT Reviews: Recreation Areas Issue: 3 found

3 *Moderate* assigned 06/24/2011 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Recreation Areas such as Florida Managed Lands, recreational trails, conservation lands, wildlife management areas, Public Parks, etc.

Level of Importance: These recreational areas are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned to this issue for the proposed project (ETDM #13228 - SR 363 - Woodville Highway).

Comments on Effects to Resources: The Tallahassee, St. Marks Historic Railroad State Trail is located adjacent to the proposed roadway widening project.

According to the Florida Department of Environmental Protection (FDEP) Greenways & Trails website, the Tallahassee/St. Marks Historic Railroad Trail runs from Florida's capital city, past the Apalachicola National Forest, and ends in the coastal community of St. Marks. Through the early 1900's, this historic railroad corridor was used to carry cotton from the plantation belt to the coast for shipment to textile mills in England and New England. Today, as a paved trail, it provides an excellent workout for street bikers, walkers and skaters. It also provides opportunities for horseback riding on the adjacent unpaved trail, and access to the Munson Hills Off Road Trails in the National Forest. St. Marks offers seafood, fishing or San Marcos Apache

Historic State Park to top off your journey.

According to the project description, there is public support for the roadway widening project. However, there is major concern from public regarding the importance of the St. Marks Trail and preserving the facility for future use.

The location of the St. Marks Trail and the potential for impact to this facility may require a Section 4(f) evaluation. FDOT should review the need for a Section 4(f) review for this resource and any other recreation areas resource.

Impacts to the St. Marks Trail and other recreation areas resource should be avoided to the greatest extent practicable.

Coordinator Feedback: None

3 *Moderate* assigned 06/23/2011 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: The proposed project is located within 100 feet of the Tallahassee - St. Marks Historic Railroad State Trail and Capital Circle Southeast Connector Trail.

Comments on Effects to Resources: The Department is interested in preserving the area's recreational trail and alternative transportation opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary, and cumulative impacts of highway expansion on the adjacent trails and any proposed acquisition sites. Please coordinate with the DEP's Office of Greenways and Trails as appropriate to discuss the effects of highway widening on public access and utilization of the trails.

Coordinator Feedback: None

3 *Moderate* assigned 06/07/2011 by Joseph Sullivan, Federal Highway Administration

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: St. Marks recreation trail crosses the project area at Gaile Avenue and is used by bikers, walkers, and others. Potentially the trail is used as an alternate work commute route for locals. The trail is managed by Florida DEP-Office of Greenways and Trails. The St. Marks recreational trail will be considered a 4(f) facility and processed accordingly.

Comments on Effects to Resources: Woodville Hwy currently is separated from the St. Marks recreation trail south of Gaile Avenue by approximately 50 feet. Impacts to this portion of the trail may be avoided depending on roadway cross section needs and other contributing factors. Impacts to the trail will occur as the trail crosses from the west side of Adams Street/Crawfordville Highway to the west side of Woodville Highway at Gaile Avenue. Additionally, impacts will apparently occur immediately north of the Gaile Avenue crossing. The quantity and duration of impacts will depend heavily on coordination and prior planning. Planning phase should address the re-routing of the trail to minimize effects on public use of the resource.

CLC Commitments and Recommendations: **Coordinator Feedback:** None

Coordinator Summary: Section 4(f) Potential Issue

3 *Moderate* assigned 08/09/2011 by FDOT District 3

Comments: FDOT and CRTPA DOE: Moderate

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) recommends a Degree of Effect of Moderate.

Other topics concerning Section 4(f) Potential can be referenced in the Historic and Archaeological and Recreation Areas Degrees of Effect.

The FDOT recommends that the implementing agency coordinate with the Federal Highway Administration (FHWA) concerning potential Section 4(f) resources, as appropriate. Any prudent and feasible alternative should be given preference over an alternative that impacts a Section 4(f) resource. Potential involvement of this issue with the proposed project will be analyzed in detail during the preparation of Project Development. Coordination with the FHWA will occur throughout the Project Development and Environment (PD&E) Study.

No comments were received from the FHWA under the Section 4(f) issue, but were addressed under the Recreation Areas issue.

ETAT Reviews: Section 4(f) Potential Issue: None found

The following organization(s) were expected to but did not submit a review of the Section 4(f) Potential issue for this alternative: Federal Highway Administration

ETAT Reviews and Coordinator Summary: Community Issues

Coordinator Summary: Aesthetics Issue

2 *Minimal* assigned 08/09/2011 by FDOT District 3

Comments: FDOT and CRTPA DOE: Minimal

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) data analysis indicates that 16.1 acres (4.59%) of high density residential, 31 acres (8.88%) of medium density residential, and 20.2 acres (5.78%) of low density residential are within the 500-foot buffer distance.

The FDOT recommends that the implementing agency coordinate with the community for future public outreach efforts to solicit the community's opinion on potential aesthetic effects caused by the project and to gather input on desired treatments and methods to address project effects. The

FDOT recommends that the implementing agency consider the public's recommendations in developing a project that is in harmony with the community and/or enhances the environmental, scenic and aesthetic values of the area. Potential involvement of this issue with the proposed project will be analyzed in detail during the preparation of Project Development. Coordination with the community will occur throughout the Project Development and Environment (PD&E) Study.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Aesthetics Issue: None found

The following organization(s) were expected to but did not submit a review of the Aesthetics issue for this alternative: Federal Highway Administration

Coordinator Summary: Economic Issue

3 *Moderate* assigned 08/09/2011 by FDOT District 3

Comments: FDOT and CRTPA DOE: Moderate

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) recommends a Degree of Effect of Moderate.

A review of the Geographical Information Systems (GIS) analysis data indicates that one Census Data Block Groups has a median family income below \$25,000 and nine Census Block Groups have a minority population over 40% within the 100-foot buffer distance, two additional Census Block Groups with a minority population over 40% within the 200-foot buffer distance, and seven additional Census Block Group has a minority population over 40% within the 500-foot buffer distance.

One Enterprise Zone and one Planned Unit Development (PUD) are within the 100-foot buffer distance. One Development of Regional Impact (DRI), Southside, is within the 500-foot buffer distance.

This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Economic Issue: None found

The following organization(s) were expected to but did not submit a review of the Economic issue for this alternative: Federal Highway Administration

Coordinator Summary: Land Use Issue

2 *Minimal* assigned 11/03/2011 by FDOT District 3

Comments: DEO DOE: None
FDOT and CRTPA DOE: Minimal

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the Florida Department of Economic Opportunity (DEO) (formerly DCA) and recommends a Degree of Effect of Minimal.

A review of the Geographical Information Systems (GIS) analysis data indicates that land use is mostly commercial and services, medium density residential, low density residential, and high density residential.

The Woodville Highway project is a part of the Capital Legacy Project, which is a joint effort of the CRTPA, the Tallahassee-Leon County Planning Department, and StarMetro (the primary local transit provider). Ultimately, the Capital Legacy Project will result in a Regional Mobility Plan and a Regional Transit Study for Leon, Gadsden, Wakulla, and Jefferson Counties; an updated route system for StarMetro; implementation of the Tallahassee-Leon County Multimodal District through the Community Code and Downtown Overlay; and in a Mobility Element for the Tallahassee-Leon County Comprehensive Plan which will outline sustainable transportation policies for the next 20 years.

This project is in the Needs Plan and also in the Cost Feasible Plan; however it is tagged in the Cost Feasible Plan as a new project with private funding.

The DEO noted that the project is shown on the CRTPA Long Range Transportation Cost Feasible Map and included in the TIP and the Tallahassee-Leon County Comprehensive Plans references the LRTP. The project is listed in the Tallahassee-Leon County Comprehensive Plan's Capital Improvements Schedule (including the page from the CRTPA's TIP FY 2011/12-2015/16). Since the project is included in the Comprehensive Plan's Capital Improvement Schedule, it is consistent with the Comprehensive Plan.

The FDOT recommends that the implementing agency coordinate with the affected local governments to ensure that the project is designed to achieve the growth management objectives in the local government plans, including limiting growth outside the urban service areas.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Land Use Issue: 1 found

0 *None* assigned 10/24/2011 by Amie Longstreet, FL Department of Community Affairs

Coordination Document: No Selection
Dispute Information: N/A

Identified Resources and Level of Importance: Tallahassee-Leon County Comprehensive Plan

Comments on Effects to Resources: Comment:

Tallahassee-Leon County Comprehensive Plan

Transportation Element

The project is shown on the CRTPA Long Range Transportation Cost Feasible Map and included in the TIP and The Tallahassee-Leon County Comprehensive Plan references the LRTP.

Capital Improvements Element

The project is listed in the Tallahassee-Leon County Comprehensive Plan's Capital Improvements Schedule (including the page from the CRTPA's Transportation Improvement Plan FY 2011/12-2015/16). Since the project is included in the Comprehensive Plan's Capital Improvements Schedule, it is consistent with the Comprehensive Plan.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Land Use issue for this alternative: Federal Highway Administration

Coordinator Summary: Mobility Issue

3 *Moderate* assigned 08/09/2011 by FDOT District 3

Comments: FHWA DOE: Moderate
FDOT and CRTPA DOE: Moderate

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate.

A review of the Geographical Information Systems (GIS) analysis data indicates that railroad is located within the 100-foot buffer distance which has been converted into the St. Marks Trail. There are also four bus transit routes located within the 500-foot buffer distance.

SR 363/Woodville Highway is a major north-south facility serving southeast Leon and Wakulla counties. Wakulla County fronts the Apalachee Bay/Gulf of Mexico and evacuation is a major issue for residents of this area. Increasing the capacity of SR 363/Woodville Highway will facilitate a faster evacuation in the event of a hurricane or other disaster.

The FHWA noted that there are five transit routes, at least 1,160 households with no vehicles, and eight educational facilities within the project area. The FHWA recommended coordination with Star Metro to ensure the public is aware of the project as well as any impacts to the transit service. Since riders are dependent on this service for mobility, disruptions in transit service need to be minimized as well as access maintained to the transit stops and stations. The FHWA also recommended coordination with area schools, including Parent Teacher Associations and Homeowner Associations, to ensure access to the educational facilities is not impeded.

The FDOT recommends that the implementing agency coordinate with Star Metro and area schools.

ETAT Reviews: Mobility Issue: 1 found

3 *Moderate* assigned 06/21/2011 by Joseph Sullivan, Federal Highway Administration

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: 1-There are 5 transit routes along this project and the GIS report shows that within the project area there are at least 1,160 household with no vehicles.

2-Access to/from educational facilities. Currently, there are 8 educational facilities (middle schools, elementary, day care, etc) that could have possible impacts from the project. Coordination to ensure mobility to/from the facilities is not hampered.

Comments on Effects to Resources: 1-It is suggested that work is coordinated with StarMetro to ensure the public are aware of upcoming work on this project as well as any impacts to the transit service. Since riders are dependent on this service for mobility, disruptions in transit service need to be minimized as well as access maintained to the transit stops and stations.

2-Please coordinate with area schools to ensure access to educational facilities is not impeded. Parent Teacher Associations and home owner associations within these communities should be included in this coordination.

CLC Commitments and Recommendations: **Coordinator Feedback:** None

Coordinator Summary: Relocation Issue

3 *Moderate* assigned 08/09/2011 by FDOT District 3

Comments: FDOT and CRTPA DOE: Moderate

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) recommends a Degree of Effect of Moderate.

A review of the Geographical Information Systems (GIS) analysis data indicates that 49.8 acres (47.14%) of commercial and services and 18.9 acres (17.88%) of residential within the 100-foot buffer distance.

There are relocations anticipated for this project. A right-of-way (ROW) and relocation program in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17) will need to be carried out.

The FDOT recommends that the implementing agency consider impacts to these land uses and to develop alternatives to avoid or minimize relocations

during project development. Any relocation should be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. The FDOT recommends that the implementing agency prepare a Conceptual Stage Relocation Program Report for this project.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Relocation Issue: None found

The following organization(s) were expected to but did not submit a review of the Relocation issue for this alternative: Federal Highway Administration

Coordinator Summary: Social Issue

3 *Moderate* assigned 11/03/2011 by FDOT District 3

Comments: FHWA DOE: Moderate
USEPA DOE: Minimal
DEO DOE: None
FDOT and CRTPA DOE: Moderate

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) has evaluated comments from the Federal Highway Administration (FHWA), the US Environmental Protection Agency (USEPA), and the Florida Department of Economic Opportunity (DEO) (formerly DCA) and recommends a Degree of Effect of Moderate.

A review of the Geographical Information Systems (GIS) analysis data indicates that one occurrence of assisted housing, one cultural center, one church, and three social service facilities are within the 100-foot buffer distance, one additional church is within the 200-foot buffer distance, and one additional church is within the 500-foot buffer distance.

Other social resources associated with Infrastructure, Special Designations, Land Use, Economic, Mobility, Relocations, Recreation Areas, Section 4(f), and Historic and Archaeological are identified in their respective Degree of Effects.

The USEPA noted that there will be social benefits resulting from the project due to congestion relief and an increase in roadway capacity. Issues to be considered include relocation of commercial and/or residential properties and/or civil and social centers, disruption in traffic patterns during construction, an increase in noise and traffic volumes. The USEPA recommended that these issues be evaluated and addressed during the PD&E Study. Project impacts to sensitive populations such as minority, elderly, or disabled populations should be avoided or minimized to the best extent practicable. The USEPA also noted that a Corridor Master Plan was initiated and public meetings were held as part of this process. There was support from those that attended for the project and concern of preserving the St. Marks Trail facility for future use. The USEPA also recommended that public involvement activities continue throughout the PD&E Study.

The FHWA noted that there is a fairly high number of the traditionally underserved population located within the project area. Public involvement will need to be performed from these communities to ensure mobility continues and social isolation does not occur. Coordination with these facilities should begin early in the project process to ensure continued public services.

The DEO noted that based upon a review of the Tallahassee-Leon County Comprehensive Plan as it relates to social issues and the proposed project, the DCA has no comment on social issues for this project.

The FDOT recommends that the implementing agency avoid and/or minimize impacts to resources to the extent feasible during the development of alternative alignments and will solicit community input on the project during the PD&E Study.

This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

ETAT Reviews: Social Issue: 3 found

0 *None* assigned 10/24/2011 by Amie Longstreet, FL Department of Community Affairs

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Tallahassee-Leon County Comprehensive Plan

Comments on Effects to Resources: Based upon a review of the the Tallahassee-Leon County Comprehensive Plan as it relates to social issues and the proposed project, the Department of Economic Opportunity has determined that it has no comment regarding social issues for this project.

Coordinator Feedback: None

2 *Minimal* assigned 06/24/2011 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Social impacts such as residential populations, residential communities, civic or social services, minority or low-income populations, disadvantaged populations, archeological and historic areas or structures, etc.

Level of Importance: These resources are of a high level of importance. Impacts to these types of resources, both positive and negative, should be evaluated and documented in the PD&E phase of the project. A minimal degree of effect is being assigned to this issue for the proposed project.

Comments on Effects to Resources: The purpose of this project is to increase the capacity of SR 363/Woodville Highway from US 319/ Capital Circle Southeast to Gaile Avenue by adding two travel lanes to the existing two travel lanes. This widening will be supplemented by intersection and/or other circulation improvements to the north, specifically from Gaile Avenue to Paul Russell Road.

This project is needed in order to increase roadway capacity for people and goods travelling on SR 363 between southern Leon and Wakulla Counties, and the City of Tallahassee.

Additional Comments (optional): EPA is assigning a minimal degree of effect to this issue. There will be social benefits resulting from the project due to congestion relief and an increase in roadway capacity with the widening of SR 363/Woodville Highway. There are social issues to be considered such as a relocation of commercial and/or residential properties, relocation to civil and social centers, disruption in traffic patterns (lane reductions, detours, etc) during the project construction, an increase in noise to any surrounding businesses and residents, and increase in traffic volumes as a result of the project. These issues should be evaluated and addressed during the PD&E phase of the project. Project impacts to sensitive populations such as minority, elderly, or disabled populations should be avoided or minimized to the best extent practicable.

The project description stated that prior to the start of the PD&E Study, a Corridor Master Plan (which addressed the need and options for widening Woodville Highway) was initiated and several public meetings were held as part of this process. At the meetings, there was support from those in attendance for Woodville Highway to be widened to four lanes. When presented with two possible typical sections (a) divided, urban roadway with curb & gutter, and b) divided, rural roadway with swales, the overwhelming majority of those in attendance supported the rural roadway, even with the understanding that there would be additional Right-of-Way acquisition required. The other major concern from attendees was the importance of the St. Mark's Trail and preserving this facility for future use.

EPA recommends that public involvement activities continue to be conducted throughout the PD&E phase of the project.

Coordinator Feedback: None

3 *Moderate* assigned 06/21/2011 by Joseph Sullivan, Federal Highway Administration

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: 1-According to the statistics reported in the GIS report for the number of students enrolled vs the number of participants in the free and reduced lunch programs, as well as income, race and other socially related demographics, there is a fairly high number of the traditionally underserved population located within the project area.

2-here are several facilities for worship located within or near the project area. Additionally there is a community center, several businesses, fire stations, two law enforcement facilities, a dialysis facility and a cemetery within GIS evaluation buffers.

Comments on Effects to Resources: 1-Public involvement will need to be performed within these communities for outreach to gather input from these populations to ensure mobility for them continues and social isolation does not occur.

2-Coordination with these facilities should begin early in the project process to ensure continued public services.

CLC Commitments and Recommendations: **Coordinator Feedback:** None

ETAT Reviews and Coordinator Summary: Secondary and Cumulative Issues

Coordinator Summary: Secondary and Cumulative Effects Issue

2 *Minimal* assigned 08/09/2011 by FDOT District 3

Comments: FDOT and CRTPA DOE: Minimal

The Florida Department of Transportation (FDOT) in coordination with the Capital Region Transportation Planning Agency (CRTPA) recommends a Degree of Effect of Minimal.

The FDOT in conjunction with the Federal Highway Administration (FHWA) is currently facilitating a task force to evaluate and provide technical guidance on Indirect (Secondary) and Cumulative Effects. This task force consists of representatives from FHWA, FDOT, various agencies, regional planning councils, and County Metropolitan Planning Organizations. The output of this task force will be guidance in the form of a White Paper along with possible revisions to the Environmental Screening Tool to facilitate Indirect and Cumulative Effects Analysis. Potential involvement of this issue with the proposed project will be analyzed when these necessary tools and guidance are in place.

ETAT Reviews: Secondary and Cumulative Effects Issue: None found

Eliminated Alternatives

No eliminated alternatives present.

Project Scope

General Project Commitments

No General Project Commitments Found

Required Permits

Permit Name	Type	Review Date
Local Environmental Permits	County/Municipality - Local	05/04/11
FDEP NPDES General Permit	Other	05/04/11
Environmental Resource Permit	State	05/04/11

Required Technical Studies

Technical Study Name	Type	Review Date
Location Hydraulics Report	ENGINEERING	05/04/11
Drainage/Pond Siting Report	ENGINEERING	05/04/11
Environmental Assessment	ENVIRONMENTAL	05/05/11
Section 4(f) Statement	ENVIRONMENTAL	05/04/11
Noise Study Report	ENVIRONMENTAL	05/04/11
Air Quality Report	ENVIRONMENTAL	05/04/11
Contamination Screening Evaluation Report	ENVIRONMENTAL	05/04/11
Conceptual Stage Relocation Plan	ENVIRONMENTAL	05/04/11
Endangered Species Biological Assessment	ENVIRONMENTAL	05/04/11
Wetlands Evaluation Report	ENVIRONMENTAL	05/04/11
Cultural Resource Assessment	ENVIRONMENTAL	05/04/11
Project Development Summary Report (PDSR)	ENGINEERING	05/05/11

Class of Action

Class of Action Determination

Class of Action: Categorical Exclusion with **Lead Agency** Federal Highway Administration

Other Actions: Section 4(f) Evaluation

Class of Action Signatures

ACCEPTED by Peggy Kelley, FDOT ETDM Coordinator for FDOT District 3 on 08/11/2011

Comments: This project has a low probability of significant environmental effects. It is expected a Section 4(f) will be considered due to the possible impacts to the St. Marks Trail.

ACCEPTED by Joseph Sullivan, Lead Agency ETAT Member for Federal Highway Administration on 09/06/2011

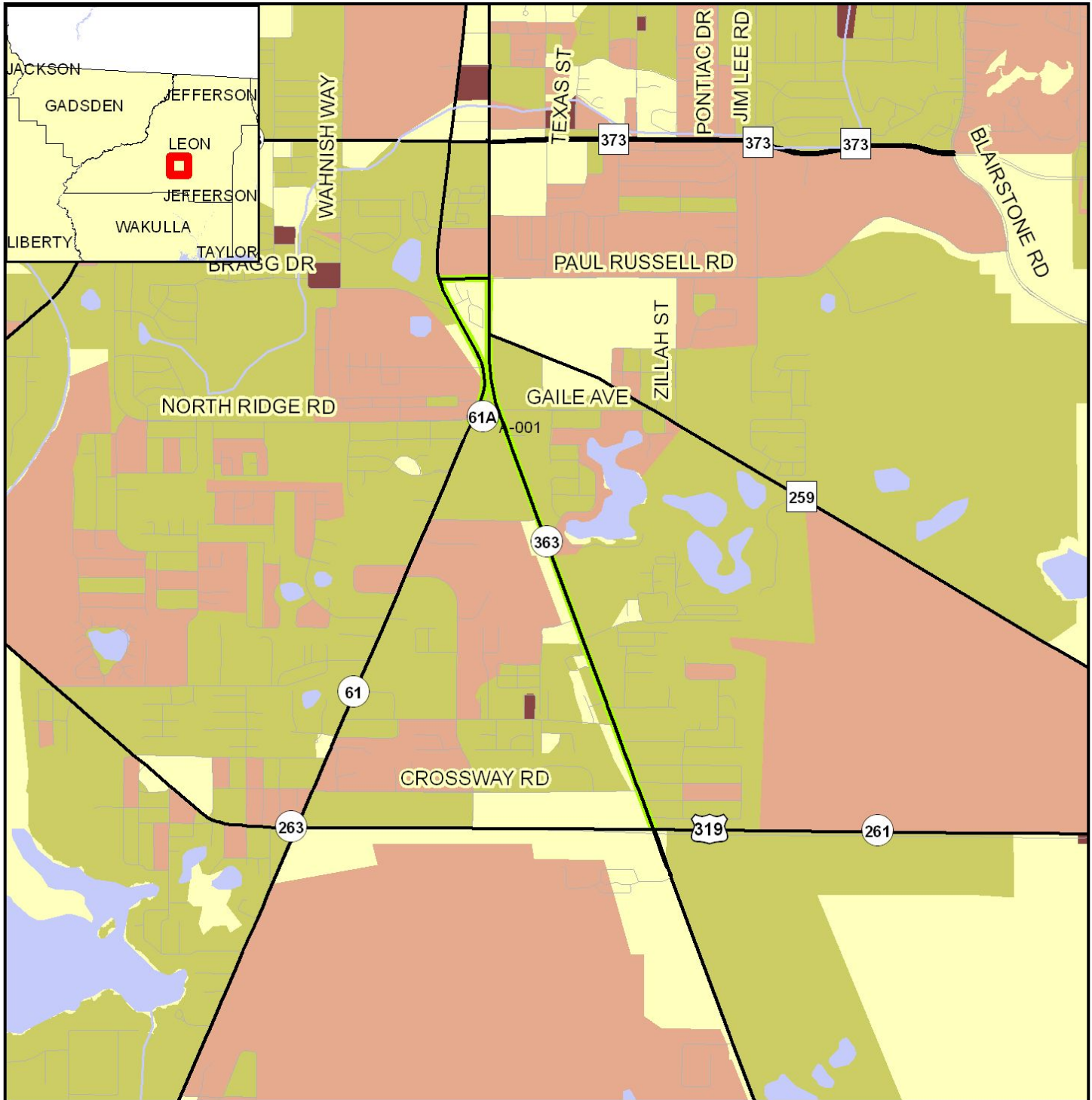
Comments: FHWA considers this project a Categorical Exclusion, Type 2. FHWA has made this determination based on the review of the project in ETDM, consideration of comments from the ETAT, and meetings with the local project sponsor. All of these indicate that the project will have no significant impacts to the human or natural environments.

Dispute Resolution Activity Log

No Dispute Actions Found.

Project-Level Hardcopy Maps

13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



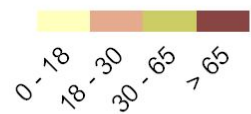
0 1 Miles



Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

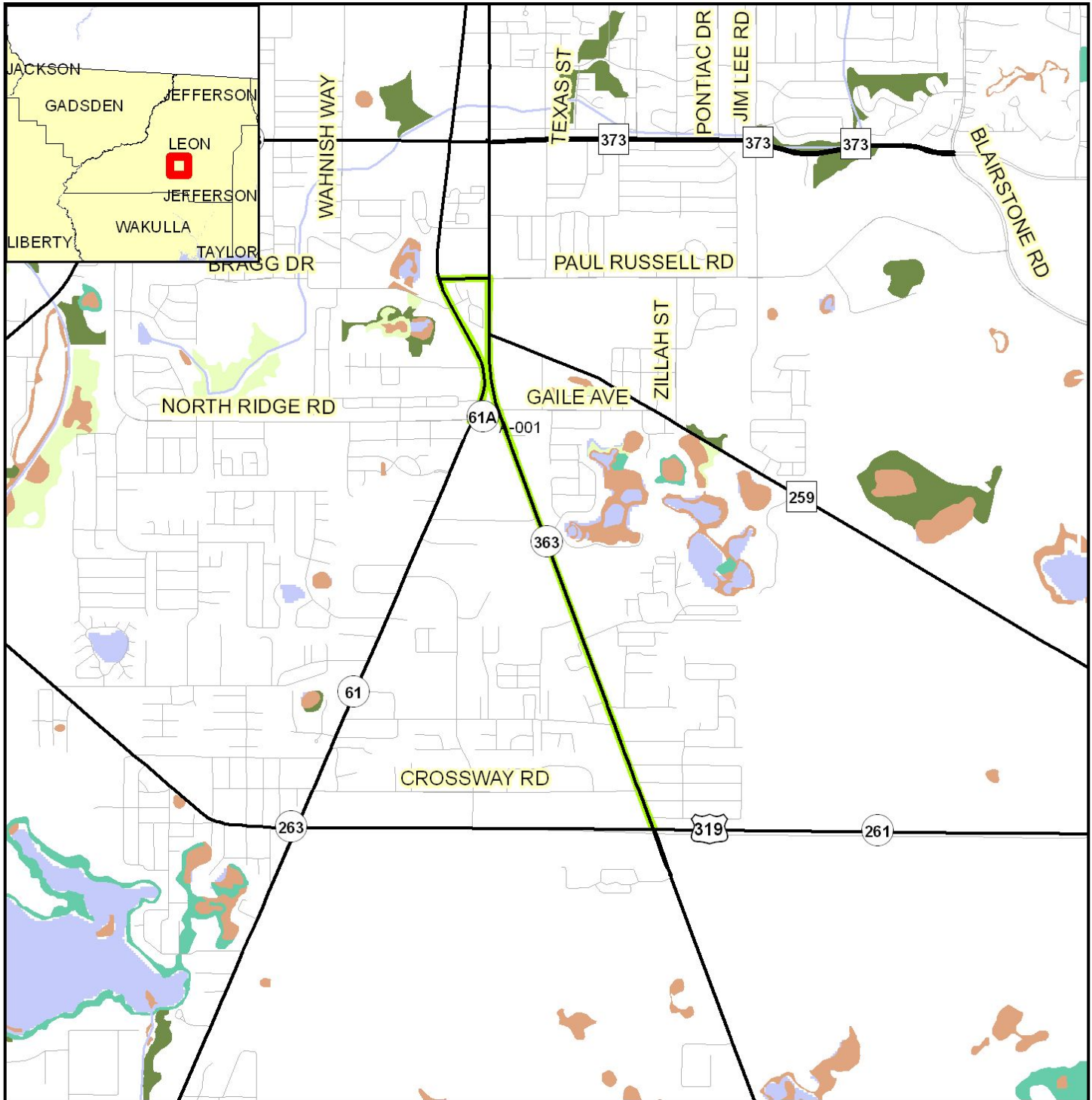
Median Age



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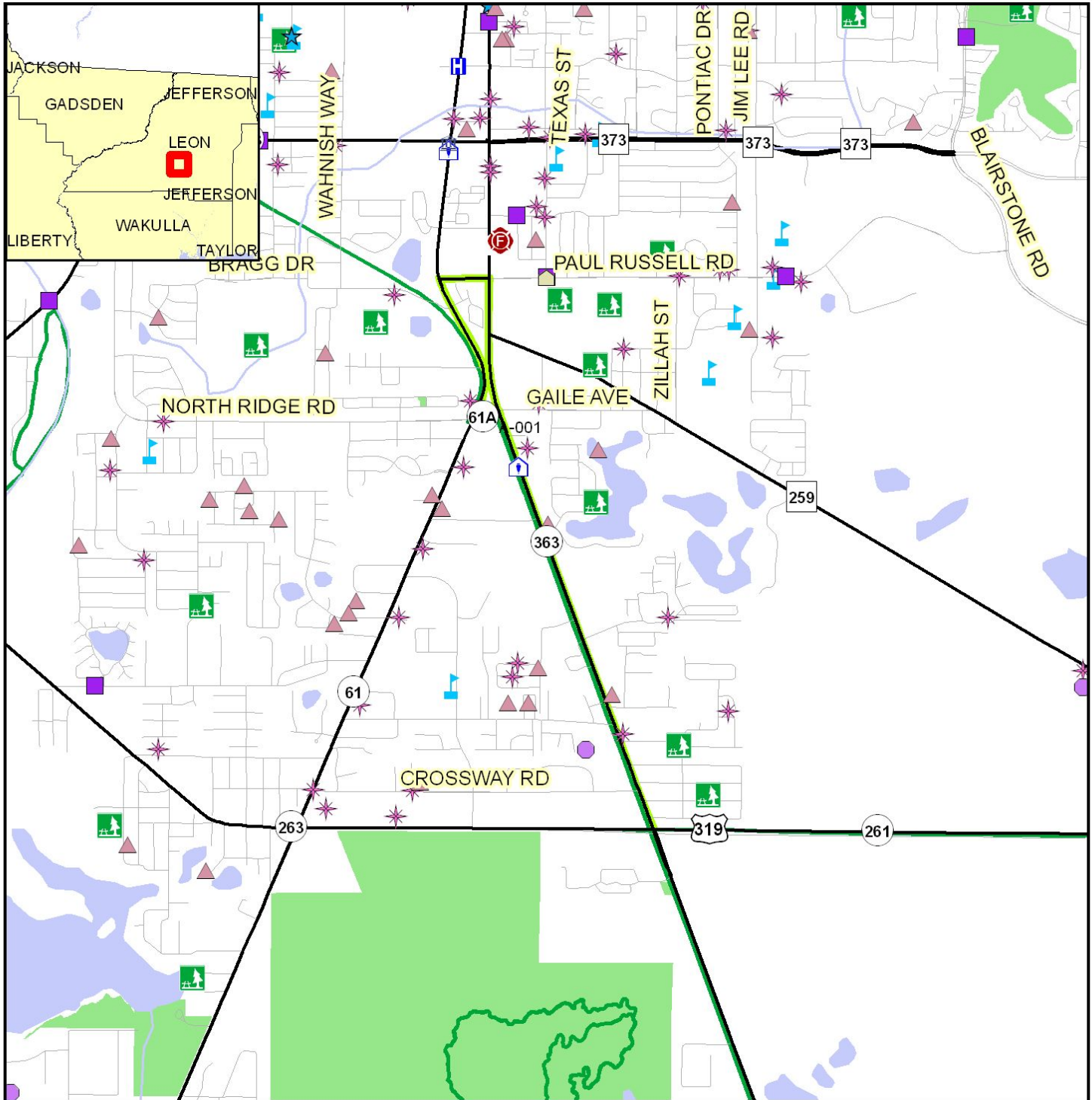
13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



0 0.09 Miles



- | | | | |
|--|---|--|---|
| <ul style="list-style-type: none"> ETDM Alternative Point ETDM Alternative Terminus ETDM Alternative Segment ETDM Alternative Polygon Major Road Local Road or Trail | <ul style="list-style-type: none"> Government Civic Center Cemetery Social Service Community Center Law Enforcement Place of Worship | <ul style="list-style-type: none"> Cultural Center Fire Station Health Care School Park | <ul style="list-style-type: none"> River, Stream or Canal Recreational Trail Railroad Community Boundary Water Body Conservation or Recreation Area |
|--|---|--|---|

Data Sources:
US Geological Survey; FL Department of Transportation; NAVTEQ; FL Property Appraisers; FL Natural Areas Inventory

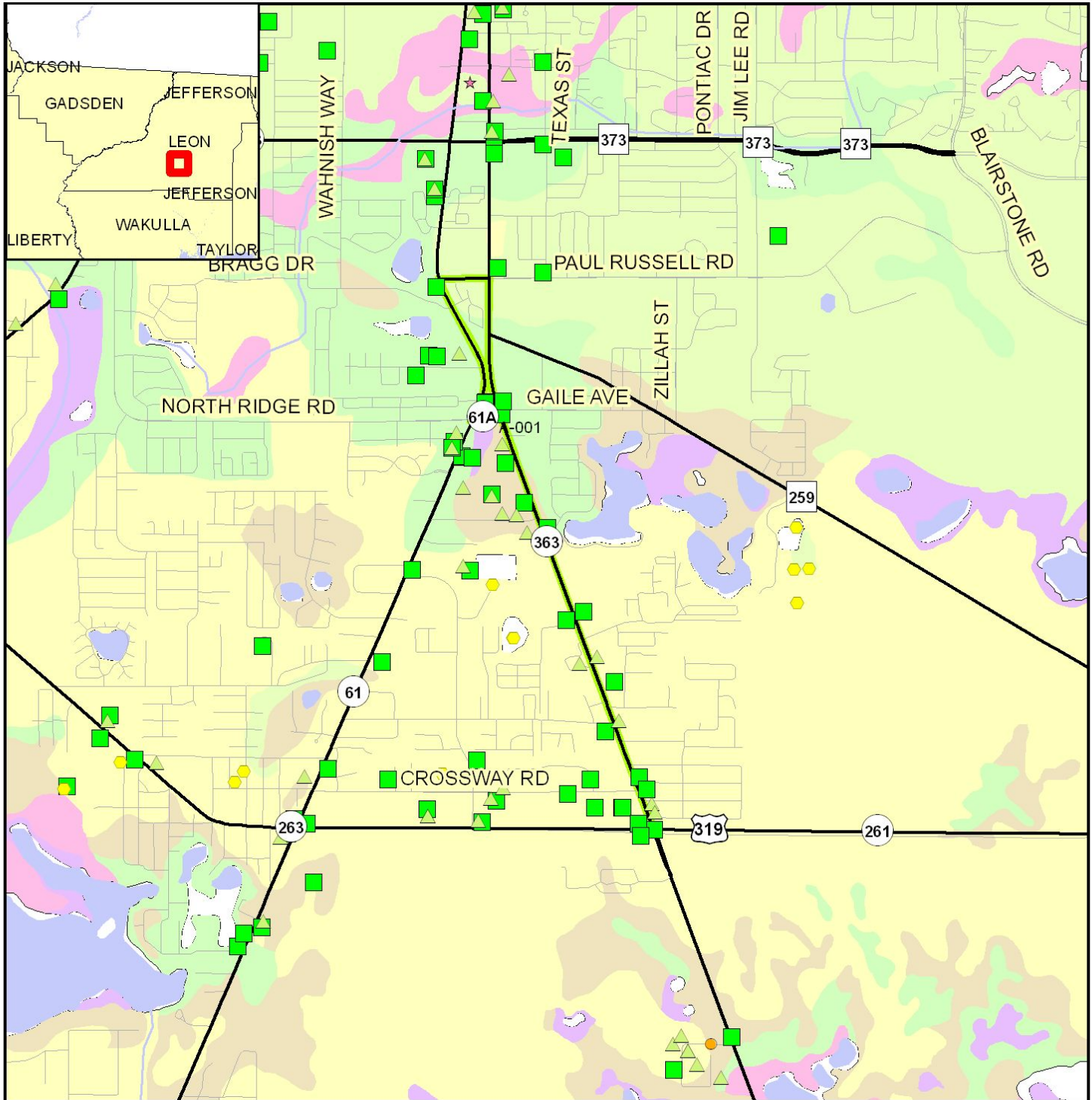
etdm
Efficient Transportation Decision Making

Environmental Screening Tool **est**

Map Generated on: 5/10/2011



13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



0 0.7 Miles



- | | | | |
|---------------------------|---------------------------|-------------------------|-----------------|
| ETDM Alternative Point | → Railroad | NPL Remediation Site | FDEP Tanks |
| ETDM Alternative Terminus | — River, Stream or Canal | Hazardous Material Site | Brownfield Area |
| ETDM Alternative Segment | ● Toxic Release Inventory | Power Plant | 5 FT Contour |
| ETDM Alternative Polygon | ★ Dry Cleaning Facility | Superfund Site | Water Body |
| Major Road | ● Solid Waste Facility | Nuclear Site | Swamp/Marsh |
| Local Road or Trail | | | |

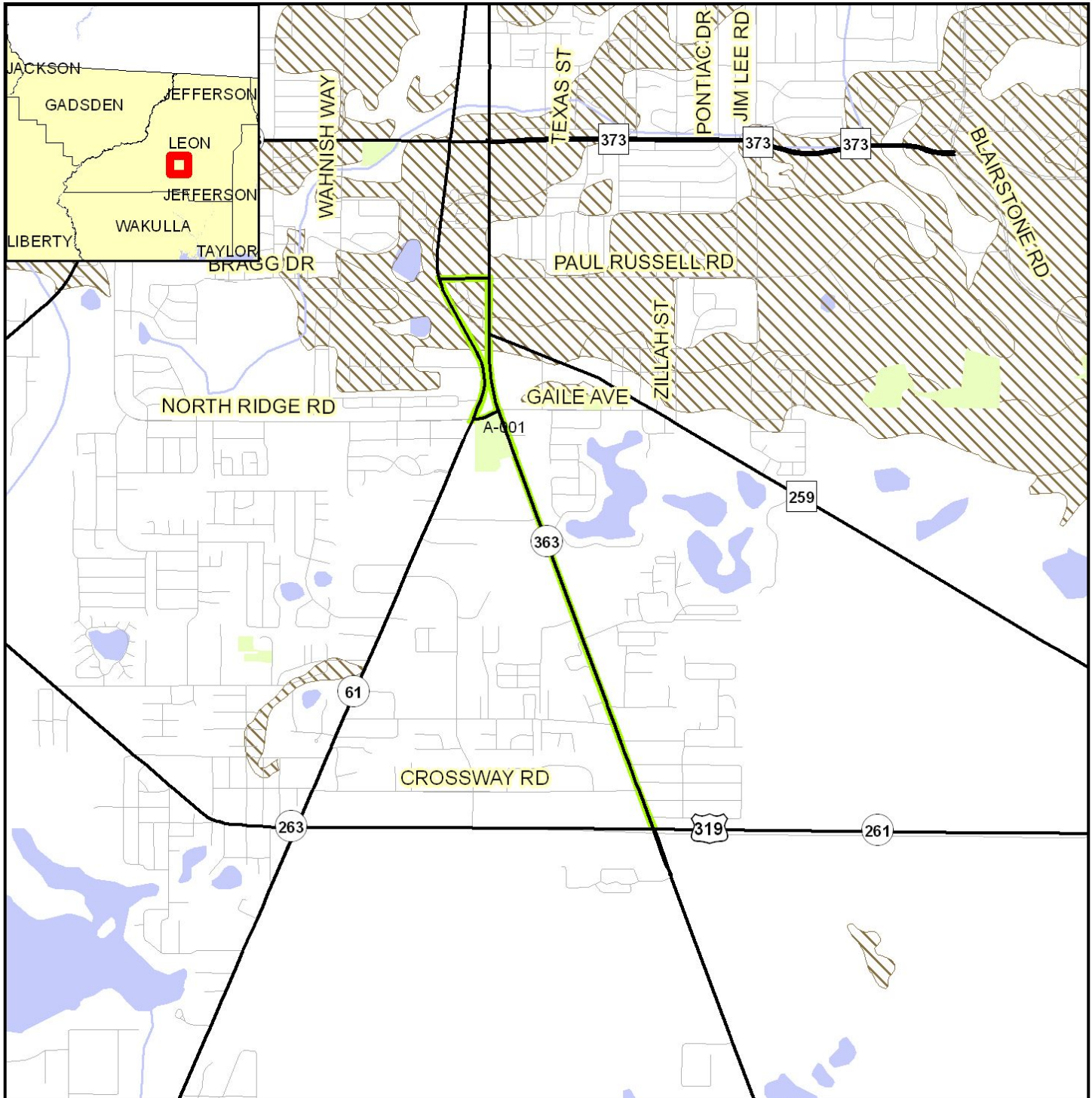
Data Sources:

NAV/TEQ; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection;
FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



Farmlands Resource Map

0 0.7 Miles



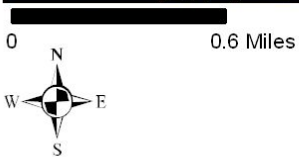
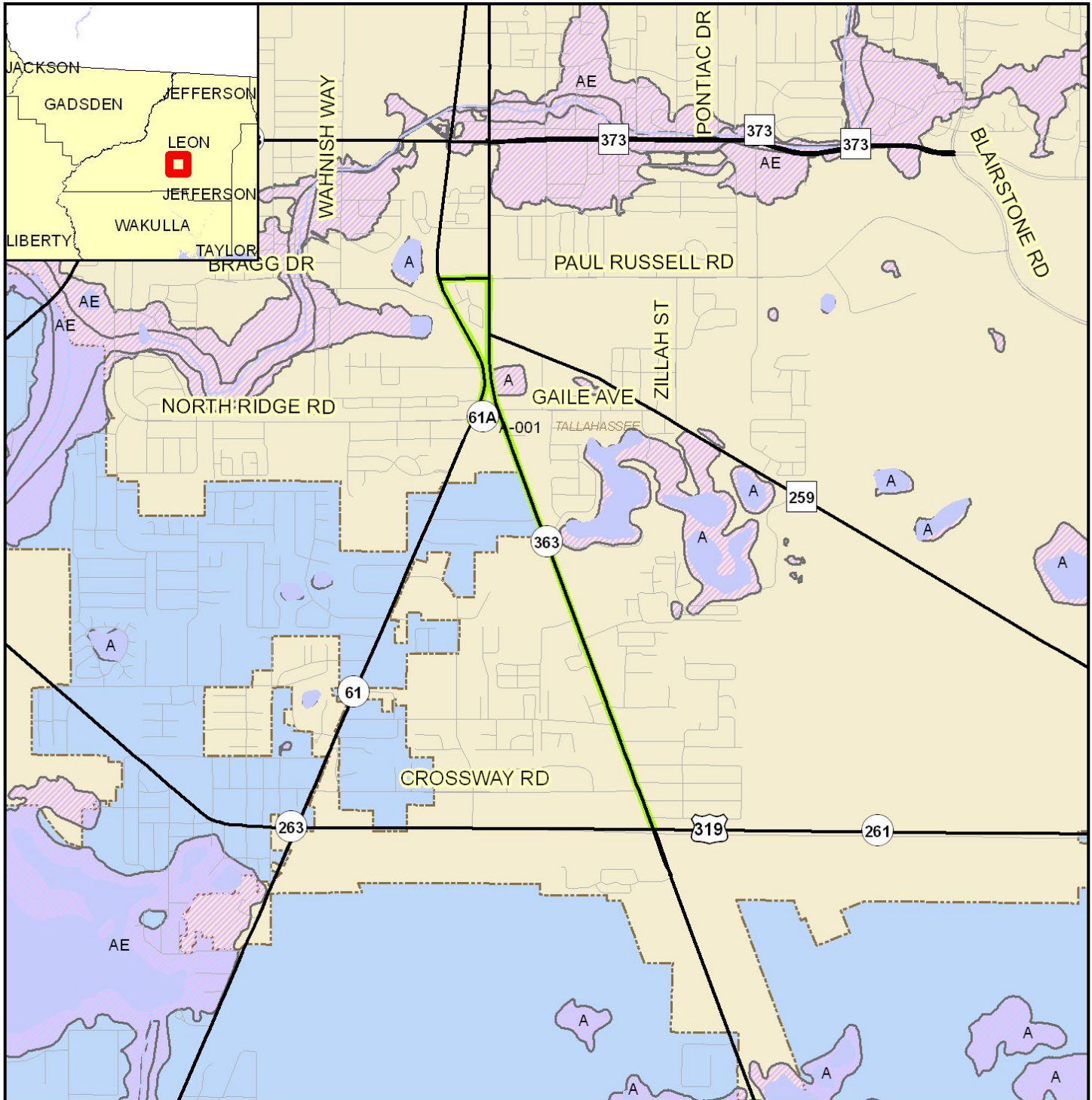
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Prime Farmland Soils
- Cropland/Pastureland
- Nurseries/Vineyards
- Specialty Farms
- Tree Crops
- Rural Open Lands

Data Sources: NAVTEQ, Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services

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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



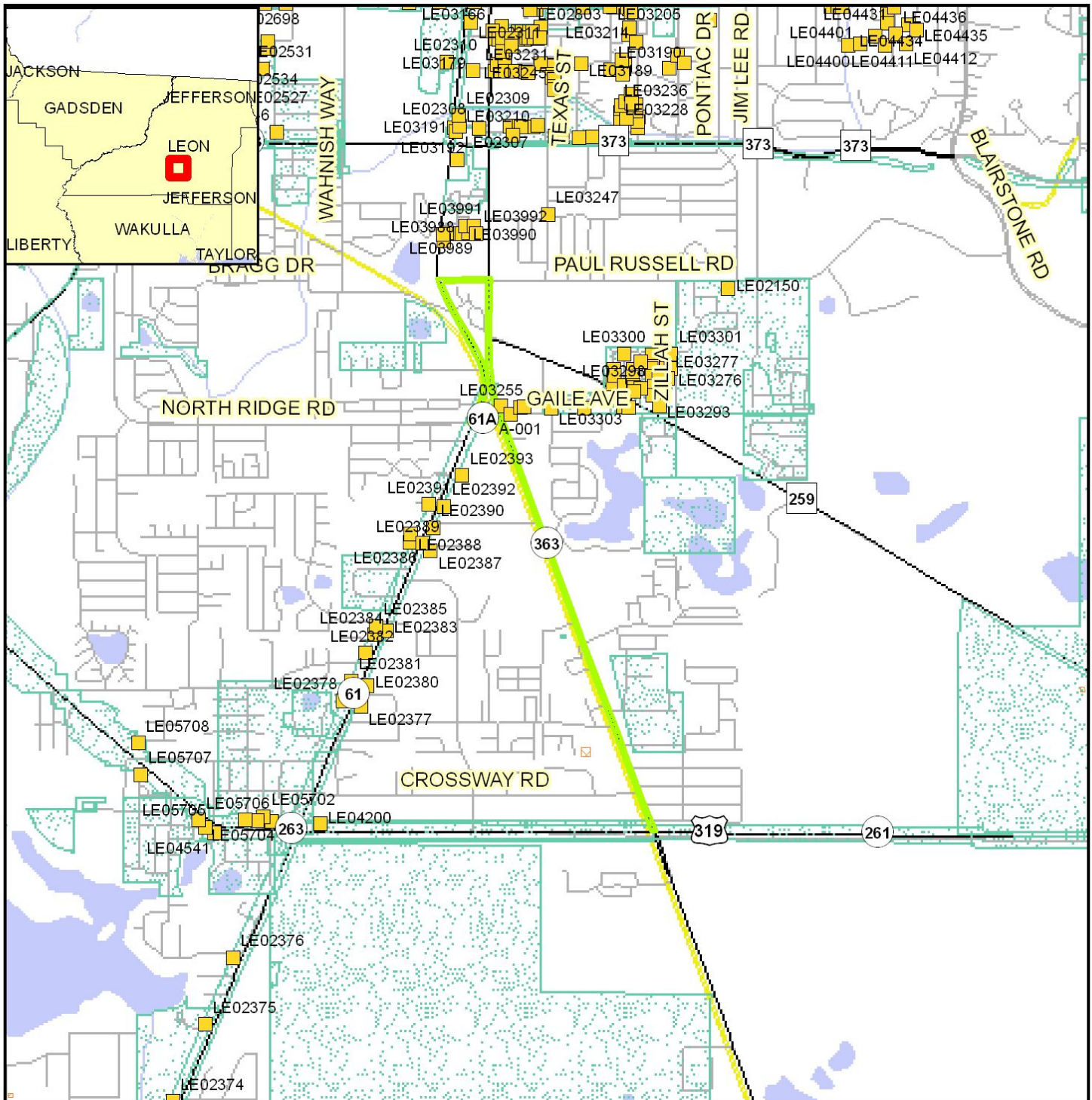
Data Sources:
NAVTEQ
US Geological Survey
Federal Emergency Management Agency

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- City Limits
- County Boundaries
- ▨ Special Flood Hazard Area

Floodplain Resource Map

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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



Historic Resources Map

0 1 Miles

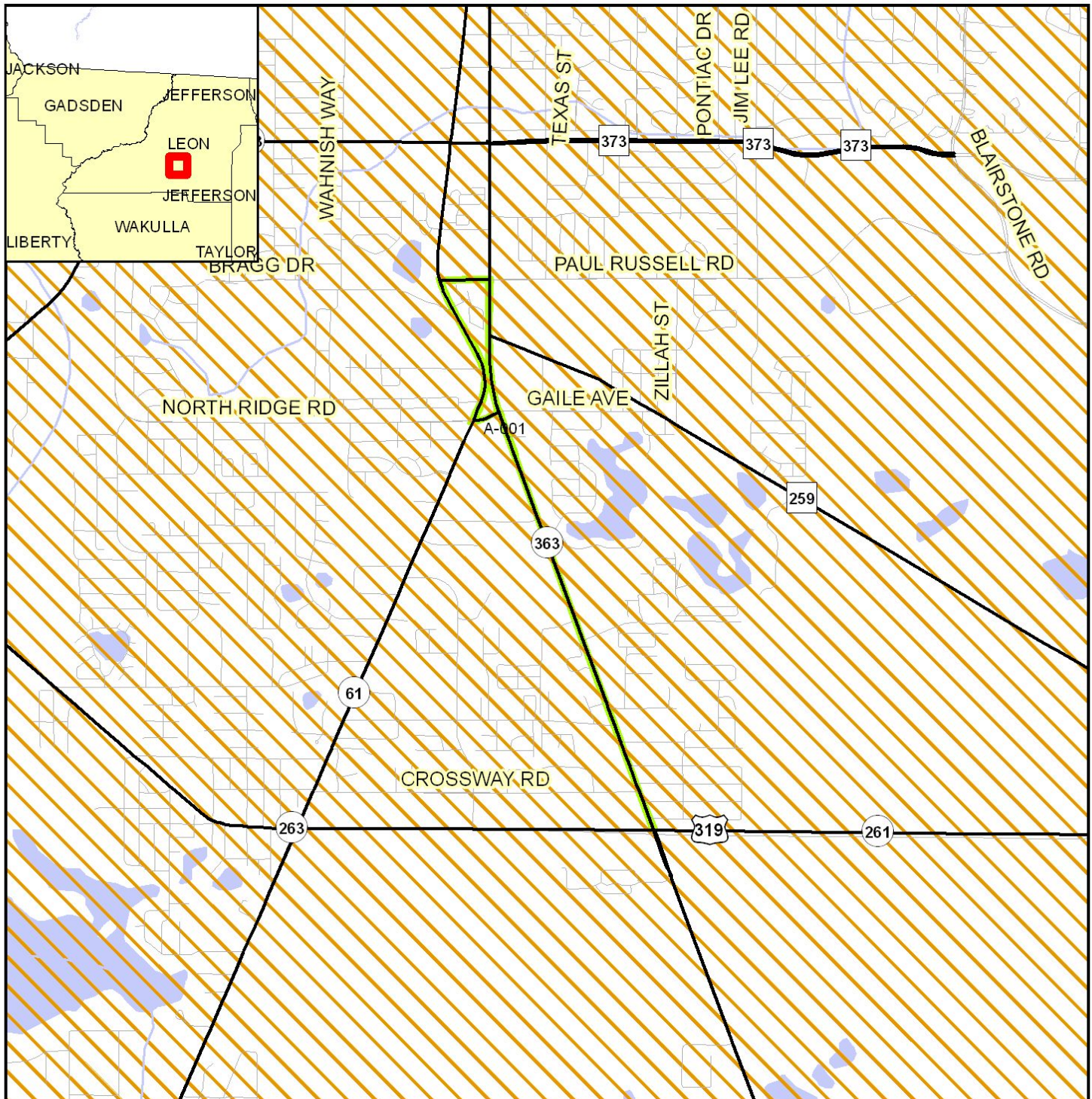
W N E S

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Department of State,
Bureau of Archaeological Research

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Railroad
- Major Road
- Local Road or Trail
- Historic Bridge
- Historic Resource Group
- Cultural Resource Field Survey Area
- State Historic Highway
- Historic Structure
- Historic Cemetery

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



Hydrogeology Resource Map

0 0.7 Miles



- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Swamp/Marsh

- ### Recharge Areas of the Floridan Aquifer
- Discharge 1 TO 5
 - Discharge > 5
 - Discharge < 1
 - Recharge 1 TO 10
 - Recharge > 10
 - Recharge < 1

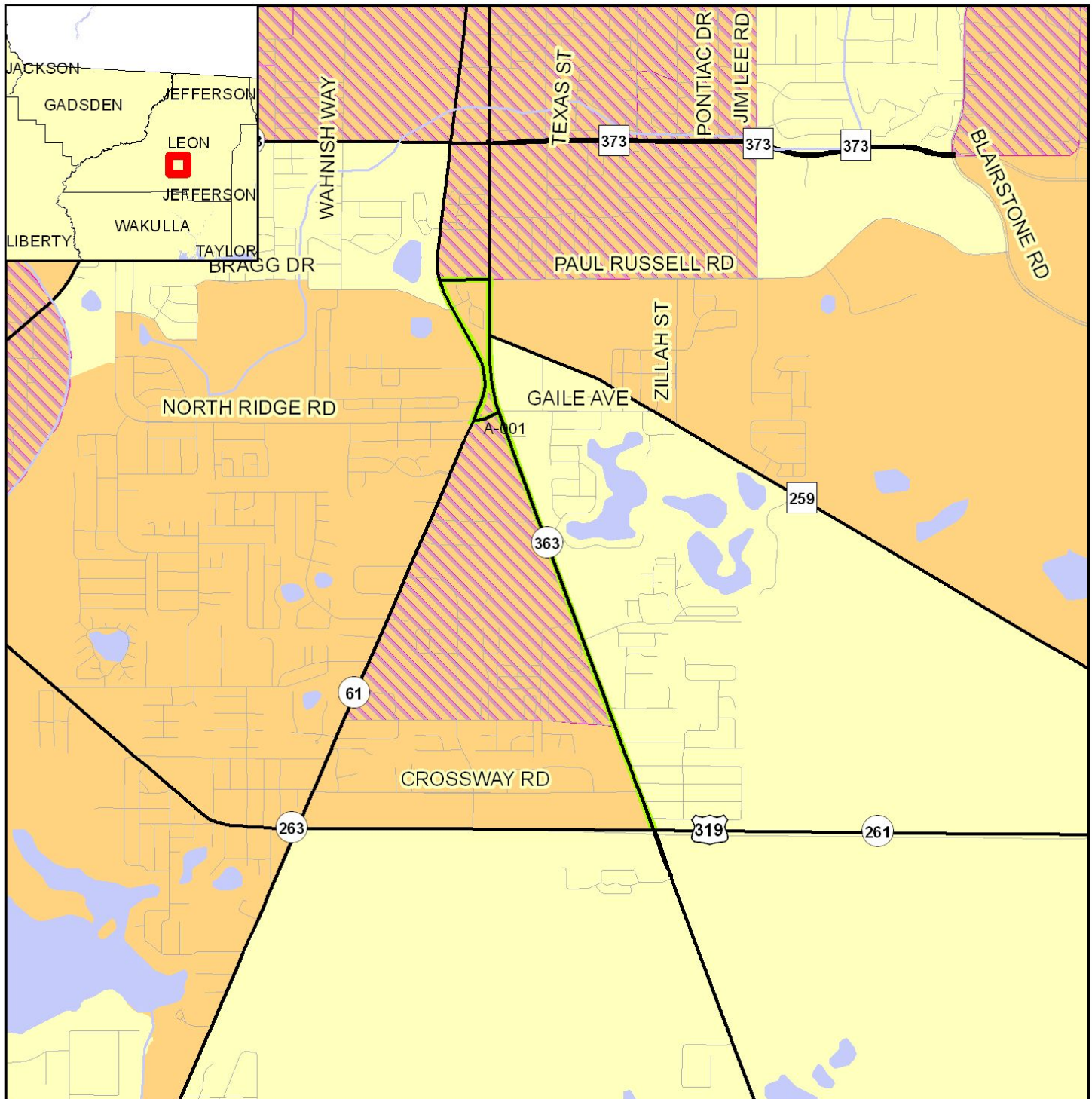
- ### Geological Epoch
- Eocene
 - Holocene
 - Miocene
 - Miocene/Pliocene
 - Oligocene
 - Oligocene/Miocene
 - Pleistocene
 - Pleistocene & Holocene
 - Pliocene
 - Pliocene/Pleistocene

Data Sources: NAVTEQ; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road

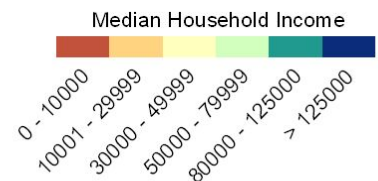


0 0.8 Miles



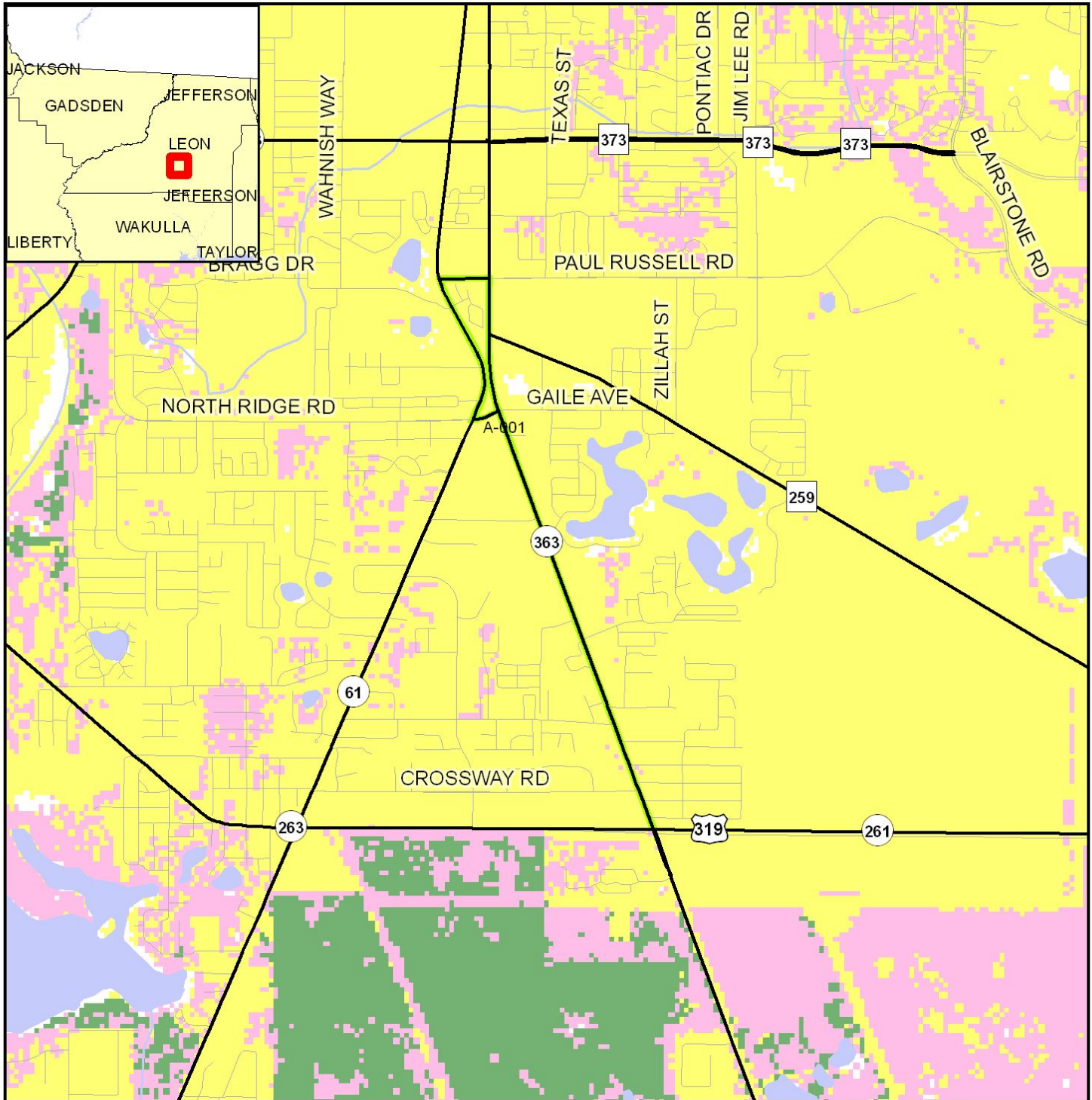
Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- > 20% Below Poverty
- Water Body



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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



0 0.8 Miles



Integrated Wildlife Habitat Ranking System Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Fish & Wildlife Conservation Commission

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etdm
Efficient Transportation Decision Making

Environmental Screening Tool **est**

Map Generated on: 5/10/2011

