

US 301/US 98/Clinton Avenue Intersection Realignment Study

FPID:443368-1

PUBLIC INFORMATION MEETING

NOVEMBER 4, 2020



Meeting Purpose

The purpose of this Public information Meeting is to:

- Present the developed corridor alternatives;
- Share the evaluation of the developed corridors; and,
- Seek public comment on the recommendations of this analysis.



Meeting Details

FDOT District Seven welcomes you to the US 301/US 98/Clinton Avenue Intersection Realignment Study Public Information Meeting.

This Public Information Meeting commences on November 4, 2020 and is being conducted virtually with all information available at the project website:

<https://fdotd7studies.com/US301US98INT/public-meeting/>

We encourage all interested people to participate and express their views regarding the project and information presented. Comments will be received through November 25, 2020.

All meeting documents will remain available on the project website. If unable to view online, a copy of the meeting documents can be viewed at:

FDOT District Seven Headquarters
11201 N. Malcolm McKinley Drive
Tampa, FL 33612

Hugh Embry Public Library
14215 4th Street
Dade City, FL 33523

Title VI

The Florida Department of Transportation is required to comply with various **non-discrimination laws and regulations**, including **Title VI of the Civil Rights Act of 1964**.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express concerns about Title VI may do so by contacting either:

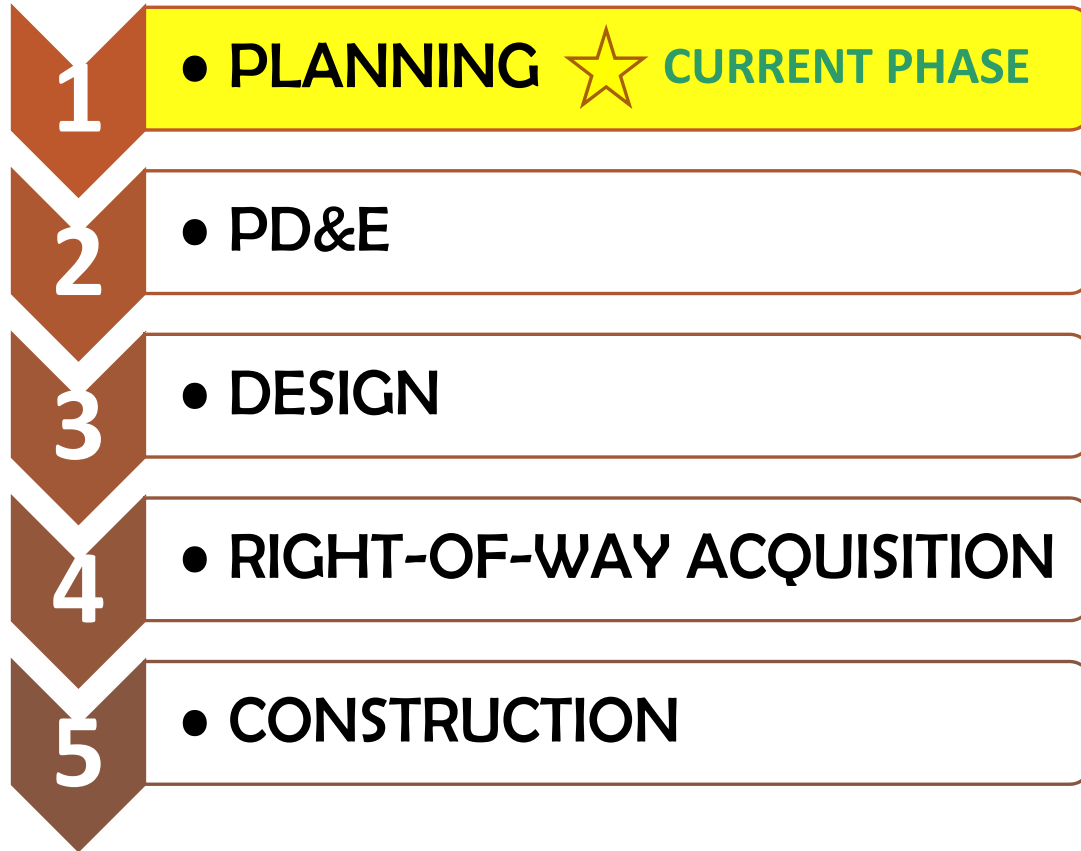
Alex Henry
District Seven Title VI Coordinator
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Statewide Title VI Coordinator
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Project Development Process



Planning: During this phase, the FDOT and local governments conduct ongoing long-range transportation planning to identify and prioritize individual projects.

Project Development and Environment Study (PD&E): During this phase, design alternatives and their social and environmental effects are examined.

Design: During the design phase, detailed construction plans are prepared.

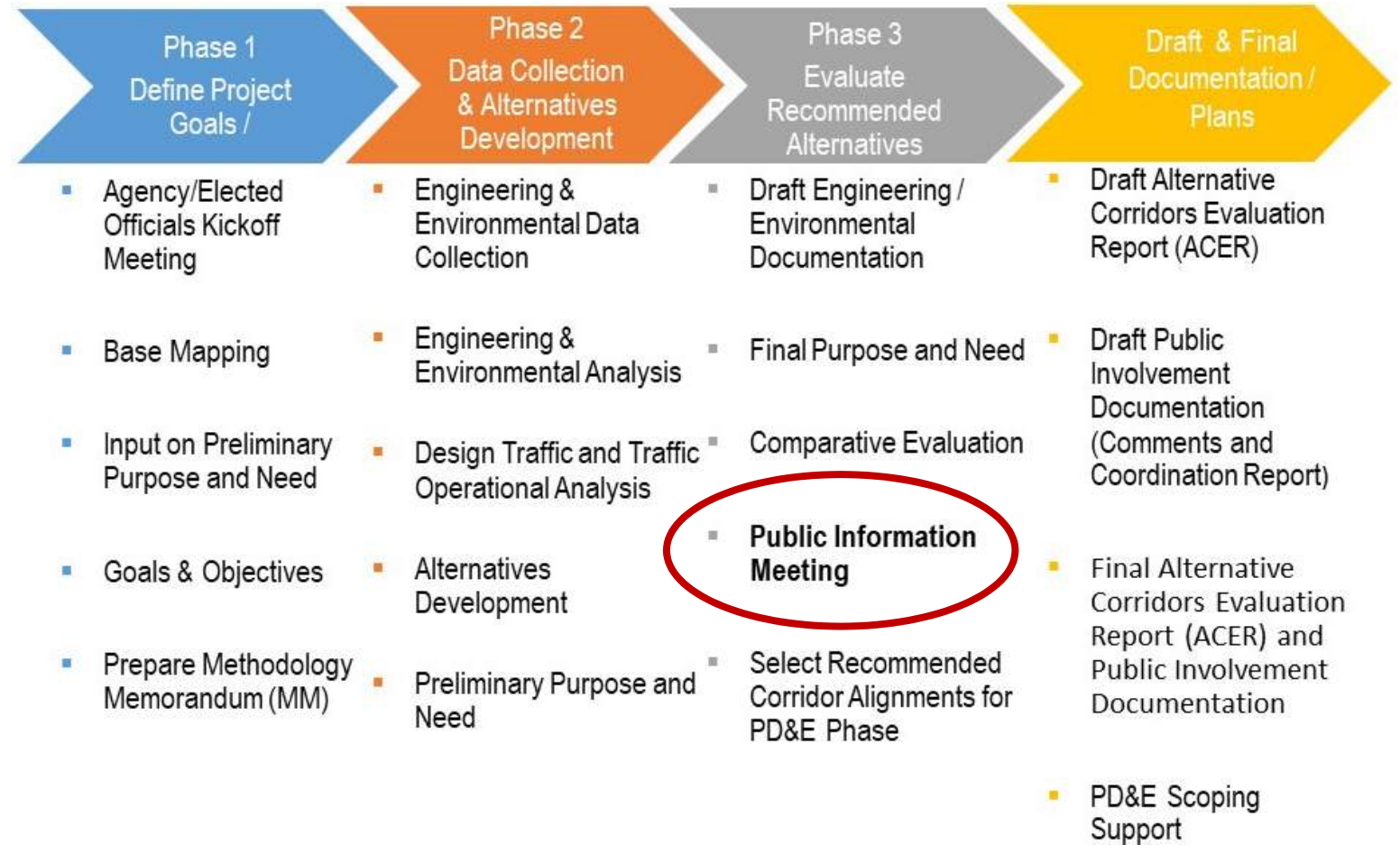
Right-Of-Way Acquisition: This phase entails acquisition of necessary right-of-way, based on the construction plans.

Construction: The roadway is built during this phase.

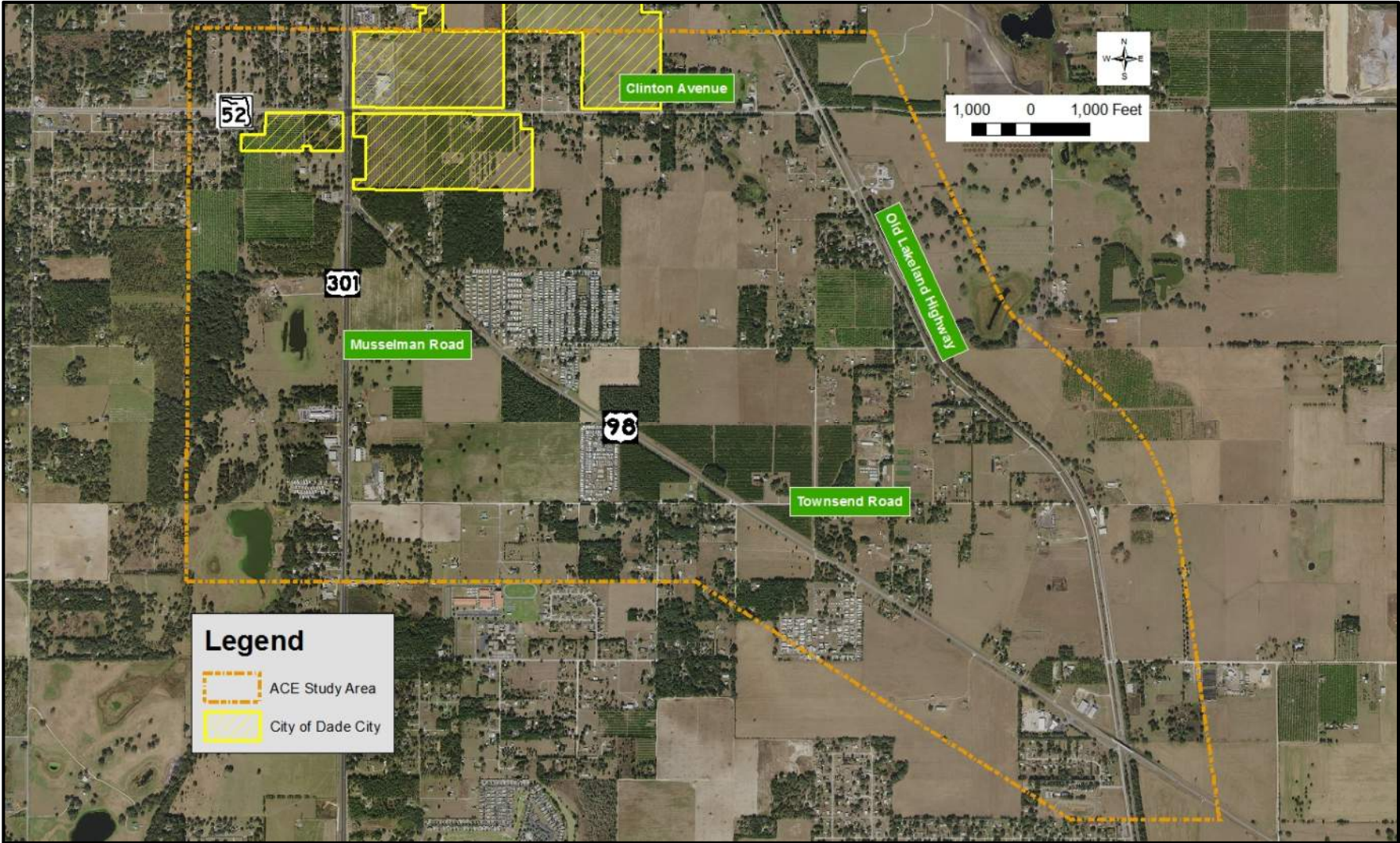
Project Approach: ACE

Alternative Corridor Evaluation (ACE)

- A planning process that is used to identify and evaluate corridors and recommend reasonable alternatives that should move forward for additional analysis as part of the National Environmental Policy Act (NEPA).



Project Study Area

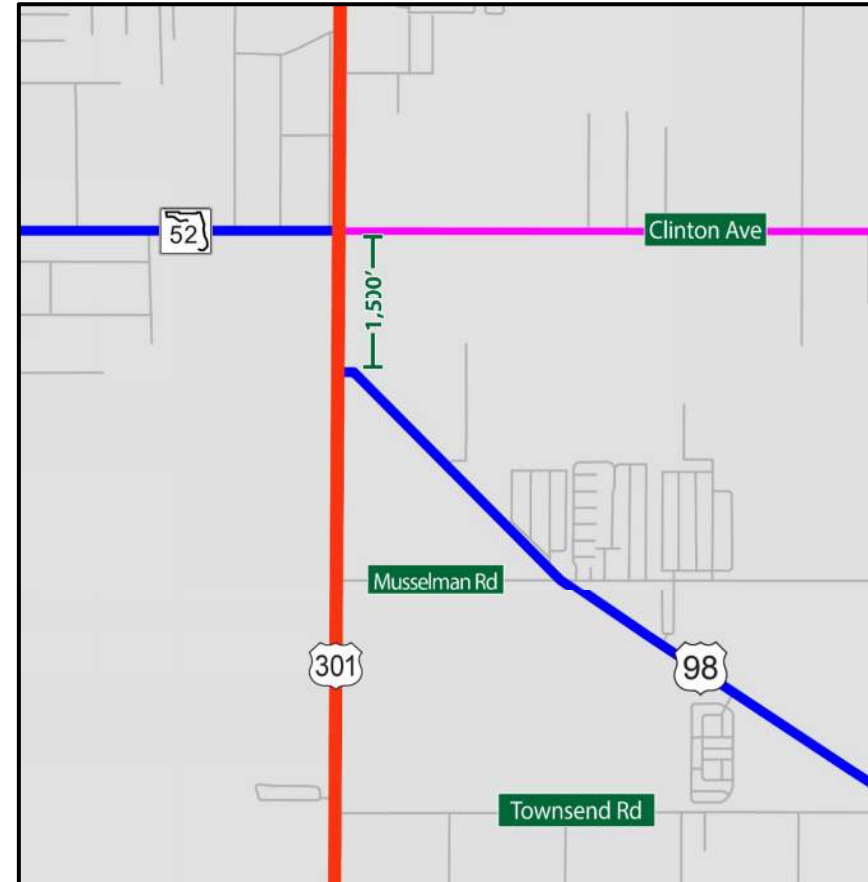


Project Purpose and Need

Purpose

To determine the feasibility of realigning the US 301/US 98/Clinton Avenue intersection and identify suitable improvement alternatives that will:

- Eliminate the current closely spaced major intersections of US 301 at US 98 and US 301 at Clinton Avenue;
- Facilitate east/west travel;
- Maximize the benefits of the improvements to Clinton Avenue and the designation of SR 52 west of US 301; and
- Enhance safety along the corridor.



Project Purpose and Need

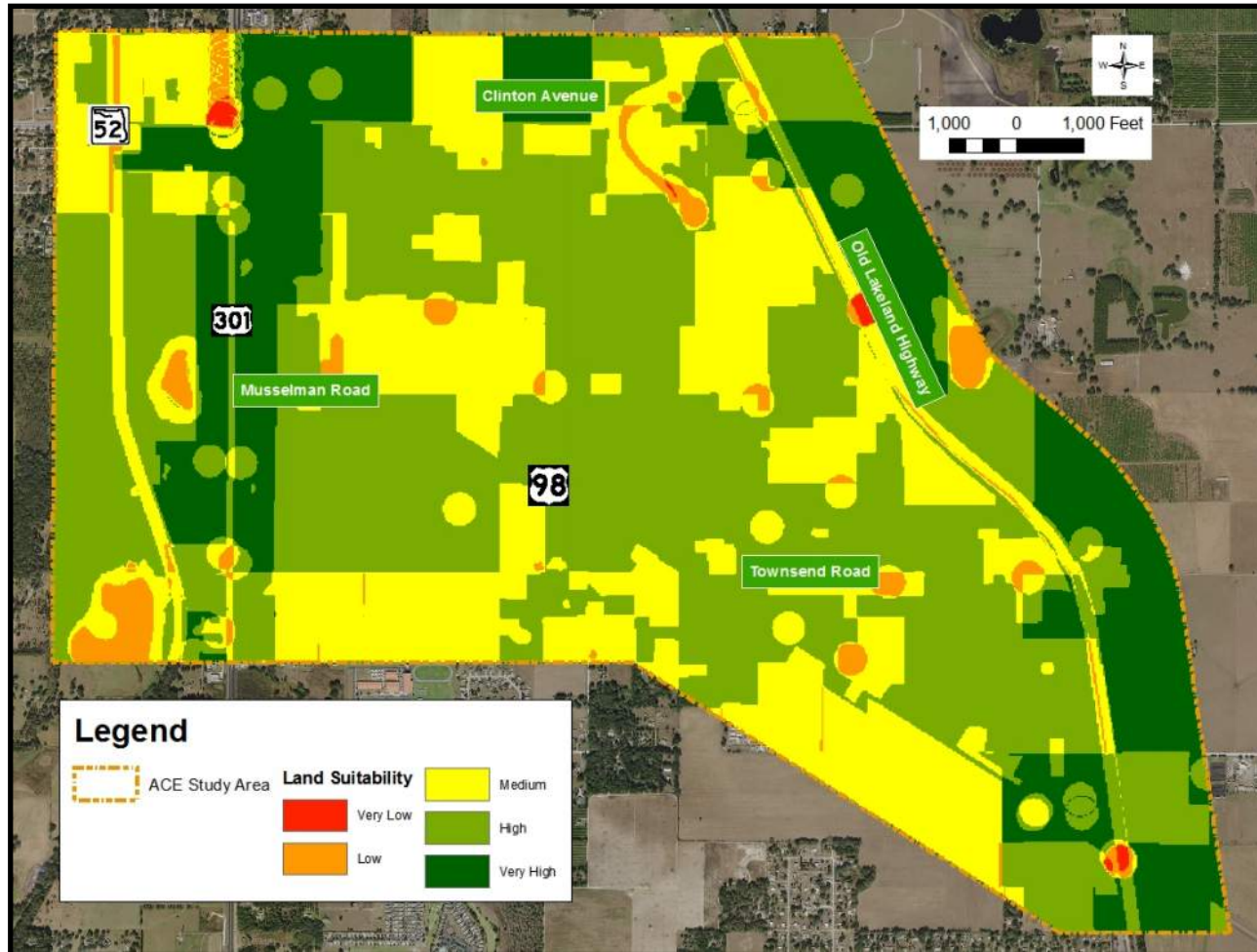
Need

The closely spaced major intersections of US 301 at US 98 and US 301 at Clinton Avenue have crash rates that exceed the statewide average.

- US 301 at US 98 and US 301 at Clinton Avenue are only 1,500 feet apart.
- Travel through the area requires turning and weaving movements that result in congestion
- The realignment of SR 52 from east of McKendree Road to east of US 301 will serve as an additional east/west route that will increase traffic at the US 301 at US 98 and US 301 at Clinton Avenue intersections, exacerbating the current intersection safety concerns.

| Intersection | # of Crashes (2013-2017) | Crash Rate (Crashes per million vehicles) | Statewide Average |
|--------------------------|-----------------------------|--|----------------------|
| US 301 at US 98 | 68 | 0.968 | 0.394 |
| US 301 at Clinton Avenue | 72 | 1.052 | 0.587 |

Land Suitability Mapping

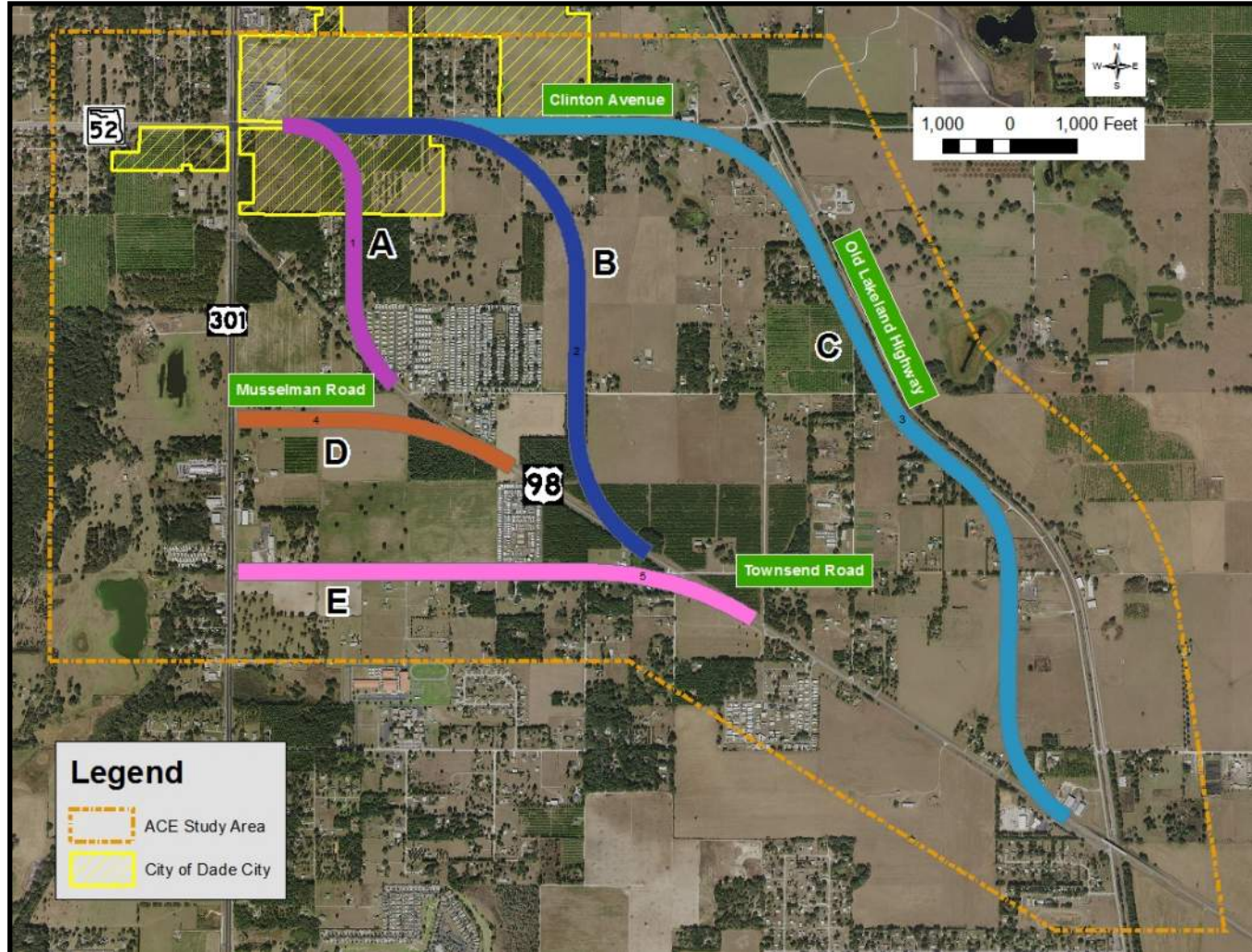


Land suitability mapping analysis was performed to assist with development of corridor alternatives.

Land suitability mapping is a process that uses Geographic Information System (GIS) data to identify the locations of environmental and other resources within the study area.

By overlaying the GIS data, the intensity of resources is identified, revealing areas not suitable for development of roadway corridors.

Development of Corridors

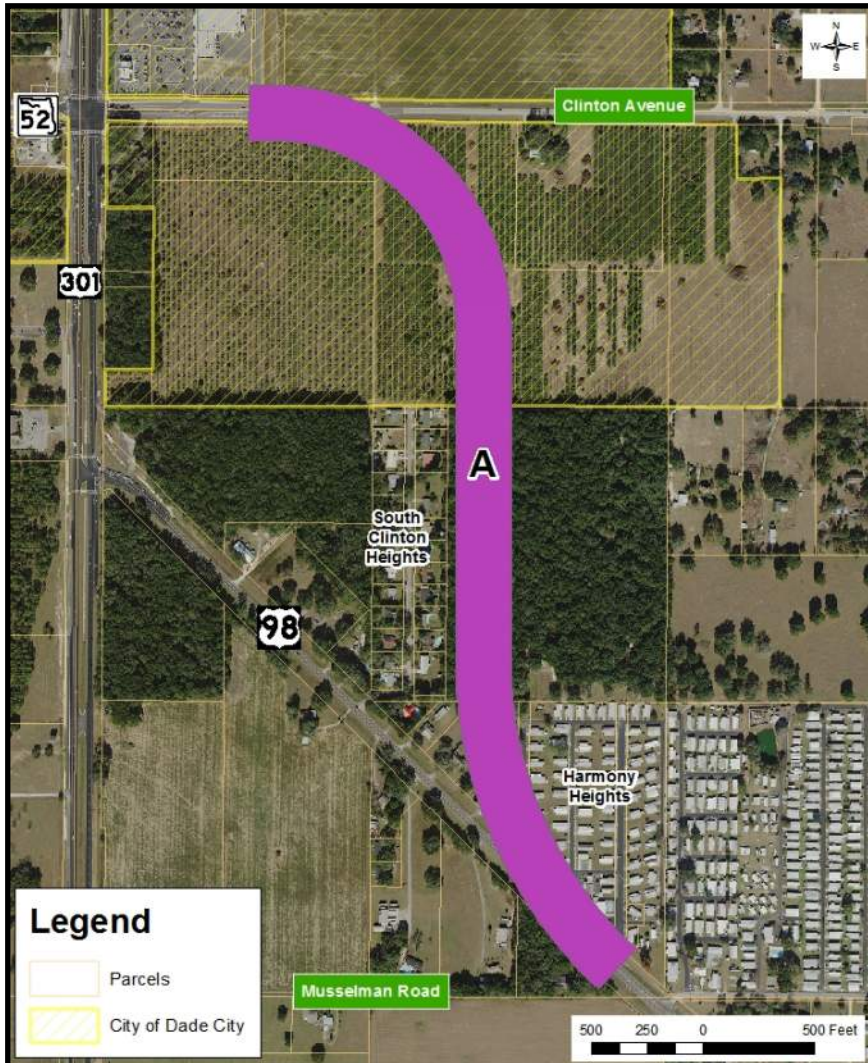


Corridors were developed using the design criteria from the *Florida Department of Transportation Design Manual* and results of the land suitability mapping.

Corridors are 250 feet wide to allow for flexibility in developing proposed alignments that avoid potential constraints.

It is anticipated that 4 lane, expandable to 6 lane, divided typical sections will be developed for corridor consistency.

Corridor A



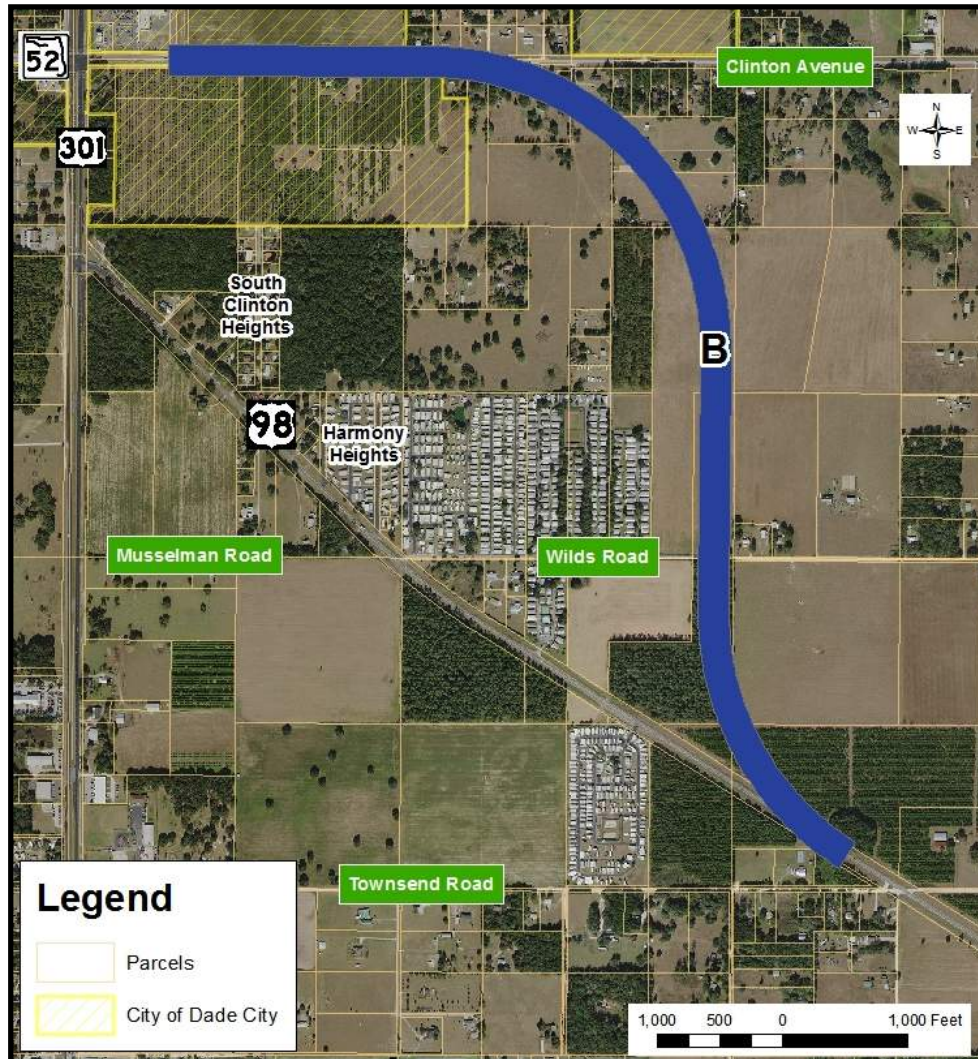
Diverts US 98 to the north and ties into Clinton Avenue, east of US 301.

Proposed realignment will impact primarily residential properties as well as a few rural and farmland properties.

The majority of the expected residential impacts are concentrated at the southern end of the proposed realignment and are specific to the Harmony Heights Community.

Corridor Length = 4,657 feet / 0.88 miles

Corridor B



Diverts US 98 to the north, along the east side of the mobile home parks along Wilds Road, until it ties into Clinton Avenue, east of US 301.

Proposed realignment will impact primarily rural and farmland properties as well as a few residential properties, concentrated at the northern end of the proposed realignment.

Corridor Length = 10,106 feet / 1.91 mile

Corridor C



Diverts US 98 to the north, mirroring the existing geometry of Old Lakeland Highway, until it ties into Clinton Avenue.

Proposed alignment will impact rural, farmland, and residential properties along the west side of Old Lakeland Highway for its entirety.

Corridor Length = 18,400 feet / 3.48 miles

Corridor D



Diverts US 98 to the west and continue until it intersects US 301.

Primarily rural and farmland properties will be impacted.

Corridor Length = 4,207 feet / 0.80 miles

Corridor E



Diverts US 98 to the west and continue until it intersects US 301.

Proposed alignment will remain centered along Townsend Road.

Proposed realignment will impact primarily residential properties along both the north and south sides of Townsend Road.

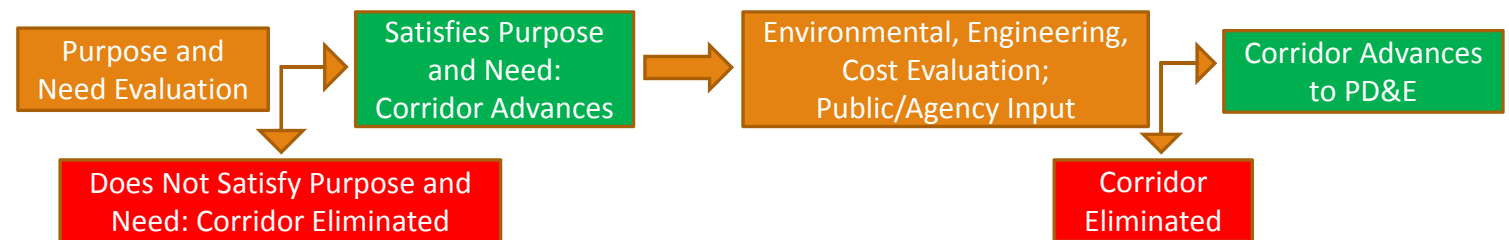
Corridor Length = 7,785 feet / 1.47 miles

Evaluation Process

A **Methodology Memorandum** that details the process utilized to develop and evaluate corridor alternatives was prepared for this project. The **Methodology Memorandum** was reviewed and approved by the FDOT Office of Environmental Management and the Environmental Technical Advisory Team, which includes representatives from the Metropolitan Planning Organization, state and federal agencies, and participating Native American Tribes.

In accordance with the **Methodology Memorandum**, the corridors were evaluated based on consideration of:

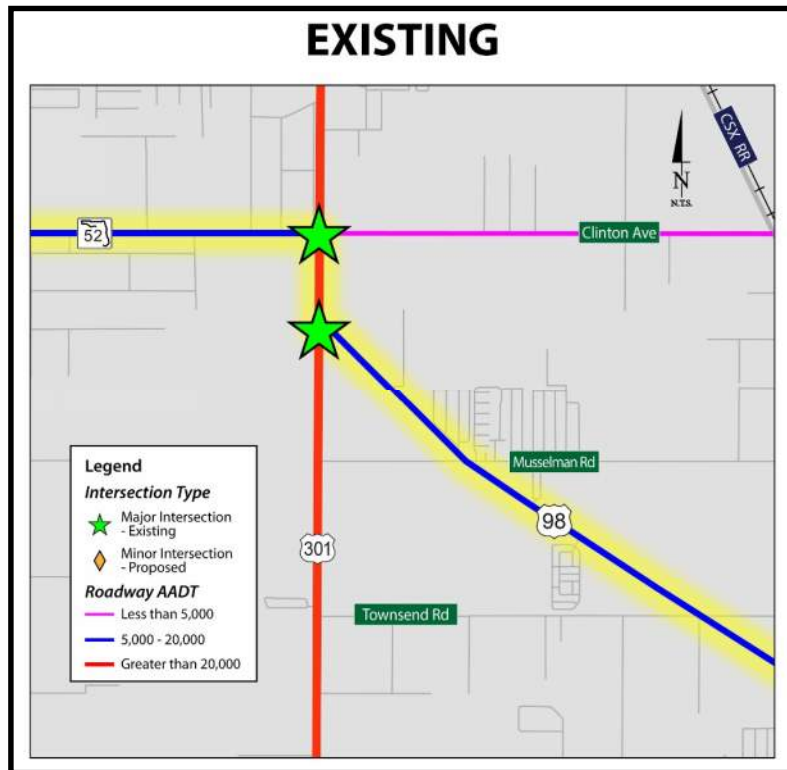
- Meeting the project purpose and need;
- Avoidance and/or minimization of potential impacts to environmental resources;
- Engineering feasibility;
- Cost considerations; and
- Agency and public input.



Purpose and Need Evaluation

Each corridor was evaluated for how well it satisfies the project purpose and need. Each corridor was assessed for its ability to:

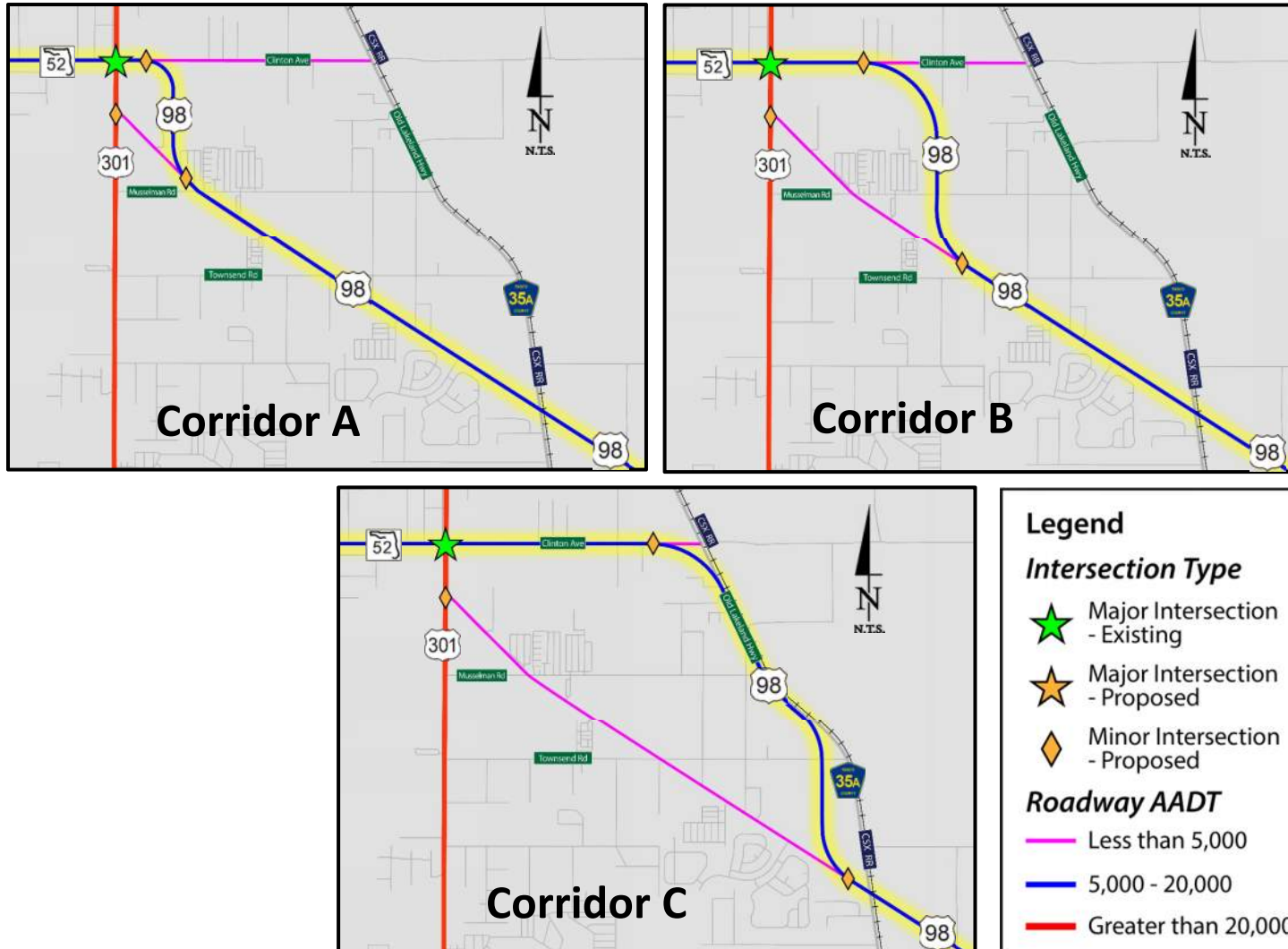
- Eliminate the closely spaced major intersections of US 301 at US 98 and US 301 at Clinton Avenue
- Improve the safety at the intersections of US 301 at US 98 and US 301 at Clinton Avenue



For purposes of this analysis, a major intersection is considered one in which the feeder and receiver roadway segments have an Annual Average Daily Traffic of 5,000 vehicles or greater.

Both the US 301 at US 98 and US 301 at Clinton Avenue intersections would be considered major intersections in the existing condition.

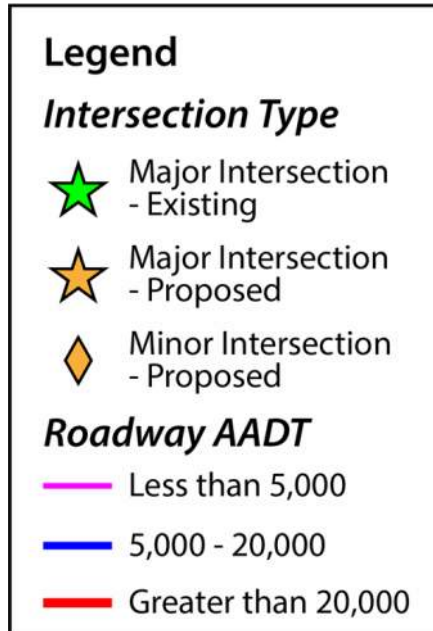
Purpose and Need Evaluation



Corridors A, B, and C:

- Eliminate the existing major intersection of US 98 and US 301 by realigning US 98 to Clinton Avenue.
- Only travel routes between US 301 and Clinton Avenue require two turning movements. All other travel routes require only one turning movement.
- Safety will be improved by eliminating the closely spaced major intersections and potential turning and weaving movements for the majority of traffic.
- Corridors A, B, and C meet both purpose and need criteria.
- Corridors A, B, and C, will be evaluated using environmental, engineering, and cost considerations.

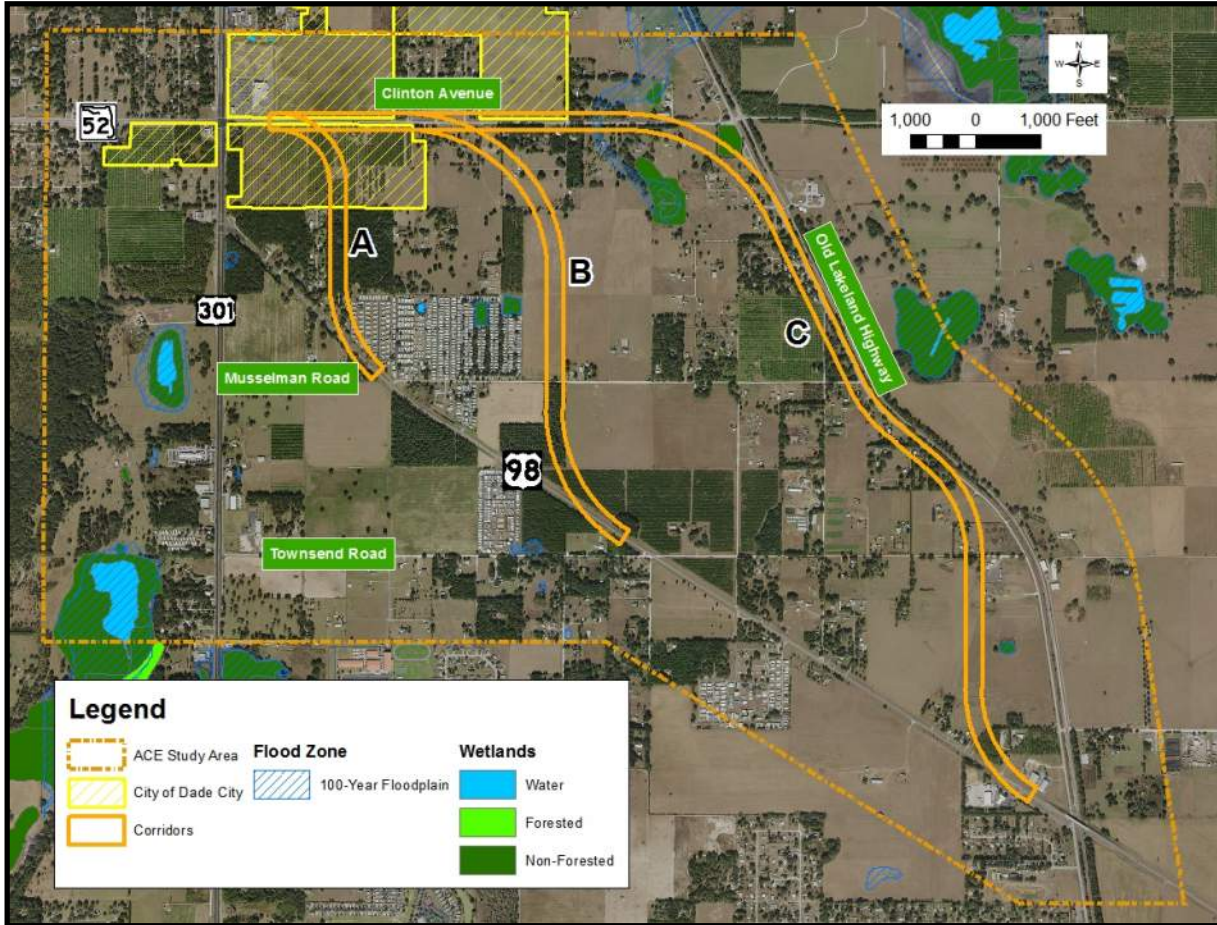
Purpose and Need Evaluation



Corridors D and E:

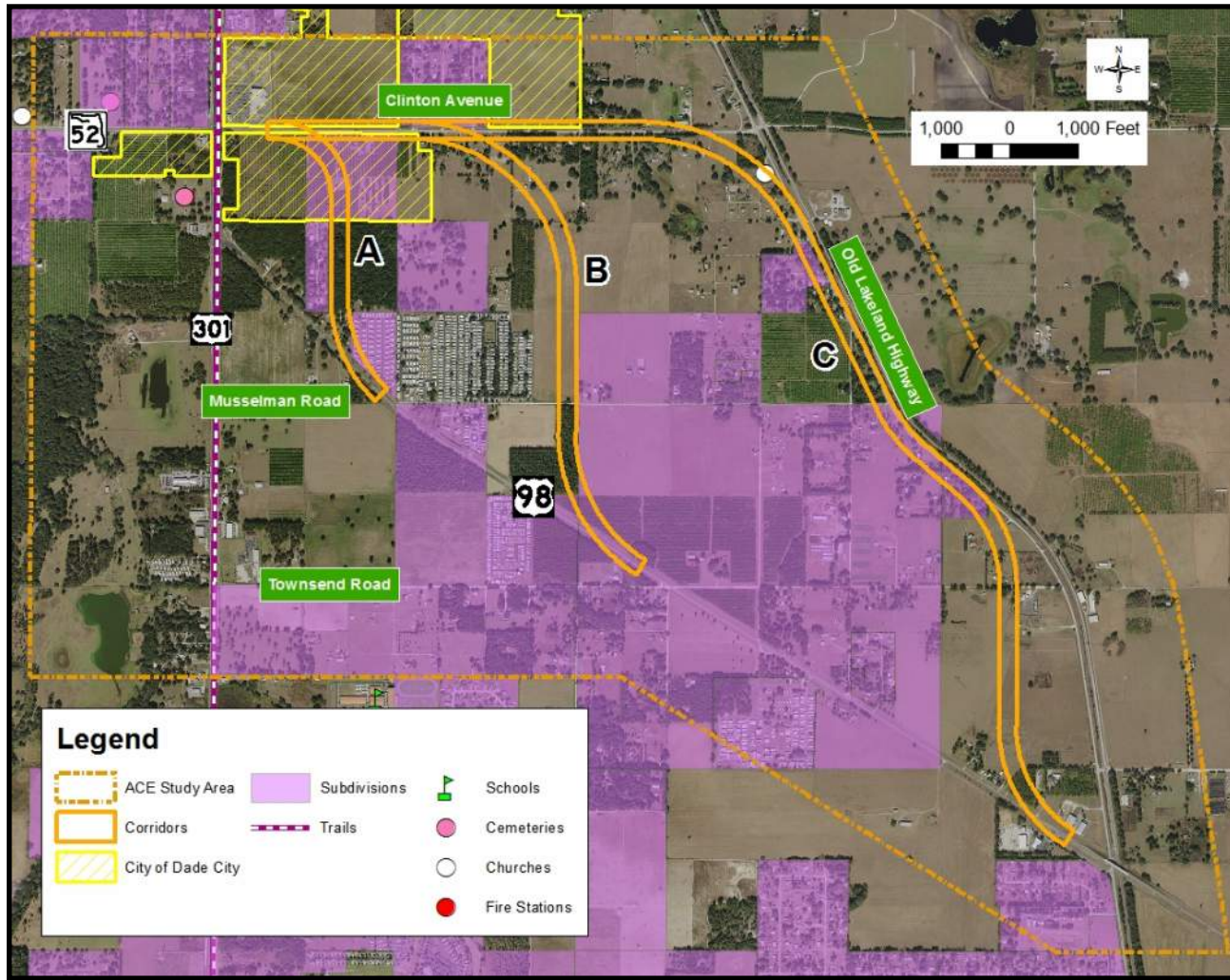
- Increase the distance between the intersections of US 301 at US 98 and US 301 at Clinton Avenue.
- Do not eliminate a major intersection and will maintain the same number of turning and weaving movements as exists in the current configuration.
- Safety would only be slightly improved as the distance for weaving movements between the intersections would be increased.
- Corridors D and E do not meet the purpose and need criterion of eliminating the closely spaced major intersections.
- Corridors D and E are proposed for elimination from consideration because they do not satisfy the Purpose and Need criteria.

Environmental Evaluation: Natural



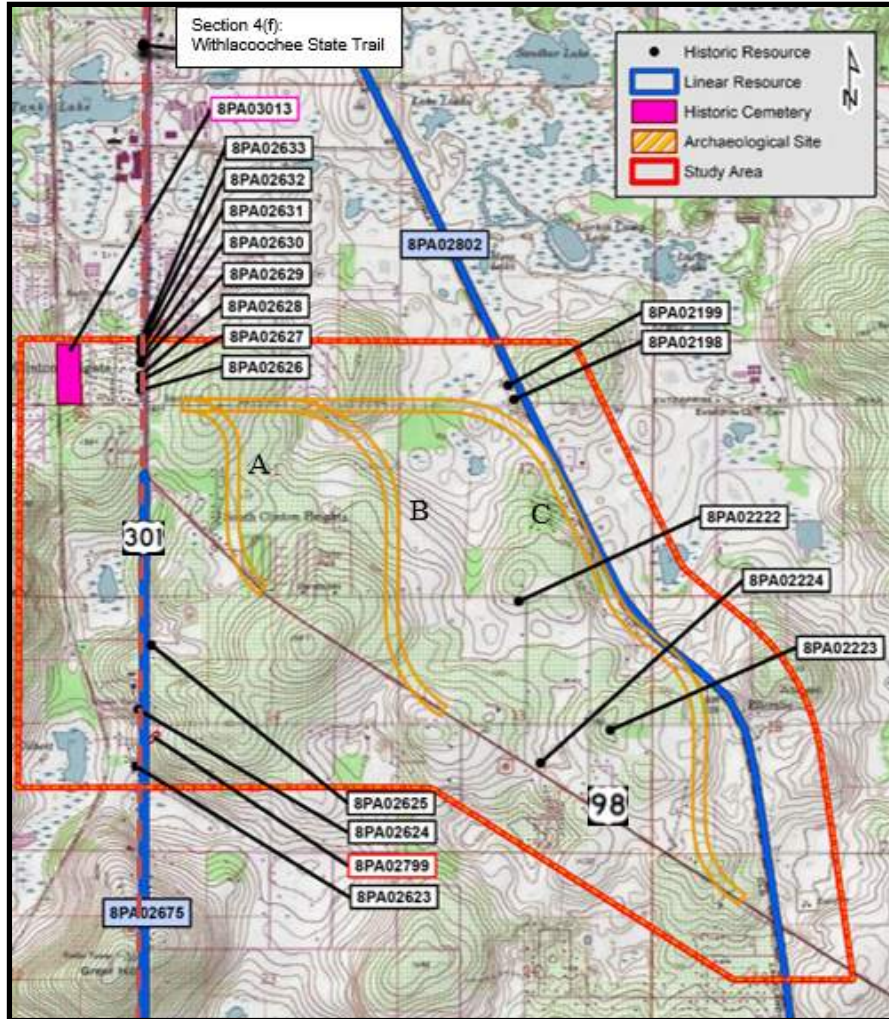
| Evaluation Criteria | Unit of Measure | Corridor A | Corridor B | Corridor C |
|--|-----------------|------------|------------|------------|
| Special Designations (OFW) | Acres | 0 | 0 | 0 |
| Water Quality (Verified impaired waters drainage basin) | Acres | 0 | 0 | 0 |
| 100-year Floodplain | Acres | 0 | 0 | 0.6 acres |
| Non-Forested Wetlands | Acres | 0 | 0 | 0.95 acres |
| Forested Wetlands | Acres | 0 | 0 | 0 |
| Water Features | Acres | 0 | 0 | 0 |
| Listed Species Occurrence Potential | Degree | Moderate | Moderate | Moderate |
| Conservation/Managed Lands | Acres | 0 | 0 | 0 |

Environmental Evaluation: Social



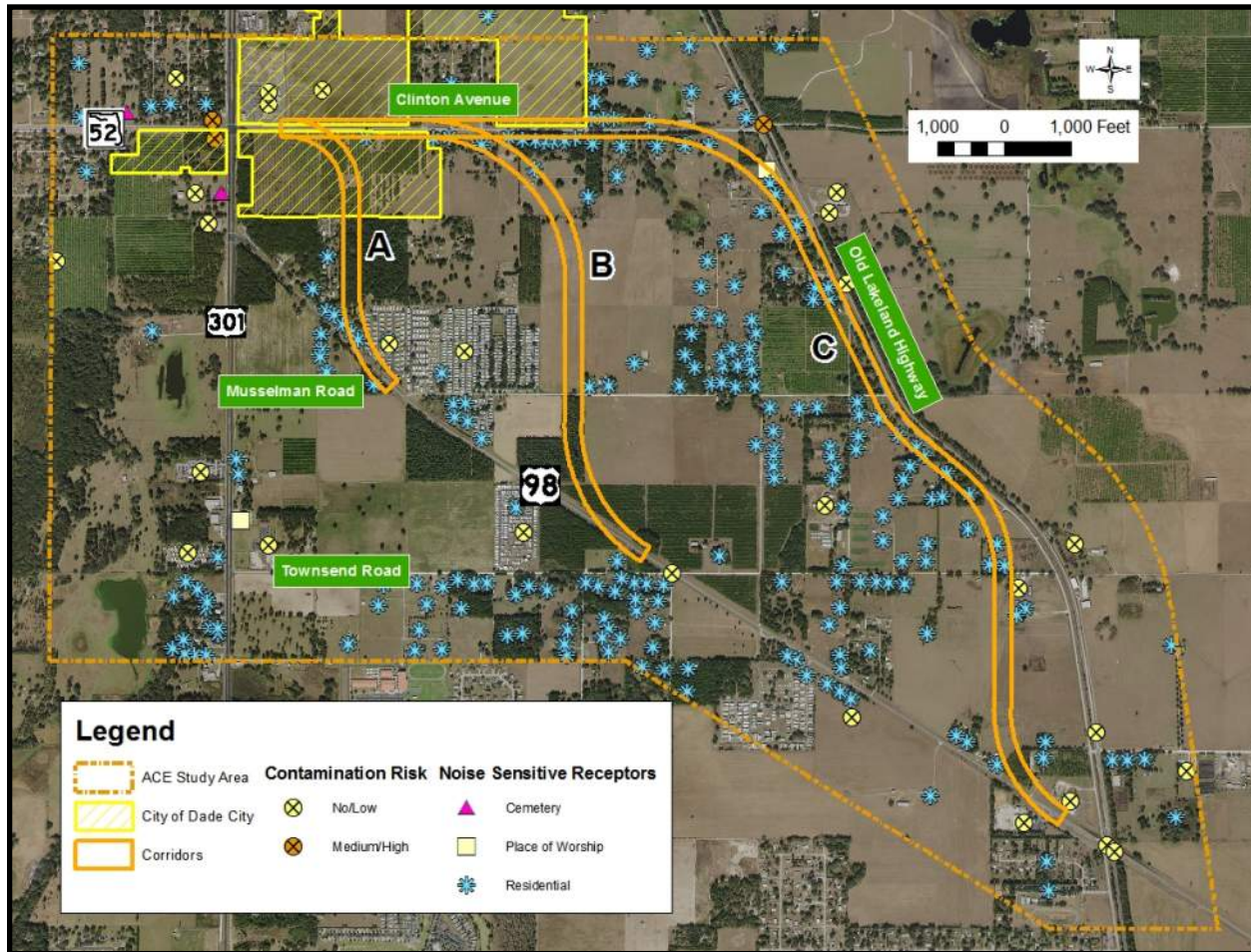
| Evaluation Criteria | | Unit of Measure | Corridor A | Corridor B | Corridor C |
|---|---------------------|--|------------|------------|------------|
| Potential Residential Displacements | | Number | 12 | 6 | 26 |
| Potential Non-residential Displacements | | Number | 2 | 0 | 6 |
| Community Facilities | | Number | 0 | 0 | 1 |
| Neighborhoods (Subdivisions) | | Number | 2 | 3 | 5 |
| Community Cohesion | | Effects to residential connectivity and social interaction | Moderate | Low | Moderate |
| Socio-economic Impacts | Low Income | Potential for disproportionate impact | Low | Low | Low |
| | Minority Population | Potential for disproportionate impact | Low | Low | Low |
| Prime Farmlands | | Acres | 0 | 0 | 0 |

Environmental Evaluation: Cultural



| Evaluation Criteria | Corridor A | Corridor B | Corridor C |
|----------------------------------|------------|------------|------------|
| Historic Resources | 0 | 0 | 1 |
| Archaeological Resources | 0 | 0 | 0 |
| Potential Section 4(f) Resources | 0 | 0 | 0 |
| Recreation Areas/Trails | 0 | 0 | 0 |

Environmental Evaluation: Physical



| Evaluation Criteria | Corridor A | Corridor B | Corridor C |
|---------------------------------|------------|------------|------------------------|
| Potential Contamination Sites | 3 Low | 3 Low | 8 Low 1 Medium/High |
| Potential Noise Sensitive Sites | 2 | 3 | 15 |

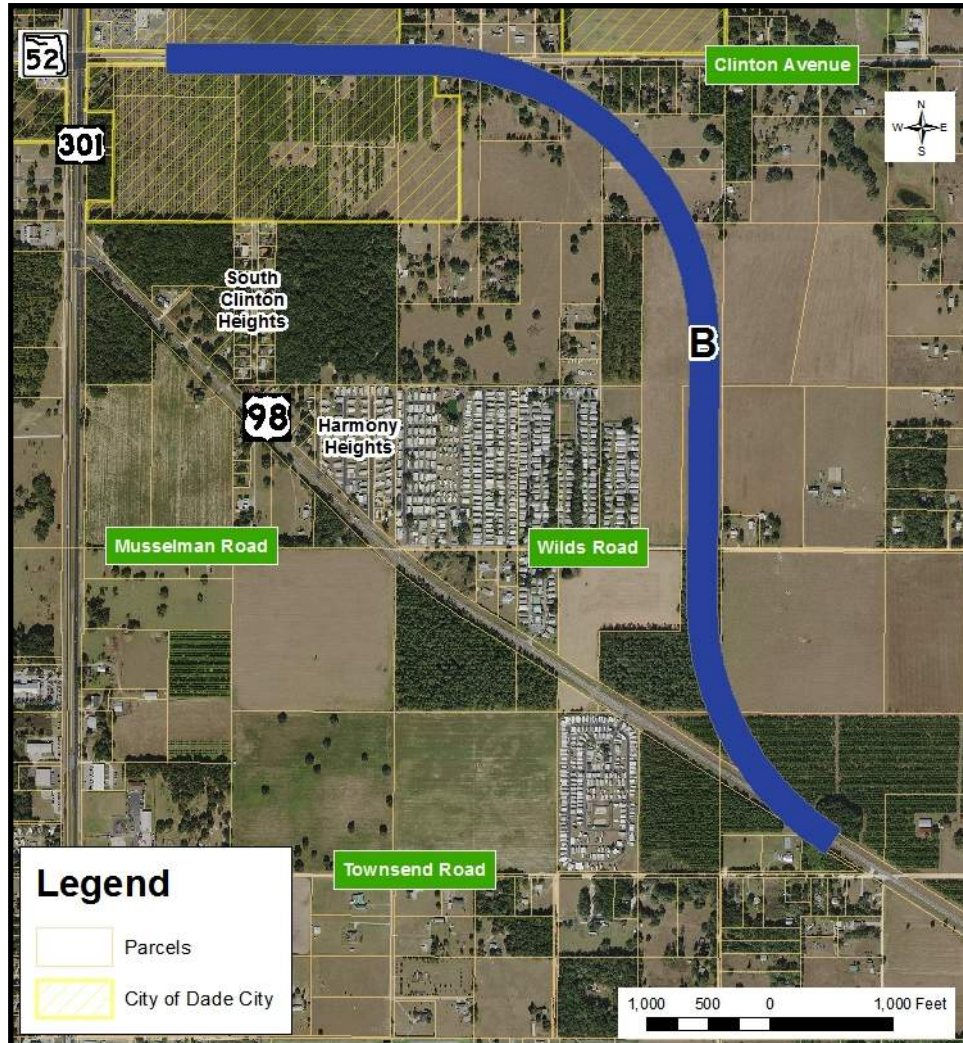
Engineering Evaluation

| Evaluation Criteria | Corridor A | Corridor B | Corridor C |
|---------------------|------------|------------|-------------|
| Utility Conflicts | 7 | 7 | 9 |
| Bridge Involvement | 0 | 0 | 0 |
| Railroad Crossings | 0 | 0 | 0 |
| Drainage Basins | 2 | 2 | 5 |
| Stormwater Ponds | 4.7 acres | 7.2 acres | 13.1 acres |
| Right of Way (250') | 26.1 acres | 53.5 acres | 101.1 acres |
| Parcels | 21 | 35 | 99 |

Cost Evaluation

| Costs | Corridor A | Corridor B | Corridor C |
|---------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Construction Costs | \$5,923,816 | \$12,815,461 | \$23,220,483 |
| Wetland Mitigation Costs | \$0 | \$0 | \$142,500 |
| Right of Way Costs | \$7,000,000- \$11,600,000 | \$15,000,000- \$25,500,000 | \$27,600,000- \$46,000,000 |
| Total Cost | \$12,923,816- \$17,523,816 | \$27,815,461- \$38,315,461 | \$50,962,983- \$69,362,983 |

Recommendations



Corridors D and E do not meet the purpose and need criterion of eliminating the closely spaced major intersections and are proposed for elimination from consideration.

Corridor C has the greatest involvement with the natural, social, cultural, and physical environment, engineering issues, and costs and is proposed for elimination from consideration.

Corridor A has greater social impacts including potential relocations and potential effects to the Harmony Heights and South Clinton Heights communities and is proposed for elimination from consideration.

Corridor B is proposed for advancement to the PD&E study.

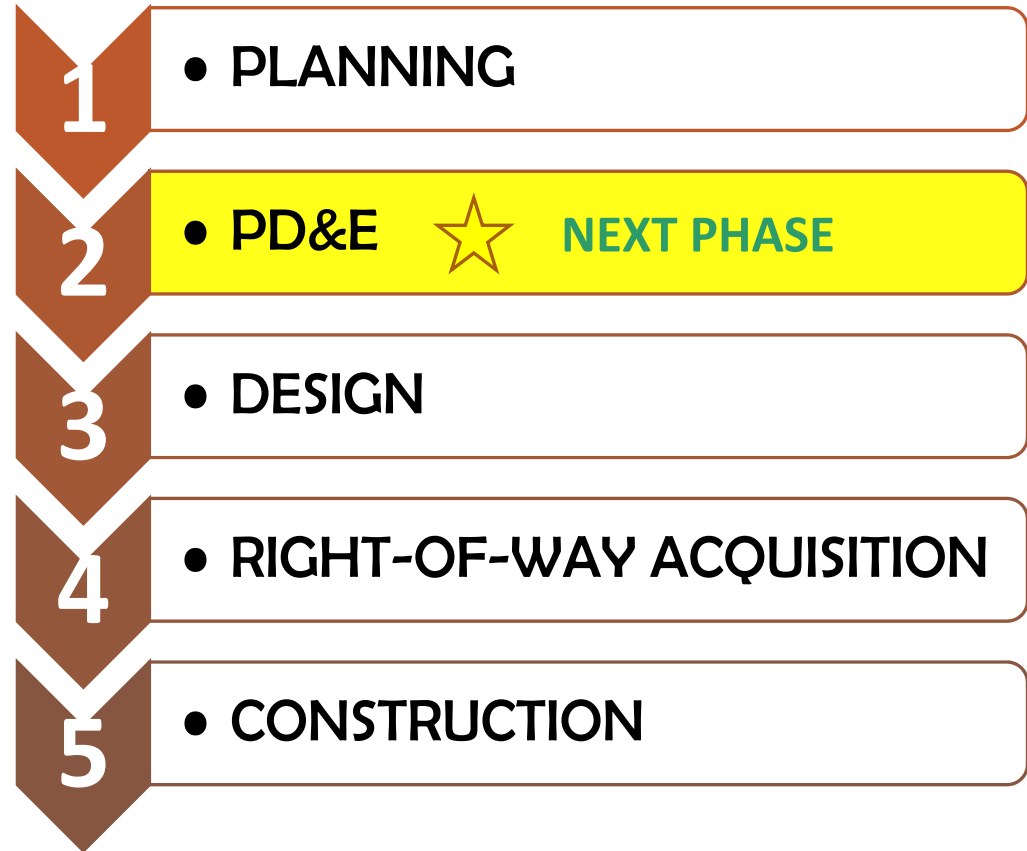
What's Next

Public Comment Period for information presented at the Public Information Meeting

Environmental Technical Advisory Team Review and Comment on the Alternative Corridor Evaluation Report

Review and Approval of the Alternative Corridor Evaluation Report by Office of Environmental Management

Conduct the PD&E Study



Comments

FDOT District Seven thanks you for participating in the US 301/US 98/Clinton Avenue Intersection Realignment Study Public Information Meeting.

We encourage all interested people to participate and express their views regarding the project and information presented. Comments will be received through November 25, 2020. All meeting documents will remain available on the project website and will be available for viewing for the duration of the comment period at the FDOT District Seven Headquarters and the Hugh Embry Public Library.

Ways to submit comments:

Website - <https://fdotd7studies.com/US301US98INT/public-meeting/>

E-mail - Brian.Shroyer@dot.state.fl.us

Mail - Florida Department of Transportation – District Seven
ATTN: Brian Shroyer
11201 N. Malcolm McKinley Drive, MS 7-800
Tampa, FL 33612



Thank You!

**Remember to be Alert Today, Alive Tomorrow.
Safety doesn't happen by accident.**

