

RE-EVALUATION FORM

1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type: Design Change, Construction Advertisement

B. Original approved Environmental Document:

Document Type: Type 2 CE

Date of Approval: 10/01/2021

Project Numbers:

14465

447536-1-21-01

N/A

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: US 301 FROM S OF US 98 TO SR 50/CORTEZ BLVD

Project Location: FDOT District 7 (District 7)

Project Limits: south of US 98 to SR 50 (Cortez Blvd)

C. Prior Re-evaluation(s):

There is no previous re-evaluation of this Environmental Document.

D. Project or project segment(s) being evaluated

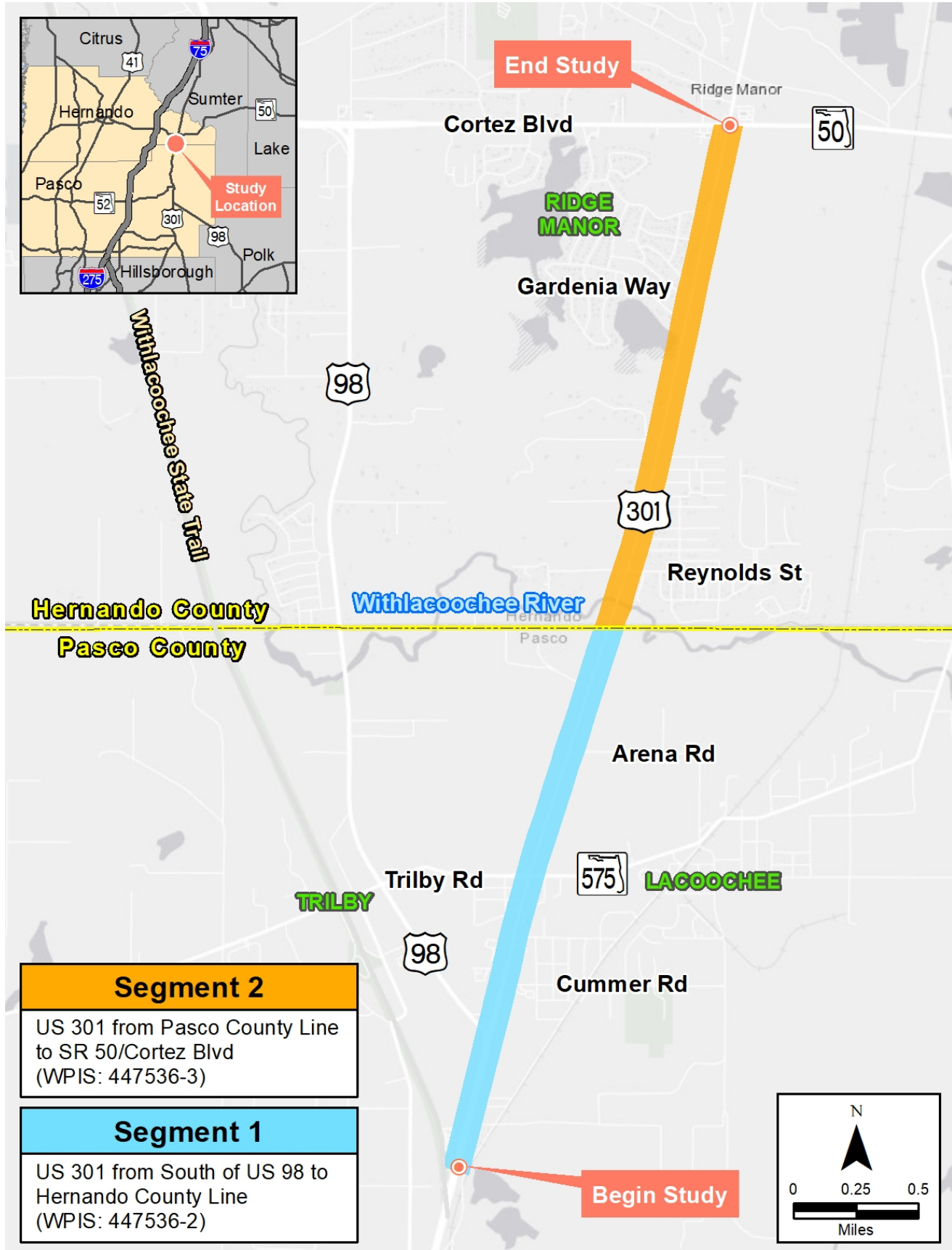
FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
	447536-2-52-01	US 301 FROM S OF US 98 TO HERNANDO COUNTY LINE	District 7 - PASCO	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Design Build	State
	447536-3-52-01	US 301 FROM PASCO COUNTY LINE TO SR 50/CORTEZ BLVD	District 7 - HERNANDO	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Design Build	State

2. PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) District 7 is conducting a Design Change and Construction Advertisement Re-evaluation to evaluate and document proposed changes to the previously approved Type 2 Categorical Exclusion (CE) along US Highway 301 (US 301) / State Road (SR) 35 from south of US 98 to SR 50, in Pasco and Hernando Counties. A project location map is provided below. The project consists of widening US 301 from two to four lanes and includes multimodal facilities (pedestrian, bicycle and transit accommodations), various intersection improvements, median modifications, and stormwater management facilities (SMF) and floodplain compensation (FPC) sites. The project is approximately 4.0 miles long. Within the project limits, US 301 is a two-lane, undivided rural facility and is functionally classified as an Urban Principal Arterial - Other for the segment of the project area south of SR 575/CR 575 and a Rural Principal Arterial - Other for the segment north of SR 575/CR 575.

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The re-evaluation analyzes design and associated ROW changes along the US 301 mainline and modified SMF and FPC sites.

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3. CHANGES IN APPLICABLE LAW OR REGULATION

Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or subsequent Re-evaluation(s)? No

4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? Yes

The Final Draft Concept Development Plans (CDP), dated March 2023, were compared to the PD&E Preferred Alternative Concept Plans, dated August 2021, from the approved Type 2 Categorical Exclusion. There are gravity walls and other retaining walls being eliminated along US 301 to reduce costs and maintenance for the project. This requires additional ROW that varies 10'-30' on average along the mainline, and mostly at locations where ROW acquisition was being shown in the PD&E study approved on October 1, 2021. The US 301 at Trilby Road intersection was previously approved as a signalized intersection but has been changed to a two-lane roundabout. Many of the SMF and FPC sites were altered from the original footprint provided in the approved PD&E study. A table with the changes for the SMF and FPC sites is provided below.

SMF/FPC Site Name		Size (acres)		
PD&E	CDP Mar '23	PD&E	CDP Mar '23	Comments
N/A	SMF-1	--	1.17	New SMF located south of US 98 in the US 301 ROW
ELA 1 - SMF 1	SMF-2	2.49	2.46	Relocated to the south
ELA 1 - FPC 1A	FPC-1	16.05	6.41	Relocated to the north and overall size reduced
ELA 1 - SMF 2	SMF-3	2.22	4.10	Reconfigured with new parcel along US 301 and size increased
ELA 1 - FPC 2	FPC-2	5.32 S & 11.20 N	7.68	Reconfigured, large site south of Globe Rd removed
ELA 1 - SMF 3	SMF-4	0.40	1.71	Relocated west of US 301 and sized increased
ELA 2 - SMF 4	SMF-5	1.67	2.13	Reconfigured at same location and size increased
ELA 2 - FPC 3	FPC-3	10.94	3.49	Reconfigured and size reduced
ELA 2 - SMF 5	SMF-6	4.25	5.30	Reconfigured at same location and size increased
ELA 2 - FPC 4	FPC-4	12.19	3.55	Reconfigured at same location and size reduced

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? No

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Segment FM Number: 447536-2-52-01

Currently Adopted CFP-LRTP	Comments
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Yes	447536-2: The project is identified in the Pasco MPO's 2045 Long Range Transportation LRTP (Mobility 2045) LRTP Amendment - US 98/US 301 Corridor with funding confirmed for the following: \$1.00M for Design in FY 2022-2026, \$10.04M for ROW in FY 2022-2026, and \$16.50M for construction in FY 2022-2026.				
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP	Yes			Phase underway
PE (Final Design)	STIP	Yes			Phase underway
R/W	TIP	Yes			Phase underway
R/W	STIP	Yes			Phase underway
Construction	TIP	Yes	\$48,348,482	2024	TIP Amendment 5/11/2023
Construction	STIP	Yes	\$48,348,482	2024	STIP Amendment 5/24/2023

Segment FM Number: 447536-3-52-01

Currently Adopted CFP-LRTP	Comments				
Yes	447536-3: The project is identified in the Hernando-Citrus MPO's 2045 LRTP, amended June 17, 2021. There is \$1.02M for Design in FY 2021-2022, \$5.80M for ROW in FY 2021-2023, and \$37.40M for construction in FY 2023.				
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP	Yes			Phase underway
PE (Final Design)	STIP	Yes			Phase underway
R/W	TIP	Yes			Phase underway
R/W	STIP	Yes			Phase underway
Construction	TIP	Yes	\$59,989,878	2025	TIP adopted 6/21/2023
Construction	STIP	Yes	\$58,345,543	2025	Adopted STIP as of 7/12/2023

[\[1 - 447536-3_TIP_6-21-2023\]](#)

[\[3 - 447536-2_LRTP_6-10-2021\]](#)

[\[6 - 447536-2_TIP_6-08-2023\]](#)

[\[7 - 447536-2_STIP_Amendment_5-24-2023\]](#)

[\[8 - 447536-3_LRTP_7-17-2021\]](#)

[\[10 - 447536-3_STIP_7-12-2023\]](#)

7. EVALUATION OF CHANGES IN IMPACTS

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a. SOCIAL & ECONOMIC

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects? No

The proposed design changes do not change the impacts to social and economic resources.

Are there changes in right-of-way needs? Yes

There are changes in right of way for the proposed improvements. The ROW changes are located along the US 301 mainline as well as the proposed SMF and FPC sites. The concepts in the approved Type 2 CE affected a total of 36 parcels and 115.4 acres of ROW. The Final Draft CDP, dated March 2023 as part of this re-evaluation, will affect 45 total parcels and 71.8 acres of ROW. The proposed ROW is shown in the current concept development plans and acreages in the table below.

	Approved Type 2 CE ROW (Acres)	Change for Re-evaluation ROW (Acres)	New Total ROW (Acres)
US 301 Mainline	24.5	+7.3	31.8
SMF/FPC Sites	90.9	-50.9	40.0
Total	115.4	-43.6	71.8

Is there a change in anticipated relocation(s)? Yes

There are five additional potential business relocations identified based on the Final Draft CDP, dated March 2023, that were not previously identified. These businesses include Automotive Fleet Enterprises (located at 20706 US Hwy 301, Dade City, FL 33523), the Farm Basket Market (located at 20810 US Hwy 301, Dade City, FL 33523), Tadlock's Auto Sales (located at 20949 US Hwy 301, Dade City, FL 33523), Ratliff Enterprises, LLC Auto Sales (located at 21009 US Hwy 301, Dade City, FL 33523), and Anna's Bar and Grill (located at 4131 Treiman Blvd., Dade City, FL 33523). The Conceptual Stage Relocation Plan documents there are an adequate number of commercial properties for sale and for lease currently available as potential replacement sites.

Are there changes in impacts to Prime or Unique Farmlands? No

b. CULTURAL

Are there changes in impacts to cultural resources pursuant to Section 106 of the National Historic Preservation

Act (historic sites/districts and archaeological sites)? No

A Cultural Resource Assessment Survey (CRAS) Addendum was prepared to evaluate the areas within the additional ROW area of potential effects (APE) for the mainline and changes to the SMF and FPC sites. As a result of the archaeological survey, one previously recorded site (8PA03219) was expanded, and six archaeological occurrences were recorded. 8PA03219 was previously assessed as ineligible for the National Register of Historic Places (NRHP), and no information was recovered that would change this recommendation. Archaeological occurrences are ineligible for consideration on the NRHP, and no further archaeological work was therefore recommended.

The architectural survey resulted in the identification and evaluation of six historic resources within the US 301 APE, including five newly recorded resources and one previously recorded resource. The newly recorded resources consist of four buildings (8HE00942, 8HE00943, 8PA03471 and 8PA03472) and one resource group (8PA03473). All of these newly recorded resources lack the architectural distinction and the significant historical associations necessary to be considered for individual listing in the NRHP, and all were recommended ineligible.

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The previously recorded historic resource the Richloam S-Line Railroad (8PA02802), was previously evaluated as eligible for the NRHP outside the current project APE under Criterion A based on its association with commerce and transportation (Young 2021a; 2021b). Based on the results of the current survey, the section of 8PA02802 within the APE is also eligible as a contributing segment to the overall Richloam S-Line Railroad (8PA02802) linear resource under Criterion A. No work will be conducted within the existing railroad right-of-way. Railroad traffic will not be impeded by the project, and the proposed improvements will not come into contact with the rails or any features that contribute to the significance of the resource. The project will pose no viewshed concern as the improvements will be at-grade and along an existing modern roadway and will not diminish the integrity of the resource's setting or its ability to exhibit its significance. Therefore, the project will pose no adverse effect to the Richloam S-Line Railroad (8PA02802).

The State Historic Preservation Officer (SHPO) concurred with the findings in the CRAS Addendum on August 17, 2022. A copy of the letter is attached.

A second CRAS Addendum was prepared to evaluate changes made to SMF 4, which has an area of 1.85 acres. The limits of the SMF site fall within the limits of previously recorded 8HE00283 (Withlacoochee School and Withlacoochee), a post-contact archaeological site; however, no evidence of site 8HE00283 was identified during this survey. The field survey conducted within SMF 4 identified pre-contact artifacts, which were documented as newly recorded archaeological site 8HE00944 (Withlacoochee Scatter). Insufficient information is available to evaluate the site for eligibility on the NRHP. However, due to the common nature of artifacts and lack of research potential, it has been determined that site 8HE00944 within the APE does not have the likelihood to contribute significant information on pre-contact history, and no further archaeological survey was recommended.

One historic linear resource, 8HE00813 (US 301/Treiman Boulevard), was recorded within the architectural history APE. Resource 8HE00813 lacks the significant historical associations and engineering distinction necessary to be considered for listing in the NRHP and is recommended ineligible. No existing or potential historic districts were identified, and no further architectural history survey was recommended.

The SHPO concurred with the findings in the second CRAS Addendum on January 30, 2023. A copy of the letter is attached.

A third CRAS Addendum was prepared to evaluate changes made to proposed FPC 2, FPC 3, SMF 4, and SMF 6 footprints in areas not already tested by previous surveys.

A portion of SMF-4 falls within the limits of previously recorded 8HE00283 (Withlacoochee School and Withlacoochee), a post-contact archaeological site. No evidence of site 8HE00283 was identified during the survey. As no archaeological deposits associated with 8HE00283 were identified, the site boundaries were revised to exclude the testing area. As the site extends beyond the current archaeological APE, insufficient information is available to evaluate this resource for overall eligibility for listing in the NRHP, and no further archaeological work was recommended.

Additional tests were excavated within FPC 3 to delineate previously recorded site 8HE00924 (Lake Francis 2). No artifacts or features associated with 8HE00924 were identified during the current survey. The site has been delineated and the boundary has been determined. As such, the previously recorded site boundary remains unchanged. The previous ineligible NRHP recommendation remains valid due to the low artifact density and unremarkable assemblage, and no further archaeological work was recommended.

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Additional tests were excavated within SMF 4 to delineate previously recorded site 8HE00944 (Withlacoochee Scatter). Due to the limits of the APE, 8HE00944 could not be fully delineated, and the site may extend to the north, west, and south of the APE; as such, insufficient information is available to evaluate the site for eligibility on the NRHP. However, due to the common nature of artifacts and lack of research potential, it was determined that the portion of site 8HE00944 within the APE does not have the likelihood to contribute significant information to the archaeological record of the region. No further archaeological work was recommended.

A portion of FPC 2 falls within the limits of previously recorded 8PA00005 (Brooksville Ridge), a precontact mound archaeological site. No evidence of site 8PA00005 was identified during the survey. As no archaeological deposits associated with 8PA00005 were identified, the site boundaries were revised to exclude the testing area. As the site extends beyond the current archaeological APE, insufficient information is available to evaluate this resource for overall eligibility in the NRHP. No further archaeological work was recommended.

Additional shovel tests were excavated within FPC 2 to delineate previously recorded site 8PA03305 (Globe Road Scatter 2). Due to the limits of the APE, 8PA03305 could not be fully delineated, and the site may extend to the south and east of the APE; as such, insufficient information is available to evaluate the site for eligibility on the NRHP. However, due to the common nature of artifacts and lack of research potential, it was determined that the portion of site 8HE00944 within the APE does not have the likelihood to contribute significant information to the archaeological record of the region. No further archaeological work was recommended.

All architectural resources within the APE were recorded and evaluated as part of the previous reports for which this report serves as an addendum. No architectural history work was completed for the current survey and no further architectural history survey was recommended.

The SHPO concurred with the findings in the third CRAS Addendum on June 28, 2023. A copy of the letter is attached.

[\[2 - SHPO Concurrence Letter\]](#)[\[4 - CRAS_Addendum2_SHPO_Signed_Concurrence_Letter\]](#)[\[5 - 447536-1_CRAS_Addendum3_SHPO_Signed_Concurrence_Letter\]](#)

Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources or other protected public lands? N/A

Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? N/A

Are there changes in impacts to recreational areas or protected lands? N/A

c. NATURAL

Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat? No

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There are no changes to the effect determinations for listed species from the approved Type 2 Categorical Exclusion. The design and ROW modifications as part of this re-evaluation are anticipated to result in an overall decrease in impacts to wetlands and surface waters from the previously approved Type 2 Categorical Exclusion. The PD&E identified a total of 0.70 acres of wetland impacts and 2.36 acres of other surface water impacts as part of the Preferred Build Alternative. With the proposed changes, there are a total of 0.68 acres of wetland impacts and 1.31 acres of other surface water impacts. This is a decrease in 0.02 acre of wetlands and 1.05 acre of surface waters. A NRE Technical Memorandum is included in the project file.

Two new commitments are added.

1. FDOT will provide mitigation for impacts to wood stork Suitable Foraging Habitat within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank.

2. This project is located within the Occasional range for black bear and observations are within one mile of the project limits, so the following commitment is added: FDOT will require contractors to remove garbage daily from the construction site or use bear proof containers for securing of food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear (*Ursus americanus floridanus*). Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922)

Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, Nationwide Rivers Inventory Rivers, and/or Outstanding Florida Waters? No

Are there changes in impacts to Floodplains or Water Resources? No

d. PHYSICAL

Are there changes in Air Quality? No

What is the status of Highway Traffic Noise?

A Noise Study Report (NSR) was completed for this project as part of the PD&E study approved on October 1, 2021. One impacted receptor (Receptor S15) was identified with the Preferred Build Alternative. This receptor was identified as a relocation; therefore, noise abatement measures were not considered feasible.

Based on the Final Draft CDP (March 2023), there are no changes in horizontal or vertical alignment for the US 301 mainline. The intersection at US 301 and Trilby Road has been changed from a signalized intersection to a roundabout. There is one noise-sensitive receptor (Receptor N3) near the proposed roundabout at the US 301 and Trilby Road intersection that was not impacted as part of the PD&E noise analysis. In order for noise abatement to be considered feasible, the abatement must benefit at least two impacted receptors, which is not the case in this location. There are no changes to Highway Traffic Noise for this project.

What is the status of Contamination?

A Contamination Screening Evaluation Report (CSER) was prepared for the PD&E study (October 2021) which identified two "High" and six "Medium" Ranking facilities within the limits of the project.

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FORM****"High" Ranking Sites**

1. Tadlock's Auto Service (20949 US Hwy 301), Site No. 10
2. Ratliffe Enterprises, LLC, formerly, Fina Station (21009 US Hwy 301), Site No. 15

"Medium" Ranking Sites

1. Cumberland Farm Store #1008/Chevron, formerly DD Food Mart (20400 US Hwy 98), Site No. 2
2. The Christian Edge, formerly The Western Edge / Mary's Service Station (20942 US Hwy 301), Site No. 11
3. Williamson Property (21029 US Hwy 301), Site No. 17
4. Zito AL (5041 Treiman Blvd/US 301), Site No. 21
5. Former Carl's Standard (US 301 and Cortez Blvd/SR 50), Site No. 23
6. Circle K #2705937 (35075 Cortez Blvd), Site No. 25

Based on a review of the Final Draft CDP (March 2023) and field reviews conducted April 2022, October 2022 and May 2023 there are no changes for these or new potential sites. There are no changes to the design, alignment or SMF/FPC sites that would change the results of the CSER prepared for the approved PD&E study. Level II testing is underway for this project and will be resolved before construction. Separate provisions will be made to remediate/mitigate identified contamination impact prior to or during construction to any affected project area.

Are there changes in impacts to Utilities and Railroads? No

Are there changes in impacts to Navigation? N/A

8. COMMITMENT STATUS

Are there prior commitments from the Environmental Document or previously approved re-evaluation(s)? Yes

Are there new environmental commitments? Yes

1. FDOT will provide mitigation for impacts to wood stork Suitable Foraging Habitat within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank.

2. FDOT will require contractors to remove garbage daily from the construction site or use bear proof containers for securing of food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear (*Ursus americanus floridanus*). Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922).

[\[9 - 447536 2 US 301 PCR 071423\]](#)

[\[11 - 447536 3 US 301 PCR 071423\]](#)

9. STATUS OF PERMITS**Federal**

None anticipated.

State

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Segment	Name	Descriptor	Status	Date
447536-2-52-01	DEP or WMD Environmental Resource Permit (ERP)		Applied For	04/20/2023
447536-3-52-01	DEP or WMD Environmental Resource Permit (ERP)		Applied For	04/20/2023
447536-2-52-01	State 404 Permit		Applied For	04/20/2023
447536-3-52-01	State 404 Permit		Applied For	04/20/2023

Local

None anticipated.

Other

Segment	Name	Status	Date
447536-2-52-01	Gopher Tortoise Relocation Permit	Needed	
447536-3-52-01	Gopher Tortoise Relocation Permit	Needed	

Comment/explanation if permit listed in original Environmental Document is no longer required.

The permit status has changed. An Environmental Resource Permit (ERP) with Southwest Florida Water Management District (SWFWMD) and Section 404 permit with the Florida Department of Environmental Protection (FDEP) will be required for both project segments. The ERP and Section 404 permits for both project segments 447536-2 and 447536-3 were submitted to SWFWMD on April 20, 2023. As of July 12, 2023, agency comments were provided and responses are in process.

Gopher tortoise relocation permits may be needed in both project segments. Detailed gopher tortoise surveys following FWC guidelines will need to be conducted prior to construction to determine if gopher tortoise relocation permitting with FWC is required.

10. CONCLUSION

- ☒ The project has been re-evaluated pursuant to 23 CFR § 771.129. The FDOT has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.

11. DISTRICT REVIEW AND APPROVAL

Name and title of FDOT Preparer: Robin Rhinesmith D7 Environmental Manager

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 the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding (MOU) dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

Robin Rhinesmith

July 24, 2023

District approving authority or designee

Date

**RE-EVALUATION
FORM**

Electronically signed within SWEPT
on July 24, 2023 2:12:50 PM EDT
(electronic signature on file)

12. OEM CONCURRENCE

Jonathon A Bennett **FOR** Jennifer Marshall,
P.E.

August 8, 2023

Print Name

Date

Director of the Office of Environmental Management or Designee



Electronically signed within SWEPT
on August 8, 2023 2:56:11 PM EDT
(electronic signature on file)

13. Links to Supporting Documentation

- 1 - [44753612101-CE2-D7-447536-3_TIP-2023-0621.pdf](#)
- 2 - [44753612101-CE2-D7-CRAS_Addendum_SHPO_Concurrence_Letter-2022-0902.pdf](#)
- 3 - [44753612101-CE2-D7-447536-2_LRTP-2022-0601.pdf](#)
- 4 - [44753612101-CE2-D7-CRAS_Addendum2_SHPO_Signed_Concurrence_Letter-2023-0130.pdf](#)
- 5 - [44753612101-CE2-D7-CRAS_Addendum3_SHPO_Signed_Concurrence_Letter-2023-0628.pdf](#)
- 6 - [44753612101-CE2-D7-447536-2_TIP-2023-0608.pdf](#)
- 7 - [44753612101-CE2-D7-447536-2_STIP_Amendment-2023-0524.pdf](#)
- 8 - [44753612101-CE2-D7-447536-3_LRTP-2021-0717.pdf](#)
- 9 - [44753612101-CE2-D7-447536-2_Project_Commitment_Record-2023-0714.pdf](#)
- 10 - [44753612101-CE2-D7-447536-3_STIP-2023-0712.pdf](#)
- 11 - [44753612101-CE2-D7-447536-3_Project_Commitment_Record-2023-0714.pdf](#)