

DRAFT TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM

1. PROJECT DESCRIPTION AND PURPOSE AND NEED

A. Project Information

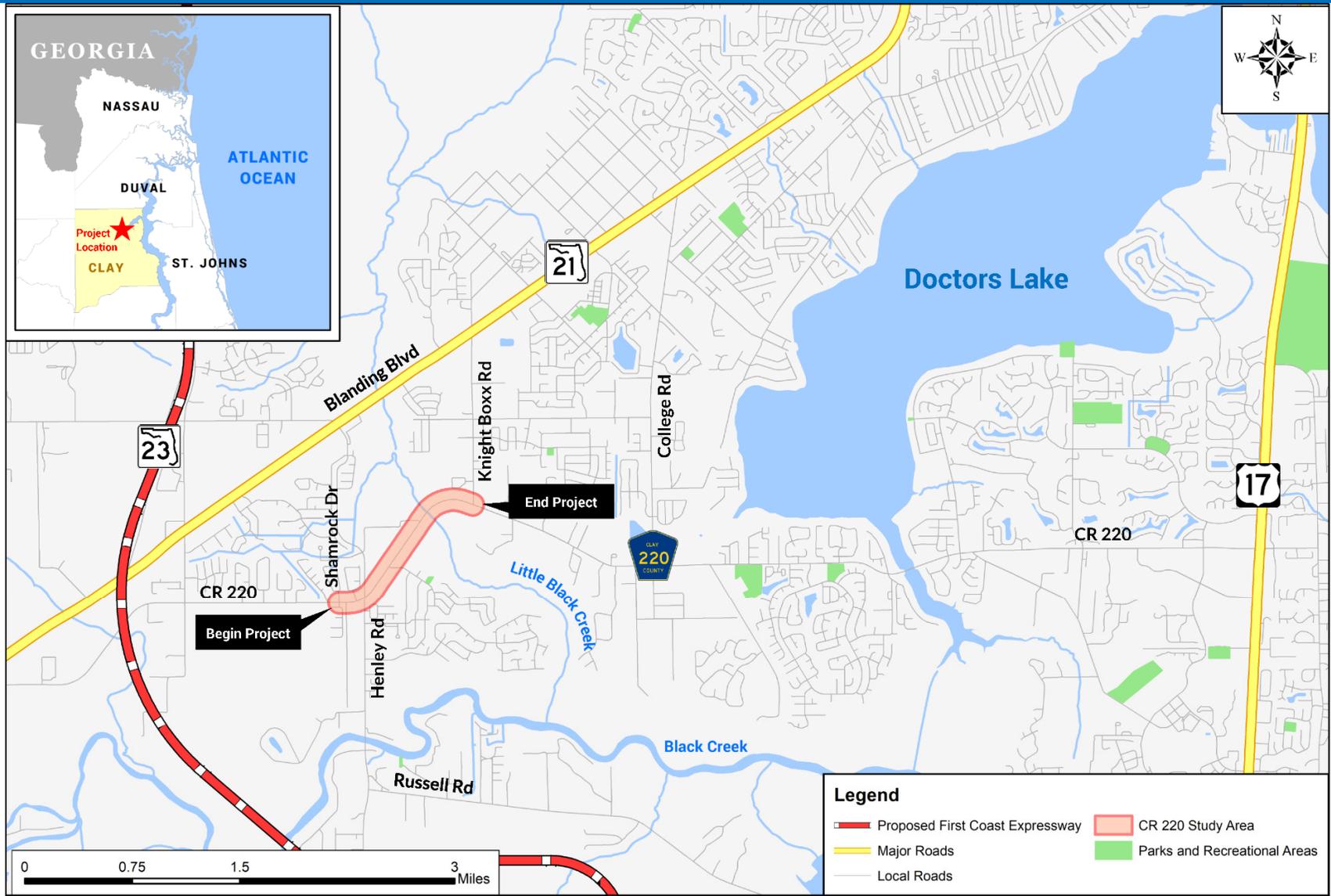
Project Name:	CR 220
Project Limits:	From Shamrock Drive to Knight Boxx Road
County:	Clay County, FL
ETDM Number (If applicable):	14309
Financial Management Number:	430719-2-22-01
Federal-Aid Project Number:	D217 008 B
Project Manager:	David Tyler, PE

B. Project Description

CR 220 is an east-west roadway located in northeastern Clay County, Florida. It begins at Long Bay Road (CR 220 A) and ends at US 17 (SR 15) and provides a connection between two north-south arterials, Blanding Boulevard (SR 21) and US 17 (SR 15). The main function of CR 220 is to serve existing homes and businesses along CR 220 and to accommodate traffic movement to either Blanding Boulevard (SR 21) or US 17 (SR 15).

The proposed project begins at Shamrock Drive and ends at Knight Boxx Road, a distance of approximately 1.28 miles (See **Figure 1**). Alternatives were evaluated to address current and future traffic demand and safety. The project includes the CR 220 bridge over Little Black Creek (Bridge No. 710027).

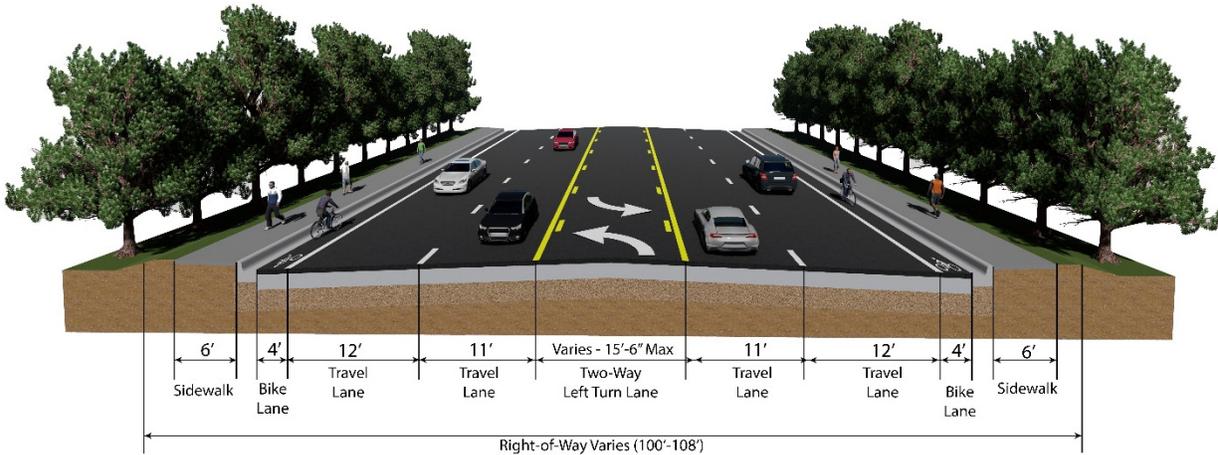
Figure 1 – Project Location Map



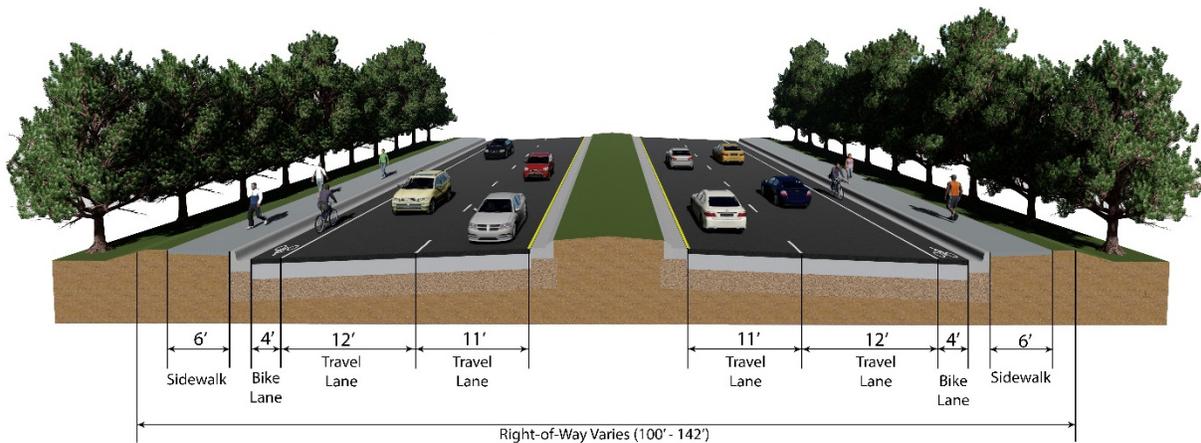
C. Proposed Improvements

The proposed project would widen CR 220 by constructing two additional travel lanes, bicycle lanes and sidewalks from Shamrock Drive to Knight Boxx Road. The median would vary from a two-way left turn lane from Henley Road to Chief Ridaught Trail to a raised grassed median from Chief Ridaught Trail to Knight Boxx Road (See **Figure 2 and 3**).

**Figure 2 – Proposed CR 220 Roadway Typical Section
Henley Road to Chief Ridaught Trail**

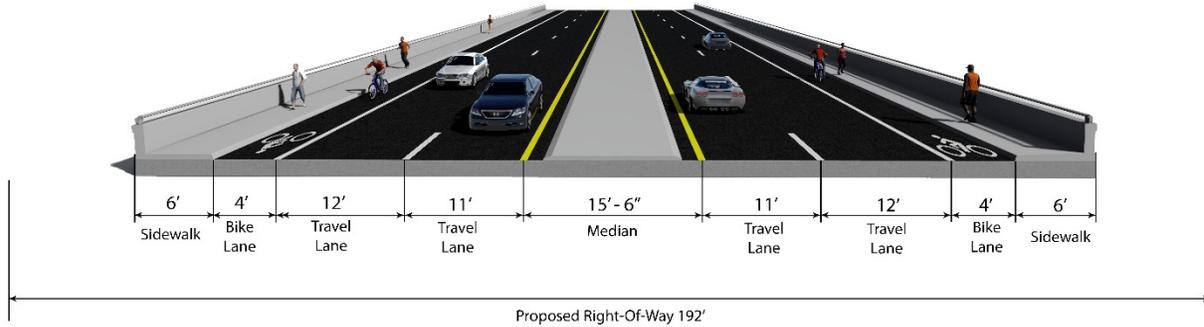


**Figure 3 – Proposed CR 220 Roadway Typical Section
Chief Ridaught Trail to Knight Boxx Road**



The proposed project would replace the existing bridge over Little Black Creek from two lanes to four lanes and provide a bicycle lane and a sidewalk along both sides of the bridge (See **Figure 4**).

Figure 4 - Proposed CR 220 Bridge Typical Section over Little Black Creek



The proposed project includes one stormwater pond to meet water quality and attenuation requirements. Additional right-of-way (ROW) would be required to widen CR 220 and to construct the stormwater pond. A total of 22 parcels would be impacted; however, there will be no residential or business relocations.

D. Purpose and Need

The purpose of the project is to address existing and future traffic demand and safety issues. CR 220 is a four-lane divided roadway west of the project limits and narrows to a two-lane undivided roadway within the project limits. The decrease in capacity and lack of a median have resulted in capacity and safety issues.

Roadway Capacity

The Average Annual Daily Traffic (AADT) on CR 220 within the study limits is 21,000 and is currently operating at Level of Service (LOS) F. CR 220 is projected to continue operating at LOS F if no improvements are planned (see **Table 1**).

Table 1: AADT Traffic (2015 and 2040)							
Roadway	From	To	Number of Lanes	2015		2040	
				AADT	Level of Service ¹	AADT	Level of Service ¹
CR 220	Shamrock Drive	Knight Boxx Road	2	21,000	F	44,000	F

¹ – Level of Service calculated using FDOT Generalized Level of Service Tables

Safety

Table 2 shows the actual crash rate per million miles traveled from 2011 to 2015. The 2011-2015 average crash rate on CR 220 between Shamrock Drive and Knight Boxx Road is significantly higher (4.19) than the statewide average (2.63) for a similar type of roadway.

Table 2: Actual Crash Rate vs. Average Crash Rate							
Roadway Segment	2011	2012	2013	2014	2015	2011-2015 Average	Statewide Average
Shamrock Road to Knight Boxx Road	1.77	4.28	3.82	3.98	7.10	4.19	2.63

Social/Economic Demand

CR 220 is an east-west 2-lane undivided roadway that connects traffic from primary arterials, Blanding Boulevard (SR 21) and US 17 (SR 15) to residential and commercial areas in and near the Doctors Inlet community. The population in Clay County is expected to increase from 190,865 in 2010 to 315,700 in 2040, an increase of 65%. The employment in Clay County is projected to increase by 61% as shown in **Table 3**. Without improvements to CR 220, the residents and workers in the surrounding areas will experience more congestion resulting in significant delays in travel times and an increasing number of crashes.

Table 3: Population and Employment for Clay County		
Year	Clay County	
	Population	Employment
2010	190,865 ¹	519,142 ³
2040	315,700 ²	636,596 ³
increase between 2040 and 2010	65%	61%

¹2010 Census

² University of Florida Bureau of Economic and Business Research

³Path Forward 2040 Long Range Transportation Plan

Transportation Demand

The *Path Forward 2040 Long-Range Transportation Plan* (LRTP) developed by North Florida Transportation Planning Organization (NFTPO) includes widening of CR 220 from Henley Road to Knight Boxx Road. The project is listed in the LRTP as:

CR 220 Doctors Inlet Road from Russell Road to Knight Boxx Road – Widen to 4 Lanes

Modal Interrelationships

Currently, Clay Transit’s Teal and Purple lines travel along CR 220 to the Black Creek Park-n-Ride facility located to the east of College Drive on CR 220. The Teal line travels on Henley Road and onto CR 220 to the Park-n-Ride facility, while the Purple line travels along Knight Boxx Road onto CR 220 to the Park-n-Ride facility. Without any improvement, the congestion on CR 220 will affect travel times for buses and automobiles.

Currently, there are no sidewalks or bicycle facilities on most of CR 220 from Shamrock Drive and Knight Boxx Road. The Clay County Bicycle and Pedestrian Facilities Map (2009) identifies future sidewalks for the eastern segment of the proposed project from west of the Little Black

Creek bridge to College Drive. Without any improvements, bicyclist and pedestrians would be forced to use the roadway shoulder.

E. Project Planning Consistency

Currently Adopted CFP-LRTP	COMMENTS				
Y	The project is included in the Path Forward 2040 LRTP as widening CR 220 from CR 209/Henley Road to Knight Boxx Road.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$ in 000	TIP/STIP FY	COMMENTS
PE (Final Design)	Y	Y	\$300/\$300	2017-2022/ 2018	PE under 430719-1.
R/W	Y	Y	\$1,122 / \$1,145	2017-2022/ 2019	ROW under 430719-2.
Construction	Y	Y	\$12,720/ \$12,920	2017-2022/ 2021	Construction under 430719-3.

Selected pages from the LRTP, TIP and STIP are included in **Appendix A**.

2. COOPERATING AGENCIES

- USACE USGS USFWS EPA NMFS NONE

3. ENVIRONMENTAL ANALYSIS

Significant Impacts?*

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

***Significant Impacts?** Yes = Significant Impact; No = No Significant Impact; Enhance = Enhancement; No Inv = Issue absent, no involvement

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

E. ANTICIPATED PERMITS

The following permits are anticipated for construction of this project:

Environmental Resource Permit – St. Johns River Water Management District (SJRWMD)

Individual Dredge & Fill Permit – U.S. Army Corps of Engineers (USACE)

NPDES Construction Permit – Florida Department of Environmental Protection (FDEP)

4. COMMITMENTS

The proposed project lies within the range of and contains suitable habitat for the Black Creek crayfish. Species conservation measures and permitting guidelines for this species are currently being drafted by Florida Fish and Wildlife Conservation Commission (FWC). FDOT staff will coordinate with FWC as the project advances to ensure the project adheres to the final conservation measures and permitting guidelines.

The CR 220 bridge bears signs of past inhabitation by bats. FDOT commits to inspecting the bridge for presence of bats prior to demolition. If bats are present, exclusion prior to demolition and outside of the maternity season (April 15 – August 15) would be coordinated with the FWC.

FDOT will implement the Standard Protection Measures for the Eastern Indigo Snake and the Standard Manatee Conditions for in-Water Work during site preparation and project construction.

5. PUBLIC INVOLVEMENT

- 1. A public hearing is not required.
- 2. A public hearing will be held in April 30, 2018. This draft document is publicly available, and comments can be submitted to FDOT until (May 10, 2018).

District Contact Information: David Tyler, PE
District 2
Project Manager
Florida Department of Transportation
1109 South Marion Avenue, MS 2007
Lake City, Florida 32025
(386) 961-7842
David.Tyler@dot.state.fl.us

- 3. A public hearing was held on (insert date) and the transcript is available.
- 4. An opportunity for a public hearing was afforded and was documented (insert date).

6. DISTRICT DETERMINATION

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

FDOT Project Manager

Date

FDOT Environmental Manager or Designee

Date

7. OFFICE ENVIRONMENTAL MANAGEMENT CONCURRENCE

Signature below constitutes Location and Design Concept Acceptance:

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

Director of the Office of Environmental Management or Designee Date

8. SUPPORTING EVALUATION

8.A SOCIAL AND ECONOMIC

8.A.1 Social

No Significant Impacts

Currently, land use within the project area consist primarily of low density residential, institutional and wetlands with several commercial locations on the western termini. The Clay County Future Land Use Map identifies the study area as being primarily located in the Branran Field Master Plan with diverse future land uses such as Residential Neighborhood Community, Recreation/Preservation, and Conservation, while the eastern segment of the study area is identified as Urban Core and Commercial uses. The proposed project is anticipated to support the projected growth and the land use visions in the area by providing congestion relief, thereby improving the resident's quality of life.

In the past decade, the population of Clay County increased from 140,814 in 2000 to 190,865 in 2010, representing a 36% increase. As their population increases, developments within Clay County will continue to expand; thereby increasing the amount of traffic on roads. The proposed project would provide the roadway capacity to accommodate the anticipated transportation demand within the project area.

Increases or decreases in population are not expected as a sole result of the project. The population is expected to increase or decrease in response to regional factors unrelated to the project and it is anticipated that any future growth in the study area will be in accordance with the Clay County Comprehensive Plan. Changes to social relationships, patterns, or disruptions to community cohesion are not expected since the proposed project is located on an existing roadway. The proposed project will provide increased mobility and access to the Branran Field area.

CR 220 is an evacuation route as designated by the Florida Division of Emergency Management that connects to US 17 (SR 15) and Blanding Boulevard (SR 21), which are also evacuation routes. The proposed project will likely enhance the evacuation time for the residents of northeast Clay County.

The proposed project, as presently conceived, is not anticipated to displace any residences or businesses within the area. While potential noise and vibration effects may be of concern to surrounding residential areas as a result of increased traffic on an expanded facility, overall impacts on the social environment/social cohesion are anticipated to be minor.

A detailed Limited English Proficiency (LEP) analysis was conducted to identify individuals with limited ability to read, speak or write English. The proposed project corridor traverses four Census Block Groups (120190302022, 120190309021, 120190302021, and 120190309022), and using the Census Block Group data, it was identified that LEP is required because there is a large percentage of Hispanic or Latino (11%) population.

The proposed project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status. No minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above. Therefore, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a, no further Environmental Justice analysis is required.

The proposed project is expected to have no significant social impacts.

8.A.2 Economic

Enhance

The majority of the proposed project is located within the area of the Branan Field Master Plan, which was adopted in 2003 to provide smart growth development in north central Clay County over the next 25 years following its adoption. The goal of the master plan is to create smart growth development that strives to create job centers, residential and commercial areas in close proximity, to reduce commute between the three land uses. The anticipated future commercial developments in the Branan Field area along with existing developments will drive property values and increase local tax base as additional business enter the study area. The proposed project will improve mobility and support the economic development as well as stimulate construction activities that contribute to the area's economic growth. Furthermore, construction of the proposed project will likely result in an increase in employment opportunities for the local economy, but no long-term increases or reductions in other employment opportunities are expected as a result of the proposed project.

The proposed project is expected to enhance economic resources.

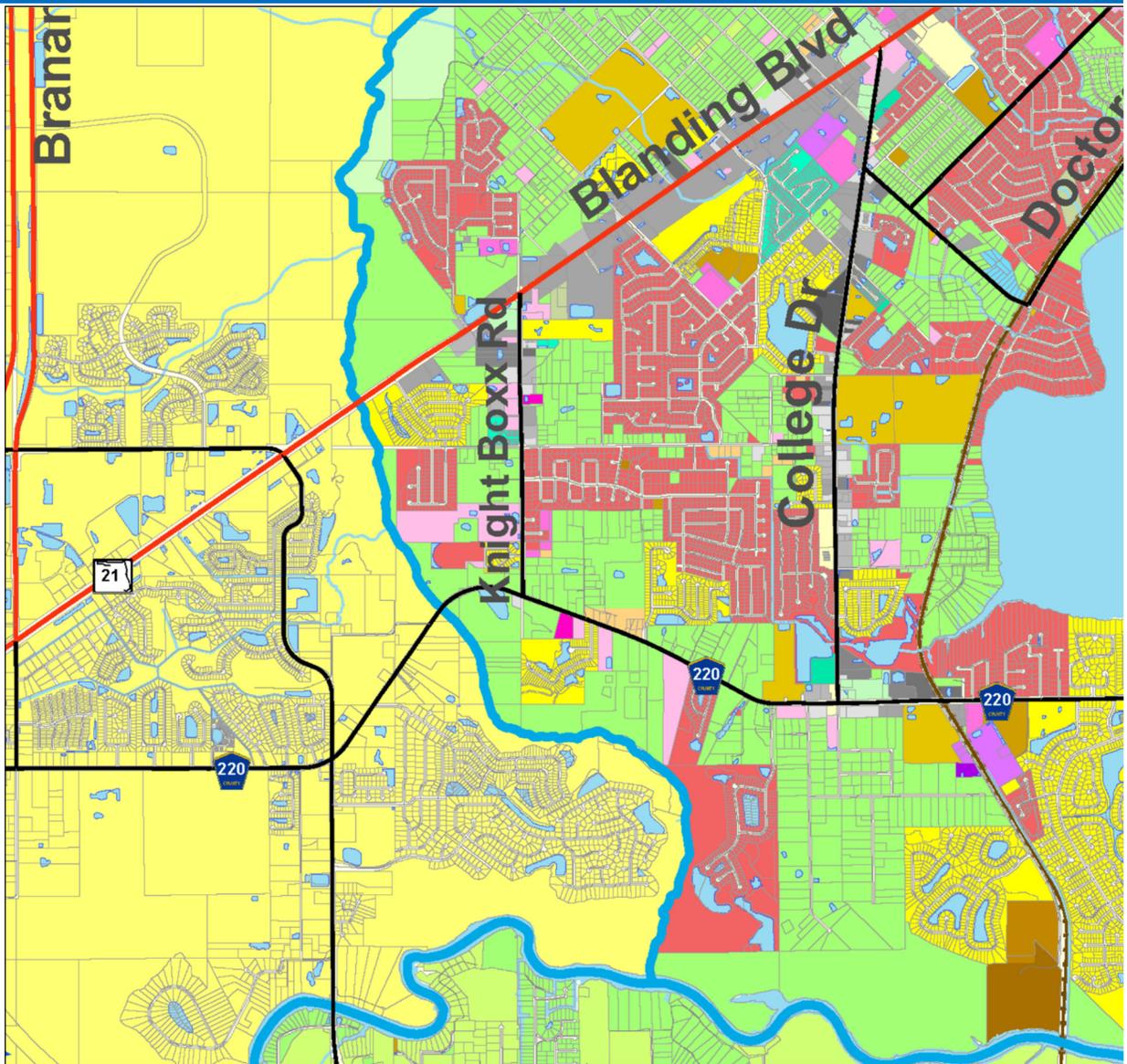
8.A.3 Land Use Changes

No Significant Impacts

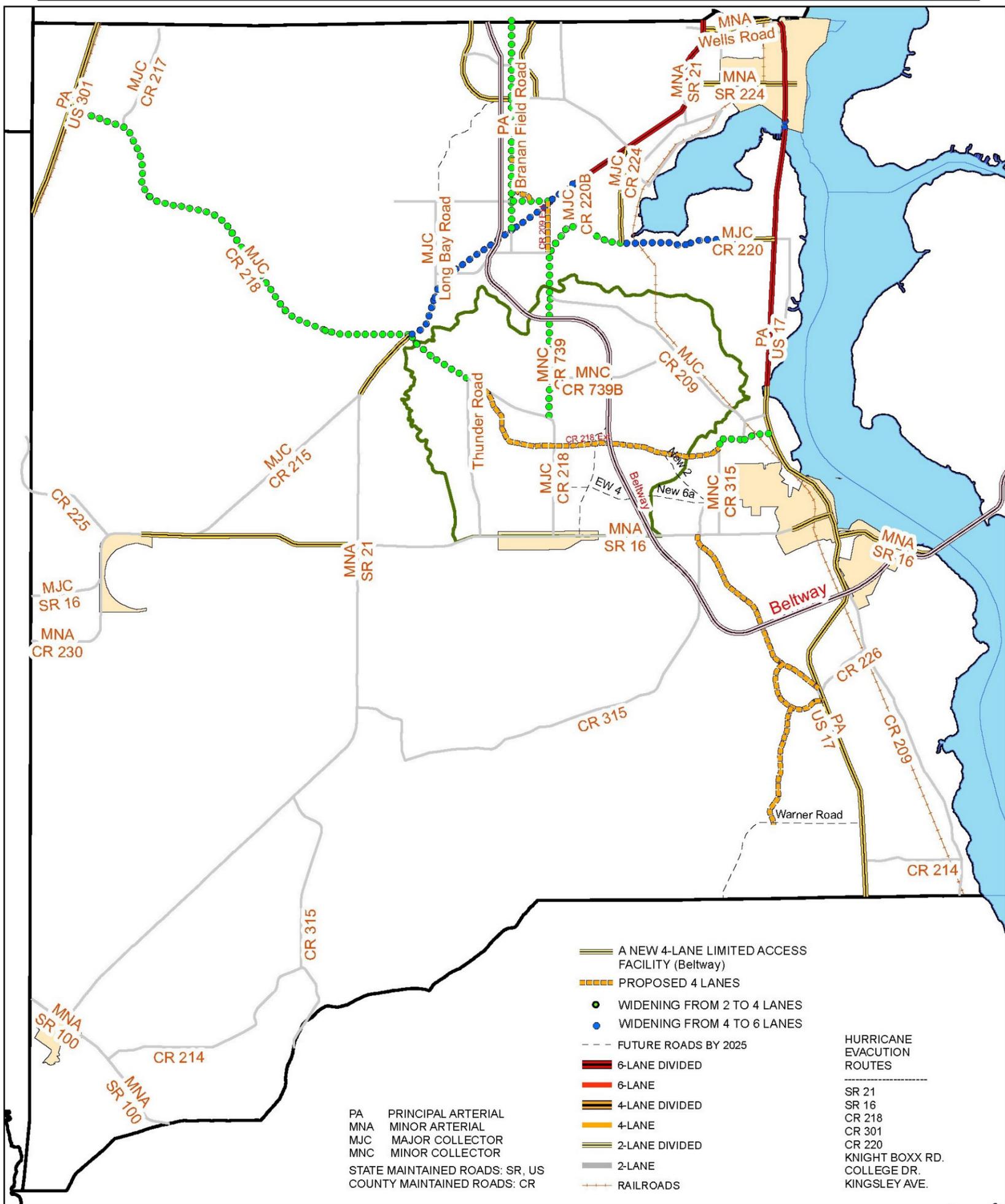
The land use around the project area is primarily low density residential, institutional and wetlands with several commercial locations on the western termini (See **Figure 5**). Changes to land use are not anticipated due to the proposed project's consistency with the transportation, land use, roadway capacity and safety policies of Clay County's Comprehensive Plan. Additionally, the proposed project is included in the Clay County Future Traffic Circulation Map 2009-2025 (see **Figure 6**). Various Developments of Regional Impact (DRIs), such as the Saratoga Springs Development and Heritage Farms are near and may benefit from the proposed project.

The proposed project is identified in the FDOT State Transportation Improvement Program (STIP), the North Florida Transportation Planning Organization (TPO) 2016/17 – 2020/2021 Transportation Improvement Program (TIP) and the North Florida TPO's 2040 Long Range Transportation Plan (LRTP). Therefore, the proposed project is expected to have no significant impacts to land use.

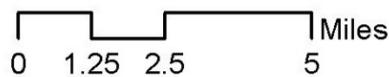
Figure 5 - Existing Land Use



CLAY COUNTY FUTURE TRAFFIC CIRCULATION



Clay County Comprehensive Plan 2009-2025



Coordinate System: Stateplane Florida East FIPS 0901 Feet

Datum: NAD83

Source: Clay County Property Appraiser's Office (2008);

Author: Sungman Kim, PhD, AICP, ASLA, GISP
Clay County Planning and Zoning Division,

Date Published: December 2008

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8.A.4 Mobility

Enhance

CR 220 is an important east-west link in northeast Clay County. The proposed project corridor links SR 21 north of Middleburg with US 17 between Green Cove Springs and Orange Park. CR 220 also provides a crossing of Little Black Creek and Swimming Pen Creek as well as access to Doctors Inlet Elementary School. As designated by the Florida Division of Emergency Management in Clay County, CR 220 is an evacuation route and connects two other evacuation routes, SR 21 located to the west of the study corridor, and US 17 located to the east of the study corridor which facilitates movement of traffic during emergency evacuation.

Currently, Clay Transit's Teal and Purple Lines pass through the proposed project via the intersection of CR 220/ Knight Boxx Road and CR 220/Henley Road, respectively. The proposed project will efficiently facilitate the movement of the transit lines by improving the capacity.

The proposed project is expected to enhance mobility within the study area.

8.A.5 Aesthetic Effects

No Significant Impacts

The proposed project is compatible with this corridor and major aesthetic impacts are not anticipated. Public outreach activities (public meetings) did not identify any aesthetic issues.

The Rock Bible Church and the Church of Brethren located along CR 220 are not anticipated to be impacted. Additionally, the proposed project would not impact any of the focal points within the community or create features inconsistent with the area. Since the proposed project would be constructed on an existing facility, it is perceived as being compatible and in character with the area's aesthetic values.

Therefore, the proposed project is expected to have no significant impacts to aesthetics effects.

8.A.6 Relocation Potential

No Significant Impacts

The proposed project would require additional ROW for roadway widening and the stormwater pond. A total of 22 parcels (12 residential, 6 business and 4 vacant) would be impacted but the project will not require any residential or business relocations.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, the Florida Department of Transportation will carry out a Right of Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). The brochures that describe in detail the FDOT's Relocation Assistance Program and Right of Way acquisition program are "Residential Relocation Under the Florida Relocation Assistance Program", "Relocation Assistance Business, Farms and Non-profit Organizations", "Sign Relocation Under the Florida Relocation Assistance Program", "Mobile Home Relocation Assistance", and "Relocation Assistance Program Personal Property Moves". All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

The proposed project is expected to have no relocation.

8.B CULTURAL

8.B.2 Historic Sites/Districts and Archaeological Sites

No Significant Impacts

A *Cultural Resource Assessment Survey* was prepared for this project to locate and identify any cultural resources within the project Area of Potential Effect (APE) and to assess their significance in term of eligibility for listing in the National Register of Historic Places (NRHP).

The archaeological survey included the excavation of twelve shovel tests within the CR 220 APE. All shovel tests were negative for cultural material and no archaeological sites or artifact occurrences were identified within the APE; therefore, no further archaeological survey is recommended.

The architectural survey resulted in the identification and evaluation of six historic resources within the CR 220 APE, which includes one previously recorded historic resource and five newly recorded resources. All the resources are historic buildings. The six resources (8CL00127, 8CL1572, 8CL1573, 8CL1574, 8CL1575, and 8CL1576) lack the architectural distinction and the significant historical associations necessary to be considered eligible for listing in the NRHP and are recommended ineligible. There were no existing or potential historic districts identified. No further architectural history survey is recommended. The State Historic Preservation Officer (SHPO) concurred with these recommendations on April 7, 2017 (see attached letter in **Appendix B**).

The proposed project is expected to have no significant impacts on the historic sites/districts and archaeological sites.

8.B.3 Archaeological Sites

No Significant Impacts

See Historic Sites/Districts and Archaeological Sites above.

8.C NATURAL

8.C.1 Wetlands and Other Surface Waters

No Significant Impacts

A Natural Resource Evaluation (NRE) was prepared to identify, map and evaluate jurisdictional wetlands within both the corridor and proposed pond sites, and to briefly assess the function and value of each wetland area.

The proposed project would impact up to 3.7 acres of wetlands (with a functional loss of 2.45 units). The proposed project would be constructed adjacent to the existing CR 220 roadway and the proposed CR 220 bridge is incorporating the existing bridge footprint to minimize wetland impacts. Therefore, there are no practical alternatives to construction in the wetlands.

The proposed project is located in the Northern St. Johns River Basin of the SJRWMD. Currently there are multiple mitigation banks (Tupelo Mitigation Bank, Northeast Florida Wetlands Mitigation Bank and Sundew Mitigation Bank) to cover the needed wetland credits.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344.

Therefore, the proposed project is expected to have no significant impacts on wetlands and other surface waters.

8.C.3 Water Quality and Water Quantity

No Significant Impacts

A Pond Siting Report (PSR) and Water Quality Impact Evaluation (WQIE) Checklist were prepared to document the recommended type, design and location of stormwater treatment and attenuation systems.

The proposed project is located in a drainage basin that outfalls to Little Black Creek. One new stormwater pond is recommended to meet the SJRWMD requirements. Drainage calculations are documented in the PSR available under a separate cover.

The WQIE Checklist identified that water quality regulatory requirements apply to this proposed project. Water quality and quantity issues are mitigated through compliance with design requirements of authorized regulatory agencies.

Therefore, the proposed project is expected to have no significant impacts on the water quality and water quantity.

8.C.5 Floodplains

No Significant Impacts

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) show the proposed project passing through Zone AE with a base flood elevation of 11.1-feet. A floodway is identified along Little Black Creek.

Hydraulic and scour analysis were conducted and the proposed bridge over Little Black Creek was designed with a decrease in the water surface elevation for the 50-year, 100-year, and 500-year storm event, comparing water surface elevations upstream of the bridge. The proposed 200-foot bridge will have 5 spans with proposed span lengths of 40-feet. The proposed low member evaluation of the proposed bridge will be 11.75-feet to provide the minimum 2-foot clearance above the 50-year water surface elevation. Additionally, the proposed 200-foot bridge will not encroach into the floodway.

The proposed stormwater pond is located within the 100-year floodplain. However, Clay County ordinances only require floodplain compensation for impacts to floodway. Therefore, no flood plain compensation is required.

8.C.6 Coastal Zone Consistency

No Significant Impacts

The proposed project was reviewed in the Environmental Screening Tool (EST) from January 9, 2017 to February 27, 2017. As part of the review, Florida Department of Environmental Protection determined that this project is consistent with the Florida Coastal Zone Management Plan on November 02, 2017 (see **Appendix C**).

8.C.8 Protected Species and Habitat

No Significant Impacts

A *Natural Resources Evaluation* (NRE) was prepared to document the potential involvement of the project with federally listed species or critical habitat in accordance with Section 7 of the Endangered Species Act of 1973 (ESA), as amended, and FDOT PD&E Manual Part 2, Chapter 27, Wildlife and Habitat Impacts (August 2016).

The NRE has determined that the proposed project may affect but is not likely to adversely affect the eastern indigo snake, wood stork, and West Indian manatee. FDOT will implement the Standard Protection Measures for the Eastern Indigo Snake and the Standard Manatee Conditions for in-Water Work during site preparation and project construction. Agency coordination will continue during permitting to address final determination of impacts to protected wildlife, implementation of protection measures and mitigation.

The proposed project lies within the range of and contains suitable habitat for the Black Creek crayfish. Species conservation measures and permitting guidelines for this species are currently being drafted by Florida Fish and Wildlife Conservation Commission (FWC). FDOT staff will coordinate with FWC as the project advances to ensure the project adheres to the final conservation measures and permitting guidelines. Gopher tortoise burrows are present near and within the project area, and as the project design advances, this area will be evaluated for the presence of gopher tortoises and potential permitting requirements. The CR 220 bridge bears signs of past inhabitation by bats. The bridge should be inspected for the presence of bats prior to demolition. If bats are present, exclusion prior to demolition and outside of the maternity season (April 15 – August 15) should be coordinated with the FWC.

Concurrence from U.S. Fish and Wildlife Service (USFWS) was received on January 11, 2018 and is included in **Appendix D**. Therefore, the proposed project is expected to have no significant impacts on the protected species and habitat.

8.C.9 Essential Fish Habitat

No Significant Impacts

Essential Fish Habitat (EFH) Assessment has been prepared as part of the NRE and consultation has been conducted in accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). It has been determined that Little Black Creek is tidally influenced at the project location, and the National Marine Fisheries Service (NMFS) considers the forested palustrine wetlands associated with Black Creek to be EFH for white shrimp (*Litopenaeus setiferus*.)

The proposed project would impact 3.38 acres of wetlands. Further investigation of the lateral extent of EFH that will be affected by the project will take place during the permitting process. FDOT will continue to work with NMFS and other agencies as the project progresses into permitting to determine the exact impacts to EFH and the appropriate mitigative measures will be identified.

The proposed project is expected to have no significant impacts on essential fish habitat.

8.D PHYSICAL

8.D.1 Highway Traffic Noise

No Significant Impacts

The assessment of noise impacts was conducted for this project according to Title 23, Code of Federal Regulations (C.F.R.), Part 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010), Part II, Chapter 17 of the PD&E Manual (May 24, 2011) and Chapter 335.17, F.S. This assessment also adheres to FHWA traffic noise analysis guidelines contained Report FHWA-HEP-10-025, "Highway Traffic Noise: Analysis and Abatement Guidance", (January 2011).

A copy of Noise Study Report (NSR) is available at the FDOT District Office located at 1109 South Marion Avenue, Lake City, Florida 32025.

Land use within the study corridor consists primarily of low-density single-family residential (Category B) and undeveloped lands (Category G). Near the CR 220/Henley Road intersection, there are Category C properties such as a daycare facilities and churches.

The proposed project traffic noise levels will approach or exceed the Noise Abatement Criterion (NAC) at 13 of the 32 analyzed noise receptor sites. There are nine single-site residential receptors where abatement is not considered feasible because the sites are isolated receptors that inherently cannot meet the minimum noise reduction requirement of 7.0 dB(A) at a minimum of two impacted receptors. The remaining four impacted Category C receptors have feasibility constraints, such as driveway accesses and adjacent streets, which prohibit

construction of a continuous noise barrier or a segmented barrier system that can attain the minimum-required 5.0 dB(A) of noise reduction.

Therefore, there appears to be no apparent solutions available to mitigate the noise impacts at the thirteen impacted receptor locations.

8.D.2 Air Quality

No Significant Impacts

The project is located in Clay County which is an attainment area for all six criteria pollutants. Therefore, Clay County meets all National Ambient Quality Standards (NAAQS) in accordance with the Clean Air Act.

Therefore, the proposed project is expected to have no significant impacts on air quality.

8.D.3 Contamination

No Significant Impacts

A Level 1 Contamination Screening Evaluation Report (CSER) was prepared for this proposed project to identify and evaluate known or potential contamination problems. An Asbestos Survey Report (ASR) for Bridge No. 710027 was also prepared to identify, document and discuss ways of mitigations.

The CSER identified 5 High Risk sites, 1 Medium Site, 5 Low Risk Sites and 3 No Risk Sites. Two High Risks sites (Former BP-Shannon Lake Marathon Gas and Circle K #2726234, Site A4 and A5 respectively) should be evaluated for potential exacerbation of existing plumes and may also require a FDEP Generic Permit for Discharges from Petroleum Contaminated Sites. The remaining 3 High Risk Sites (Vacant Lot, A1 Towing, and McKee Salvage and Recycling, Site B1, B2, and B3, respectively) should have soil and groundwater sampling as Site B1 has been identified to be used as a stormwater pond. The sampling of Site B2 and B3 will help determine if they would affect the water quality of the pond site on B1.

The one Medium Risk Site (The Tint Guy/Salon Rx/Pet Grooming, Site A6) should be sampled to determine if drainage or utility construction is proposed at or adjacent to this site.

The ASR sampled numerous bridge components and detected asbestos containing material in the drainage scuppers. There are 10 scuppers on the east side of the bridge and they are considered to be Category II nonfriable asbestos containing material (ACM). Prior to demolition, it is recommended that these materials be removed by a Florida licensed asbestos abatement contractor.

The proposed project would have no impacts to contamination sites.

8.D.4 Utilities and Railroads

No Significant Impacts

There are four utilities located within the project area: Comcast Cable Communications, Clay Electric, AT&T Distribution, and Clay County Utility Authority. Further coordination with utility agencies/owners will take place during the design phase of the project.

There are no railroads located within the proposed project limits.

The proposed project is expected to have no significant impacts on the utilities and railroads.

8.D.5 Construction

No Significant Impacts

Construction activities would produce temporary air, noise, water quality, traffic flow, and visual impacts for the traveling public only within the immediate vicinity of the project. All construction impacts would be minimized or controlled by adherence to measures set forth in the FDOT's Standard Specifications for Road and Bridge Construction.

The air quality impacts would be temporary and would primarily be in the form of emissions from diesel powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles would be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's Standard Specifications for Road and Bridge Construction as directed by the FDOT Project Engineers.

Noise and vibration impacts would be temporary and come from the movement of heavy equipment and construction activities. Noise control measures would include those contained in FDOT's Standard Specifications for Road and Bridge Construction. Adherence to local construction noise and/or construction vibration ordinances by the contractor would also be required where applicable. Water quality impacts resulting from erosion and sedimentation would be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction for the CR 220 bridge replacement would be planned and scheduled so as to minimize traffic delays throughout the project. FDOT will coordinate with local agencies when road closures become necessary and signs will be used as appropriate to provide advance notices and other pertinent information to the traveling public. The local news media would be notified in advance of road closings and other construction-related activities which could excessively inconvenience the community so that the traveling public can plan travel routes in advance.

Therefore, the proposed project is expected to have no significant construction impacts.

8.D.6 Bicycles and Pedestrians

Impact: Enhance

Currently there no bicycle lanes or sidewalks located on the two-lane section of CR 220 from Shamrock Drive to Knight Boxx Road. The proposed project would provide bicycle lanes in both directions from Shamrock Drive to Knight Boxx Road.

The proposed project would also provide sidewalks on both sides of CR 220 from Shamrock Drive to Knight Boxx Road and would connect to sidewalks located along Henley Road.

Therefore, the proposed project is expected to enhance bicycle and pedestrian facilities.

Appendix A

Selected pages from Path Forward 2040 Long Range
Transportation Plan (LRTP), Transportation Improvement
Program (FY 2017-18 to 2021-22) and State Transportation
Improvement Program

Table 2. Major Projects with Construction Funds Committed

Facility	ID	From	To	Improvement	County	Fund Source	Phase	Fiscal Year	Amount
Chester Road	973	SR 200 SR A1A	Green Pine Road	Add Lanes and Reconstruct	Nassau	FDOT	CST	2018	\$10.30
CR 216	504	SR 100	US 17	Widen to 4 Lanes	Putnam	FDOT	CST	2016	\$0.78
CR 220 Doctors Inlet Road	50	CR 209 Russell Road	Knight Boxx Road	Widen to 4 Lanes	Clay	FDOT	CST	2015	\$0.81
CR 739 Henley Road/ Russell Road	51	CR 218	CR 220 Doctors Inlet Road	Widen to 4 Lanes	Clay	Clay	CST	2018	\$0.00
Crawford Road	42	CR 121	Old Alabama Trail	Road Reconstruction	Nassau	FDOT	CST	2015	\$0.29
Crawford Road	43	Old Alabama Trail	US 301 SR 200	Road Reconstruction	Nassau	FDOT	CST	2015	\$3.38
Florida East Coast Railway	3021	RAILEX		Rail Capacity Project	Duval	FDOT	CAP	2015	\$1.14
Fort Gates Ferry Road	502	SR 19	Mount Royal Ave	Road Reconstruction	Putnam	FDOT	CST	2015	\$2.25
Girvin Road	44	SR 10 Atlantic Boulevard	Ashley Melisse	Widen to 5 Lanes	Duval	Duval LOGT	CST	2018	\$5.74
Girvin Road	45	Ashley Melisse	Wonderwood Drive	Widen to 3 Lanes	Duval	Duval LOGT	CST	2018	\$7.36
Holloway Road	3003	SR 100	Tinsley Road	New Road Construction	Putnam	FDOT	CST	2015	\$1.26
I-10 at I-95	27	US 17 Roosevelt Boulevard	San Marco Avenue	Interchange Improvement	Duval	FDOT	DSB	2016	\$118.77
I-10	3045	SR 23 First Coast Expressway	US 90	Interchange Improvement	Duval	FDOT	CST	2018	\$48.10
I-295	5	SR 9B	SR 202 J.T. Butler Boulevard	Add 4 Express Lanes	Duval	FDOT	CST	2015	\$103.35
I-295	3016	SR 134 103 rd Street	Firestone Road	Interchange Improvement	Duval	FDOT	CST	2017	\$6.90
I-95	13	at I-295/SR 9A North	Phase 2	Interchange Ramp (New)	Duval	FDOT	DSB	2017	\$165.02
I-95	64	at SR 102 Airport Road		Interchange Improvement	Duval	FDOT	CST	2018	\$6.60
I-95	66	at Old St. Augustine Road		Interchange Improvement	Duval	FDOT	CST	2018	\$0.90
Kolas Ferry Road	3018	Murrhee Road	Kings Ferry Road	Road Reconstruction	Nassau	FDOT	CST	2017	\$3.64
Lake Susan Road	55	Alachua County Line	CR 21	Widen to 4 Lanes	Putnam	FDOT	CST	2017	\$1.91
Old St Augustine Road	53	Greenland Road / Loretto Road	I-295	Widen to 6 Lanes	Duval	Duval LOGT	CST	2018	\$0.60
Parramore Road Extension	970	Youngerman Circle	Collins Road	New 2 Lane Road	Duval	Duval LOGT	CST	2018	\$5.00
Pecan Park Road	3019	SR 243 JIA North Access Road	I-95	Widen to 4 Lanes	Duval	FDOT	CST	2016	\$11.83
Radio Avenue	40	US 17	Minor Road	New Road Construction	Nassau	FDOT	CST	2016	\$0.24
SR 10 Atlantic Boulevard	105	SR 115 Arlington Expressway	Monument Road	Intersection Improvement	Duval	FDOT	CST	2017	\$6.84
SR 10 US 90 Beaver Street	3004	CR 121 Brandy Branch Road		Add Right Turn Lane(s)	Duval	FDOT	CST	2018	\$0.40
SR 10 US 90 Beaver Street	3005	CR 119 Otis Road		Add Right Turn Lane(s)	Duval	FDOT	CST	2018	\$0.19
SR 109 University Boulevard	3012	Bartram Drive	Cesery Boulevard	Intersection Improvement	Duval	FDOT	CST	2019	\$3.77
SR 115 Southside Boulevard	3014	Deercreek Club Road		Intersection Improvement	Duval	FDOT	CST	2017	\$0.52
SR 134 103rd Street	3015	at Firestone Road		Intersection Improvement	Duval	FDOT	CST	2017	\$2.20
SR 152 Baymeadows Road	3017	Freedom Commerce Parkway	Country Day School Drive	Intersection Improvement	Duval	FDOT	CST	2018	\$6.72
SR 20	422	Alachua County Line	SW 56th Avenue	Add Lanes and Reconstruct	Putnam	FDOT	CST	2019	\$54.35
SR 200 SR A1A	38	Still Quarters Road	Rubin Lane	Add Lanes and Reconstruct	Nassau	FDOT	CST	2016	\$0.65
SR 200 SR A1A	39	Rubin Lane	CR 107 Scott Road	Add Lanes and Reconstruct	Nassau	FDOT	CST	2018	\$32.54
SR 202 J. T. Butler Boulevard	966	SR 115 Southside Boulevard		Interchange Improvement	Duval	FDOT	CST	2018	\$1.83
SR 21 Blanding Boulevard	32	CR 218	Black Creek	Add Lanes and Reconstruct	Clay	FDOT	CST	2019	\$9.23
SR 21 Blanding Boulevard	33	Branan Field Road	Old Jennings Road	Add Lanes and Reconstruct	Clay	FDOT	CST	2017	\$15.28
SR 21 Blanding Boulevard	34	CR 220 Long Bay Road	Allie Murray Road	Add Lanes and Reconstruct	Clay	FDOT	CST	2019	\$19.77
SR 212 Beach Boulevard	3008	F.O.P. Way	Ryar Road	Intersection Improvement	Duval	FDOT	CST	2018	\$5.41
SR 23 First Coast Expressway	18	Argyle Forest Boulevard	I-10	New 4-Lane Road Construction	Clay/Duval	FDOT	DSB	2015	\$12.61
SR 23 First Coast Expressway	17	Clay County Line	Argyle Forest Boulevar	Widen to 6 Lane Limited Access Toll Road	Clay/Duval	FDOT	DSB	2015	\$7.21
SR 243 JIA North Access Road	6	SR 102 Airport Road	Pecan Park Road	New Road Construction	Duval	FDOT	CST	2018	\$17.20
SR 9B	126	US 1 Philips Highway	I-95	New Road Construction	Duval	FDOT	DSB	2015	\$95.43
SR 9B	3002	CR 2209	Duval County Line	New Road Construction	St. Johns	FDOT	CST	2015	\$111.37

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
CR 220 FROM HENLEY RD (CR 209) TO KNIGHT BOXX RD (CR 220B) - 4307192							*Non-SIS*
ADD LANES & RECONSTRUCT							Length: 1.090
Responsible Agency: FDOT							
ROW	LF	70,000	264,903	226,308	0	0	561,211
ROW	CIGP	70,000	264,903	226,307	0	0	561,210
ROW	SA	5,000	12,000	5,660	0	0	22,660
Total		145,000	541,806	458,275	0	0	1,145,081
<i>Prior Cost < 2017/18</i>		<i>82,331</i>	<i>Future Cost > 2021/22</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>1,227,412</i>

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
CR 220 FROM HENLEY RD (CR 209) TO KNIGHT BOXX RD (CR 220B) - 4307193							*Non-SIS*
ADD LANES & RECONSTRUCT							Length: 1.090
Responsible Agency: CLAY CO.							
ENV	LF	0	0	100,000	0	0	100,000
ENV	CIGP	0	0	100,000	0	0	100,000
CST	LF	0	0	0	1,289,213	0	1,289,213
CST	SU	0	0	0	10,282,915	0	10,282,915
CST	SA	0	0	0	10,001	0	10,001
CST	CIGP	0	0	0	1,138,366	0	1,138,366
Total		0	0	200,000	12,720,495	0	12,920,495
<i>Prior Cost < 2017/18</i>		<i>0</i>	<i>Future Cost > 2021/22</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>12,920,495</i>

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 STIP REPORT

=====

	PKLF	222,500	27,500	0	0	0	0	250,000
	PKYI	839,573	12,677	0	0	0	0	852,250
TOTAL <N/A>		67,757,623	45,203	0	0	0	0	67,802,826
TOTAL 430565 1		67,757,623	45,203	0	0	0	0	67,802,826
TOTAL Project:		67,757,623	45,203	0	0	0	0	67,802,826

 ITEM NUMBER:430719 1 PROJECT DESCRIPTION:CR220 FROM CR209(HENLEY RD) TO CR220B(KNIGHT BOXX ROAD) *NON-SIS*
 DISTRICT:02 COUNTY:CLAY TYPE OF WORK:ADD LANES & RECONSTRUCT
 PROJECT LENGTH: 1.090MI

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	GREATER THAN 2021	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CLAY COUNTY BOCC							
	CIGP	417,649	300,000	0	0	0	717,649
	LF	409,484	0	0	0	0	409,484
TOTAL <N/A>		827,133	300,000	0	0	0	1,127,133
TOTAL 430719 1		827,133	300,000	0	0	0	1,127,133

 ITEM NUMBER:430719 2 PROJECT DESCRIPTION:CR220 FROM CR209(HENLEY RD) TO CR220B(KNIGHT BOXX ROAD) *NON-SIS*
 DISTRICT:02 COUNTY:CLAY TYPE OF WORK:ADD LANES & RECONSTRUCT
 PROJECT LENGTH: 1.090MI

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	GREATER THAN 2021	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
	CIGP	30,000	0	0	0	0	30,000
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
	CIGP	0	70,000	264,903	226,307	0	561,210
	LF	0	70,000	264,903	226,308	0	561,211
	SA	0	5,000	12,000	5,660	0	22,660
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
	CIGP	14,626	0	0	0	0	14,626
TOTAL <N/A>		44,626	145,000	541,806	458,275	0	1,189,707

Appendix B

State Historic Preservation Office Concurrence Letter



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

RACHEL D. CONE
INTERIM SECRETARY

March 28, 2017

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

Attn: Mr. Dan McClarnon, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
County Road 220 from CR 209 to East of Little Black Creek
Clay County, Florida
Financial Management No.: 430719-1

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey for the County 220 Improvements from County Road 209 to East of Little Black Creek, Clay County, Florida*. This report presents the findings of a CRAS conducted in support of the proposed improvements to County Road (CR) 220 from CR 209 to east of Little Black Creek in Clay County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing to widen CR 220 and add drainage improvements and sidewalks. The project involves the slight realignment of the existing curve just west of Knight Boxx Road. One proposed stormwater management facility is included in the project.

The project Area of Potential Effect (APE) was defined as the existing and proposed right-of-way for the improvements and was extended to the back or side property lines of parcels adjacent to the project or a distance of no more than 100 meters (330 feet) from the proposed right-of-way. The archaeological survey included the existing and proposed right-of-way for the corridor and the proposed footprint of the stormwater management facility; the architectural survey included the entire APE.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966, as amended, and Chapter 267, Florida Statutes (F.S.). The investigations were carried out in conformity with Part 2, Chapter 12 (Archaeological and

2017 MAR - A 11:50

Historical Resources) of FDOT's Project Development and Environment (PD&E) Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

The archaeological survey included the excavation of twelve shovel tests within the CR 220 APE. All shovel tests were negative for cultural material. No archaeological sites or artifact occurrences were identified within the APE and no further archaeological survey is recommended.

The architectural survey resulted in the identification and evaluation of six historic resources within the CR220 APE including one previously recorded historic resource, and five newly recorded resources, all historic buildings. The six resources (8CL00127 and 8CL01572-8CL01576) lack the architectural distinction and the significant historical associations necessary to be considered eligible for listing in the NRHP and are recommended ineligible. No existing or potential historic districts were identified. No further architectural history survey is recommended.

Bridge No. 710027 is a 1947 reinforced concrete slab bridge. According to the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* (Federal Register 2012:68793–68795), the Program Comment “relieves federal agencies from the Section 106 requirement to consider the effects of undertakings on the bridge types identified in Section V of this Program Comment” (Federal Register 2012:68793). As reinforced concrete slab bridges, such as Bridge No. 710027, are a bridge type identified in Section V of the Program Comment, this bridge was not recorded and evaluated during the current project. Further discussion of the application of the Program Comment is provided in the Methods section of this document. The Section 106 responsibilities of FDOT and the Federal Highway Administration (FHWA) have been completed with regard to Bridge No. 710027.

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

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

If you have any questions or need further assistance, please contact Ian Pawn (386) 961-7886.

Sincerely,



For: William R. Henderson
District Planning and Environmental Manager

cc: Terri Newman, FDOT
Ian Pawn, FDOT

The Florida State Historic Preservation Officer:

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

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

/s/

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

Date

4/7/2017

2017.1626
DHR No.

Appendix C

Selected Page from Programming Screen Summary Report

Track State Clearinghouse Projects Report

#14309 CR 220 from Shamrock Dr. to Knight Boxx Rd.

District: District 2

County: Clay

Planning Organization: FDOT District 2

Plan ID: Not Available

Federal Involvement: FHWA Funding Other Federal Permit

LAP Agency: Clay County

Agency Completing NEPA Document: FDOT

Contact Information: David J Tyler (386) 961-7842 david.tyler@dot.state.fl.us

Snapshot Data From: Programming Screen ETAT Review Started on 01/09/2017 by Wendy Lasher

Phase: Programming Screen

From: Shamrock Dr.

To: Knight Boxx Rd.

Financial Management No.: 430719-1-22-01

Program Information

Category: FHWA Funding Other Federal Permit

Review Type: Consistency

Type: State Agency

Date Closed: 03/10/2017

Project Description

This project will address needed capacity and safety issues on CR 220 from Shamrock Drive to Knight Boxx Road, a distance of approximately 1.28 miles in Clay County. CR 220 is classified as a major collector. This project is intended to widen CR 220 from two lanes to four lanes and improve safety. The CR 220 bridge over Little Black Creek (Bridge No. 710027) will also be replaced as part of the project. This project is identified in the Florida Department of Transportation's (FDOT) Statewide Transportation Improvement Program (STIP), the North Florida TPO's 2016/17-2020/21 Transportation Improvement Plan (TIP), and the North Florida TPO's 2040 Long Range Transportation Plan (LRTP).

CFDA

Number	Department	Agency	Title
20.205	Department of Transportation	Federal Highway Administration	Highway Planning and Construction Grant Program

Routing / Consistency

Date Received	Routed	Comment Due	Letter Due	Extension Requested	Revision Due 1	Revision Due 2
01/09/2017	01/09/2017	02/23/2017	03/10/2017	No Extension Requested	No Revision Due	No Revision Due

Consistency Notes

No Notes Recorded.

Applicant Information

Applicant	Name	Address	City	State	Zip	Phone	Email
FDOT District 2	David J Tyler	FDOT District 2 1109 S. Marion Avenue	Lake City	FL	32025-5874	(386) 961- 7842	david.tyler@dot.state.fl.us

Funding

Alternative 1

Segment	Funding Sources	Amount
Segment #1	Funding source not specified	--

Federal Consistency Determination

Federal Consistency: Consistent

Comments:

No Comments Recorded.

Definitions

Finding	Definition
Consistent	Based on the information contained in the Advance Notification and comments submitted by the reviewing agencies, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program. State agency comments should be considered in developing the preliminary project design. For projects subject to coastal management consistency review that advance to the work program, the final review of the project's consistency with the Florida Coastal Management Program will be conducted during the environmental permitting review.
Consistent, With Comments	Although the final alignment and design details have not yet been determined, at this time the State of Florida has no objections to the project concept described in the Advance Notification and no objections to the allocation of federal funds for the necessary planning, preliminary design and environmental evaluation activities. Therefore, the funding award is consistent with the Florida Coastal Management Program. Specific comments and recommendations concerning the project concept have been submitted to the project sponsor through the Efficient Transportation Decision Making (ETDM) process. Specific objections to the project, if any, that have been identified during ETDM will be resolved through the ETDM conflict resolution (Part IV, AOA) process prior to the project advancing in the FDOT Five-Year Work Program for any purpose other than technical studies and preliminary design to resolve the objections. For projects subject to coastal management consistency review that advance to final design, right-of-way acquisition or construction, the final review of the project's consistency with the Florida Coastal Management Program will be conducted during the environmental permitting review.
Inconsistent	The project has been determined to be inconsistent with the Florida Coastal Management Program. Unless the objections are addressed and the project determined to be consistent, the project shall not proceed further in the programming and PD&E phases.

Federal Consistency Reviews

FL Department of Agriculture and Consumer Services

Finding: Consistent on 02/13/2017

Comments:No federal consistency review comments were found.

FL Department of Economic Opportunity

Finding: Consistent on 02/23/2017

Comments:No federal consistency review comments were found.

FL Department of State

Finding: Consistent on 02/14/2017

Comments:No federal consistency review comments were found.

FL Fish and Wildlife Conservation Commission

Finding: Consistent on 02/20/2017

Comments:No federal consistency review comments were found.

The following agencies are required to review federal consistency, but no federal consistency finding has been received for the selected screening event:

- Saint Johns River Water Management District
- Southwest Florida Water Management District

Advance Notification / Federal Consistency Comments

US Environmental Protection Agency (02/21/2017)

EPA does not have any additional comments.

US Army Corps of Engineers (02/07/2017)

The Corps has no issues with the Advance Notification Package and concurs with the initial assessment of Wetlands and Surface Water. The Corps concurs with the USCG determination that Little Black Creek is not navigable waters of the United States for the purposes of Coast Guard jurisdiction; therefore, a Coast Guard permit will not be required. Little Black Creek is listed as a Section 10 waters under the Rivers and Harbor Act of 1899. This portion of the creek is only navigable to small recreational vessels (canoes, John fishing boats, etc). Therefore, only fill material into jurisdictional waters of the U.S. for the bridge replacement/construction would be under Section 404 of the Clean Water Act of 1977 for the Corps' Department of Army authorization. The bridge itself is not under the Corps jurisdiction but the work and deposition of any fill material is under the Corps Section 10 authority. Further comments on project effects are provided in the Review Project tool.

The following agencies were invited to review the AN for consistency, but no general AN comment has been received for the selected screening event:

- FDOT Office of Environmental Management
- FIHS Central Office
- FL Department of Agriculture and Consumer Services
- FL Department of Economic Opportunity
- FL Department of Environmental Protection
- FL Department of State
- FL Fish and Wildlife Conservation Commission
- Federal Transit Administration
- National Marine Fisheries Service
- National Park Service
- Natural Resources Conservation Service
- Saint Johns River Water Management District
- Seminole Tribe of Florida
- Southwest Florida Water Management District
- US Coast Guard
- US Fish and Wildlife Service

Appendix D

US Fish and Wildlife Service Concurrence Letter



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Mail Station 2007
Lake City, Flc

MIKE DEW
SECRETARY

December 21, 2017



FWS Log No. 2018-I-0254

The Service concurs with your effect determination(s) for resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

Ms. Zakia Williams
U.S. Fish and Wildlife Service
North Florida Ecological Services Office
7915 Baymeadows Way, Suite 200
Jacksonville, FL 32256-7517

Jay B. Herrington
Field Supervisor

1/11/2018
Date

RE: CR 220 from Shamrock Drive to CR 220B (Knight Boxx Road)
FDOT Financial Project Number: 430719-2
Clay County, Florida

Ms. Williams:

Please find attached the Natural Resources Evaluation (NRE) prepared for the above-referenced project. The NRE details the proposed improvements, potential involvement of protected species and habitat, measures FDOT will take to avoid adverse effects, and effects determinations for species with a probability of occurrence within the project area.

The Department has determined that the project may affect, but is not likely to adversely affect the eastern indigo snake, wood stork and West Indian manatee. The Department would appreciate receiving your review and comments and a letter of concurrence with the findings of the NRE at your earliest convenience.

If you have questions regarding the content of the NRE or the Department's findings, please contact me at 386-961-7524.

Sincerely,

Susie Hetrick
Environmental Supervisor

Attachment: 430719-2 CR 220 from Shamrock Drive to CR 220B (Knight Boxx Road) – Natural Resources Evaluation