FORM 650-040-02 ENVIRONMENTAL MANAGEMENT - 05/97 Page 1 of 12

# STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ENVIRONMENTAL DETERMINATION

GE	NERAL	INFORMATION				
Со	unty:	<u>Pasco</u>				
Pro	oject Nar	me: US 98 (SR 533) Dade City Bypass PD&E Study				
Pro	oject Lim	its: From the Vicinity of the US 301 South Intersection to the Vicinity of the US				
		301 North Intersection				
Pro	oject Nu	mbers: WPI Segment No. 256423 1 Federal-Aid Project No. 3112-017P				
PR	OJECT	DESCRIPTION				
	the US about 1 lane rui	g: The project study limits for the US 98 Dade City Bypass are from the vicinity of 301 South intersection to the vicinity of the US 301 North intersection, a distance of .6 miles. The project location is shown in Figure 1. The existing roadway is a two-ral facility.  sed Improvements: It is proposed to upgrade the US 98 Dade City Bypass to a four-				
Б.	lane div bike lar within a right-of- US 301 Whiteh Avenue	rided urban facility. The proposed typical section consists of two 12-foot lanes, 4-foot nes and 5-foot sidewalks in each direction. Left turn lanes will be accommodated a 22-foot median. The proposed improvements require a minimum of 102 feet of way. It is also proposed to improve traffic operations at the skewed intersections of South, CR 35A and US 301 North. Improved pedestrian crossings are proposed at ouse Avenue, Martin Luther King Boulevard, Meridian Avenue, and Tuskeegee at An optional intersection concept is provided that would bring US 301 North, River and the US 98 Dade City Bypass together at one location.				
CL	ASS OF	ACTION				
a.	Class	of Action: b. Other Actions:				
	[ ] Env	ironmental Assessment [ ] Section 4(f) Evaluation				
		ironmental Impact [X] Section 106 Consultation				
		e 2 Categorical Exclusion [ ] Endangered Species Assessment				
C.		Involvement:				
	1. []	A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.				
	2. [X]	, -				
[ ] An opportunity for a public hearing was afforded and a certification of opportunity included with the environmental determination. Approval of this Type 2 Categorica Exclusion determination constitutes acceptance of the location and desig concepts for this project.						
	3. []	A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute acceptance of the project's location and design concepts.				
	[]	An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the project's location and design concepts.				
d.	Cooper	rating Agency: [1COE [1USCG [1FWS [1EPA [1NMFS [X] None				

SCANNED 7/12/12

REVIEWER'S SIGNATURE		••
FDOT Project Manager	<u>4 <sub>1</sub> 18 1 0 2</u> Date	
FHWA Urban Transportation Engineer	/// Date	
FHWA CONCURRENCE		
(For) Division Administrator	April 130,2002	

IMPACT EVALUATION	0				
Topical Categories	S i g n	M i n	N o n e	N o I n v	REMARKS
A. SOCIAL IMPACTS  1. Land Use Changes 2. Community Cohesion 3. Relocation Potential 4. Community Services 5. Title VI Consideration 6. Controversy Potential 7. Utilities and Railroads		[] [X] [] []	[X] [X] [X] [X] [X] [X]	[]	See Attachment A
B. CULTURAL IMPACTS  1. Section 4(f) Lands  2. Historic Sites/Districts  3. Archaeological Sites  4. Recreational Areas	[]	[]	[X] [X] [X]	[]	See Attachment A See Attachment A See Attachment A
C. NATURAL ENVIRONMENT  1. Wetlands 2. Aquatic Preserves 3. Water Quality 4. Outstanding Fla. Waters 5. Wild and Scenic Rivers 6. Floodplains 7. Coastal Zone Consistency 8. Coastal Barrier Islands 9. Wildlife and Habitat 10. Farmlands		[X] [] [X] [X] [X] [X] [X] [X] [X] [X] [			See Attachment A  See Attachment A  See Attachment A  DCA letter dated 10/29/99  See Attachment A
23 CFR 650, Subpart	H. ed th				See Attachment A See Attachment A See Attachment A See Attachment A  rd Permit IS NOT required in accordance with rd Permit IS required in accordance with

# E. PERMITS REQUIRED

U.S. Army Corps of Engineers Southwest Florida Water Management District (SWFWMD)

Florida Department of Environmental Protection

U.S. Environmental Protection Agency, National Pollution Discharge Elimination System (NPDES) Permit

••

### **WETLANDS FINDING**

See Attachment A.

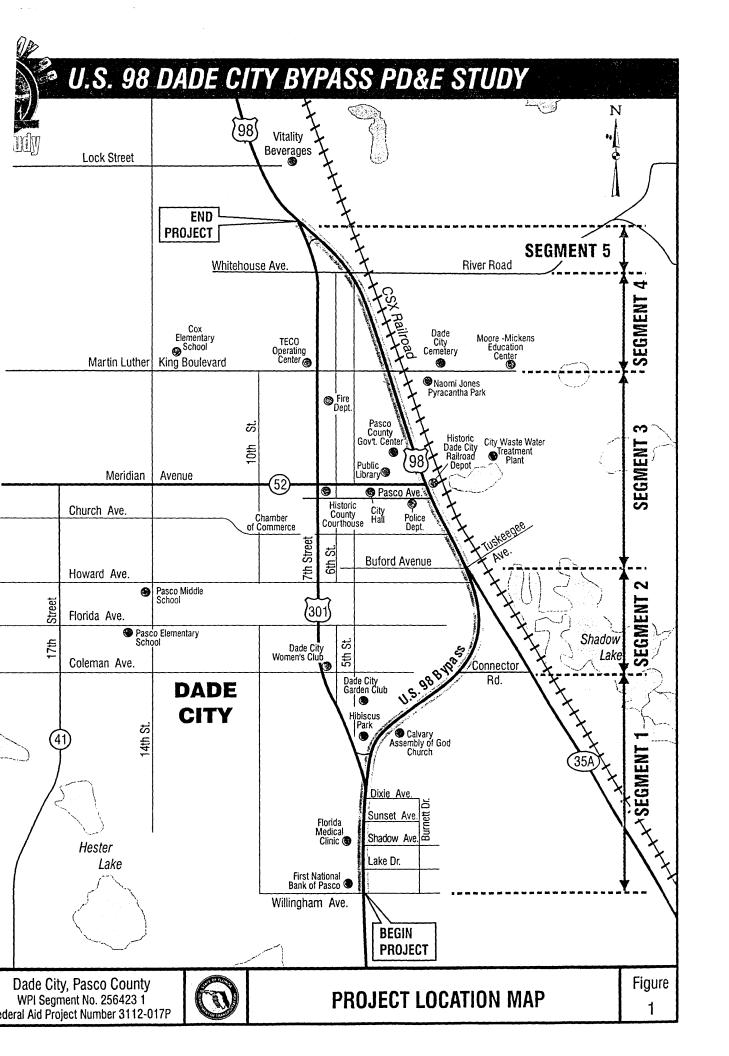
### COMMITMENTS AND RECOMMENDATIONS

FDOT is committed to the following measures:

- Railroad Crossings The FDOT is committed to evaluate the need to improve the railroad crossings at Tuskegee Avenue and Martin Luther King Boulevard during the design phase of this project.
- 2. <u>Willingham Road</u> The FDOT is committed to coordinate during design with the appropriate local governments to facilitate improvements to Willingham Road.
- 3. <u>Traffic Signals</u> The FDOT is committed to evaluate during design or after construction the need for traffic signals at the intersections of CR 35A, Tuskeegee/Buford Avenues, Meridian Avenue (SR 52), River Road, and US 301 North. Monitoring the operation of the build condition is to be undertaken for these intersections to determine if the signals are warranted. A recommendation for a traffic signal installation is conditional on results of signal warrant analysis.
- 4. <u>Pedestrian Accommodations</u> The FDOT is committed to provide pedestrian crossings at the signalized intersections of US 301 South and Martin Luther King Boulevard. The FDOT is also committed, during design, to evaluate pedestrian crossings at the intersections of CR 35A, Tuskeegee/Buford Avenues, Meridian Avenue (SR 52), River Road, and US 301 North.
- 5. <u>Lighting</u> The FDOT is committed to consider roadway lighting for the length of this project. Dade City will be required to enter into a maintenance agreement for the lighting.
- 6. <u>CR 35A</u> The FDOT is committed to consider widening the US 98 Dade City Bypass only from CR 35A to US 301 North during design if Pasco County has studied and committed to construct CR 35A as a bypass from US 98 in Zephyrhills.
- 7. <u>Gateway Concepts/Landscaping</u> The FDOT is committed to coordinate with Dade City to evaluate gateway landscaping and signage concepts and provide landscaping within any suitable areas of the right-of-way during the final design of this project. The FDOT will coordinate with Dade City for the placement of irrigation water supply lines and sleeves and feeder lines for reuse water during the design phase.
- 8. Access Management The FDOT is committed to evaluate median openings and driveway connections from US 301 South to CR 35A during the design phase of this project. The evaluation will include: 1) a joint driveway to be shared by the Calvary Assembly of God Church and the strip center containing the tractor sales; 2) or a joint driveway to be shared by the strip center containing the tractor sales and the Ford dealership; and 3) eliminating the directional median opening at Connector Road.

### commendations:

- 1. <u>Typical Section</u> The recommended improvements to the US 98 Dade City Bypass consist of upgrading the existing two-lane rural roadway to a four-lane divided urban facility as shown on the attached concept plans. The recommended typical section is a four-lane divided urban section that includes two 12-foot travel lanes each way, a 22-foot raised median, 4-foot bike lanes and 5-foot sidewalks each way. Left turn lanes will be accommodated in the median.
- 2. <u>Special Features</u> It is recommended that additional pavement be provided at the southwest quadrants of the intersections with Meridian Avenue (SR 52) and Martin Luther King Boulevard to allow for U-turns.



### ATTACHMENT A

### - Land Use Changes

e most recent Dade City and Pasco County Future Land Use Maps show that land use in the US Dade City Bypass corridor will remain predominantly commercial/retail uses with areas of idential, industrial and public lands. The proposed improvements to the US 98 Dade City Bypass I utilize the existing predominantly commercial corridor and land use is not anticipated to change a result of the improvements.

### 2 - Community Cohesion

The proposed improvements to the US 98 Dade City Bypass involve widening the existing roadway the same alignment. Additionally, traffic operations will be improved at the major intersections ong the route. Pedestrian, bicycle and handicapped facilities will be improved. Currently, adestrian/bicycle traffic crosses the US 98 Dade City Bypass at several unsignalized intersections at mid-block locations to access the commercial businesses and services located along the west de of the roadway. The proposed improvements include improved pedestrian, bicycle, and andicapped facilities for the US 98 Dade City Bypass intersections at Whitehouse Avenue, Martin ather King Boulevard, Meridian Avenue, and Tuskeegee Avenue. The crossing improvements will clude both rail and roadway crossings. The proposed improvements will enhance motorized and on-motorized access from the residential neighborhoods east of the US 98 Dade City Bypass to be commercial businesses and services west of the US 98 Dade City Bypass.

### ..3 - Relocation Potential

The existing US 98 Dade City Bypass right-of-way ranges from 60 ft to 115 feet. The minimum rightif-way width for the recommended typical section is 102 feet. Additional right-of-way is required in reas where the roadway profile is elevated above the surrounding topography, at intersections and or stormwater management and floodplain compensation facilities. The purchase of the additional ight-of-way will necessitate relocations in some areas of the project.

The recommended alignment would require about six residential and six business relocations. Four if the residential relocations are in Segment 1 along the east side of the US 98 Dade City Bypass at the US 301 South intersection and two are located in Segment 4 along the west side, north of Martin outher King Boulevard.

n order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, he 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 Policy Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The residential and business relocations are shown on the Concept Plans.

### A.4 - Community Services

No community services will be adversely affected by the proposed improvements to the US 98 Dade City Bypass. Fire and rescue services in the project corridor are provided by the Dade City Fire and Police Departments, the Pasco County Sheriff's Office, and the Florida Highway Patrol. None of hese services will be adversely affected by the improvements.

٠,

### 5 - Title VI Consideration

### le VI, Title VIII and Executive Order 12898 (Environmental Justice)

le VI of the 1964 Civil Rights Act (Title VI), and related statutes, provides that no person shall, the grounds of race, color, age, religion, sex, national origin, or handicap/disability, be excluded m participation in, or be denied the benefits of, or be otherwise subject to discrimination under y program of the Federal, State or local government. Title VIII of the 1968 Civil Rights Act (Title I) guarantees each person equal opportunity in housing.

ecutive Order 12898 Environmental Justice was issued to underscore and complement certain ovisions of existing law, including Title VI and Title VIII and related statutes. This project has been veloped in accordance with Title VI, Title VIII and Executive Order 12898 and is not expected to ect any distinct minority, ethnic, elderly, or handicapped groups.

### 6 - Controversy Potential

merous informational meetings were held to inform the public and local officials about the oposed improvements to the US 98 Dade City Bypass.

blic input and comment was solicited and reviewed. Generally, the public and local officials have en supportive of the project. The public hearing transcript is included in the Comments and ordination Report.

e US 98 Dade City Bypass project is considered to have a low potential for controversy.

### 7 - Utilities And Railroads

lity services within the project corridor that have the potential to be affected by the various ernatives analyzed for this proposed action include:

- TECO Peoples Gas Systems, Inc. (Natural Gas Distribution)
- Sprint Florida, Inc. (Telephone)
- Tampa Electric Company (Electric Distribution)
- Dade City Utilities (Water and Sanitary Sewer)

e utility relocation costs for the recommended alignment are estimated to be \$781,425.

### ilroads

<u>lities</u>

e CSX Railroad parallels the US 98 Dade City Bypass from the CR 35A intersection to US 301 rth. Amtrak operates a rail passenger station at the historic Dade City Train Depot at the ersection of Meridian Avenue (SR 52) and the US 98 Dade City Bypass. Four railroad crossings side streets are located along the US 98 Dade City Bypass project corridor, including River Road ossing #622720), Martin Luther King Boulevard (crossing #622721), Tuskeegee Avenue ossing #622722), and Wilson Street (crossing #622723).

ne of the railroad crossings will be affected by the proposed improvements to the US 98 Dade y Bypass.

### B.1 - Section 4(f) Lands

One Dade City park is located within the project corridor. The recommended alignment will not encroach into the park nor will it affect the function or access of the park.

### **B.2 - Historic Sites/Districts**

A Cultural Resources Assessment Survey (CRAS) was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the revised Chapter 267, Florida Statutes. All work was carried out in conformity with Part 2, Chapter 12 - Archaeological and Historical Resources of the FDOT's Project Development & Environment (PD&E) Manual (revised January 1999), and the standards contained in the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources Manual (revised November 1990).

One historic resource (50 years of age or older) was recorded previously in the project area. This NRHP-listed property, the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA415) at 14216 US 98 Dade City Bypass, is located within the US 98 Dade City Bypass PD&E Study project APE. In the area of the railroad depot, all three of the alignment alternatives evaluated for the proposed improvements will widen the US 98 Dade City Bypass to the west away from the Depot.

Field surveys resulted in the location and recording of 24 additional potential historic properties (8PA1207-1227, 8PA1265-67). The 24 newly recorded historic resources represent residential or commercial buildings common to the area. None of the 24 properties appear to be eligible for listing in the NRHP, either independently or as part of a historic district.

The State Historic Preservation Office (SHPO) responded with a letter dated March 28, 2001 concurring that the Dade City ACL Railroad Depot continues to be listed in the NRHP and that the other 24 historic structures are not NRHP eligible. The SHPO also requested "further documentation outlining project alternatives in order to address the potential impact of this project on the Dade City ACL Railroad Depot (8PA415)." A Section 106 Consultation Technical Memorandum was prepared to address potential project effects to the NRHP-listed depot. The examples of adverse effect, as contained in 36 CFR Part 800.5(a)(1) and (2), were applied and found not to be applicable for the recommended alternative. In summary, the proposed undertaking will have no effect, as defined in 36 CFR Part 800.16(I), upon the NRHP-listed Dade City ACL Railroad Depot. The SHPO responded by letter of October 26, 2001 stating that they concur with the "finding that the proposed undertaking will have no effect on the historic Dade City ACL Railroad Depot (8PA415)."

### B.3 - Archaeological Sites

Archaeological background research, including a review of the FSF and the NRHP, indicated that 32 archaeological sites have been recorded previously within 3 miles of the project corridor. None are located within the US 98 Dade City Bypass proposed right-of-way. As a result of the field survey, no prehistoric or historic period archaeological sites were found.

The CRAS was submitted to the SHPO for concurrence that the proposed improvements to the US 98 Dade City Bypass will not involve any NRHP-listed or potentially eligible archaeological sites. The SHPO responded with a letter dated March 28, 2001 concurring with the CRAS results that no prehistoric or historic period archaeological sites were found.

### :.1 - Wetlands

n accordance with Executive Order 11990, Protection of Wetlands, dated May 23, 1977, a study ras conducted to assess the potential effects on wetland within the proposed project. The study adicated the preferred alternative would affect about 0.87 acres of wetlands.

The mitigation option to be considered is the use of Florida Statute 373.4137 that allows payment to ne SWFWMD for their use in mitigating the impacts.

### 3.3 - Water Quality

Stormwater runoff from the US 98 Dade City Bypass will be collected in curb inlets. The water will be conveyed in an underground storm sewer system to stormwater management ponds for water quality treatment. The stormwater facility design for this project will include, at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Chapters 40D-4 and 10D-40 FAC.

The locations of the stormwater management ponds are shown on the Concept Plans. The appropriate Best Management Practices will be used during the construction phase for erosion control and water quality considerations.

### 2.6 - Floodplains

A Location Hydraulic Report was prepared to determine if any floodplains will be significantly affected due to the proposed improvements. The proposed improvements will not support no neompatible floodplain development.

The proposed drainage structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, here will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

### C.9 - Wildlife And Habitat

Pursuant to the Endangered Species Act of 1973, as amended, the study area was evaluated for he potential occurrence of threatened and endangered species. An Endangered Species Evaluation Memorandum prepared for this project did not identify any listed species or critical habitat hat will be affected by the proposed improvements.

On April 14, 2000, the USFWS indicated that, "The Proposed Action is not likely to adversely affect he 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."

### D.1 - Noise

A <u>Noise Study Report</u> was prepared in accordance with Title 23 CFR, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise using methodology established by the FDOT in the PD&E Manual, Part 2, Chapter 17 (January 2001).

3ased on the noise contour data, a review of land use data, proximity of noise sensitive sites to the JS 98 Dade City Bypass, and field verification of noise sensitive locations, a total of 53 receivers representing 77 noise sensitive sites were evaluated for the Build Alternative. East of the US 98 Dade City Bypass, 25 receivers representing 38 noise sensitive sites were modeled. West of the JS 98 Dade City Bypass, 28 receivers representing 39 noise sensitive sites were modeled.

For the Build Alternative year 2025 traffic conditions, 14 residences are predicted to experience noise levels that approach or exceed the NAC. An evaluation of traffic management, alignment modifications and property acquisition indicated that these abatement measures were not feasible or reasonable. Noise barriers were also evaluated. At 11 of the residences a 5 dBA reduction could not be achieved because of limitations on the barrier length to accommodate side streets and driveways. Noise barriers were not feasible at these locations.

The remaining three residences are either isolated or located in an area with a low density of residential development. Because of the small number of residences that would benefit, noise barriers were determined to not be cost reasonable at these locations.

### D.2 - Air Quality

An air quality evaluation, specifically an analysis of carbon monoxide concentrations (CO) was performed in accordance with FDOT's PD&E Manual. Based on the FDOT's computerized screening test (COSCREEN), the proposed project will not cause violations of the National Ambient Air Quality Standards for CO. Therefore, the project will not have a significant impact on air quality.

The project is in an area that has been designated as attainment for all the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990. Therefore, conformity requirements do not apply to this project.

### D.3 - Construction

Construction activities for the project will result in minimal, temporary, yet unavoidable air, noise, water quality, wetland, traffic flow, and visual impacts for individuals residing or traveling in the immediate vicinity of the project.

Noise generated by roadway construction, haul trucks and other heavy equipment is anticipated. Construction noise will be minimized on this project by the Contractor's adherence to noise control measures discussed in the current edition of the FDOT <u>Standard Specifications for Roadway and Bridge Construction</u>.

Construction activities will also cause minor short term increases in air quality impacts in the form of dust from earthwork and unpaved roads and smoke from open burning. These impacts will be minimized or controlled by adherence to all State and local regulations and to the current edition of the FDOT Standard Specifications for Roadway and Bridge Construction.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling.

Visual impacts associated with the storage of construction materials and establishment of temporary construction facilities will occur, but are not considered substantial. Construction impacts from the project will be minimal.

### ).4 - Contamination

Level I Contamination Screening of the US 98 Dade City Bypass project corridor was conducted o determine the potential for contamination of the US 98 Dade City Bypass right-of-way from adjacent properties and business operations. Abutting sites were identified based on regulatory standards as potential sources of hazardous materials and petroleum contamination. Sites with suspected or documented contamination were further evaluated for potential contamination risks with respect to impacts to construction and right-of-way acquisition.

A Contamination Screening Evaluation Report (CSER) was prepared pursuant to the Federal Highway Administration's Technical Advisory T 6640.8A, dated October 30, 1987, and in accordance with the FDOT's PD&E Manual, Part 2, Chapter 22, dated February 8, 1994.

Twenty-five sites were identified as having the potential for contamination. The sites were identified by windshield survey; examination of 1966, 1974, 1982, and 1998 historic aerial photography; and reviews of the original US 98 Dade City Bypass construction drawings, local FDEP files and Dade City Directories. Of the 25 sites, four are potential hazardous materials sites and 21 are potential betroleum sites.

The four hazardous materials sites were given a rating of LOW.

Of the 21 petroleum sites, 16 were considered to have a LOW potential for contamination and five were considered to have a MEDIUM potential for contamination. It is recommended that the five sites rated as having a MEDIUM potential for contamination be field tested by organic vapor analyzer (OVA) screening or soil sampling with laboratory analysis. If the results of the testing indicate no evidence of soil or groundwater contamination, the rating of the site could be revised downward. Typically, the rating of field tested sites with no evidence of contamination would be revised to LOW. Because of the nature of the businesses conducted (e.g. gasoline service stations), some sites could remain rated as having a MEDIUM potential even if field testing did not reveal the presence of contamination.

### STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

### **ENVIRONMENTAL DETERMINATION**

GENERAL INFORMATION	N	Į
---------------------	---	---

County:

Pasco

Project Name:

US 98 (SR 533) Dade City Bypass PD&E Study

Project Limits:

From the Vicinity of the US 301 South Intersection to the Vicinity of the US

301 North Intersection

Project Numbers: WPI Segment No. 256423 1 Federal-Aid Project No. 3112-017P

### PROJECT DESCRIPTION

- a. Existing: The project study limits for the US 98 Dade City Bypass are from the vicinity of the US 301 South intersection to the vicinity of the US 301 North intersection, a distance of about 1.6 miles. The project location is shown in Figure 1. The existing roadway is a twolane rural facility.
- b. Proposed Improvements: It is proposed to upgrade the US 98 Dade City Bypass to a fourlane divided urban facility. The proposed typical section consists of two 12-foot lanes, 4-foot bike lanes and 5-foot sidewalks in each direction. Left turn lanes will be accommodated within a 22-foot median. The proposed improvements require a minimum of 102 feet of right-of-way. It is also proposed to improve traffic operations at the skewed intersections of US 301 South, CR 35A and US 301 North. Improved pedestrian crossings are proposed at

### CL

C.

d.

Whitehouse Avenue, Martin Luther	King Boulevard, Meridian Avenue, and Tuskeegee
Avenue. An optional intersection con-	cept is provided that would bring US 301 North, River
Road and the US 98 Dade City Bypas	ss together at one location
ASS OF ACTION	
Class of Action: b.	Other Actions:
[ ] Environmental Assessment	[ ] Section 4(f) Evaluation
[ ] Environmental Impact	[X] Section 106 Consultation
[X] Type 2 Categorical Exclusion	[ ] Endangered Species Assessment
Public Involvement:	
	ired, therefore, approval of this Type 2 Categorical
•	otance of the location and design concepts for this
project.	
	November 29, 2001 and a transcript is included with
	ation. Approval of this Type 2 Categorical Exclusion
	cation and design concept acceptance for this project.
	earing was afforded and a certification of opportunity is
	ntal determination. Approval of this Type 2 Categorical
concepts for this project.	onstitutes acceptance of the location and design
, , , , , , , , , , , , , , , , , , , ,	and the public hearing transcript will be provided at a
	Type 2 Categorical Exclusion DOES NOT constitute
• •	ocation and design concepts.
	earing will be afforded and a certification of opportunity
	ate. Approval of this Type 2 Categorical Exclusion
·	constitute acceptance of the project's location and
design concepts.	constitute acceptance of the projects location and
Ŭ ,	[]USCG[]FWS[]EPA[]NMFS[X]None
Cooperating Agency. [ ] COE	[ ] O O O C   ] I W O [ ] LI A [ ] I W I O [A] None

KEVIE	WEK 2 21	SNATURE			

FDOT Project Manager

4 1 18 1 02 Date

FHWA Urban Transportation Engineer

### **FHWA CONCURRENCE**

(For) Division Administrator

| 1 30 1 2002 | Date

IMPACT EVALUATION						
Topical Categories	S i g n	M i n	N o n e	N 0 1 n v	REMARKS .	
A. SOCIAL IMPACTS  1. Land Use Changes 2. Community Cohesion 3. Relocation Potential 4. Community Services 5. Title VI Consideration 6. Controversy Potential 7. Utilities and Railroads	[]	[] [X] [] []	[X] [X] [X] [X] [X] [X]	[]	See Attachment A	
<ul><li>B. CULTURAL IMPACTS</li><li>1. Section 4(f) Lands</li><li>2. Historic Sites/Districts</li><li>3. Archaeological Sites</li><li>4. Recreational Areas</li></ul>	[ ] [ ] [ ]	[]	[X] [X] [X]	[]	See Attachment A See Attachment A See Attachment A	
C. NATURAL ENVIRONMENT  1. Wetlands 2. Aquatic Preserves 3. Water Quality 4. Outstanding Fla. Waters 5. Wild and Scenic Rivers 6. Floodplains 7. Coastal Zone Consistency 8. Coastal Barrier Islands 9. Wildlife and Habitat 10. Farmlands		[X] [ ] [ ] [ ] [ ] [ ] [ ] [ ]			See Attachment A  See Attachment A  See Attachment A  DCA letter dated 10/29/99  See Attachment A	
23 CFR 650, Subpar	t H. ied th				See Attachment A See Attachment A See Attachment A See Attachment A  rd Permit IS NOT required in accordance with rd Permit IS required in accordance with	

### E. PERMITS REQUIRED

U.S. Army Corps of Engineers Southwest Florida Water Management District (SWFWMD)

Florida Department of Environmental Protection

U.S. Environmental Protection Agency, National Pollution Discharge Elimination System (NPDES) Permit

### **VETLANDS FINDING**

See Attachment A.

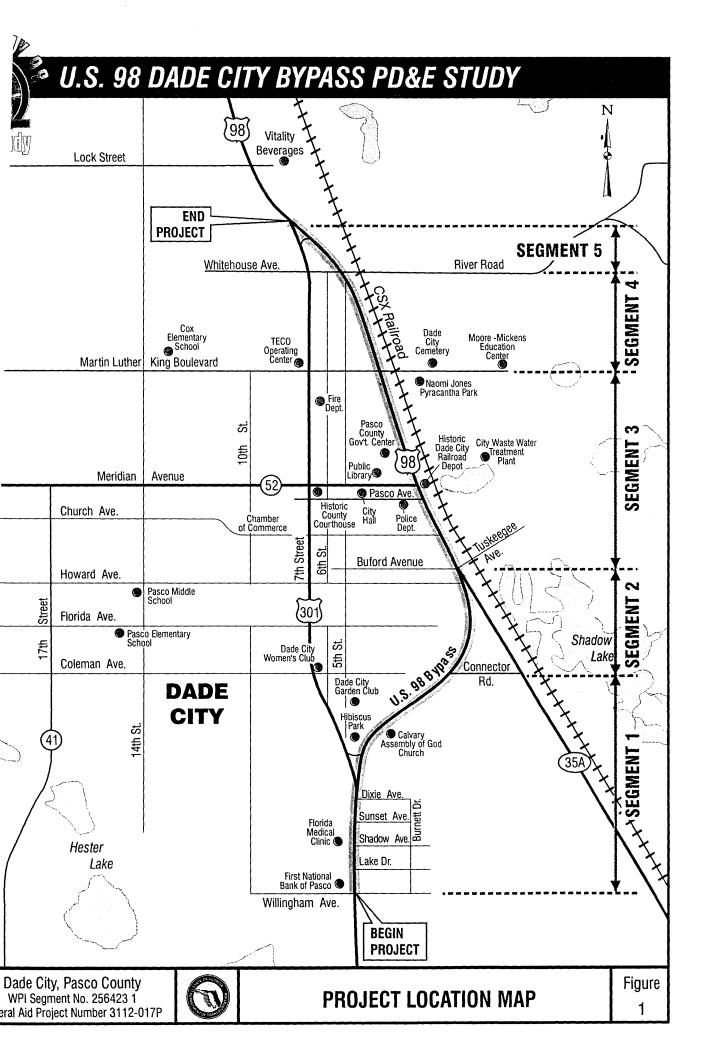
### COMMITMENTS AND RECOMMENDATIONS

FDOT is committed to the following measures:

- Railroad Crossings The FDOT is committed to evaluate the need to improve the railroad crossings at Tuskegee Avenue and Martin Luther King Boulevard during the design phase of this project.
- 2. <u>Willingham Road</u> The FDOT is committed to coordinate during design with the appropriate local governments to facilitate improvements to Willingham Road.
- 3. <u>Traffic Signals</u> The FDOT is committed to evaluate during design or after construction the need for traffic signals at the intersections of CR 35A, Tuskeegee/Buford Avenues, Meridian Avenue (SR 52), River Road, and US 301 North. Monitoring the operation of the build condition is to be undertaken for these intersections to determine if the signals are warranted. A recommendation for a traffic signal installation is conditional on results of signal warrant analysis.
- 4. <u>Pedestrian Accommodations</u> The FDOT is committed to provide pedestrian crossings at the signalized intersections of US 301 South and Martin Luther King Boulevard. The FDOT is also committed, during design, to evaluate pedestrian crossings at the intersections of CR 35A, Tuskeegee/Buford Avenues, Meridian Avenue (SR 52), River Road, and US 301 North.
- 5. <u>Lighting</u> The FDOT is committed to consider roadway lighting for the length of this project. Dade City will be required to enter into a maintenance agreement for the lighting.
- <u>CR 35A</u> The FDOT is committed to consider widening the US 98 Dade City Bypass only from CR 35A to US 301 North during design if Pasco County has studied and committed to construct CR 35A as a bypass from US 98 in Zephyrhills.
- 7. <u>Gateway Concepts/Landscaping</u> The FDOT is committed to coordinate with Dade City to evaluate gateway landscaping and signage concepts and provide landscaping within any suitable areas of the right-of-way during the final design of this project. The FDOT will coordinate with Dade City for the placement of irrigation water supply lines and sleeves and feeder lines for reuse water during the design phase.
- 8. Access Management The FDOT is committed to evaluate median openings and driveway connections from US 301 South to CR 35A during the design phase of this project. The evaluation will include: 1) a joint driveway to be shared by the Calvary Assembly of God Church and the strip center containing the tractor sales; 2) or a joint driveway to be shared by the strip center containing the tractor sales and the Ford dealership; and 3) eliminating the directional median opening at Connector Road.

### ommendations:

- Typical Section The recommended improvements to the US 98 Dade City Bypass consist
  of upgrading the existing two-lane rural roadway to a four-lane divided urban facility as
  shown on the attached concept plans. The recommended typical section is a four-lane
  divided urban section that includes two 12-foot travel lanes each way, a 22-foot raised
  median, 4-foot bike lanes and 5-foot sidewalks each way. Left turn lanes will be
  accommodated in the median.
- 2. <u>Special Features</u> It is recommended that additional pavement be provided at the southwest quadrants of the intersections with Meridian Avenue (SR 52) and Martin Luther King Boulevard to allow for U-turns.



### ATTACHMENT A

### - Land Use Changes

nost recent Dade City and Pasco County Future Land Use Maps show that land use in the US Dade City Bypass corridor will remain predominantly commercial/retail uses with areas of idential, industrial and public lands. The proposed improvements to the US 98 Dade City Bypass utilize the existing predominantly commercial corridor and land use is not anticipated to change a result of the improvements.

### 2 - Community Cohesion

e proposed improvements to the US 98 Dade City Bypass involve widening the existing roadway the same alignment. Additionally, traffic operations will be improved at the major intersections ong the route. Pedestrian, bicycle and handicapped facilities will be improved. Currently, destrian/bicycle traffic crosses the US 98 Dade City Bypass at several unsignalized intersections id mid-block locations to access the commercial businesses and services located along the west de of the roadway. The proposed improvements include improved pedestrian, bicycle, and indicapped facilities for the US 98 Dade City Bypass intersections at Whitehouse Avenue, Martin ither King Boulevard, Meridian Avenue, and Tuskeegee Avenue. The crossing improvements will clude both rail and roadway crossings. The proposed improvements will enhance motorized and on-motorized access from the residential neighborhoods east of the US 98 Dade City Bypass to e commercial businesses and services west of the US 98 Dade City Bypass.

### .3 - Relocation Potential

the existing US 98 Dade City Bypass right-of-way ranges from 60 ft to 115 feet. The minimum right-f-way width for the recommended typical section is 102 feet. Additional right-of-way is required in reas where the roadway profile is elevated above the surrounding topography, at intersections and or stormwater management and floodplain compensation facilities. The purchase of the additional ght-of-way will necessitate relocations in some areas of the project.

he recommended alignment would require about six residential and six business relocations. Four fithe residential relocations are in Segment 1 along the east side of the US 98 Dade City Bypass at the US 301 South intersection and two are located in Segment 4 along the west side, north of Martin buther King Boulevard.

order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, ne Florida Department of Transportation will carry out a right-of-way and relocation program in ccordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property cquisition Policy Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

he residential and business relocations are shown on the Concept Plans.

### .4 - Community Services

To community services will be adversely affected by the proposed improvements to the US 98 Dade city Bypass. Fire and rescue services in the project corridor are provided by the Dade City Fire and Police Departments, the Pasco County Sheriff's Office, and the Florida Highway Patrol. None of these services will be adversely affected by the improvements.

### - Title VI Consideration

### e VI, Title VIII and Executive Order 12898 (Environmental Justice)

e VI of the 1964 Civil Rights Act (Title VI), and related statutes, provides that no person shall, the grounds of race, color, age, religion, sex, national origin, or handicap/disability, be excluded a participation in, or be denied the benefits of, or be otherwise subject to discrimination under program of the Federal, State or local government. Title VIII of the 1968 Civil Rights Act (Title) guarantees each person equal opportunity in housing.

ecutive Order 12898 Environmental Justice was issued to underscore and complement certain visions of existing law, including Title VI and Title VIII and related statutes. This project has been eloped in accordance with Title VI, Title VIII and Executive Order 12898 and is not expected to ect any distinct minority, ethnic, elderly, or handicapped groups.

### - Controversy Potential

nerous informational meetings were held to inform the public and local officials about the bosed improvements to the US 98 Dade City Bypass.

lic input and comment was solicited and reviewed. Generally, the public and local officials have n supportive of the project. The public hearing transcript is included in the Comments and ordination Report.

US 98 Dade City Bypass project is considered to have a low potential for controversy.

### - Utilities And Railroads

ty services within the project corridor that have the potential to be affected by the various rnatives analyzed for this proposed action include:

- TECO Peoples Gas Systems, Inc. (Natural Gas Distribution)
- Sprint Florida, Inc. (Telephone)
- Tampa Electric Company (Electric Distribution)
- Dade City Utilities (Water and Sanitary Sewer)

utility relocation costs for the recommended alignment are estimated to be \$781,425.

### <u>oads</u>

ties

CSX Railroad parallels the US 98 Dade City Bypass from the CR 35A intersection to US 301 h. Amtrak operates a rail passenger station at the historic Dade City Train Depot at the section of Meridian Avenue (SR 52) and the US 98 Dade City Bypass. Four railroad crossings the streets are located along the US 98 Dade City Bypass project corridor, including River Road sing #622720), Martin Luther King Boulevard (crossing #622721), Tuskeegee Avenue sing #622722), and Wilson Street (crossing #622723).

e of the railroad crossings will be affected by the proposed improvements to the US 98 Dade Bypass.

FORM 650-040-02 ENVIRONMENTAL MANAGEMENT - 05/97 Page 9 of 12

### B.1 - Section 4(f) Lands

One Dade City park is located within the project corridor. The recommended alignment will not encroach into the park nor will it affect the function or access of the park.

### **B.2 - Historic Sites/Districts**

A Cultural Resources Assessment Survey (CRAS) was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the revised Chapter 267, Florida Statutes. All work was carried out in conformity with Part 2, Chapter 12 - Archaeological and Historical Resources of the FDOT's Project Development & Environment (PD&E) Manual (revised January 1999), and the standards contained in the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources Manual (revised November 1990).

One historic resource (50 years of age or older) was recorded previously in the project area. This NRHP-listed property, the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA415) at 14216 US 98 Dade City Bypass, is located within the US 98 Dade City Bypass PD&E Study project APE. In the area of the railroad depot, all three of the alignment alternatives evaluated for the proposed improvements will widen the US 98 Dade City Bypass to the west away from the Depot.

Field surveys resulted in the location and recording of 24 additional potential historic properties (8PA1207-1227, 8PA1265-67). The 24 newly recorded historic resources represent residential or commercial buildings common to the area. None of the 24 properties appear to be eligible for listing in the NRHP, either independently or as part of a historic district.

The State Historic Preservation Office (SHPO) responded with a letter dated March 28, 2001 concurring that the Dade City ACL Railroad Depot continues to be listed in the NRHP and that the other 24 historic structures are not NRHP eligible. The SHPO also requested "further documentation outlining project alternatives in order to address the potential impact of this project on the Dade City ACL Railroad Depot (8PA415)." A Section 106 Consultation Technical Memorandum was prepared to address potential project effects to the NRHP-listed depot. The examples of adverse effect, as contained in 36 CFR Part 800.5(a)(1) and (2), were applied and found not to be applicable for the recommended alternative. In summary, the proposed undertaking will have no effect, as defined in 36 CFR Part 800.16(I), upon the NRHP-listed Dade City ACL Railroad Depot. The SHPO responded by letter of October 26, 2001 stating that they concur with the "finding that the proposed undertaking will have no effect on the historic Dade City ACL Railroad Depot (8PA415)."

### 3.3 - Archaeological Sites

Archaeological background research, including a review of the FSF and the NRHP, indicated that 32 urchaeological sites have been recorded previously within 3 miles of the project corridor. None are ocated within the US 98 Dade City Bypass proposed right-of-way. As a result of the field survey, no orehistoric or historic period archaeological sites were found.

The CRAS was submitted to the SHPO for concurrence that the proposed improvements to the US 18 Dade City Bypass will not involve any NRHP-listed or potentially eligible archaeological sites. The SHPO responded with a letter dated March 28, 2001 concurring with the CRAS results that no rehistoric or historic period archaeological sites were found.

### 1 - Wetlands

accordance with Executive Order 11990, Protection of Wetlands, dated May 23, 1977, a study as conducted to assess the potential effects on wetland within the proposed project. The study dicated the preferred alternative would affect about 0.87 acres of wetlands.

ne mitigation option to be considered is the use of Florida Statute 373.4137 that allows payment to e SWFWMD for their use in mitigating the impacts.

### .3 - Water Quality

tormwater runoff from the US 98 Dade City Bypass will be collected in curb inlets. The water will conveyed in an underground storm sewer system to stormwater management ponds for water pality treatment. The stormwater facility design for this project will include, at a minimum, the water pantity requirements for water quality impacts as required by the SWFWMD in Chapters 40D-4 and DD-40 FAC.

he locations of the stormwater management ponds are shown on the Concept Plans. The oppropriate Best Management Practices will be used during the construction phase for erosion ontrol and water quality considerations.

### .6 - Floodplains

Location Hydraulic Report was prepared to determine if any floodplains will be significantly flected due to the proposed improvements. The proposed improvements will not support compatible floodplain development.

he proposed drainage structures will perform hydraulically in a manner equal to or greater than the xisting structures, and backwater surface elevations are not expected to increase. As a result, here will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for terruption or termination of emergency service or emergency evacuation routes. Therefore, it has seen determined that this encroachment is not significant.

### .9 - Wildlife And Habitat

ursuant to the Endangered Species Act of 1973, as amended, the study area was evaluated for see potential occurrence of threatened and endangered species. An Endangered Species valuation Memorandum prepared for this project did not identify any listed species or critical habitat at will be affected by the proposed improvements.

n April 14, 2000, the USFWS indicated that, "The Proposed Action is not likely to adversely affect e resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531, et. eq.). This finding fulfills the requirements of the Act."

### .1 - Noise

Noise Study Report was prepared in accordance with Title 23 CFR, Part 772, Procedures for batement of Highway Traffic Noise and Construction Noise using methodology established by the DOT in the PD&E Manual, Part 2, Chapter 17 (January 2001).

Based on the noise contour data, a review of land use data, proximity of noise sensitive sites to the JS 98 Dade City Bypass, and field verification of noise sensitive locations, a total of 53 receivers epresenting 77 noise sensitive sites were evaluated for the Build Alternative. East of the US 98 Dade City Bypass, 25 receivers representing 38 noise sensitive sites were modeled. West of the JS 98 Dade City Bypass, 28 receivers representing 39 noise sensitive sites were modeled.

For the Build Alternative year 2025 traffic conditions, 14 residences are predicted to experience loise levels that approach or exceed the NAC. An evaluation of traffic management, alignment modifications and property acquisition indicated that these abatement measures were not feasible or easonable. Noise barriers were also evaluated. At 11 of the residences a 5 dBA reduction could not be achieved because of limitations on the barrier length to accommodate side streets and lriveways. Noise barriers were not feasible at these locations.

The remaining three residences are either isolated or located in an area with a low density of esidential development. Because of the small number of residences that would benefit, noise parriers were determined to not be cost reasonable at these locations.

### ).2 - Air Quality

An air quality evaluation, specifically an analysis of carbon monoxide concentrations (CO) was performed in accordance with FDOT's PD&E Manual. Based on the FDOT's computerized screening test (COSCREEN), the proposed project will not cause violations of the National Ambient Air Quality Standards for CO. Therefore, the project will not have a significant impact on air quality.

The project is in an area that has been designated as attainment for all the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990. Therefore, conformity equirements do not apply to this project.

### 0.3 - Construction

Construction activities for the project will result in minimal, temporary, yet unavoidable air, noise, vater quality, wetland, traffic flow, and visual impacts for individuals residing or traveling in the mmediate vicinity of the project.

Noise generated by roadway construction, haul trucks and other heavy equipment is anticipated. Construction noise will be minimized on this project by the Contractor's adherence to noise control neasures discussed in the current edition of the FDOT <u>Standard Specifications for Roadway and Bridge Construction</u>.

Construction activities will also cause minor short term increases in air quality impacts in the form of lust from earthwork and unpaved roads and smoke from open burning. These impacts will be ninimized or controlled by adherence to all State and local regulations and to the current edition of the FDOT Standard Specifications for Roadway and Bridge Construction.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to ninimize traffic delays throughout the project. Access to all businesses and residences will be naintained to the extent practical through controlled construction scheduling.

isual impacts associated with the storage of construction materials and establishment of temporary construction facilities will occur, but are not considered substantial. Construction impacts from the project will be minimal.

### .4 - Contamination

Level I Contamination Screening of the US 98 Dade City Bypass project corridor was conducted determine the potential for contamination of the US 98 Dade City Bypass right-of-way from djacent properties and business operations. Abutting sites were identified based on regulatory andards as potential sources of hazardous materials and petroleum contamination. Sites with uspected or documented contamination were further evaluated for potential contamination risks ith respect to impacts to construction and right-of-way acquisition.

Contamination Screening Evaluation Report (CSER) was prepared pursuant to the Federal ighway Administration's Technical Advisory T 6640.8A, dated October 30, 1987, and in ccordance with the FDOT's PD&E Manual, Part 2, Chapter 22, dated February 8, 1994.

wenty-five sites were identified as having the potential for contamination. The sites were identified y windshield survey; examination of 1966, 1974, 1982, and 1998 historic aerial photography; and eviews of the original US 98 Dade City Bypass construction drawings, local FDEP files and Dade ity Directories. Of the 25 sites, four are potential hazardous materials sites and 21 are potential etroleum sites.

he four hazardous materials sites were given a rating of LOW.

Of the 21 petroleum sites, 16 were considered to have a LOW potential for contamination and five vere considered to have a MEDIUM potential for contamination. It is recommended that the five ites rated as having a MEDIUM potential for contamination be field tested by organic vapor nalyzer (OVA) screening or soil sampling with laboratory analysis. If the results of the testing adicate no evidence of soil or groundwater contamination, the rating of the site could be revised ownward. Typically, the rating of field tested sites with no evidence of contamination would be evised to LOW. Because of the nature of the businesses conducted (e.g. gasoline service stations), ome sites could remain rated as having a MEDIUM potential even if field testing did not reveal the resence of contamination.

### STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

# **ENVIRONMENTAL DETERMINATION**

. GENERAL INFORMATION						
	Со	unty	<b>′</b> :		Pasco	
	Pro	oject	: Nan	ne:	US 98 (SR 533) Dade City Bypass PD&E Study	
	Pro	oject	Limi	its:	From the Vicinity of the US 301 South Intersection to the Vicinity of the US	
					301 North Intersection	
	Pro	oject	Nun	nbers:	WPI Segment No. 256423 1 Federal-Aid Project No. 3112-017P	
2.	PR	OJE	ECT	DESC	RIPTION	
	a.	Exi	sting	g: The	e project study limits for the US 98 Dade City Bypass are from the vicinity of	
		the	US 3	301 Sc	buth intersection to the vicinity of the US 301 North intersection, a distance of	
		abo	out 1.	.6 mile	s. The project location is shown in Figure 1. The existing roadway is a two-	
		lan	e rur	al facil	ity.	
	b.	Pro	pos	ed Imp	provements: It is proposed to upgrade the US 98 Dade City Bypass to a four-	
		lan	e div	ided ur	ban facility. The proposed typical section consists of two 12-foot lanes, 4-foot	
		bik	e lan	es and	d 5-foot sidewalks in each direction. Left turn lanes will be accommodated	
		with	nin a	22-fo	ot median. The proposed improvements require a minimum of 102 feet of	
		righ	nt-of-	way. I	t is also proposed to improve traffic operations at the skewed intersections of	
		US	301	South,	, CR 35A and US 301 North. Improved pedestrian crossings are proposed at	
					venue, Martin Luther King Boulevard, Meridian Avenue, and Tuskeegee	
		Ave	enue	. An o	ptional intersection concept is provided that would bring US 301 North, River	
		Ro	ad ar	nd the	US 98 Dade City Bypass together at one location	
3.	CL	ASS	OF	ACTIO	DN	
	a.	Cla	iss o	of Action	on: b. Other Actions:	
		[]	Env	ironme	ental Assessment [ ] Section 4(f) Evaluation	
		[]	Envi	ironme	ental Impact [X] Section 106 Consultation	
		[X]	Тур	e 2 Ca	tegorical Exclusion [ ] Endangered Species Assessment	
	c.	Pu	blic l	involv	ement:	
		1.	[]	A pu	blic hearing is not required, therefore, approval of this Type 2 Categorical	
				Exclu	usion constitutes acceptance of the location and design concepts for this	
				proje		
		2.	[X]	•	blic hearing was held on November 29, 2001 and a transcript is included with	
					nvironmental determination. Approval of this Type 2 Categorical Exclusion	
					mination constitutes location and design concept acceptance for this project.	
			[]	•	oportunity for a public hearing was afforded and a certification of opportunity is	
					ded with the environmental determination. Approval of this Type 2 Categorical	
					usion determination constitutes acceptance of the location and design	
		_			epts for this project.	
		3.	[]	•	blic hearing will be held and the public hearing transcript will be provided at a	
					date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute	
					ptance of the project's location and design concepts.	
			[]	•	oportunity for a public hearing will be afforded and a certification of opportunity	
					e provided at a later date. Approval of this Type 2 Categorical Exclusion	
					mination DOES NOT constitute acceptance of the project's location and	
		_		_	gn concepts.	
	d.	Co	oper	ating A	Agency: []COE[]USCG[]FWS[]EPA[]NMFS[X]None	

# 4 / 18 / 02 FDOT Project/Manager — FHWA Urban Transportation Engineer 5. FHWA CONCURRENCE — (For) Division Administrator Date

ŝ.	IMPACT EVALUATION	C	B 4	N.I	N.	
	Topical Categories	S i g n	M i n	N o n e	N 0 1 n v	REMARKS
	<ul> <li>A. SOCIAL IMPACTS</li> <li>1. Land Use Changes</li> <li>2. Community Cohesion</li> <li>3. Relocation Potential</li> <li>4. Community Services</li> <li>5. Title VI Consideration</li> <li>6. Controversy Potential</li> <li>7. Utilities and Railroads</li> </ul>	[]	[] [X] [] []	[X] [X] [X] [X] [X] [X]	[]	See Attachment A
	B. CULTURAL IMPACTS  1. Section 4(f) Lands  2. Historic Sites/Districts  3. Archaeological Sites  4. Recreational Areas	[]	[]	[X] [X] [X]	[]	See Attachment A See Attachment A See Attachment A
	C. NATURAL ENVIRONMENT  1. Wetlands 2. Aquatic Preserves 3. Water Quality 4. Outstanding Fla. Waters 5. Wild and Scenic Rivers 6. Floodplains 7. Coastal Zone Consistency 8. Coastal Barrier Islands 9. Wildlife and Habitat 10. Farmlands		[X] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ]			See Attachment A  See Attachment A  See Attachment A  DCA letter dated 10/29/99  See Attachment A
	23 CFR 650, Subpart	t H. ed th				See Attachment A See Attachment A See Attachment A See Attachment A The Permit IS NOT required in accordance with accordance with the secondaries and the secondaries with the secondaries and the secondaries with the secondaries and the secondaries are secondaries are secondaries and the secondaries are secondaries and the secondaries are secondaries are secondaries are secondaries and the secondaries are second

## E. PERMITS REQUIRED

U.S. Army Corps of Engineers

Southwest Florida Water Management District (SWFWMD)

Florida Department of Environmental Protection

U.S. Environmental Protection Agency, National Pollution Discharge Elimination System (NPDES) Permit

### 7. WETLANDS FINDING

See Attachment A.

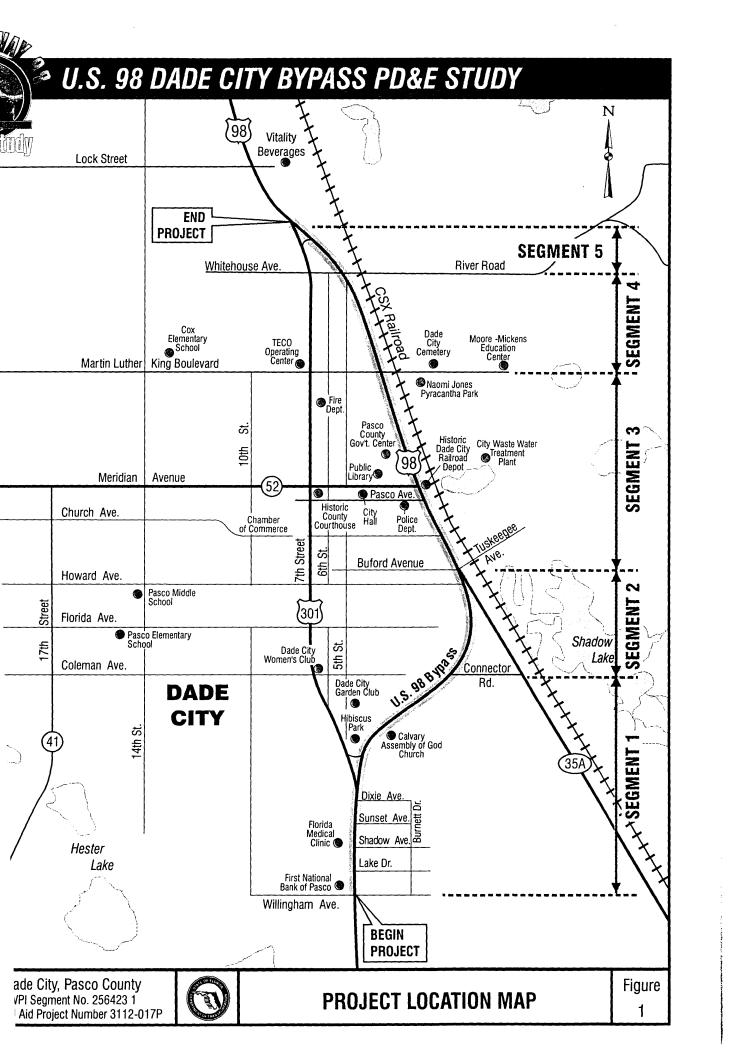
### 8. COMMITMENTS AND RECOMMENDATIONS

The FDOT is committed to the following measures:

- Railroad Crossings The FDOT is committed to evaluate the need to improve the railroad crossings at Tuskegee Avenue and Martin Luther King Boulevard during the design phase of this project.
- 2. <u>Willingham Road</u> The FDOT is committed to coordinate during design with the appropriate local governments to facilitate improvements to Willingham Road.
- 3. <u>Traffic Signals</u> The FDOT is committed to evaluate during design or after construction the need for traffic signals at the intersections of CR 35A, Tuskeegee/Buford Avenues, Meridian Avenue (SR 52), River Road, and US 301 North. Monitoring the operation of the build condition is to be undertaken for these intersections to determine if the signals are warranted. A recommendation for a traffic signal installation is conditional on results of signal warrant analysis.
- Pedestrian Accommodations The FDOT is committed to provide pedestrian crossings at the signalized intersections of US 301 South and Martin Luther King Boulevard. The FDOT is also committed, during design, to evaluate pedestrian crossings at the intersections of CR 35A, Tuskeegee/Buford Avenues, Meridian Avenue (SR 52), River Road, and US 301 North.
- 5. <u>Lighting</u> The FDOT is committed to consider roadway lighting for the length of this project. Dade City will be required to enter into a maintenance agreement for the lighting.
- 6. <u>CR 35A</u> The FDOT is committed to consider widening the US 98 Dade City Bypass only from CR 35A to US 301 North during design if Pasco County has studied and committed to construct CR 35A as a bypass from US 98 in Zephyrhills.
- 7. <u>Gateway Concepts/Landscaping</u> The FDOT is committed to coordinate with Dade City to evaluate gateway landscaping and signage concepts and provide landscaping within any suitable areas of the right-of-way during the final design of this project. The FDOT will coordinate with Dade City for the placement of irrigation water supply lines and sleeves and feeder lines for reuse water during the design phase.
- 8. Access Management The FDOT is committed to evaluate median openings and driveway connections from US 301 South to CR 35A during the design phase of this project. The evaluation will include: 1) a joint driveway to be shared by the Calvary Assembly of God Church and the strip center containing the tractor sales; 2) or a joint driveway to be shared by the strip center containing the tractor sales and the Ford dealership; and 3) eliminating the directional median opening at Connector Road.

### Recommendations:

- Typical Section The recommended improvements to the US 98 Dade City Bypass consist
  of upgrading the existing two-lane rural roadway to a four-lane divided urban facility as
  shown on the attached concept plans. The recommended typical section is a four-lane
  divided urban section that includes two 12-foot travel lanes each way, a 22-foot raised
  median, 4-foot bike lanes and 5-foot sidewalks each way. Left turn lanes will be
  accommodated in the median.
- 2. <u>Special Features</u> It is recommended that additional pavement be provided at the southwest quadrants of the intersections with Meridian Avenue (SR 52) and Martin Luther King Boulevard to allow for U-turns.



### ATTACHMENT A

### ..1 - Land Use Changes

he most recent Dade City and Pasco County Future Land Use Maps show that land use in the US 8 Dade City Bypass corridor will remain predominantly commercial/retail uses with areas of esidential, industrial and public lands. The proposed improvements to the US 98 Dade City Bypass will utilize the existing predominantly commercial corridor and land use is not anticipated to change is a result of the improvements.

### .2 - Community Cohesion

he proposed improvements to the US 98 Dade City Bypass involve widening the existing roadway in the same alignment. Additionally, traffic operations will be improved at the major intersections long the route. Pedestrian, bicycle and handicapped facilities will be improved. Currently, edestrian/bicycle traffic crosses the US 98 Dade City Bypass at several unsignalized intersections and mid-block locations to access the commercial businesses and services located along the west ade of the roadway. The proposed improvements include improved pedestrian, bicycle, and andicapped facilities for the US 98 Dade City Bypass intersections at Whitehouse Avenue, Martin wither King Boulevard, Meridian Avenue, and Tuskeegee Avenue. The crossing improvements will include both rail and roadway crossings. The proposed improvements will enhance motorized and con-motorized access from the residential neighborhoods east of the US 98 Dade City Bypass to be commercial businesses and services west of the US 98 Dade City Bypass.

### .3 - Relocation Potential

he existing US 98 Dade City Bypass right-of-way ranges from 60 ft to 115 feet. The minimum right-f-way width for the recommended typical section is 102 feet. Additional right-of-way is required in reas where the roadway profile is elevated above the surrounding topography, at intersections and or stormwater management and floodplain compensation facilities. The purchase of the additional ght-of-way will necessitate relocations in some areas of the project.

ne recommended alignment would require about six residential and six business relocations. Four the residential relocations are in Segment 1 along the east side of the US 98 Dade City Bypass at e US 301 South intersection and two are located in Segment 4 along the west side, north of Martin Ither King Boulevard.

order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, e Florida Department of Transportation will carry out a right-of-way and relocation program in cordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property equisition Policy Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

ne residential and business relocations are shown on the Concept Plans.

### 4 - Community Services

o community services will be adversely affected by the proposed improvements to the US 98 Dade ty Bypass. Fire and rescue services in the project corridor are provided by the Dade City Fire and lice Departments, the Pasco County Sheriff's Office, and the Florida Highway Patrol. None of see services will be adversely affected by the improvements.

### 5 - Title VI Consideration

### tle VI, Title VIII and Executive Order 12898 (Environmental Justice)

tle VI of the 1964 Civil Rights Act (Title VI), and related statutes, provides that no person shall, the grounds of race, color, age, religion, sex, national origin, or handicap/disability, be excluded om participation in, or be denied the benefits of, or be otherwise subject to discrimination under by program of the Federal, State or local government. Title VIII of the 1968 Civil Rights Act (Title III) guarantees each person equal opportunity in housing.

secutive Order 12898 Environmental Justice was issued to underscore and complement certain ovisions of existing law, including Title VI and Title VIII and related statutes. This project has been eveloped in accordance with Title VI, Title VIII and Executive Order 12898 and is not expected to fect any distinct minority, ethnic, elderly, or handicapped groups.

### 6 - Controversy Potential

umerous informational meetings were held to inform the public and local officials about the oposed improvements to the US 98 Dade City Bypass.

ublic input and comment was solicited and reviewed. Generally, the public and local officials have sen supportive of the project. The public hearing transcript is included in the Comments and pordination Report.

e US 98 Dade City Bypass project is considered to have a low potential for controversy.

### 7 - Utilities And Railroads

ility services within the project corridor that have the potential to be affected by the various ernatives analyzed for this proposed action include:

- TECO Peoples Gas Systems, Inc. (Natural Gas Distribution)
- Sprint Florida, Inc. (Telephone)
- Tampa Electric Company (Electric Distribution)
- Dade City Utilities (Water and Sanitary Sewer)

e utility relocation costs for the recommended alignment are estimated to be \$781,425.

### <u>ilroads</u>

ilities

e CSX Railroad parallels the US 98 Dade City Bypass from the CR 35A intersection to US 301 rth. Amtrak operates a rail passenger station at the historic Dade City Train Depot at the ersection of Meridian Avenue (SR 52) and the US 98 Dade City Bypass. Four railroad crossings side streets are located along the US 98 Dade City Bypass project corridor, including River Road ossing #622720), Martin Luther King Boulevard (crossing #622721), Tuskeegee Avenue ossing #622722), and Wilson Street (crossing #622723).

ne of the railroad crossings will be affected by the proposed improvements to the US 98 Dade y Bypass.

### - Section 4(f) Lands

e Dade City park is located within the project corridor. The recommended alignment will not roach into the park nor will it affect the function or access of the park.

### - Historic Sites/Districts

ultural Resources Assessment Survey (CRAS) was undertaken to comply with Section 106 of National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the lementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the sed Chapter 267, Florida Statutes. All work was carried out in conformity with Part 2, Chapter 12 chaeological and Historical Resources of the FDOT's Project Development & Environment &E) Manual (revised January 1999), and the standards contained in the Historic Preservation appliance Review Program of the Florida Department of State, Division of Historical Resources and (revised November 1990).

historic resource (50 years of age or older) was recorded previously in the project area. This HP-listed property, the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA415) at 14216 98 Dade City Bypass, is located within the US 98 Dade City Bypass PD&E Study project APE, area of the railroad depot, all three of the alignment alternatives evaluated for the proposed rovements will widen the US 98 Dade City Bypass to the west away from the Depot.

d surveys resulted in the location and recording of 24 additional potential historic properties A1207-1227, 8PA1265-67). The 24 newly recorded historic resources represent residential or mercial buildings common to the area. None of the 24 properties appear to be eligible for listing to NRHP, either independently or as part of a historic district.

State Historic Preservation Office (SHPO) responded with a letter dated March 28, 2001 curring that the Dade City ACL Railroad Depot continues to be listed in the NRHP and that the 24 historic structures are not NRHP eligible. The SHPO also requested "further amentation outlining project alternatives in order to address the potential impact of this project on Dade City ACL Railroad Depot (8PA415)." A Section 106 Consultation Technical Memorandum prepared to address potential project effects to the NRHP-listed depot. The examples of erse effect, as contained in 36 CFR Part 800.5(a)(1) and (2), were applied and found not to be icable for the recommended alternative. In summary, the proposed undertaking will have no 2t, as defined in 36 CFR Part 800.16(I), upon the NRHP-listed Dade City ACL Railroad Depot. SHPO responded by letter of October 26, 2001 stating that they concur with the "finding that the osed undertaking will have no effect on the historic Dade City ACL Railroad Depot (8PA415)."

### Archaeological Sites

aeological background research, including a review of the FSF and the NRHP, indicated that 32 aeological sites have been recorded previously within 3 miles of the project corridor. None are ed within the US 98 Dade City Bypass proposed right-of-way. As a result of the field survey, no storic or historic period archaeological sites were found.

CRAS was submitted to the SHPO for concurrence that the proposed improvements to the US ade City Bypass will not involve any NRHP-listed or potentially eligible archaeological sites. 3HPO responded with a letter dated March 28, 2001 concurring with the CRAS results that no storic or historic period archaeological sites were found.

### C.1 - Wetlands

In accordance with Executive Order 11990, Protection of Wetlands, dated May 23, 1977, a study was conducted to assess the potential effects on wetland within the proposed project. The study indicated the preferred alternative would affect about 0.87 acres of wetlands.

The mitigation option to be considered is the use of Florida Statute 373.4137 that allows payment to the SWFWMD for their use in mitigating the impacts.

### C.3 - Water Quality

Stormwater runoff from the US 98 Dade City Bypass will be collected in curb inlets. The water will be conveyed in an underground storm sewer system to stormwater management ponds for water quality treatment. The stormwater facility design for this project will include, at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Chapters 40D-4 and 40D-40 FAC.

The locations of the stormwater management ponds are shown on the Concept Plans. The appropriate Best Management Practices will be used during the construction phase for erosion control and water quality considerations.

### C.6 - Floodplains

A Location Hydraulic Report was prepared to determine if any floodplains will be significantly affected due to the proposed improvements. The proposed improvements will not support incompatible floodplain development.

The proposed drainage structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

### C.9 - Wildlife And Habitat

Pursuant to the Endangered Species Act of 1973, as amended, the study area was evaluated for the potential occurrence of threatened and endangered species. An Endangered Species Evaluation Memorandum prepared for this project did not identify any listed species or critical habitat that will be affected by the proposed improvements.

On April 14, 2000, the USFWS indicated that, "The Proposed Action is not likely to adversely affect the 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."

### D.1 - Noise

A <u>Noise Study Report</u> was prepared in accordance with Title 23 CFR, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise using methodology established by the FDOT in the PD&E Manual, Part 2, Chapter 17 (January 2001).

ed on the noise contour data, a review of land use data, proximity of noise sensitive sites to the 98 Dade City Bypass, and field verification of noise sensitive locations, a total of 53 receivers esenting 77 noise sensitive sites were evaluated for the Build Alternative. East of the US 98 e City Bypass, 25 receivers representing 38 noise sensitive sites were modeled. West of the 98 Dade City Bypass, 28 receivers representing 39 noise sensitive sites were modeled.

the Build Alternative year 2025 traffic conditions, 14 residences are predicted to experience e levels that approach or exceed the NAC. An evaluation of traffic management, alignment lifications and property acquisition indicated that these abatement measures were not feasible or conable. Noise barriers were also evaluated. At 11 of the residences a 5 dBA reduction could be achieved because of limitations on the barrier length to accommodate side streets and eways. Noise barriers were not feasible at these locations.

remaining three residences are either isolated or located in an area with a low density of dential development. Because of the small number of residences that would benefit, noise iers were determined to not be cost reasonable at these locations.

### Air Quality

air quality evaluation, specifically an analysis of carbon monoxide concentrations (CO) was ormed in accordance with FDOT's PD&E Manual. Based on the FDOT's computerized ening test (COSCREEN), the proposed project will not cause violations of the National Ambient Quality Standards for CO. Therefore, the project will not have a significant impact on air quality.

project is in an area that has been designated as attainment for all the air quality standards er the criteria provided in the Clean Air Act Amendments of 1990. Therefore, conformity irrements do not apply to this project.

### Construction

struction activities for the project will result in minimal, temporary, yet unavoidable air, noise, er quality, wetland, traffic flow, and visual impacts for individuals residing or traveling in the ediate vicinity of the project.

se generated by roadway construction, haul trucks and other heavy equipment is anticipated. struction noise will be minimized on this project by the Contractor's adherence to noise control sures discussed in the current edition of the FDOT <u>Standard Specifications for Roadway and ge Construction</u>.

struction activities will also cause minor short term increases in air quality impacts in the form of from earthwork and unpaved roads and smoke from open burning. These impacts will be mized or controlled by adherence to all State and local regulations and to the current edition of FDOT Standard Specifications for Roadway and Bridge Construction.

ntenance of traffic and sequence of construction will be planned and scheduled so as to mize traffic delays throughout the project. Access to all businesses and residences will be ntained to the extent practical through controlled construction scheduling.

al impacts associated with the storage of construction materials and establishment of temporary struction facilities will occur, but are not considered substantial. Construction impacts from the ect will be minimal.

### Contamination

rel I Contamination Screening of the US 98 Dade City Bypass project corridor was conducted termine the potential for contamination of the US 98 Dade City Bypass right-of-way from tent properties and business operations. Abutting sites were identified based on regulatory lards as potential sources of hazardous materials and petroleum contamination. Sites with exted or documented contamination were further evaluated for potential contamination risks respect to impacts to construction and right-of-way acquisition.

Intamination Screening Evaluation Report (CSER) was prepared pursuant to the Federal way Administration's Technical Advisory T 6640.8A, dated October 30, 1987, and in dance with the FDOT's PD&E Manual, Part 2, Chapter 22, dated February 8, 1994.

ity-five sites were identified as having the potential for contamination. The sites were identified ndshield survey; examination of 1966, 1974, 1982, and 1998 historic aerial photography; and ws of the original US 98 Dade City Bypass construction drawings, local FDEP files and Dade Directories. Of the 25 sites, four are potential hazardous materials sites and 21 are potential leum sites.

our hazardous materials sites were given a rating of LOW.

e 21 petroleum sites, 16 were considered to have a LOW potential for contamination and five considered to have a MEDIUM potential for contamination. It is recommended that the five rated as having a MEDIUM potential for contamination be field tested by organic vapor zer (OVA) screening or soil sampling with laboratory analysis. If the results of the testing ate no evidence of soil or groundwater contamination, the rating of the site could be revised ward. Typically, the rating of field tested sites with no evidence of contamination would be ad to LOW. Because of the nature of the businesses conducted (e.g. gasoline service stations), sites could remain rated as having a MEDIUM potential even if field testing did not reveal the ince of contamination.

FORM 650-040-02 ENVIRONMENTAL MANAGEMENT - 05/97

## STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

## **ENVIRONMENTAL DETERMINATION**

١.	GE	NERAL I	NFORMATION
	Со	unty:	<u>Pasco</u>
	Pro	oject Nam	
	Pro	oject Limi <sup>.</sup>	ts: From the Vicinity of the US 301 South Intersection to the Vicinity of the US
			301 North Intersection
	Pro	oject Num	bers: WPI Segment No. 256423 1 Federal-Aid Project No. 3112-017P
2.	PR	OJECT	DESCRIPTION
		the US 3 about 1. lane rura	The project study limits for the US 98 Dade City Bypass are from the vicinity of the US 301 North intersection, a distance of miles. The project location is shown in Figure 1. The existing roadway is a two-later facility. End Improvements: It is proposed to upgrade the US 98 Dade City Bypass to a four-limit for the project location.
		lane divibike land within a right-of-VUS 301 S	ded urban facility. The proposed to appraise the OS so Dade City Bypass to a lour- ded urban facility. The proposed typical section consists of two 12-foot lanes, 4-foo es and 5-foot sidewalks in each direction. Left turn lanes will be accommodated 22-foot median. The proposed improvements require a minimum of 102 feet of way. It is also proposed to improve traffic operations at the skewed intersections of South, CR 35A and US 301 North. Improved pedestrian crossings are proposed a use Avenue, Martin Luther King Boulevard, Meridian Avenue, and Tuskeegee An optional intersection concept is provided that would bring US 301 North, River
			id the US 98 Dade City Bypass together at one location
3.	CI	ASS OF	
•		Class of	
			ronmental Assessment [ ] Section 4(f) Evaluation
			ronmental Impact [X] Section 106 Consultation
			e 2 Categorical Exclusion [ ] Endangered Species Assessment
	C.	Public I	nvolvement:
		1. []	A public hearing is not required, therefore, approval of this Type 2 Categorica Exclusion constitutes acceptance of the location and design concepts for this project.
		2. [X]	A public hearing was held on November 29, 2001 and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes location and design concept acceptance for this project An opportunity for a public hearing was afforded and a certification of opportunity is included with the environmental determination. Approval of this Type 2 Categorica
		2 [1	Exclusion determination constitutes acceptance of the location and design concepts for this project.
		3. []	A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute acceptance of the project's location and design concepts.
		[]	An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the project's location and design concepts.
	d.	Coopera	ating Agency: [ ] COE [ ] USCG [ ] FWS [ ] EPA [ ] NMFS [X] None

100 130 12002.

4.	RE	٧	IE'	W	EF	R'S	SIC	3N	AT	URE	=
----	----	---	-----	---	----	-----	-----	----	----	-----	---

M Seifert FDOT Project/Manager	<u>4 / /8 / 02</u> Date
FHWA Urban Transportation Engineer	// Date

## 5. FHWA CONCURRENCE

6.	IMPACT EVALUATION  Topical Categories	S i g n	M i n	N o n e	N o I n v	REMARKS
	A. SOCIAL IMPACTS  1. Land Use Changes 2. Community Cohesion 3. Relocation Potential 4. Community Services 5. Title VI Consideration 6. Controversy Potential 7. Utilities and Railroads	[] [] [] []	[] [X] [] []	[X] [X] [X] [X] [X] [X]		See Attachment A
	B. CULTURAL IMPACTS  1. Section 4(f) Lands 2. Historic Sites/Districts 3. Archaeological Sites 4. Recreational Areas	[ ] [ ] [ ]	[]	[X] [X] [X]	[ ] [ ] [ ]	See Attachment A See Attachment A See Attachment A
	C. NATURAL ENVIRONMENT  1. Wetlands 2. Aquatic Preserves 3. Water Quality 4. Outstanding Fla. Waters 5. Wild and Scenic Rivers 6. Floodplains 7. Coastal Zone Consistency 8. Coastal Barrier Islands 9. Wildlife and Habitat 10. Farmlands		[X] [ ] [ ] [ ] [ ] [ ] [ ] [ ]	[] [X] [] [] [X] [X] [X]	[ ] [X] [X] [X] [ ] [X] [X]	See Attachment A  See Attachment A  See Attachment A  DCA letter dated 10/29/99  See Attachment A
	23 CFR 650, Subpar	t H. ied tha				See Attachment A See Attachment A See Attachment A See Attachment A  See Attachment A  and Permit IS NOT required in accordance with and Permit IS required in accordance with

## **E. PERMITS REQUIRED**

U.S. Army Corps of Engineers Southwest Florida Water Management District (SWFWMD)

Florida Department of Environmental Protection

U.S. Environmental Protection Agency, National Pollution Discharge Elimination System (NPDES) Permit

## 7. WETLANDS FINDING

See Attachment A.

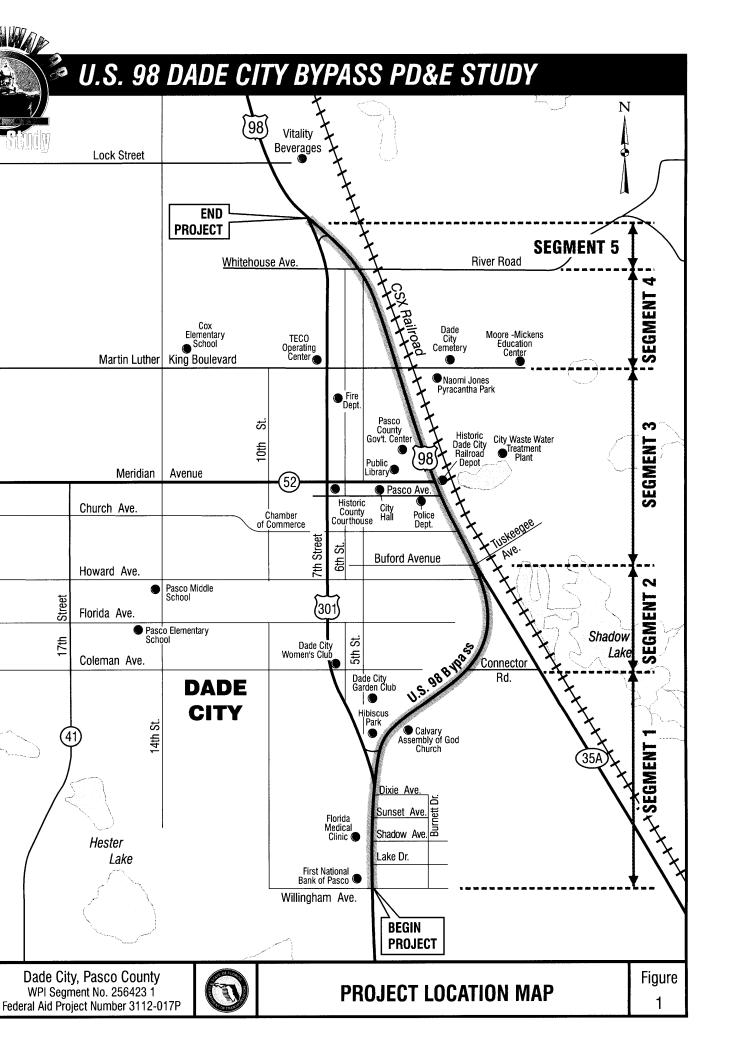
### 8. COMMITMENTS AND RECOMMENDATIONS

The FDOT is committed to the following measures:

- Railroad Crossings The FDOT is committed to evaluate the need to improve the railroad crossings at Tuskegee Avenue and Martin Luther King Boulevard during the design phase of this project.
- 2. <u>Willingham Road</u> The FDOT is committed to coordinate during design with the appropriate local governments to facilitate improvements to Willingham Road.
- 3. <u>Traffic Signals</u> The FDOT is committed to evaluate during design or after construction the need for traffic signals at the intersections of CR 35A, Tuskeegee/Buford Avenues, Meridian Avenue (SR 52), River Road, and US 301 North. Monitoring the operation of the build condition is to be undertaken for these intersections to determine if the signals are warranted. A recommendation for a traffic signal installation is conditional on results of signal warrant analysis.
- 4. <u>Pedestrian Accommodations</u> The FDOT is committed to provide pedestrian crossings at the signalized intersections of US 301 South and Martin Luther King Boulevard. The FDOT is also committed, during design, to evaluate pedestrian crossings at the intersections of CR 35A, Tuskeegee/Buford Avenues, Meridian Avenue (SR 52), River Road, and US 301 North.
- 5. <u>Lighting</u> The FDOT is committed to consider roadway lighting for the length of this project. Dade City will be required to enter into a maintenance agreement for the lighting.
- 6. <u>CR 35A</u> The FDOT is committed to consider widening the US 98 Dade City Bypass only from CR 35A to US 301 North during design if Pasco County has studied and committed to construct CR 35A as a bypass from US 98 in Zephyrhills.
- 7. <u>Gateway Concepts/Landscaping</u> The FDOT is committed to coordinate with Dade City to evaluate gateway landscaping and signage concepts and provide landscaping within any suitable areas of the right-of-way during the final design of this project. The FDOT will coordinate with Dade City for the placement of irrigation water supply lines and sleeves and feeder lines for reuse water during the design phase.
- 8. Access Management The FDOT is committed to evaluate median openings and driveway connections from US 301 South to CR 35A during the design phase of this project. The evaluation will include: 1) a joint driveway to be shared by the Calvary Assembly of God Church and the strip center containing the tractor sales; 2) or a joint driveway to be shared by the strip center containing the tractor sales and the Ford dealership; and 3) eliminating the directional median opening at Connector Road.

## Recommendations:

- Typical Section The recommended improvements to the US 98 Dade City Bypass consist
  of upgrading the existing two-lane rural roadway to a four-lane divided urban facility as
  shown on the attached concept plans. The recommended typical section is a four-lane
  divided urban section that includes two 12-foot travel lanes each way, a 22-foot raised
  median, 4-foot bike lanes and 5-foot sidewalks each way. Left turn lanes will be
  accommodated in the median.
- 2. <u>Special Features</u> It is recommended that additional pavement be provided at the southwest quadrants of the intersections with Meridian Avenue (SR 52) and Martin Luther King Boulevard to allow for U-turns.



## ATTACHMENT A

## A.1 - Land Use Changes

The most recent Dade City and Pasco County Future Land Use Maps show that land use in the US 98 Dade City Bypass corridor will remain predominantly commercial/retail uses with areas of residential, industrial and public lands. The proposed improvements to the US 98 Dade City Bypass will utilize the existing predominantly commercial corridor and land use is not anticipated to change as a result of the improvements.

## A.2 - Community Cohesion

The proposed improvements to the US 98 Dade City Bypass involve widening the existing roadway on the same alignment. Additionally, traffic operations will be improved at the major intersections along the route. Pedestrian, bicycle and handicapped facilities will be improved. Currently, pedestrian/bicycle traffic crosses the US 98 Dade City Bypass at several unsignalized intersections and mid-block locations to access the commercial businesses and services located along the west side of the roadway. The proposed improvements include improved pedestrian, bicycle, and handicapped facilities for the US 98 Dade City Bypass intersections at Whitehouse Avenue, Martin Luther King Boulevard, Meridian Avenue, and Tuskeegee Avenue. The crossing improvements will include both rail and roadway crossings. The proposed improvements will enhance motorized and non-motorized access from the residential neighborhoods east of the US 98 Dade City Bypass to the commercial businesses and services west of the US 98 Dade City Bypass.

#### A.3 - Relocation Potential

The existing US 98 Dade City Bypass right-of-way ranges from 60 ft to 115 feet. The minimum right-of-way width for the recommended typical section is 102 feet. Additional right-of-way is required in areas where the roadway profile is elevated above the surrounding topography, at intersections and for stormwater management and floodplain compensation facilities. The purchase of the additional right-of-way will necessitate relocations in some areas of the project.

The recommended alignment would require about six residential and six business relocations. Four of the residential relocations are in Segment 1 along the east side of the US 98 Dade City Bypass at the US 301 South intersection and two are located in Segment 4 along the west side, north of Martin Luther King Boulevard.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, 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 Policy Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The residential and business relocations are shown on the Concept Plans.

## A.4 - Community Services

No community services will be adversely affected by the proposed improvements to the US 98 Dade City Bypass. Fire and rescue services in the project corridor are provided by the Dade City Fire and Police Departments, the Pasco County Sheriff's Office, and the Florida Highway Patrol. None of these services will be adversely affected by the improvements.

### A.5 - Title VI Consideration

## Title VI, Title VIII and Executive Order 12898 (Environmental Justice)

Title VI of the 1964 Civil Rights Act (Title VI), and related statutes, provides that no person shall, on the grounds of race, color, age, religion, sex, national origin, or handicap/disability, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, State or local government. Title VIII of the 1968 Civil Rights Act (Title VIII) guarantees each person equal opportunity in housing.

Executive Order 12898 Environmental Justice was issued to underscore and complement certain provisions of existing law, including Title VI and Title VIII and related statutes. This project has been developed in accordance with Title VI, Title VIII and Executive Order 12898 and is not expected to affect any distinct minority, ethnic, elderly, or handicapped groups.

## A.6 - Controversy Potential

Numerous informational meetings were held to inform the public and local officials about the proposed improvements to the US 98 Dade City Bypass.

Public input and comment was solicited and reviewed. Generally, the public and local officials have been supportive of the project. The public hearing transcript is included in the Comments and Coordination Report.

The US 98 Dade City Bypass project is considered to have a low potential for controversy.

#### A.7 - Utilities And Railroads

Utility services within the project corridor that have the potential to be affected by the various alternatives analyzed for this proposed action include:

- TECO Peoples Gas Systems, Inc. (Natural Gas Distribution)
- Sprint Florida, Inc. (Telephone)
- Tampa Electric Company (Electric Distribution)
- Dade City Utilities (Water and Sanitary Sewer)

The utility relocation costs for the recommended alignment are estimated to be \$781,425.

## Railroads

Utilities

The CSX Railroad parallels the US 98 Dade City Bypass from the CR 35A intersection to US 301 North. Amtrak operates a rail passenger station at the historic Dade City Train Depot at the intersection of Meridian Avenue (SR 52) and the US 98 Dade City Bypass. Four railroad crossings of side streets are located along the US 98 Dade City Bypass project corridor, including River Road (crossing #622720), Martin Luther King Boulevard (crossing #622721), Tuskeegee Avenue (crossing #622722), and Wilson Street (crossing #622723).

None of the railroad crossings will be affected by the proposed improvements to the US 98 Dade City Bypass.

## B.1 - Section 4(f) Lands

One Dade City park is located within the project corridor. The recommended alignment will not encroach into the park nor will it affect the function or access of the park.

#### **B.2 - Historic Sites/Districts**

A Cultural Resources Assessment Survey (CRAS) was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the revised Chapter 267, Florida Statutes. All work was carried out in conformity with Part 2, Chapter 12 - Archaeological and Historical Resources of the FDOT's Project Development & Environment (PD&E) Manual (revised January 1999), and the standards contained in the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources Manual (revised November 1990).

One historic resource (50 years of age or older) was recorded previously in the project area. This NRHP-listed property, the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA415) at 14216 US 98 Dade City Bypass, is located within the US 98 Dade City Bypass PD&E Study project APE. In the area of the railroad depot, all three of the alignment alternatives evaluated for the proposed improvements will widen the US 98 Dade City Bypass to the west away from the Depot.

Field surveys resulted in the location and recording of 24 additional potential historic properties (8PA1207-1227, 8PA1265-67). The 24 newly recorded historic resources represent residential or commercial buildings common to the area. None of the 24 properties appear to be eligible for listing in the NRHP, either independently or as part of a historic district.

The State Historic Preservation Office (SHPO) responded with a letter dated March 28, 2001 concurring that the Dade City ACL Railroad Depot continues to be listed in the NRHP and that the other 24 historic structures are not NRHP eligible. The SHPO also requested "further documentation outlining project alternatives in order to address the potential impact of this project on the Dade City ACL Railroad Depot (8PA415)." A Section 106 Consultation Technical Memorandum was prepared to address potential project effects to the NRHP-listed depot. The examples of adverse effect, as contained in 36 CFR Part 800.5(a)(1) and (2), were applied and found not to be applicable for the recommended alternative. In summary, the proposed undertaking will have no effect, as defined in 36 CFR Part 800.16(I), upon the NRHP-listed Dade City ACL Railroad Depot. The SHPO responded by letter of October 26, 2001 stating that they concur with the "finding that the proposed undertaking will have no effect on the historic Dade City ACL Railroad Depot (8PA415)."

## **B.3 - Archaeological Sites**

Archaeological background research, including a review of the FSF and the NRHP, indicated that 32 archaeological sites have been recorded previously within 3 miles of the project corridor. None are located within the US 98 Dade City Bypass proposed right-of-way. As a result of the field survey, no prehistoric or historic period archaeological sites were found.

The CRAS was submitted to the SHPO for concurrence that the proposed improvements to the US 98 Dade City Bypass will not involve any NRHP-listed or potentially eligible archaeological sites. The SHPO responded with a letter dated March 28, 2001 concurring with the CRAS results that no prehistoric or historic period archaeological sites were found.

#### C.1 - Wetlands

In accordance with Executive Order 11990, Protection of Wetlands, dated May 23, 1977, a study was conducted to assess the potential effects on wetland within the proposed project. The study indicated the preferred alternative would affect about 0.87 acres of wetlands.

The mitigation option to be considered is the use of Florida Statute 373.4137 that allows payment to the SWFWMD for their use in mitigating the impacts.

## C.3 - Water Quality

Stormwater runoff from the US 98 Dade City Bypass will be collected in curb inlets. The water will be conveyed in an underground storm sewer system to stormwater management ponds for water quality treatment. The stormwater facility design for this project will include, at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Chapters 40D-4 and 40D-40 FAC.

The locations of the stormwater management ponds are shown on the Concept Plans. The appropriate Best Management Practices will be used during the construction phase for erosion control and water quality considerations.

## C.6 - Floodplains

A Location Hydraulic Report was prepared to determine if any floodplains will be significantly affected due to the proposed improvements. The proposed improvements will not support incompatible floodplain development.

The proposed drainage structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

## C.9 - Wildlife And Habitat

Pursuant to the Endangered Species Act of 1973, as amended, the study area was evaluated for the potential occurrence of threatened and endangered species. An Endangered Species Evaluation Memorandum prepared for this project did not identify any listed species or critical habitat that will be affected by the proposed improvements.

On April 14, 2000, the USFWS indicated that, "The Proposed Action is not likely to adversely affect the 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."

## D.1 - Noise

A <u>Noise Study Report</u> was prepared in accordance with Title 23 CFR, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise using methodology established by the FDOT in the PD&E Manual, Part 2, Chapter 17 (January 2001).

Based on the noise contour data, a review of land use data, proximity of noise sensitive sites to the US 98 Dade City Bypass, and field verification of noise sensitive locations, a total of 53 receivers representing 77 noise sensitive sites were evaluated for the Build Alternative. East of the US 98 Dade City Bypass, 25 receivers representing 38 noise sensitive sites were modeled. West of the US 98 Dade City Bypass, 28 receivers representing 39 noise sensitive sites were modeled.

For the Build Alternative year 2025 traffic conditions, 14 residences are predicted to experience noise levels that approach or exceed the NAC. An evaluation of traffic management, alignment modifications and property acquisition indicated that these abatement measures were not feasible or reasonable. Noise barriers were also evaluated. At 11 of the residences a 5 dBA reduction could not be achieved because of limitations on the barrier length to accommodate side streets and driveways. Noise barriers were not feasible at these locations.

The remaining three residences are either isolated or located in an area with a low density of residential development. Because of the small number of residences that would benefit, noise barriers were determined to not be cost reasonable at these locations.

## D.2 – Air Quality

An air quality evaluation, specifically an analysis of carbon monoxide concentrations (CO) was performed in accordance with FDOT's PD&E Manual. Based on the FDOT's computerized screening test (COSCREEN), the proposed project will not cause violations of the National Ambient Air Quality Standards for CO. Therefore, the project will not have a significant impact on air quality.

The project is in an area that has been designated as attainment for all the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990. Therefore, conformity requirements do not apply to this project.

#### D.3 - Construction

Construction activities for the project will result in minimal, temporary, yet unavoidable air, noise, water quality, wetland, traffic flow, and visual impacts for individuals residing or traveling in the immediate vicinity of the project.

Noise generated by roadway construction, haul trucks and other heavy equipment is anticipated. Construction noise will be minimized on this project by the Contractor's adherence to noise control measures discussed in the current edition of the FDOT <u>Standard Specifications for Roadway and Bridge Construction</u>.

Construction activities will also cause minor short term increases in air quality impacts in the form of dust from earthwork and unpaved roads and smoke from open burning. These impacts will be minimized or controlled by adherence to all State and local regulations and to the current edition of the FDOT <u>Standard Specifications for Roadway and Bridge Construction</u>.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling.

Visual impacts associated with the storage of construction materials and establishment of temporary construction facilities will occur, but are not considered substantial. Construction impacts from the project will be minimal.

### **D.4 - Contamination**

A Level I Contamination Screening of the US 98 Dade City Bypass project corridor was conducted to determine the potential for contamination of the US 98 Dade City Bypass right-of-way from adjacent properties and business operations. Abutting sites were identified based on regulatory standards as potential sources of hazardous materials and petroleum contamination. Sites with suspected or documented contamination were further evaluated for potential contamination risks with respect to impacts to construction and right-of-way acquisition.

A Contamination Screening Evaluation Report (CSER) was prepared pursuant to the Federal Highway Administration's Technical Advisory T 6640.8A, dated October 30, 1987, and in accordance with the FDOT's PD&E Manual, Part 2, Chapter 22, dated February 8, 1994.

Twenty-five sites were identified as having the potential for contamination. The sites were identified by windshield survey; examination of 1966, 1974, 1982, and 1998 historic aerial photography; and reviews of the original US 98 Dade City Bypass construction drawings, local FDEP files and Dade City Directories. Of the 25 sites, four are potential hazardous materials sites and 21 are potential petroleum sites.

The four hazardous materials sites were given a rating of LOW.

Of the 21 petroleum sites, 16 were considered to have a LOW potential for contamination and five were considered to have a MEDIUM potential for contamination. It is recommended that the five sites rated as having a MEDIUM potential for contamination be field tested by organic vapor analyzer (OVA) screening or soil sampling with laboratory analysis. If the results of the testing indicate no evidence of soil or groundwater contamination, the rating of the site could be revised downward. Typically, the rating of field tested sites with no evidence of contamination would be revised to LOW. Because of the nature of the businesses conducted (e.g. gasoline service stations), some sites could remain rated as having a MEDIUM potential even if field testing did not reveal the presence of contamination.

256423,20 KB KB

## Route Slip

Distribution:

nent of Transportation
nway Administration
on

		Date	Org/Rtg Symbol				
ck Adair or Mike Seifert	Environmental	4/30/02	FDOT, District 7,				
	Management Office		Tampa				
3 355	Remarks						
er Your Request							
r Your Information	FAPN: P-3112 (17)						
er Our Conversation	FIN: 256423-1 ` ´						
ote & Return	From the Vicinity of the US 301 South Intersection to the Vicinity of						
scuss With Me	the US 301 North Intersection						
r Your Approval	Pasco County						
r Your Signature	·						
mment	Attached are two copies of an approved Type 2 Categorical Exclusion						
ke Appropriate Action	dated 4/30/2002. I you have any concerns, please contact me by						
ease Answer	phone at the number liste						
epare Reply For	·	, ,					
gnature of	Attachment						
e		Telephone	Org/Rtg Symbol				
L. Williams Transport	ation Engineer	904-942-9650	FHWA-FL				
L. Williams Hansport	ation Engineer	ext.3029	1 1 1 V V A-FL				

F 1320.9 (Rev 5-81) Supersedes All Previous Editions

58:01 WA S- 711 S002

S- 40,01ED 7/12/12

-1-

Printed: Ap



CIMINED 7/12/12

## **FAX TRANSMISSION**

з,

FLORIDA DEPARTMENT OF TRANSPORTATION District Seven Environmental Management Office M.S. 7-500

11201 N. McKinley Drive Tampa, Florida 33612 (800) 226-7220 / (813) 975-6119 Fax: (813) 975-6451

To:	Jeff Sawyer	Date:	4/18/02
Fax #:		Pages: Z,	including this cover sheet.
From:	Mike Seifert		
Subject:	US 98 Docs	to FHWA	
COMMEN			
	FIF.		
<del></del>			<del></del>
		·	
	Mart (1)		
	7		
		186	
		A sin	
			•
	/ / / / / / / / / / / / / / / / / / / /		
		•	CLAUNIED 7/12



JEB BUSH GOVERNOR

April 18, 2002

THOMAS F. BARRY, JR. SECRETARY

Mr. James E. St. John
Division Administrator
Federal Highway Administration
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32301-2015

Attention: Mr. Marvin Williams P.E. Urban Transportation Engineer

WPI Segment No. 256423 1; FAP No. 3112-017P

U.S. 98 Dade City Bypass from U.S. 301 South to U.S. 301 North, Pasco County

Dear Mr. St. John:

RE:

The Florida Department of Transportation (FDOT) is concluding a Project Development and Environment (PD&E) Study for improvement alternatives to the U.S. 98 Dade City Bypass from the vicinity of the U.S. 301 South intersection to the vicinity of the U.S. 301 North intersection. The study evaluated widening U.S. 98 from two lanes to four lanes and included proposed pond site areas. We are forwarding the final documentation for your concurrence.

Enclosed are three copies of the type 2 Categorical Exclusion Environmental Determination, one copy of the Preliminary Engineering Report, and one copy of the Comments and Coordination Report. The Comments and Coordination Report contains the Public Hearing Transcript as well as all of the project comments.

Please sign and return two copies of the Type 2 Categorical Exclusion to me, and keep the rest of the documents for your files.

If you have any questions please do not hesitate to call me at SC 512-8011 or 813-975-6922.

Sincerely,

Michael Seifert, PSM, P.E.

PD&A Project Manager

Michael.seifert@dot.state.fl.us

Enclosure

cc: K. Bogen

J. Sawyer



ENVIRONMENTAL MANAGEMENT OFFICE \* 7-500

JEB BUSH

April 18, 2002

THOMAS F. BARRY, JR. SECRETARY

Mr. James E. St. John
Division Administrator
Federal Highway Administration
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32301-2015

Attention: Mr. Marvin Williams P.E. Urban Transportation Engineer

WPI Segment No. 256423 1; FAP No. 3112-017P

U.S. 98 Dade City Bypass from U.S. 301 South to U.S. 301 North, Pasco County

Dear Mr. St. John:

RE:

The Florida Department of Transportation (FDOT) is concluding a Project Development and Environment (PD&E) Study for improvement alternatives to the U.S. 98 Dade City Bypass from the vicinity of the U.S. 301 South intersection to the vicinity of the U.S. 301 North intersection. The study evaluated widening U.S. 98 from two lanes to four lanes and included proposed pond site areas. We are forwarding the final documentation for your concurrence.

Enclosed are three copies of the type 2 Categorical Exclusion Environmental Determination, one copy of the Preliminary Engineering Report, and one copy of the Comments and Coordination Report. The Comments and Coordination Report contains the Public Hearing Transcript as well as all of the project comments.

Please sign and return two copies of the Type 2 Categorical Exclusion to me, and keep the rest of the documents for your files.

If you have any questions please do not hesitate to call me at SC 512-8011 or 813-975-6922.

Sincerely,

Michael Seifert, PSM, P.E.

PD&A Project Manager

Michael.seifert@dot.state.fl.us

Enclosure

cc: K. Bogen

J. Sawyer

P.

## FAX TRANSMISSION

FLORIDA DEPARTMENT OF TRANSPORTATION

Го:	Jeff Sawyer Date: 1/28/02  Parens Pages: 5, including this cover sheet.  Mike Seifert  Commitments & Recommendations.
Fax#:	Pages: 5, including this cover sheet.
From:	Mike Seifert
Subject:	Commitments & Recommendations.
COMMEN	L, here are the CER for US301. I
tho	ught they would be a god examply
	mike.
	15486A-4.16

## SECTION 1.0 SUMMARY

#### COMMITMENTS

## Construction

1.1

In addition to the provisions detailed in the Florida Department of Transportation's (FDOT's) 'Standard Specifications for Roads and Bridge Construction' and to minimize impacts to the numan and natural environment, the Florida Department of Transportation is committed to the following special measures to minimize construction noise:

- Where the project engineer determines that noise-sensitive sites exist at the time of construction, the contractor may be required to use static rollers for compaction of embankment, subgrade, base, asphalt, etc.
- Screen all stationary equipment such as pumps, compressors, generators, etc., from noise ensitive receivers if that equipment is to operate beyond normal working hours. If it is feasible, creen this equipment during normal working hours to reduce noise.

ther construction-related commitments to be provided in the design plans or contractual ocuments for the proposed project are:

estriction of operating hours for lighting the construction areas will be determined and required the contractor prior to beginning construction activities that require lighting.

nordination with the local media and law enforcement agencies will be undertaken prior to immencing construction activities to ensure that construction-related impacts are minimized or equately mitigated when work during non-daylight hours is required.

## loordination with S.R. 39 project

a past PD&E Study on S.R. 39 from I-4 to U.S. 301 (WPI Seg. No. 255099 I and No. 256298 I) ecommended widening S.R. 39 from two lanes to four lanes. It also recommended realigning the S.R. 39 intersection with U.S. 301, which currently connects at an acute angle, to a "I" intersection with a traffic signal for safety reasons. The realignment proposed would result in a fection of existing S.R. 39 becoming a cul-de-sac with access from the north only off U.S. 301. A connection between the existing S.R. 39 and the new S.R. 39 alignment will be investigated in the Design phase of this project due to the number of trucks currently accessing businesses on his section of existing S.R. 39. If this project is constructed before the S.R. 39 project, the intersection realignment should be constructed along with this U.S. 301 project to increase the apacity and enhance safety at this intersection.

## Coordination with Local Governments

the side streets between 6<sup>th</sup> Street and U.S. 301 are expected to carry additional traffic when the ne-way pair system is constructed. The FDOT will resurface all local connecting streets etween 6<sup>th</sup> Street and U.S. 301 as part of this project.

he City of Zephyrhills currently owns the section of 6<sup>th</sup> Street from "C" Avenue to where it onnects with U.S. 301 just south of Geiger Road. Pasco County owns the section of 6<sup>th</sup> Street outh of "C" Avenue. These sections will become a part of the State roadway system when this oject is constructed, as Southbound U.S. 301. The FDOT is in the process of preparing a Joint ransfer Agreement with the City of Zephyrhills and Pasco County for these roadway sections. Iditionally, there is a section of existing S.R.39, which will become a local street when the S.R. intersection with U.S. 301 is realigned (see above section, Coordination with S.R. 39 project.) his section of existing S.R. 39 is expected to be transferred from the State to Pasco County. The insfer of Right-of Way (ROW) for these sections will take effect upon completion of instruction.

here are businesses along U.S. 301 with limited parking spaces that are currently using the kisting ROW on U.S. 301 for parking. This project's improvements will require the use of most the existing ROW for widening to three lanes on U.S. 301, reducing the amount of parking vailable for some businesses. The FDOT will coordinate with the City of Zephyrhills, Pasco ounty and property owners on U.S. 301 to create additional parking wherever feasible on side rects near the businesses affected.

## RECOMMENDATIONS

2

the Recommended Alternative is a one-way pair system using  $6^{th}$  Street southbound and U.S. Of northbound. In this alternative, 6th Street and U.S. 301 will be three lane urban streets. The ban section for both of these streets has three 11 foot travel lanes, a four-foot bicycle lane and we-foot sidewalks on each side. The lane widths were narrowed to 11 feet to allow for a wider order width, making it easier to connect to existing grade at the back of sidewalk. The FDOT esign Department recommended this change, noting the design speed of 40 mph and the low tack traffic (24 hr T = 5.5%). An underground pipe system is proposed to convey storm water to tention ponds. See Figure 8-3.

ne Recommended Alternative requires 60 feet of ROW on 6<sup>th</sup> Street and U.S. 301. Although a proposed one-way typical sections fit inside the existing ROW for U.S. 301 and 6<sup>th</sup> Street, DW is needed to connect 6<sup>th</sup> Street with U.S. 301 at the south end of the project. In order to ow for a continuous flow of traffic on 6<sup>th</sup> Street to U.S. 301 at the south end of the project, noth transitions with reverse curves are planned, beginning just north of the existing S.R. 39 ersection. The curves were designed to minimize the environmental affects and ROW costs. DW is also required for pond sites. See plan sheets in Appendix B for proposed ROW quirements to extend 6<sup>th</sup> Street to U.S. 301. The preferred pond sites are shown on Figure 9-1.

sposed for most of the project's length. There is, however, a raised median proposed from the w SR 39 intersection to Fir Avenue, where U.S. 301 transitions from a four lane divided road the one-way pair. At a meeting of the Median Review Committee on May17, 2001 it was

greed that there would be full median openings at Tucker Road and Palm Grove Avenue, to low for left turns and U-turns in this four lane section of U.S. 301.

## pecial Features

is recommended that additional pavement be added on the northeast corner of Palm Grove venue to allow for ears and small trucks to make U-turns. See plan sheet 2 in Appendix B.



## Parsons Brinckerhoff

## **Consulting Engineers**

5405 West Cypress Street, Suite 300

Tampa, FL 33607 Phone: (813) 289-5300 FAX: (813) 289-4405

## TRANSFER OF MATERIAL

To:	11201 N. M Mail Static Tampa, FI (813) 975-0	epartment of Transackinley Drive on 7-500 District 7 2 33612-6456 6922 e Seifert, PSM,		Project: Date: Project No.: WPI Seg. No.: FAP No.:	US 98 Dade City By July 25, 2001 15486 256423 1 3112-017P		
We are	forwarding t	he following:	☑ Attac	hed □ Ur	nder Separate Cover	□ Prints	
(	Copies	Date	No.		Description		
	5	July 25, 2001		Revised Environmental Determination Form 650-040-02			
	1	June 29, 2001	]	Environmental 1	Determination Form	with FDOT Comments.	
WE AF	RE SENDIN	G YOU:					
	Approval		No except	ion taken	□ Re	view and Comment	
□ As requested □ Rejecte				d - See Remarks			

Parsons Brinckerhoff Quade & Douglas, Inc.

File - 15486A-4.18

**REMARKS:** 

By: Jeffrey L. Sawyer, AICP, P.L.S.

Project Manager

E-mail: sawyerj@pbworld.com

5. AMMED 7/12/12



TRANSFER OF MATERIAL

## Parsons Brinckerhoff

Consulting Engineers ENTAL 5405 West Cypress Street, Stife 300

Tampag Fy 33697 Pil 1: 11 Phone: (813) 289-5300 FAX: (813) 289-4405

#### To: Florida Department of Transportation Re: **Environmental Determination** 11201 N. McKinley Drive Mail Station 7-500 District 7 Project: US 98 Dade City Bypass PD&E Tampa, FL 33612-6456 Date: June 29, 2001 (813) 975-6922 Project No.: 15486 WPI Seg. No.: 256423 1 Mr. Mike Seifert, PSM, E.I. Attn: FAP No.: 3112-017P We are forwarding the following: □ Under Separate Cover □ Prints Copies Date No. Description 3 June 2001 Revised Environmental Determination Form 650-040-02 WE ARE SENDING YOU: ☐ For Approval □ No exception taken ☑ Review and Comment ☐ As requested ☐ Rejected - See Remarks ☐ Submit specified items ☐ For your use □ Proceed subject to corrections noted

Parsons Brinckerhoff Quade & Douglas, Inc.

Jeffrey L. Sawyer, AICP, P.L.S. By:

Project Manager

E-mail: sawyerj@pbworld.com

File - 15486A-3.01

**REMARKS:** 

1 7/2 /

## STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

## **ENVIRONMENTAL DETERMINATION**

١.	GE	NERAL I	NFORMATION						
	Co	unty:	<u>Pasco</u>						
	Pro	ject Nam							
	Pro	ject Limit	s: From the Vicinity of the US 301 South Intersection to the Vicinity of the US						
			301 North Intersection						
	Pro	ject Num	bers: WPI Segment No. 256423 1 Federal-Aid Project No. 3112-017P						
)			DESCRIPTION						
	a.	<ul> <li>a. Existing: The project study limits for the US 98 Dade City Bypass are from the vicinity of the US 301 South intersection to the vicinity of the US 301 North intersection, a distance of about 1.6 mi. The project location is shown in Figure 1. The existing roadway is a two-lane rural facility. The existing typical section is shown in Figure 2.</li> <li>b. Proposed Improvements: It is proposed to upgrade the US 98 roadway to a four-lane divided urban typical section with bike lanes and sidewalks for the length of the project. The proposed typical section is shown in Figure 3. It is also proposed to improve traffic operations at the skewed intersections of US 301 South, CR 35A and US 301 North. Improved pedestrian crossings are proposed at Whitehouse Avenue, Martin Luther King</li> </ul>							
<del></del>	CI	ASS OF	rd, Meridian Avenue, and Tuskeegee Avenue.						
).		Class of							
	a.	[ ] Envi	ronmental Assessment [ ] Section 4(f) Evaluation ronmental Impact [X] Section 106 Consultation e 2 Categorical Exclusion [ ] Endangered Species Assessment						
	C.		nvolvement:						
	<b>.</b>	1. []	A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.						
		2. []	A public hearing was held on (insert date of hearing) and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes location and design concept acceptance for this project.						
		[]	An opportunity for a public hearing was afforded and a certification of opportunity is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.						
		3. <b>[X</b> ]	A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute acceptance of the project's location and design concepts.						
		[]	An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the project's location and design concepts.						
	d.	Coopera	ating Agency: []COE []USCG []FWS []EPA []NMFS [X]None						

SCANNED 7/12/12

## 4. REVIEWER'S SIGNATURE

FDOT/Project Manager

7 <sub>1</sub> 390/ Date

FDOT Environmental Administrator

8 / 1 / 0/ Date

FHWA Urban Transportation Engineer

\_\_\_/\_ Date

## 5. FHWA CONCURRENCE

(For) Division Administrator

08/21/20/ Date

6.	IMPACT EVALUATION	_				
	Topical Categories	S i g n	M i n	N o n e	N o I n v	REMARKS
	A. SOCIAL IMPACTS  1. Land Use Changes 2. Community Cohesion 3. Relocation Potential 4. Community Services 5. Title VI Consideration 6. Controversy Potential 7. Utilities and Railroads  B. CULTURAL IMPACTS 1. Section 4(f) Lands	[]	[] [X] [X] []	[X] [X] [X] [X] [X]		See Attachment A
	<ol> <li>Section 4(f) Lands</li> <li>Historic Sites/Districts</li> <li>Archaeological Sites</li> <li>Recreational Areas</li> </ol>	[]	[]	[X] [X] [X]	[ ] [ ] [X]	See Attachment A See Attachment A See Attachment A
	C. NATURAL ENVIRONMENT  1. Wetlands 2. Aquatic Preserves 3. Water Quality 4. Outstanding Fla. Waters 5. Wild and Scenic Rivers 6. Floodplains 7. Coastal Zone Consistency 8. Coastal Barrier Islands 9. Wildlife and Habitat 10. Farmlands		[X] [ ] [ ] [ X] [ ] [ X] [ ] [ ] [ ] [ ]	[] [X] [] [] [X] [X] [X]		See Attachment A  See Attachment A  See DCA letter dated October 29, 1999  See Attachment A
	accordance with 23	CFR ed th	650, at a (	Subp Coast	art H i Gua	rd Permit IS required in

## E. PERMITS REQUIRED

U.S. Army Corps of Engineers Southwest Florida Water Management District

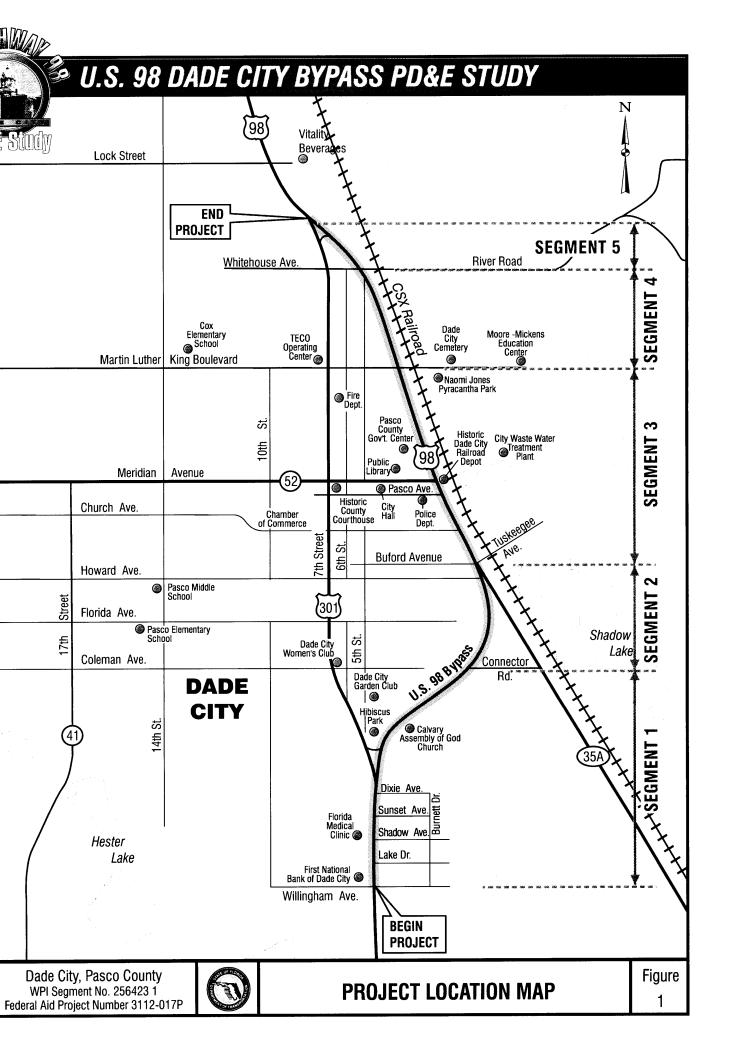
Florida Department of Environmental Protection
U.S. Environmental Protection Agency, National Pollution Discharge Elimination System (NPDES) Permit

## 7. WETLANDS FINDING

To be included in the final environmental document.

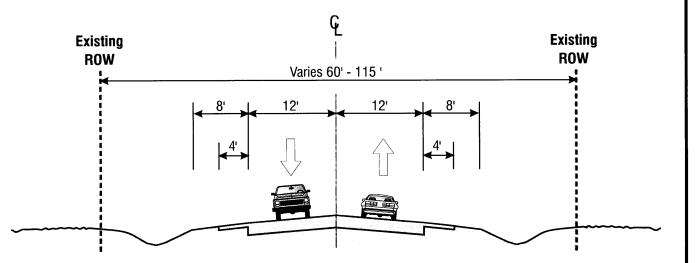
## 8. COMMITMENTS AND RECOMMENDATIONS

To be included in the final environmental document following the Public Hearing.





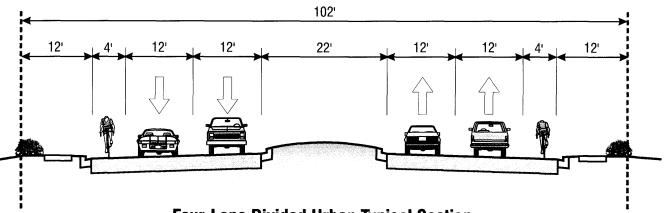
## U.S. 98 DADE CITY BYPASS PD&E STUDY



2-Lane Undivided Rural Typical Section



# U.S. 98 DADE CITY BYPASS PD&E STUDY



**Four-Lane Divided Urban Typical Section** 



## **ATTACHMENT A**

#### A. - SOCIAL IMPACTS

## A.1 - Land Use Changes

The most recent Dade City and Pasco County Future Land Use Maps show that land use in the US 98 Dade City Bypass corridor will remain predominantly commercial/retail uses with areas of residential, industrial and public lands. The proposed improvements to the US 98 Dade City Bypass will utilize the existing predominantly commercial corridor and land use is not anticipated to change as a result of the improvements. The proposed improvements will not support incompatible floodplain development.

## A.2 - Community Cohesion

The proposed improvements to the US 98 Dade City Bypass involve widening the existing roadway on the same alignment. Additionally, traffic operations will be improved at the major intersections along the route. Pedestrian, bicycle and handicapped facilities will be improved. Currently, pedestrian/bicycle traffic crosses the US 98 Dade City Bypass at several unsignalized intersections and mid-block locations to access the commercial businesses and services located along the west side of the roadway. The proposed improvements include improved pedestrian, bicycle, and handicapped facilities for the US 98 Dade City Bypass intersections at Whitehouse Avenue, Martin Luther King Boulevard, Meridian Avenue, and Tuskeegee Avenue. The crossing improvements will include both rail and roadway crossings. The proposed improvements will enhance motorized and non-motorized access from the residential neighborhoods east of the US 98 Dade City Bypass to the commercial businesses and services west of the US 98 Dade City Bypass.

## A.3 - Relocation Potential

The existing US 98 Dade City Bypass right-of-way ranges from 60 ft to 115 ft. The proposed four-lane improvements will require a minimum of 102 ft of right-of-way. The purchase of the additional right-of-way will necessitate relocations in some areas of the project. The left alignment alternative will require five business and five residential relocations. The right alignment alternative will require 12 business and three residential relocations. The centered alignment alternative will require five business and three residential relocations. A combination or "best fit" alignment is being evaluated to minimize right-of-way costs and the number of relocations. A Conceptual Stage Relocation Plan will be developed to document the availability of replacement housing for relocated businesses and residents.

## A.4 - Community Services

No community services will be adversely affected by the proposed improvements to the US 98 Dade City Bypass. Fire and rescue services in the project corridor are provided by the Dade City fire and police departments, the Pasco County Sheriff's Office and the Florida Highway Patrol. None of these services will be adversely affected by the improvements.

### A.5 - Title VI Consideration

## Title VI, Title VIII and Executive Order 12898 (Environmental Justice)

Title VI of the 1964 Civil Rights Act (Title VI), and related statutes, provides that no person shall, on the grounds of race, color, age, religion, sex, national origin, or handicap/disability, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, State or local government. Title VIII of the 1968 Civil Rights Act (Title VIII) guarantees each person equal opportunity in housing.

Executive Order 12898 Environmental Justice was issued to underscore and complement certain provisions of existing law, including Title VI and Title VIII and related statutes. This project has been developed in accordance with Title VI, Title VIII and Executive Order 12898.

The US 98 Dade City Bypass through the project area was constructed at a time when much of the county was very rural. However, the route selected for the highway is within 0.5 miles or less of the main north-south route through downtown Dade City (7<sup>th</sup> Street). The US 98 Dade City Bypass parallels the CSX Railroad right-of-way for about half of the project length. Neighborhoods east of the CSX Railroad developed independently.

Over the years, the US 98 Dade City Bypass developed as a commercial corridor providing goods and services in close proximity to the neighborhoods east of the railroad. These areas have retained their integrity as cohesive neighborhoods.

The proposed improvements to the US 98 Dade City Bypass in Pasco County involve widening the existing facility on the same alignment to accommodate projected traffic demands, improve the traffic operations at intersections, improve non-motorized transportation opportunities and access, and incorporate the latest design and safety standards. As such, additional right-of-way acquisition is anticipated to affect residences and businesses along the existing corridor. A small number of these may be minority, ethnic, elderly, or low-income persons. However, no discriminatory criteria were used during the development and selection of alternatives. The proposed improvements have not been planned to affect any specific groups or individuals, but rather to improve upon the existing facility. A Conceptual Stage Relocation Plan will be prepared for this study to address the potential for relocation of residences or businesses and analyze the availability of replacement dwellings or commercial properties.

## A.6 - Controversy Potential

The following informational meetings were held to inform the public and local officials about the proposed improvements to the US 98 Dade City Bypass.

- Pasco County Metropolitan Planning Organization May 1999
- Agency Kick-Off Meeting June 1999
- Dade City Staff June 1999
- Dade City Chamber of Commerce August 1999
- Dade City Mainstreet August 1999
- Alternatives Public Workshop November 2000
- Public Informational Meeting March 2001
- Miscellaneous Small Group Meetings Various dates

Public input and comment was solicited and reviewed. Generally, the public and local officials are in favor of the project. Only a few minor negative comments were received, mostly from property and business owners whose property may be affected by the proposed right-of-way acquisition.

These comments are being addressed during the PD&E Study. The US 98 Dade City Bypass project is considered to have a very low potential for controversy.

#### A.7 - Utilities And Railroads

#### Utilities

Utility locations were obtained using the Utility Request Package processed through the FDOT District Utility Engineer. Utility services within the project corridor that have the potential to be affected by the various alternatives analyzed for this proposed action include:

- TECO Peoples Gas Systems, Inc. (Natural Gas Distribution)
- Sprint Florida, Inc. (Telephone)
- Tampa Electric Company (Electric Distribution)
- Dade City Utilities (Water and Sanitary Sewer)

#### Railroads

The CSX Railroad parallels the US 98 Dade City Bypass from the CR 35A intersection to US 301 North. Amtrak operates a rail passenger station at the historic Dade City Train Depot at the intersection of Meridian Avenue (SR 52) and the US 98 Dade City Bypass. Two passenger trains stop at Dade City daily. Amtrak does not have plans to increase service to Dade City. The closest passenger train stops to Dade City are Wildwood, Florida, about 35 mi to the north, and Lakeland, Florida, about 25 mi to the southeast.

Rail-highway crossing information (November 1999) for the CSX Railroad, Railroad Line Number 370 (SSR GA. Line) was collected. Four railroad crossings are located along the US 98 Dade City Bypass project corridor, including River Road (crossing #622720), Martin Luther King Boulevard (crossing #622721), Tuskeegee Avenue (crossing #622722), and Wilson Street (crossing #622723).

The posted speed of vehicles on roads intersecting the railroad tracks is 30 mph for all four crossings. All four crossings are at-grade, have good crossing surface conditions and have smooth transition types. The stopping sight distance for all four crossings northeast and southwest is 200 ft. Each crossing has one set of mainline track and one set of non-mainline track (the River Road and Tuskeegee Avenue crossings have siding tracks, the Martin Luther King Boulevard crossing is unknown and the Wilson Street crossing has a pass track). Each crossing has two through lanes (number of lanes with active traffic flow over crossing) and only the Martin Luther King Boulevard crossing has one auxiliary lane (number of lanes over crossing used for other than through traffic example: stop and turn lanes, parking lanes, etc.). The only illuminated crossing is River Road.

## **B. - CULTURAL IMPACTS**

## B.1 - Section 4(f) Lands

The US 98 Dade City Bypass project lies within the designated service areas of two Dade City community parks (Naomi Jones Pyracantha Park and Mickens Field), two neighborhood parks (Price Park and Rhinesmith Park) and one mini-park (Dade City Apex Park). The Dade City Comprehensive Plan designates service areas of a 1.25 mi radius for community parks and a 0.5 mi

radius for neighborhood parks. Pyracantha and Price Parks and Mickens Field lie outside the project corridor and will not be affected by improvements to the US 98 Dade City Bypass. Two Dade City Parks are located within the project corridor.

Rhinesmith Park is bounded by US 301 on the west, Bougainvillea Avenue on the south, South 5<sup>th</sup> Street on the East, and Southview Avenue to the North. Rhinesmith Park is designated as a Neighborhood Park. It contains no recreation facilities and encompasses 1.9 ac. Dade City Apex Park is located immediately south of Rhinesmith Park at the intersection of US 301 South and US 98. Apex Park is bounded on the north by Bougainvillea Avenue and on the east by South 5<sup>th</sup> Street. Apex Park is designated as a mini-park. It contains four benches, five picnic-type tables and three decorative gaslights situated on 0.3 ac. Collectively, Dade City Apex and Rhinesmith Parks are known and signed as Hibiscus Park.

The three alignment alternatives (left, right and center) have been evaluated for the four-lane improvements to the US 98 Dade City Bypass in the area of the park. None of the alignment alternatives being considered will encroach into the park. The proposed improvements will not affect the function or access of Hibiscus Park.

#### **B.2 - Historic Sites/Districts**

A Cultural Resources Assessment Survey (CRAS) was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the revised Chapter 267, Florida Statutes. All work was carried out in conformity with Part 2, Chapter 12 - Archaeological and Historical Resources of the FDOT's PD&E Manual (revised January 1999), and the standards contained in the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources Manual (revised November 1990).

The purpose of the CRAS was to locate, identify, and bound any cultural resources within the project area of potential effects (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The historical/architectural and archaeological field surveys were conducted in December 1999 and January 2000.

Historical background research, including a review of the Florida Site File (FSF) and the NRHP, indicated that one historic resource (50 years of age or older) was recorded previously in the project area. This NRHP-listed property, the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA415) at 14216 US 98 Dade City Bypass, is located within the US 98 Dade City Bypass PD&E Study project APE. In the area of the railroad depot, all three of the alignment alternatives evaluated for the proposed improvements will widen the US 98 Dade City Bypass to the west away from the Depot.

Field surveys resulted in the location and recording of 24 additional potential historic properties (8PA1207-1227, 8PA1265-67). The 24 newly recorded historic resources represent residential or commercial buildings common to the area. The properties are neither distinguished by their architectural features, nor known to be associated with significant events or with the lives of persons significant in the past. Based upon these criteria, none of the 24 appears to be eligible for listing in the NRHP, either independently or as part of a historic district.

The CRAS was submitted to the State Historic Preservation Office (SHPO) for concurrence that the proposed improvements to the US 98 Dade City Bypass will not involve any NRHP-listed or potentially eligible historic properties. The SHPO responded with a letter dated March 28, 2001 concurring that the Dade City ACL Railroad Depot continues to be listed in the NRHP and that the other 24 historic structures are not NRHP eligible. The SHPO also requested "further

documentation outlining project alternatives in order to address the potential impact of this project on the Dade City ACL Railroad Depot (8PA415)." A Section 106 Consultation Technical Memorandum has been prepared to address potential project effects to the NRHP-listed depot. The examples of adverse effect, as contained in 36 CFR Part 800.5(a)(1) and (2), were applied and found not to be applicable for the recommended alternative. In summary, the proposed undertaking will have no effect, as defined in 36 CFR Part 800.16(I), upon the NRHP-listed Dade City ACL Railroad Depot. The Section 106 Consultation Technical Memorandum will be submitted to the FHWA for review and coordination with the SHPO.

## **B.3 - Archaeological Sites**

Archaeological background research, including a review of the FSF and the NRHP, indicated that 32 archaeological sites have been recorded previously within 3 miles of the project corridor. None are located within the US 98 Dade City Bypass right-of-way. A review of relevant site locational information for environmentally similar areas within Pasco County and the surrounding region indicated a moderate to high probability for the occurrence of prehistoric sites within portions of the project corridor. The background research also indicated that sites, if present, would most likely be small lithic or artifact scatters. The results of historical research suggested a low to moderate potential for historic period archaeological sites associated with late nineteenth and early twentieth century settlements and roads. As a result of the field survey, no prehistoric or historic period archaeological sites were found.

The CRAS was submitted to the SHPO for concurrence that the proposed improvements to the US 98 Dade City Bypass will not involve any NRHP-listed or potentially eligible archaeological sites. The SHPO responded with a letter dated March 28, 2001 concurring with the CRAS results that no prehistoric or historic period archaeological sites were found.

## C. - NATURAL ENVIRONMENT

## C.1 - Wetlands

In accordance with Executive Order 11990, Protection of Wetlands, dated May 23, 1977, a study was conducted to assess the potential wetland impacts of the proposed project.

The wetlands were classified according to the United States Fish and Wildlife Service (USFWS) methodology. The land use, vegetation cover and land form for each wetland was identified using the FDOT Florida Land Use, Cover and Forms Classification System (FLUCFCS), Second Edition, September 1985.

Sizes of existing wetlands and potential wetland impacts were determined planimetrically from project aerial photographs. Wetlands potentially affected by the project were assessed for functional significance using the Wetland Rapid Assessment Procedure (WRAP) as developed by the South Florida Water Management District and utilized by the US Army Corps of Engineers.

Six wetlands were identified within the US 98 Dade City Bypass project study area. A summary of the classifications, wetland areas, and anticipated impacts is included in the <u>Wetland Evaluation Report</u>, September 2000.

The left alignment alternative will affect about 0.89 ac of wetlands. The right alignment alternative will affect about 0.29 ac of wetlands. The centered alignment alternative will affect about 0.86 ac of wetlands. Wetland impacts associated with stormwater management facilities are expected to be

about 0.30 ac. A combination or "best fit" alignment will be evaluated to minimize wetland impacts for the length of the project.

Mitigation for potential wetland impacts will be coordinated through the Southwest Florida Water Management District (SWFWMD). It is anticipated that wetland mitigation will be conducted pursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 U.S.C.S. 1344. Wetland impacts for this project are considered minimal.

## C.3 - Water Quality

The proposed drainage systems will be designed to convey stormwater runoff away from the roadway in the existing natural basin flow directions. The proposed improvements will be an urban four-lane divided typical section. Stormwater runoff will be collected in curb inlets, conveyed through a storm sewer system to stormwater management ponds generally situated outside the existing right-of-way in close proximity to the outfall locations. Retaining walls of various heights may be constructed at some locations in order to avoid the proposed typical section toe-of-slope from falling outside the existing right-of-way.

The proposed improvements will increase the amount of impervious surface and consequently increase stormwater runoff. A Water Quality Impact Evaluation (WQIE) checklist was conducted in accordance with Chapter 20 of the PD&E Manual. The appropriate Best Management Practices will be used during the construction phase for erosion control and water quality considerations.

The FDOT coordinated with the Florida Department of Environmental Protection and SWFWMD stormwater personnel to provide them with descriptions of the conceptual design of the stormwater management system for this project. The proposed stormwater facility designs will include, at a minimum, the water quantity requirements for water quality impacts as required by SWFWMD in Rules Chapters 40D-4 and 40D-40. Therefore, no further mitigation for water quality impacts will be needed.

## C.6 - Floodplains

FDOT drainage maps, United States Geological Survey Quadrangle maps, SWFWMD topographic maps, Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, (FIRMs) and the Duck Lake Stormwater Management Master Plan were used to identify flood-prone areas within the US 98 corridor. A field inspection was conducted to identify obvious drainage problems. Additionally, people knowledgeable about local drainage conditions (residents, FDOT maintenance personnel, and Pasco County and Dade City operations personnel) were interviewed.

FEMA has prepared a Flood Insurance Study for Dade City, August 17, 1981. The accompanying FIRMs are dated August 17, 1981. The project area is covered by portions of Community-Panel Numbers 120231 0010 C and 120231 0115 C. Coordination with local FEMA representatives for Dade City and Pasco County, made in July 1999, revealed that no revisions have been made to the effective FIRMs within the US 98 Dade City Bypass project limits.

FEMA has designated 100-year base floodplain areas in two locations in the US 98 Dade City Bypass project corridor as Zone AH (El 78). Zone AH is described as areas of potential 100-year shallow flooding where flood depths are between 1 and 3 feet. A Zone B (now Zone X) is delineated at the north end of the project west of the US 301 North intersection. Zone B is described as areas between the limits of the 100-year and 500-year flood boundaries or certain areas subject to 100-year flooding with average depths less than 1 foot or where the contributing drainage area is less

than 1 square mile. The remainder of the US 98 Dade City Bypass project is in Zone C (now Zone X). Zone C is described as areas of minimal flood risk (generally above the 100-year flood elevation).

The <u>Duck Lake Stormwater Management Master Plan</u> was developed for the Duck Lake Study Area by SWFWMD in December 1987. The study area is in east-central Pasco County. Dade City lies in the approximate center of the study area. The study area covers 40.2 sq mi in the Withlacoochee River drainage basin. The Duck Lake Study identified that major floods affecting east Pasco County have historically involved rising waters in the Withlacoochee River basin. Within Dade City, flooding from runoff and ponding in low-lying areas are due to inadequate interior drainage.

Coordination with SWFWMD indicates that the Duck Lake Study 100-year flood elevation of 78.8 ft will be used to determine flood plain encroachment compensation for the widening of the US 98 Dade City Bypass.

The resulting 100-year floodplain delineation at elevation 78.8 ft and the recommended alignment on the SWFWMD aerials were used to estimate encroachment volume for the proposed project. The widened roadway embankment will deposit fill material into the floodplain at several locations along the project. Additionally, the roadway profile grade line will be elevated above the base floodplain from Pasco Avenue to Martin Luther King Boulevard. The floodplain encroachment is expected to be about 16.7 ac-ft. Floodplain encroachments are addressed in the Location Hydraulic Report prepared for this project.

Floodplain compensation site (FPC) alternatives were also included in the analysis for each basin. The estimated encroachment volumes are provided either within the pond site alternative (if the site is large enough to accommodate the required treatment and attenuation in addition to the floodplain compensation) or in a separate site. FPC sites will be located adjacent to the 100-year floodplain elevation of 78.8 ft.

Mitigation will be required for encroachment into the 100-year base floodplain. The mitigation has been coordinated with SWFWMD. Floodplain compensation will be accomplished in off-site locations within the same drainage basins as the encroachments.

The proposed drainage structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore it has been determined that these encroachments are not significant.

There are no regulatory floodways within the project limits.

#### C.9 - Wildlife And Habitat

Pursuant to the Endangered Species Act of 1973, as amended, the study area was evaluated for the potential occurrence of threatened and endangered species. Literature reviews were conducted and data were requested from the USFWS, Florida Fish and Wildlife Conservation Commission (FFWCC), and the Florida Natural Areas Inventory (FNAI).

An Endangered Species Evaluation Memorandum prepared for this project did not identify any listed species or critical habitat that will be affected by the proposed improvements. Coordination with the FFWCC indicates that there are no known bald eagle nests within 1 mi of the US 98 Dade City

Bypass project site. No occurrence records of listed species or critical habitat are contained within the FFWCC database for the project area.

A field inspection of the US 98 Dade City Bypass project was conducted on November 3, 1999. The purposes of this inspection were to observe any listed species that might be present and to determine if any suitable habitat existed and for specific occurrences of listed species within the project corridor. The field inspection revealed that no habitat that would exhibit listed species existed within the study corridor.

On April 14, 2000, the USFWS indicated that, "The Proposed Action is not likely to adversely affect the 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."

#### D. - PHYSICAL IMPACTS

#### D.1 - Noise

Preliminary 66 dBA noise contour data for the US 98 Dade City Bypass four-lane improvements were generated to estimate the number of noise sensitive sites for each of the alignment alternatives being evaluated. The 66 dBA isopleth ranged out from the road centerline from 114 ft to 132 ft.

For the existing condition, 11 residences were identified within the 66 dBA contour for the left alignment alternative, eight residences and one church for the right alignment, and nine residences and one church for the centered alignment.

With the proposed improvements, a combination or "best fit" alignment may eliminate up to six of the noise sensitive residential receivers through right-of-way acquisition. Noise abatement measures will be evaluated for the remaining noise sensitive receivers and addressed in the final environmental document and the ongoing public involvement process.

A Noise Study Report is being prepared for this project and will be used to evaluate the "best fit" alignment. Potential noise level changes are considered to be minimal for this project.

#### **D.2** - Air

An Air Quality Report is being prepared for this study in accordance with the procedures in the FDOT PD&E Manual, Part II. The air quality study will determine whether the project will cause or contribute to an exceedance of the National Ambient Air Quality Standard (NAAQS) for carbon monoxide.

The project is in an area that has been designated as attainment for ozone standards under the criteria provided in the Clean Air Act. It is anticipated that this project will be in conformance with the State Implementation Plan because it will not cause violations of the NAAQS.

#### D.3 - Construction

Construction activities for the proposed improvements to the US 98 Dade City Bypass will have air, noise, water, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

These temporary construction-related effects will be effectively controlled in accordance with FDOT's <u>Standard Specifications for Road and Bridge Construction</u> as directed by the FDOT Project Manager.

#### **D.4 - Contamination**

A Level I Contamination Screening of the US 98 Dade City Bypass project corridor was conducted to determine the potential for contamination of the US 98 Dade City Bypass right-of-way from adjacent properties and business operations. Abutting sites were identified based on regulatory standards as potential sources of hazardous materials and petroleum contamination. Sites with suspected or documented contamination were further evaluated for potential contamination risks with respect to impacts to construction and right-of-way acquisition.

A Contamination Screening Evaluation Report (CSER) was prepared pursuant to the Federal Highway Administration's Technical Advisory T 6640.8A, dated October 30, 1987, and in accordance with the FDOT's PD&E Manual, Part 2, Chapter 22, dated February 8, 1994.

Twenty-five sites were identified as possibly having the potential for contamination. The sites were identified by windshield survey; examination of 1966, 1974, 1982, and 1998 historic aerial photography; and a review of the original US 98 Dade City Bypass construction drawings, local FDEP files and Dade City Directories. Of the 25 sites, four are potential hazardous materials sites and 21 are potential petroleum sites.

The four hazardous materials sites were given a rating of LOW.

Of the 21 petroleum sites, 16 were considered to have a LOW potential for contamination and five were considered to have a MEDIUM potential for contamination. It is recommended that the five sites rated as having a MEDIUM potential for contamination be field tested by organic vapor analyzer (OVA) screening or soil sampling with laboratory analysis. If the results of the testing indicate no evidence of soil or groundwater contamination, the rating of the site could be revised downward. Typically, the rating of field tested sites with no evidence of contamination would be revised to LOW. Because of the nature of the businesses conducted (e.g. gasoline service stations), some sites could remain rated as having a MEDIUM potential even if field testing did not reveal the presence of contamination.

It is recommended that the following five sites be further analyzed through a Level 2 Contamination Assessment to verify or refute the potential contamination concerns:

Site No. 23W – Pat's Food Mart/United 500

Site No. 25W - Git In Go Food Store/Texaco

Site No. 30W - J.H. Williams Oil Company, Inc.

Site No. 36E - La Pasa Dita (formerly Cracker Shack, a.k.a. United 500)

Site No. 44E - Coastal Mart & Convenience Store

### **ATTACHMENTS**

Department of Community Affairs letter dated October 29, 1999 State Historic Preservation Officer letter dated March 28,2001

## DEPARTMENT OF COMMUNITY AFFATRS

"Helping Floridians create safe, vibrant, sustainable communities"

JEB BUSH Governor STEVEN M. SEIBERT Secretary

October 29, 1999

Mr. Jeraldo Comellas, Jr., P.E.
Department of Transportation
District Project Development
 and Environment Engineer
11201 N. McKinley Drive
Tampa, Florida 33612-6456

RE: U.S. Department of Transportation - Highway Planning and Construction - Advance Notification - U.S. 98 Dade City Bypass - Financial Project Number: 256423 1 21 01 - Paśco Marky Florida

County, Florida SAI: FL9908260681C

Dear Mr. Comellas:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, Section 216.212, Florida Statutes, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of State (DOS) notes that the proposed project will have a cultural resource survey performed. Provided that the applicant completes the survey and appropriately avoids, minimizes, or mitigates impacts to any significant archaeological or historic sites identified in the survey, the above project will have no adverse effect. Please refer to the enclosed DOS comments.

The Governor's Office of Planning and Budgeting (OPB) notes that Best Management Practices should be employed to ensure that impacts to environmental resources are minimized. OPB also requests to review any environmental documents prepared for this project. Please refer to the enclosed OPB comments.

The Southwest Florida Water Management District (SWFWMD) notes that it expects to participate in future reviews and will provide more in-depth comments as the project unfolds. Additionally, the SWFWMD notes that the applicant is committed to considering several options to address the area's transportation issues. This action should assist with identifying transportation solutions that meet the needs

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: (850) 488-8466/Suncom 278-8466 FAX: (850) 921-0781/Suncom 291-0781
Internet address: http://www.state.fl.us/comaff/

Mr. Jeraldo Comellas, Jr., P.E. October 28, 1999
Page Two

of the community while minimizing environmental impacts. The SWFWMD offers specific comments regarding permitting requirements of the-project. To prevent any unnecessary project delay, the SWFWMD encourages the applicant to meet with the SWFWMD's Brooksville staff prior to initiating construction drawing preparation, to discuss permitting issues regarding the project. Please refer to the enclosed SWFWMD comments.

Based on the information contained in the advance notification and the enclosed comments provided by our reviewing agencies, the state has determined that the project is consistent with the Florida Coastal Management Program (FCMP). All subsequent environmental documents prepared for this project must be reviewed to determine the project's continued consistency with the FCMP. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. Enclosed are all comments received to date from our reviewing agencies. Comments subsequently received by the State Clearinghouse will be forwarded for your consideration.

In addition, the Tampa Bay Regional Planning Council (TBRPC) notes that the project is not considered to be regionally significant and is consistent with its Strategic Regional Policy Plan. The comments received from the TBRPC are enclosed for your review and consideration.

The Department of Community Affairs (Department), pursuant to its role as the state's land planning agency, has reviewed the referenced project for consistency with the relevant local government comprehensive plan. Based on the information contained in the application, the Department has determined that the project is consistent, to the maximum extent feasible, with the applicable comprehensive plan.

If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Ralph Cantral, Executive Director Florida Coastal Management Program

RC/cc

Enclosures

cc: George Percy, Department of State
Trisha Neasman, Southwest Florida Water Management District
Mary Tanner, Office of Planning and Budgeting
Kristi Thum, Tampa Bay Regional Planning Council

iviŝions of florida defartment of state

frice of the Secretary ffice of international Relations ivision of Elections Ivision of Corporations Ivision of Cultural Affairs vision of Historical Resources

3/30/2001

vision of Library and Information Services vision of Licensing vision of Administrative Services



#### FLORIDA DEPARTMENT OF STATE Katherine Harris Secretary of State

#### DIVISION OF HISTORICAL RESOURCES

MEMBER OF THE FLORIDA CABINET

State Board of Education Trustees of the Internal Improvement Trust Fund Administration Commission Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance Department of Revenue Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

March 28, 2001 Mr. James E. St. John Division of Administration Federal Highway Administration U.S. Department of Transportation 227 N. Brondugh Street, Room 2015 Tallahassee, Florida 32301 DHR Project File No. 2001-01641

RE:

Cultural Resource Assessment Survey, U.S. 98 Dade City Bypass from U.S. 301 South to U.S. 301 North, Dade City, Pasco County. By Archaeological Consultants, Inc., December 2000. WPI Segment No. 256423 1/FAP No: 3112-017P

Dear Mr. St. John:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, Florida Statutes, implemented through 1A-46, Florida Administrative Code, we reviewed the results of the field survey of the above referenced project and find them to be complete and sufficient.

Based on the information provided in the above report, we note that one previously recorded building (the Dade City ACL Railroad Depot, 8PA415) and twenty-four newly recorded buildings and structures (8PA1207-1227, 8PA1265-1267), were located and assessed as a result of the above field survey. No archaeological sites were located. The Dade City ACL Railroad Depot is listed on the National Register of Historic Places. The remaining twenty-four buildings and structures were determined to be ineligible. We concur with the findings and determinations in the above report. It is therefore the opinion of this agency that the twenty-four newly recorded buildings and structures are not eligible for listing in the National Register of Historic Places.

This office will need further documentation outlining project alternatives in order to address the potential impact of this project on the Dade City ACL Railroad Depot (8PA415). We look forward to coordinating with you on this project.

R.A. Gray Hullding • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • http://www.flheritage.com

Director's Office (850) 488-1480 • FAX: 488-3355

O Archaeological Research (850) 487-2299 • FAX: 41+2207

### Historic Preservation (850) 487-2333 • FAX: 922-0495

· O Historical Museums (850) 488-1484 • FAX: 921-2503 Mr. St. John March 28, 2001 Page 2

If you have any questions concerning our comments, please contact Ms. Robin Jackson, Historic Sites Specialist by electronic mail at <u>riackson@mail.dos.state.fl.us</u>, or at 850-487-2333 or 800-847-7278. Thank you for your interest in protecting Florida's historic properties.

Sincerely,

Fraigh P. Carle, Deputy SHPO

Janet Snyder Matthews, Ph.D., Director Division of Historical Resources State Historic Preservation Officer

JSM/Jrj

xc: C. L. Irvin, FDOT
Rick Adair, FDOT, District Seven

## STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ENVIRONMENTAL DETERMINATION

۱.	GENERAL INFORMATION						
	Co	unty:	Pasco				
	Pro	oject Nam	e: US 98 (SR 533) Dade City Bypass PD&E Study				
	Pro	oject Limi	ts: From the Vicinity of the US 301 South Intersection to the Vicinity of the US 301				
			North Intersection				
	Pro	oject Num	bers: Work Program Item Segment No. 256423 1				
2.	PR	OJECT	DESCRIPTION				
	a.	301 Sou	The project study limits for the US 98 Dade City Bypass are from the vicinity of the US th intersection to the vicinity of the US 301 North intersection, a distance of about 1.6 mm.). The project location is shown in Figure 1. The existing roadway is a two-lane rural				
			The existing typical section is shown in Figure 2.				
	b.	Propose typical s section intersect	d Improvements: It is proposed to upgrade the US 98 roadway to a four-lane divided urbanection with bike lanes and sidewalks for the length of the project. The proposed typicals shown in Figure 3. It is also proposed to improve traffic operations at the skewedions of US 301 South, CR 35A and US 301 North. Improved pedestrian/ crossings are at Whitehouse Avenue, Martin Luther King Boulevard, Meridian Avenue and Tuskeegee				
3.	CL	ASS OF	ACTION				
	a.	Class of	Action: b. Other Actions:				
		[ ] Env	ironmental Assessment [ ] Section 4(f) Evaluation				
		[ ] Env	ironmental Impact [ ] Section 106 Consultation				
		[X] Typ	e 2 Categorical Exclusion [ ] Endangered Species Assessment				
	c.	Public I	nvolvement:				
		1. []	A public hearing is not required, therefore, approval of this Type 2				
	Categorical Exclusion constitutes acceptance of the location and design concepts for this project.						
		2. []	A public hearing was held on (insert date of hearing) and a transcript is				
			included with the environmental determination. Approval of this Type 2				
			Categorical Exclusion determination constitutes location and design concept acceptance for this project.				
		[]	An opportunity for a public hearing was afforded and a certification of opportunity is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of				
			the location and design concepts for this project.				
		3. [X]	A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion				
			DOES NOT constitute acceptance of the project's location and design concepts.				
		[]	An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the project's location and design				
	d.	Coopera	concepts.  ting Agency: [ ] COE [ ] USCG [ ] FWS [ ] EPA [ ] NMFS [X] None				
		1					

4. REVIEWER'S SIGNATURE	
FDOT Project Marlager	<u>4 / 10 / 200/</u> Date
FDOT Environmental Administrator	//
FHWA Urban Transportation Engineer	//
5. FHWA CONCURRENCE	
(For) Division Administrator	//

6.	IMPACT EVALUATION					
•		S	M	N	N	
	Topical Categories	i	i	0	0	
	1 0	g	n	n	I	REMARKS
		n		e	n	
					v	
	A. SOCIAL IMPACTS			CT 77		
	1. Land Use Changes			[X]	[]	See Attachment A
	2. Community Cohesion	[]		[X]	[ ]	See Attachment A
	3. Relocation Potential	[]	[X]	[]	[]	See Attachment A
	4. Community Services	[]	[]	[X]	[]	See Attachment A
	5. Title VI Consideration	[]	[]	[X]	[ ]	See Attachment A
	<ol><li>Controversy Potential</li></ol>	[]	[]	[X]	[]	See Attachment A
	7. Utilities and Railroads	[]	[]	[X]	[]	See Attachment A
	B. CULTURAL IMPACTS					
	1. Section 4(f) Lands	[]	[]	[X]	[]	See Attachment A
	2. Historic Sites/Districts	[]	[]	[X]	[]	See Attachment A
	3. Archaeological Sites	[]	[ ]	[X]	[]	See Attachment A
	4. Recreational Areas	[]	[]	[X]	[]	See Attachment A
						- L 1 - L 1
	C. NATURAL ENVIRONME	NT				
	1. Wetlands	[]	[X]	[]	[]	See Attachment A
	2. Aquatic Preserves	[]	[]	[]	[X]	
	3. Water Quality	[]	[]	[X]	[]	See Attachment A
	4. Outstanding Fla. Waters [ ] [ ] [X]					
	<ol><li>Wild and Scenic Rivers</li></ol>	[]	[]	[]	[X]	
	6. Floodplains	[]	[X]	[]	[]	See Attachment A
	7. Coastal Zone Consistency	[]	[]	[]	[X]	
	8. Coastal Barrier Islands	[]	[]	[]	[X]	
	9. Wildlife and Habitat	[]	[]	[X]	[]	See Attachment A
	10. Farmlands	[]	[]	[]	[X]	
	D. PHYSICAL IMPACTS					
	1. Noise	[]	[X]	[]	[]	See Attachment A
	2. Air	[]	[X]	[]	[]	See Attachment A
	3. Construction	[]	[X]	[]	[]	See Attachment A
	4. Contamination	[]	[X]	[]	[]	See Attachment A
	5. Navigation	[]	[]	[]	[X]	
						d Permit IS NOT required in
	accordance with 23					
						d Permit IS required in
	accordance with 23	3 CFR	650,	Subpa	art H.	

### E. PERMITS REQUIRED

U.S. Army Corps of Engineers Southwest Florida Water Management District

Florida Department of Environmental Protection

U.S. Environmental Protection Agency, National Pollution Discharge Elimination System (NPDES) Permit

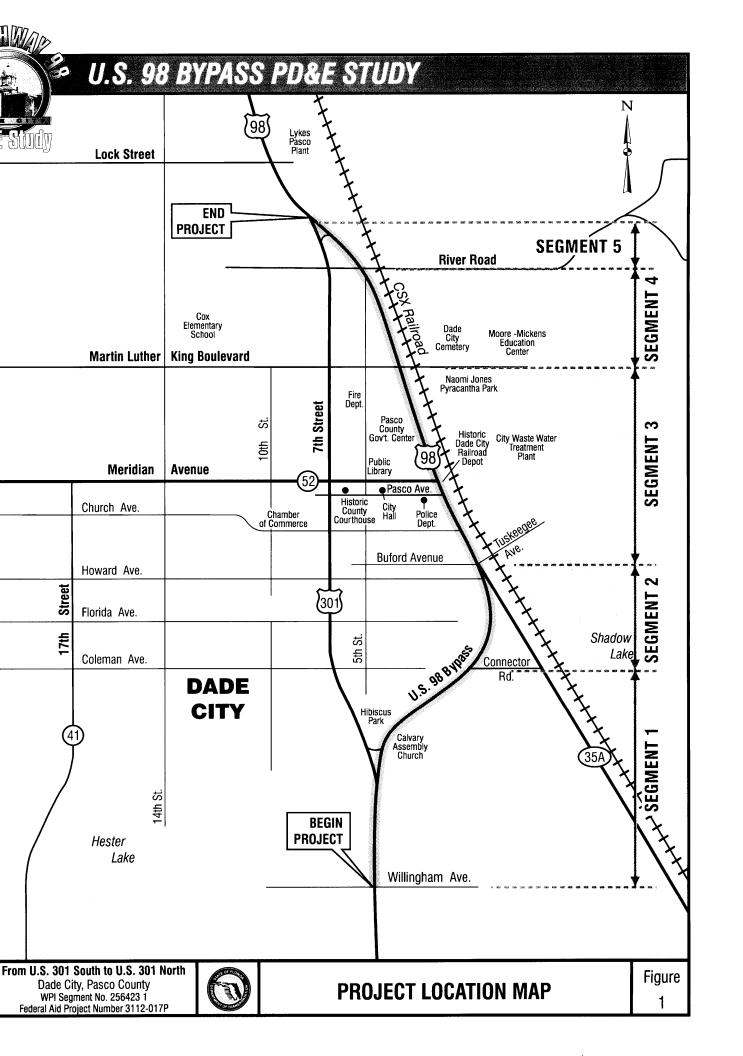
FORM 650-040-02
ENVIRONMENTAL MANAGEMENT - 05/97
Page 4 of 15

7	WETT	ANDCI	FINDING

To be included in the final environmental document.

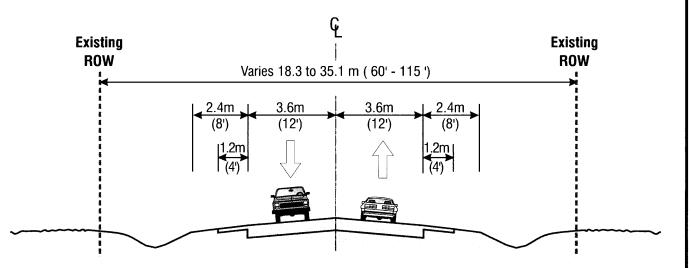
### 8. COMMITMENTS AND RECOMMENDATIONS

To be included in the final environmental document following the Public Hearing.





# U.S. 98 BYPASS PD&E STUDY

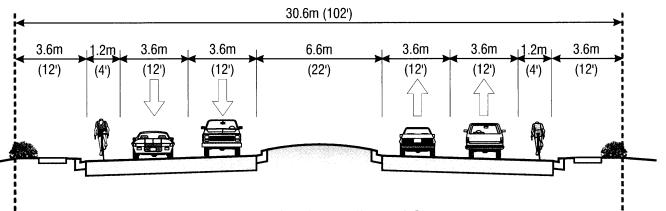


2-Lane Undivided Rural Typical Section





# U.S. 98 BYPASS PD&E STUDY



**Four-Lane Divided Urban Typical Section** 



#### **ATTACHMENT A**

#### A. - SOCIAL IMPACTS

#### A.1 - Land Use Changes

The most recent Dade City and Pasco County Future Land Use Maps show that land use in the US 98 Dade City Bypass corridor will remain predominantly commercial/retail uses with areas of residential, industrial and public lands. The proposed improvements to US 98 would utilize the existing predominantly commercial corridor and land use is not anticipated to change as a result of the improvements.

#### A.2 - Community Cohesion

The proposed improvements to the US 98 Dade City Bypass involve widening the existing roadway on the same alignment. Additionally, traffic operations will be improved at the major intersections along the route. Pedestrian, bicycle and handicapped facilities will be improved. Currently, pedestrian/bicycle traffic crosses US 98 at several unsignalized intersections and mid-block locations to access the commercial businesses and services located along the west side of the roadway. The proposed improvements include improved pedestrian/bicycle/handicapped facilities for the US 98 intersections at Whitehouse Avenue, Martin Luther King Boulevard, Meridian Avenue and Tuskeegee Avenue. The crossing improvements will include both rail and roadway crossings. The proposed improvements will enhance motorized and non-motorized access from the residential neighborhoods east of US 98 to the commercial businesses and services west of US 98.

#### A.3 - Relocation Potential

The existing US 98 Dade City Bypass right-of-way ranges from 60 ft (18.3 m) to 115 ft (35.1 m). The proposed four-lane improvements will require a minimum of 102 ft (31.1 m) of right-of-way. The purchase of the additional right-of-way will necessitate relocations in some areas of the project. The left alignment alternative would require five business and five residential relocations. The right alignment alternative would require 12 business and three residential relocations. The centered alignment alternative would require five business and two residential relocations. A combination or "best fit" alignment is being evaluated to minimize right-of-way costs and the number of relocations. A Conceptual Stage Relocation Plan will be developed to document the availability of replacement housing for relocated businesses and residents.

#### A.4 - Community Services

No community services would be adversely affected by the proposed improvements to the US 98 Dade City Bypass. Fire and rescue services in the project corridor are provided by the Dade City fire and police departments, the Pasco County Sheriff's Office and the Florida Highway Patrol. None of these services would be adversely affected by the improvements.

#### A.5 - Title VI Consideration

#### Title VI, Title VIII and Executive Order 12898 (Environmental Justice)

Title VI of the 1964 Civil Rights Act (Title VI), and related statutes, provides that no person shall, on the grounds of race, color, age, religion, sex, national origin, or handicap/disability, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of

the Federal, State or local government. Title VIII of the 1968 Civil Rights Act (Title VIII) guarantees each person equal opportunity in housing.

Executive Order 12898 was issued to underscore and complement certain provisions of existing law, including Title VI and Title VIII and related statutes. This project has been developed in accordance with Title VI, Title VIII and Executive Order 12898.

The US 98 Dade City Bypass through the project area was constructed at a time when much of the county was very rural; however, the route selected for the highway is within 0.5 miles or less of the main north-south route through downtown Dade City (7<sup>th</sup> Street). The US 98 Dade City Bypass parallels the CSX Railroad right-of-way for about half of the project length. Neighborhoods east of the CSX Railroad developed independently.

Over the years, the US 98 Dade City Bypass developed as a commercial corridor providing goods and services in close proximity to the neighborhoods east of the railroad. These areas have retained their integrity as cohesive neighborhoods.

The proposed improvements to the US 98 Dade City Bypass in Pasco County involve widening the existing facility on the same alignment to accommodate projected traffic demands, improve the traffic operations at intersections, improve non-motorized transportation opportunities and access, and incorporate the latest design and safety standards. As such, additional right-of-way acquisition is anticipated to affect residences and businesses along the existing corridor. A small number of these may be minority, ethnic, elderly or low-income persons. However, no discriminatory criteria were used during the development and selection of alternatives. The proposed improvements have not been planned to affect any specific groups or individuals, but rather to improve upon the existing facility. A Conceptual Stage Relocation Plan will be prepared for this study to address the potential for relocation of residences or businesses and analyze the availability of replacement dwellings or commercial properties.

#### A.6 - Controversy Potential

The following informational meetings were held to inform the public and local officials about the proposed improvements to the US 98 Dade City Bypass.

- Pasco County Metropolitan Planning Organization May 1999
- Agency Kick-Off Meeting June 1999
- Dade City Staff June 1999
- Dade City Chamber of Commerce August 1999
- Dade City Mainstreet August 1999
- Alternatives Public Workshop November 2000
- Miscellaneous Small Group Meetings Various dates

Public input and comment was solicited and reviewed. Generally, the public and local officials are in favor of the project. Only a few minor negative comments were received, mostly from property and business owners whose property may be affected by the right-of-way acquisition.

These comments are being addressed in the PD&E Study. The US 98 Dade City Bypass project is considered to have a very low potential for controversy.

#### A.7 - Utilities And Railroads

#### **Utilities**

Utility locations were obtained using the Utility Request Package processed through the FDOT District Utility Engineer. Utility services within the project corridor that have the potential to be affected by the various alternatives analyzed for this proposed action include:

- Peoples Gas Systems, Inc.
- Sprint Florida United
- Tampa Electric Company (TECO)
- Dade City Utilities

#### Railroads

The CSX Railroad parallels the US 98 Dade City Bypass from the CR 35A intersection to US 301 North. Amtrak operates a rail passenger station at the historic Dade City Train Depot at the intersection of Meridian Avenue (SR 52) and the US 98 Dade City Bypass. Two passenger trains stop at Dade City daily. Amtrak does not have plans to increase service to Dade City. The passenger train stops closest to Dade City are Wildwood, Florida, about 35 mi (56.3 km) to the north, and Lakeland, Florida, about 25 mi (4.02 km) to the southeast.

Rail-highway crossing information (November 1999) for the CSX Railroad, Railroad Line Number 370 (SSR GA. Line) was collected. Four railroad crossings are located along the US 98 Dade City Bypass project corridor, including River Road (crossing #622720), Martin Luther King Boulevard (crossing #622721), Tuskeegee Avenue (crossing #622722) and Wilson Street (crossing #622723).

The posted speed of vehicles on roads intersecting the railroad tracks is 30 mph (50 km/h) for all four crossings. All four crossings are at-grade, have good crossing surface conditions and have smooth transition types. The stopping sight distance for all four crossings northeast and southwest is 200 ft (61.0 m). Each crossing has one set of mainline track and one set of non-mainline track (the River Road and Tuskeegee Avenue crossings have siding tracks, the Martin Luther King Boulevard crossing is unknown and the Wilson Street crossing has a pass track). Each crossing has two through lanes (number of lanes with active traffic flow over crossing) and only the Martin Luther King Boulevard crossing has one auxiliary lane (number of lanes over crossing used for other than through traffic - example: stop and turn lanes, parking lanes, etc.). The only illuminated crossing is River Road.

#### **B. - CULTURAL IMPACTS**

#### **B.1** - Section 4(f) Lands

The US 98 project lies within the designated service areas of two Dade City community parks (Naomi Jones Pyracantha Park and Mickens Field), two neighborhood parks (Price Park and Rhinesmith Park) and one mini-park (Dade City Apex Park). The Dade City Comprehensive Plan designates service areas of a 1.25 mi (2.0 km) radius for community parks and a 0.5 mi (0.8 km) radius for neighborhood parks. Pyracantha and Price Parks and Mickens Field lie outside the project corridor and would not be affected by improvements to US 98. Two Dade City Parks are located within the project corridor.

Rhinesmith Park is bounded by US 301 on the west, Bougainvillea Avenue on the south, South 5<sup>th</sup> Street on the East and Southview Avenue to the North. Rhinesmith Park is designated as a Neighborhood Park. It contains no recreation facilities and encompasses 1.9 ac (0.8 ha). Dade City Apex Park is located immediately south of Rhinesmith Park at the intersection of US 301 South and US 98. Apex Park is bounded on the north by Bougainvillea Avenue and on the east by South 5<sup>th</sup> Street. Apex Park is designated as a minipark. It contains four benches, five picnic-type tables and three decorative gaslights situated on 0.3 ac (0.1 ha). Collectively, Dade City Apex and Rhinesmith Parks are known and signed as Hibiscus Park.

The three alignment alternatives (left, right and center) have been evaluated for the four-lane improvements to the US 98 Dade City Bypass in the area of the park. None of the alignment alternatives being considered would encroach into the park. The proposed improvements would not affect the function or access of Hibiscus Park.

#### **B.2 - Historic Sites/Districts**

A Cultural Resources Assessment Survey (CRAS) was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the revised Chapter 267, Florida Statutes. All work was carried out in conformity with Part 2, Chapter 12 - Archaeological and Historical Resources of the FDOT's PD&E Manual (revised January 1999), and the standards contained in the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources Manual (revised November 1990).

The purpose of the CRAS was to locate, identify, and bound any cultural resources within the project area of potential effects (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The historical/architectural and archaeological field surveys were conducted in December 1999 and January 2000.

Historical background research, including a review of the Florida Site File (FSF) and the NRHP, indicated that one historic resource (50 years of age or older) was recorded previously in the project area. This NRHP-listed property, the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA415) at 14216 US 98 Dade City Bypass, is located within the US 98 Dade City Bypass PD&E Study project APE. In the area of the railroad depot, all three of the alignment alternatives evaluated for the proposed improvements would widen the US 98 Dade City Bypass to the west away from the Depot.

Field surveys resulted in the location and recording of 24 additional potential historic properties (8PA1207-1227, 8PA1265-67). The 24 newly recorded historic resources represent residential or commercial buildings common to the area. The properties are neither distinguished by their architectural features, nor known to be associated with significant events or with the lives of persons significant in the past. Based upon these criteria, none of the 24 appears to be eligible for listing in the NRHP, either independently or as part of a historic district.

#### **B.3 - Archaeological Sites**

Archaeological background research, including a review of the FSF and the NRHP, indicated that 32 archaeological sites have been recorded previously within 3 miles of the project corridor. None are located within the US 98 Dade City Bypass right-of-way. A review of relevant site locational information for environmentally similar areas within Pasco County and the surrounding region indicated a moderate to high probability for the occurrence of prehistoric sites within portions of the project corridor. The background research also indicated that sites, if present, would most likely be small lithic or artifact scatters. The results

of historical research suggested a low to moderate potential for historic period archaeological sites associated with late nineteenth and early twentieth century settlements and roads. As a result of the field survey, no prehistoric or historic period archaeological sites were found.

The CRAS has been submitted to the State Historic Preservation Officer for concurrence that the proposed improvements to the US 98 Dade City Bypass will not involve any NRHP listed or potentially eligible historic properties or archaeological sites.

#### C. - NATURAL ENVIRONMENT

#### C.1 - Wetlands

In accordance with Executive Order 11990, Protection of Wetlands, dated May 23, 1977, a study was conducted to assess the potential wetland impacts of the proposed project.

The wetlands were classified according to the USFWS methodology (Cowardin, et.al., 1979). The land use, vegetation cover and land form for each wetland was identified using the FDOT Florida Land Use, Cover and Forms Classification System (FLUCFCS), Second Edition, September 1985.

Sizes of existing wetlands and potential wetland impacts were determined planimetrically from project aerial photographs. Wetlands potentially affected by the project were assessed for functional significance using the Wetland Rapid Assessment Procedure (WRAP) as developed by the South Florida Water Management District and utilized by the USACOE.

Six wetlands were identified within the US 98 Dade City Bypass project study area. A summary of the classifications, wetland areas, and anticipated impacts is included in the Wetland Evaluation Report, September 2000.

The left alignment alternative would affect about 0.89 ac (0.36 ha) of wetlands. The right alignment alternative would affect about 0.29 ac (0.12 ha) of wetlands. The centered alignment alternative would affect about 0.86 ac (0.35 ha) of wetlands. A combination or "best fit" alignment will be evaluated to minimize wetland impacts for the length of the project.

Mitigation for potential wetland impacts will be coordinated through the SWFWMD. It is anticipated that wetland mitigation will be conducted pursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 U.S.C.S 1344. Wetland impacts for this project are considered minimal.

#### C.3 - Water Quality

The proposed drainage systems will be designed to convey storm water runoff away from the roadway in the existing natural basin flow directions. The proposed improvements will be an urban four-lane divided typical section. Storm water runoff would be collected in curb inlets, conveyed through a storm sewer system to storm water management ponds generally situated outside the existing right-of-way in close proximity to the outfall locations. Retaining walls of various heights may be constructed at some locations in order to avoid the proposed typical section toe of slope from falling outside the existing right-of-way.

The proposed improvements will increase the amount of impervious surface and consequently increase storm water runoff. A Water Quality Impact Evaluation (WQIE) checklist was conducted in accordance with

Chapter 20 of the PD&E Manual. The appropriate Best Management Practices will be used during the construction phase for erosion control and water quality considerations.

The FDOT coordinated with the Florida Department of Environmental Protection (FDEP) and SWFWMD storm water personnel to provide them with descriptions of the conceptual design of the storm water management system for this project. The proposed storm water facility designs will include, at a minimum, the water quantity requirements for water quality impacts as required by SWFWMD in Rules Chapters 40D-4 and 40D-40. Therefore, no further mitigation for water quality impacts will be needed.

#### C.6 - Floodplains

FDOT drainage maps, United States Geological Survey (USGS) Quadrangle maps, SWFWMD topographic maps, Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, and the Duck Lake Stormwater Management Master Plan were used to identify flood-prone areas within the US 98 corridor. A field inspection was conducted to identify obvious drainage problems. Additionally, people knowledgeable about local drainage conditions (residents, FDOT maintenance personnel, and Pasco County and Dade City operations personnel) were interviewed.

The widened roadway embankment will deposit fill material into the floodplain at several locations along the project. Additionally, the roadway profile grade line will be elevated above the base floodplain from Pasco Avenue to Martin Luther King Boulevard. Floodplain compensation will be accomplished in off-site locations within the same drainage basins as the encroachments.

Mitigation will be required for encroachment into the 100-year base floodplain. The mitigation will be coordinated with SWFWMD.

#### C.9 - Wildlife And Habitat

Pursuant to the Endangered Species Act of 1973, as amended, the study area was evaluated for the potential occurrence of threatened and endangered species. Literature reviews were conducted and data were requested from the USFWS, Florida Fish and Wildlife Conservation Commission (FFWCC), and the Florida Natural Areas Inventory (FNAI).

An Endangered Species Evaluation Memorandum prepared for this project did not identify any listed species or critical habitat that would be affected by the proposed improvements. Coordination with the FFWCC indicates that there are no known bald eagle nests within 1 mi (1.6 km) of the US 98 Dade City Bypass project site. No occurrence records of listed species or critical habitat are contained within the FFWCC database for the project area.

A field inspection of the US 98 Dade City Bypass project was conducted on November 3, 1999. The purpose of this inspection was to observe any listed species that might be present and to determine if any suitable habitat existed and for specific occurrences of listed species within the project corridor. The field inspection revealed that no habitat that would exhibit listed species existed within the study corridor.

On April 14, 2000, the USFWS indicated that, "The Proposed Action is not likely to adversely affect the resources protected by the Endangered Species Act of 1974, as amended (16 U.S.C. 1531, et. Seq.). This finding fulfills the requirements of the Act."

#### D. - PHYSICAL IMPACTS

#### D.1 - Noise

Preliminary 66 dBA noise contour data for the US 98 Dade City Bypass four-lane improvements were generated to estimate the number of noise sensitive sites for each of the alignment alternatives being evaluated. The 66 dBA isopleth ranged out from the road centerline from 114 ft (35.7 m) to 132 ft (40.2 m).

For the existing condition, eleven residences were identified within the 66 dBA contour for the left alignment alternative, eight residences and one church for the right alignment, and nine residences and one church for the centered alignment. With the proposed improvements, a combination or "best fit" alignment may eliminate four of the noise sensitive residential receivers through right-of-way acquisition.

Potential noise impacts are considered to be minimal for this project.

#### **D.2** - Air

An Air Quality Report is being prepared for this study in accordance with the procedures in the FDOT PD&E Manual, Part II. The air quality study will determine whether the project would cause or contribute to an exceedance of the National Ambient Air Quality Standard (NAAQS) for carbon monoxide.

The project is in an area that has been designated as attainment for ozone standards under the criteria provided in the Clean Air Act. It is anticipated that this project will be in conformance with the State Implementation Plan because it will not cause violations of the NAAQS.

#### **D.3** - Construction

Construction activities for the proposed improvements to the US 98 Dade City Bypass will have air, noise, water, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

These temporary construction related effects will be effectively controlled in accordance with FDOT's <u>Standard Specifications for Road and Bridge Construction</u> as directed by the FDOT Project Manager.

#### **D.4** - Contamination

A Level I Contamination Screening of the US 98 Dade City Bypass project corridor was conducted to determine the potential for contamination of the US 98 Dade City Bypass right-of-way from adjacent properties and business operations. Abutting sites were identified based on regulatory standards as potential sources of hazardous materials and petroleum contamination. Sites with suspected or documented contamination were further evaluated for potential contamination risks with respect to impacts to construction and right-of-way acquisition.

A Contamination Screening Evaluation Report (CSER) was prepared pursuant to the Federal Highway Administration's Technical Advisory T 6640.8A, dated October 30, 1987, and in accordance with the FDOT's PD&E Manual, Part 2, Chapter 22, dated February 8, 1994.

Twenty-five sites were identified as possibly having the potential for contamination. The sites were identified by windshield survey; examination of 1966, 1974, 1982 and 1998 historic aerial photography; and a review of the original US 98 construction drawings, local FDEP files and Dade City Directories. Of the twenty-five sites, four are potential hazardous materials sites and twenty-one are potential petroleum sites.

The four hazardous materials sites were given a rating of LOW.

Of the twenty-one petroleum sites, sixteen were considered to have a LOW potential for contamination and five were considered to have a MEDIUM potential for contamination. It is recommended that the five sites rated as having a MEDIUM potential for contamination be field tested by organic vapor analyzer (OVA) screening or soil sampling with laboratory analysis. If the results of the testing indicate no evidence of soil or groundwater contamination, the rating of the site could be revised downward. Typically, the rating of field tested sites with no evidence of contamination would be revised to LOW. Because of the nature of the businesses conducted (e.g. gasoline service stations), some sites could remain rated as having a MEDIUM potential even if field testing did not reveal the presence of contamination.

It is recommended that the following five sites be further analyzed through a Level 2 Contamination Assessment to verify or refute the potential contamination concerns:

Site No. 23W - Pat's Food Mart/United 500

Site No. 25W - Git In Go Food Store/Texaco

Site No. 30W - J.H. Williams Oil Company, Inc.

Site No. 36E - La Pasa Dita (formerly Cracker Shack, a.k.a. United 500)

Site No. 44E - Coastal Mart & Convenience Store

## STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ENVIRONMENTAL DETERMINATION

256423, 20

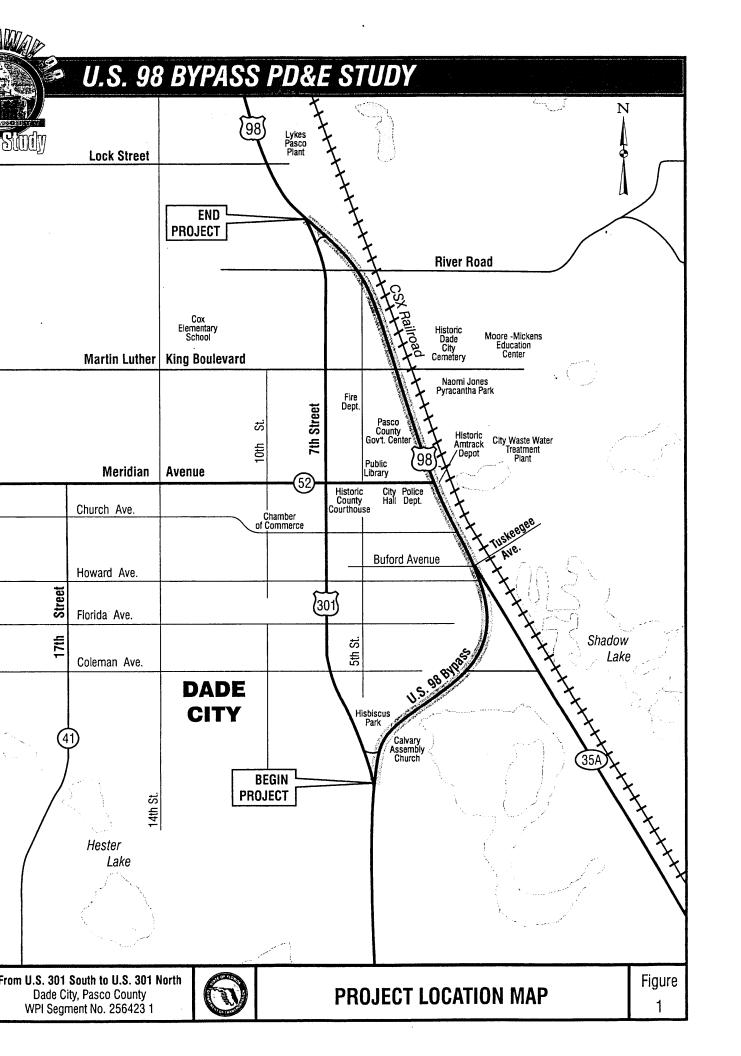
## **DRAFT**

			DIA!							
1.	GI	ENERAL	INFORMATION Pasco the vicinity of							
	Co	County: Pasco								
	Pro	oject Name	E: US 98 (SR 533) Dade City Bypass PD&E Study							
	Pro	oject Limit	s: From US 301 South to US 301 North							
	Pro	oject Num	pers: <u>Financial Project ID No. 256423-1-22-01</u>							
			Work Program Item Segment No. 256423 1							
$\overline{2}$ .	PR	OJECT I	DESCRIPTION L							
	a.	Existing	: The project limits for the US 98 Dade City Bypass are from the vicinity of the US 301							
		South int	ersection to the vicinity of the US 301 North intersection, a distance of about 1.6 mi (2.57							
		km). Th	e project location is shown in Figure 1. The existing roadway is a two-lane rural facility							
	-	with cent	er turn lanes provided at selectintersections. The existing typical section is shown in Figure							
		2.	Centrick							
	b.	Propose	d Improvements: It is proposed to upgrade the US 98 roadway to a four-lane divided urban							
			ection with bike lanes and sidewalks for the length of the project. The proposed typical							
			s shown in Figure 3. It is also proposed to improve traffic operations at the skewed							
			ons of US 301 South, CR 35A and US 301 North. Improved pedestrian/ crossings are							
		proposed	at Whitehouse Avenue, Martin Luther King Boulevard, Meridian Avenue and Tuskeegee							
		Avenue.	•							
3.	CI	LASS OF								
	a. Class of Action:  b. Other Actions:									
			ironmental Assessment [ ] Section 4(f) Statement Evaluation							
			ironmental Impact [ ] Section 106 Consultation							
			e 2 Categorical Exclusion [ ] Endangered Species Assessment							
	nvolvement:									
		1. []	A public hearing is not required, therefore, approval of this Type 2							
			Categorical Exclusion constitutes acceptance of the location and design							
			concepts for this project.							
		2. []	A public hearing was held on (insert date of hearing) and a transcript is							
			included with the environmental determination. Approval of this Type 2							
			Categorical Exclusion determination constitutes location and design concept							
			acceptance for this project.							
		[]	An opportunity for a public hearing was afforded and a certification of							
			opportunity is included with the environmental determination. Approval of							
			this Type 2 Categorical Exclusion determination constitutes acceptance of							
		2 [37]	the location and design concepts for this project.							
		3. [X]	A public hearing will be held and the public hearing transcript will be							
			provided at a later date. Approval of this Type 2 Categorical Exclusion							
			DOES NOT constitute acceptance of the project's location and design							
			concepts.							
		[]	An opportunity for a public hearing will be afforded and a certification of opportunity							
			will be provided at a later date. Approval of this Type 2 Categorical Exclusion							
			determination DOES NOT constitute acceptance of the project's location and design							
			concepts.							
	d.	Coopera	ting Agency: [ ] COE [ ] USCG [ ] FWS [ ] EPA [ ] NMFS [X] None							

4. REVIE	WER'S SIGNATURE	
4. KEVIL	WEN S SIGNATURE	•
	FDOT Project Manager	// Date
	FDOT Environmental Specialist  Administrator	//
	FHWA Transportation Engineer	//
		•
5. FHWA	CONCURRENCE	
	(For) Division Administrator	/

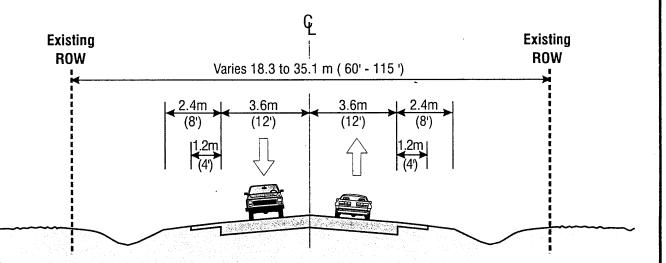
6.	Topical Categories	S i g n	M i n	N o n e	N o I n	REMARKS
	A. SOCIAL IMPACTS  1. Land Use Changes 2. Community Cohesion 3. Relocation Potential 4. Community Services 5. Title VI Consideration 6. Controversy Potential 7. Utilities and Railroads	[][]	[] [X] [] []	[X] [X] [X] [X] [X]		See Attachment A. See Attachme
	<ul> <li>B. CULTURAL IMPACTS</li> <li>1. Section 4(f) Lands</li> <li>2. Historic Sites/Districts</li> <li>3. Archaeological Sites</li> <li>4. Recreational Areas</li> </ul>	[]	[]	[X] [X] [X]	[ ] [ ] [ ] [X]	See Attachment B.1 See Attachment B.1 See Attachment B.1 See Attachment B.1
	C. NATURAL ENVIRONME  1. Wetlands 2. Aquatic Preserves 3. Water Quality 4. Outstanding Fla. Waters 5. Wild and Scenic Rivers 6. Floodplains 7. Coastal Zone Consistency 8. Coastal Barrier Islands 9. Wildlife and Habitat 10. Farmlands	NT [] [] [] [] [] [] [] [] [] [] [] [] []	[X] [ ] [ ] [ X] [ X] [ X] [ X] [ X]		[ ] [X] [X] [X] [X] [X] [X] [X]	See Attachment C.3  See Attachment C.6  See Attachment C.6  See Attachment C.9
	b. [] accordance with 23 FHWA has determ accordance with 23	[] [] ined to CFR ined to	650, hat a	[] [] Coast Subpa Coast	art H. Guaro	See Attachment D.1 See Attachment D.2 See Attachment D.3 See Attachment D.4 I Permit IS NOT required in I Permit IS required in
	.11/30/82) Southwest Florida Water Management Form 17-1.215(1); Surface Water Man Management Permit) Florida Department of Environmental I Stormwater, Chapter 17-25, F.A.C., Ap	Districation Districation District Dist	ct (Stent, Chairon (Elion for 1900); Wet	apters Predge T New T, Not land R	and Fi Stormice of	

7.	WETLANDS FINDIN	G Applies to Type 2 Categorical Exclusions Only)
	See Attachment C.1.	To be included in final environmental
		To be induded in final envisormental documents.
8.	COMMITMENTS AN	ID RECOMMENDATIONS (Applies to Type 2 Categorical Exclusions
	ony To be	in cluded in final environmental forcement
		the Public Hearing





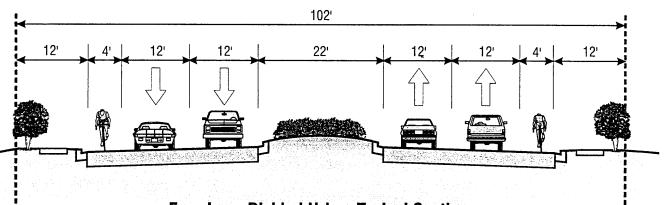
# U.S. 98 BYPASS PD&E STUDY



2-Lane Undivided Rural Typical Section



# U.S. 98 BYPASS PD&E STUDY



**Four-Lane Divided Urban Typical Section** 



#### ATTACHMENTS TO ENVIRONMENTAL DETERMINATION FORM 650-040-02

#### ATTACHMENT A. - SOCIAL IMPACTS

#### A.1 - Land Use Changes

most recent & The 1988 Dade City and 2000 Pasco County Future Land Use Maps show that land use in the US 98 Dade City Bypass corridor will remain predominantly commercial/retail uses with areas of residential, industrial and public lands. The proposed improvements to US 98 would utilize the existing predominantly commercial corridor and land use is not anticipated to change as a result of the improvements.

#### A.2 - Community Cohesion

The proposed improvements to the US 98 Dade City Bypass involve widening the existing roadway on the same alignment. Additionally, traffic operations will be improved at the major intersections along the route. Pedestrian, bicycle and handicapped facilities will be improved. Currently, pedestrian/bicycle traffic crosses US 98 at several unsignalized intersections and mid-block locations to access the commercial businesses and services located along the west side of the roadway. The proposed improvements include improved interestination pedestrian/bicycle/handicapped facilities for the major US 98 and CSX Railroad crossing locations at Whitehouse Avenue, Martin Luther King Boulevard, Meridian Avenue and Tuskeegee Avenue. The crossing improvements will include both rail and roadway crossings. The proposed improvements will enhance motorized and non-motorized access from the residential neighborhoods east of US 98 and the CSX Railroad to the commercial businesses and services west of US 98.

#### A.3 - Relocation Potential

The existing US 98 Dade City Bypass right-of-way ranges from 60 ft (18.3 m) to 115 ft (35.1 m). The proposed four-lane improvements will require a minimum of 102 ft (31.1 m) of right-of-way. The purchase of the additional right-of-way will necessitate relocations in some areas of the project. The left alignment alternative would require five business and five residential relocations. The right alignment alternative would require 12 business and three residential relocations. The centered alignment alternative would require five business and two residential relocations. A combination or "best fit" alignment will be evaluated to minimize right-of-way costs and the number of relocations. A Conceptual Stage Relocation Plan will be developed to document the availability of replacement housing for relocated businesses and residents. (is keing

#### A.4 - Community Services

No community services would be adversely affected by the proposed improvements to the US 98 Dade City Bypass. Fire and rescue services in the project corridor are provided by the Dade City fire and police departments, the Pasco County Sheriff's Office and the Florida Highway Patrol. None of these services would be adversely affected by the improvements.

#### A.5 - Title VI Consideration

#### Title VI, Title VIII and Executive Order 12898 (Environmental Justice)

Title VI of the 1964 Civil Rights Act (Title VI), and related statutes, provides that no person shall, on the grounds of race, color, age, religion, sex, national origin, or handicap/disability, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, State or local government. Title VIII of the 1968 Civil Rights Act (Title VIII) guarantees each person equal opportunity in housing.

Executive Order 12898 was issued to underscore and complement certain provisions of existing law, including Title VI and Title VIII and related statutes. This project has been developed in accordance with Title VI, Title VIII and Executive Order 12898.

The US 98 Dade City Bypass through the project area was constructed at a time when much of the county was very rural; however, the route selected for the highway is within 0.5 miles or less of the main north-south route through downtown Dade City (7th Street). The US 98 Dade City Bypass parallels the CSX Railroad right-of-way for about half of the project length. Neighborhoods east of the CSX Railroad developed independently.

Over the years, the US 98 Dade City Bypass developed as a commercial corridor providing goods and services in close proximity to the neighborhoods east of the railroad. These areas have retained their integrity as cohesive neighborhoods.

The proposed improvements to the US 98 Dade City Bypass in Pasco County involve widening the existing facility on the same alignment to accommodate projected traffic demands, improve the traffic operations at intersections, improve non-motorized transportation opportunities and access, and incorporate the latest design and safety standards. As such, additional right-of-way acquisition is anticipated to affect residences and businesses along the existing corridor. A small number of these may be minority, ethnic, elderly or low-income persons. However, no discriminatory criteria were used during the development and selection of alternatives. The proposed improvements have not been planned to affect any specific groups or individuals, but rather to improve upon the existing facility. A Conceptual Stage Relocation Plan will be prepared for this study to address the potential for relocation of residences or businesses and analyze the availability of replacement dwellings or commercial properties.

Currently, pedestrian/bicycle traffic crosses US 98 at the unsignalized intersections of Tuskeegee Avenue, Meridian Avenue and River Road, and the signalized intersection of Martin Luther King Boulevard. Other pedestrian crossings occur at mid-block locations to access the commercial businesses and services located along the west side of the roadway. The mid-block locations are footpath extensions of Hampton and Roosevelt Avenues north of Tuskeegee Avenue and Irwin Avenue north of the Dade City Railroad Depot. All of these locations except Meridian Avenue include the crossing of the CSX Railroad tracks and US 98. The proposed improvements include improved pedestrian/bicycle/ handicapped facilities at the US 98 and CSX Railroad crossing locations at Whitehouse Avenue/River Road, Martin Luther King Boulevard, Meridian Avenue and Tuskeegee Avenue. The crossing improvements will provide "Look Both Ways" type of pedestrian rail crossings, signalized pedestrian crossings of US 98 and pedestrian refuges in the proposed median of US 98.

The proposed improvements will enhance motorized and non-motorized access from the residential neighborhoods east of US 98 and the CSX Railroad to the commercial businesses and services west of US 98. The US 98 improvements will aid in the safe continuation of cohesive ties from the neighborhoods to the east with the businesses and services to the west.

#### A.6 - Controversy Potential

The following informational meetings were held to inform the public and local officials about the proposed improvements to the US 98 Dade City/Bypass.

- Pasco County Metropolitan Planning Organization May 1999
- Agency Kick-Off Meeting June 1999
- Dade City Staff June 1999
- Dade City Chamber of Commerce August 1999
- Dade City Mainstreet August 1999
- Alternatives Public Workshop November 2000
- Miscellaneous Small Group Meetings Various dates

Public input and comment was solicited and reviewed. Generally, the public and local officials are in favor of the project. Only a few minor negative comments were received, mostly from property and business owners whose property may be affected by the right-of-way acquisition. The following concerns were identified at these meetings:—

- <u>Pedestrian Safety</u> Particularly at the Tuskeegee Avenue, Martin Luther King Boulevard and River Road crossings. Captain Duff of the Dade City Police noted several pedestrian fatalities along this stretch of US 98 in the past.
- Gateways to Dade City Several comments were received regarding the importance of the aesthetics of the major intersections along the US 98 Dade City Bypass corridor, including US 301 South, CR 35A, Meridian Avenue and US 301 North. Provide opportunities for gateway signage.
- Trees Preserve the large oak trees along 7th Street/US 301 and along the north right-of-way of US 98 between US 301 South and CR 35A.
- <u>Landscaping</u> Provide opportunities for landscaping in the proposed median, retention ponds and other green areas within the proposed right-of-way.
- <u>Traffic Signals</u> Move the traffic signal from the Martin Luther King intersection to River Road because of the truck traffic at River Road and the relocation of the elementary school from Martin Luther King Boulevard.
- <u>Truck Traffic at Meridian Avenue</u> Discourage large through trucks from turning onto 7<sup>th</sup> Street (US 301) from Meridian Avenue. Long trucks have difficulty turning onto the US 98 Dade City Bypass from Meridian Avenue. A potential safety issue needs to be investigated.
- <u>Vacant Pasco Plaza Shopping Center at CR 35A (formerly Kash 'N Karry</u>) The City would like to preserve the commercial viability of the tract, if possible. However, realignment of the intersection and use for retention ponds could prevent the property from returning to the tax base. If so, landscaping with live oaks could be an acceptable alternative.
- Stormwater Management The vacant Pasco County property north of the Eastern Pasco Government Center could possibly be shared with the County as a site for stormwater retention facilities.
- Rail Trail The former railroad right-of-way west of 8th Street has been designated for use in the Rails-to-Trails program. Provisions for an extension of the rail trail from Dade City to the Withlacoochee River Park east of town should be considered at River Road.
- <u>Downtown Dade City Main Street</u> The program director requested a meeting to discuss the project. The meeting should include the committee engineer. The group is interested in preserving the "historic" palm trees at the Dade City Train Depot.

are been 9

These comments will be addressed in the PD&E Study. The US 98 Dade City Bypass project is considered to have a very low potential for controversy.

#### A.7 - Utilities And Railroads

#### Utilities

Utility locations were obtained using the Utility Request Package processed through the FDOT District Utility Engineer. Utility services within the project corridor which have the potential to be affected by the various alternatives analyzed for this proposed action are-listed below:

Peoples Gas Systems, Inc. - 2 in (50 mm) and 12 in (300 mm) steel-gas lines are located on the east side of the US 98 Dade City Bypass for the length of the project.

Sprint Florida United - Buried copper telephone cable exists on the east side of US 98 from the southern end of the project at Dixie Avenue north for about 220 ft (67.1 m) and on the west side of US 98 from Bougainvillea Avenue to about Palm Avenue. Crossings in these areas exist at Dixie Avenue, both north and south of the Calvary Assembly Church property, and just north of the Jarrett-Skeen Ford Lincoln Mercury Dealership. Buried copper telephone cable exists on the east side of US 98 from Tuskeegee Avenue for about 250 ft (76.2 m) north where it crosses US 98 and runs on the west side to about 70 ft (21.3 m) north of Meridian Avenue. The cable crosses to the east side of US 98 north of Meridian Avenue and runs to just south of East San Francisco Avenue where it crosses US 98 and runs adjacent to the CSX Railroad tracks up to just north of Meredith Avenue. The cable then runs west and turns north near the Vitality Beverages, Inc. (former Lykes-Pasco) property. Buried copper telephone cable runs along the east side of US 98 from about US 98/US 301 North to north of Lock Street. A crossing exists at Lock Street.

TECO. - Two 13,200 volt overhead electric pole lines are located approximately 6 ft (1.8 m) inside the west right-of-way line of US 98. The first electric pole line begins at CR 35A and continues north to River Road. The second electric pole line begins at Pond Avenue and extends beyond the US 98/US 301 project limits. Local electric service distribution lines are present within the existing right-of-way for the length of the project.

Dade City Utilities, - Potable water distribution lines and sanitary sewer lines are present within the existing right-of-way for the length of the project.

#### Railroads

The CSX Railroad parallels the US 98 Dade City Bypass from the CR 35A intersection to US 301 North. Amtrak operates a rail passenger station at the historic Dade City Train Depot at the intersection of Meridian Avenue (SR 52) and the US 98 Dade City Bypass. Two passenger trains stop at Dade City daily. Amtrak does not have plans to increase service to Dade City. The passenger train stops closest to Dade City are Wildwood, Florida, about 35 mi (56.3 km) to the north, and Lakeland, Florida, about 25 mi (4.02 km) to the southeast.

Rail-highway crossing information (November 1999) for the CSX Railroad, Railroad Line Number 370 (SSR GA. Line) was collected. Four railroad crossings are located along the US 98 Dade City Bypass project corridor, including River Road (crossing #622720), Martin Luther King Boulevard (crossing #622721), Tuskeegee Avenue (crossing #622722) and Wilson Street (crossing #622723).

The posted speed of vehicles on roads intersecting the railroad tracks is 30 mph (50 km/h) for all four crossings. All four crossings are at-grade, have good crossing surface conditions and have smooth transition types. The stopping sight distance for all four crossings northeast and southwest is 200 ft (61.0 m). Each

FORM 650-040-02 ENVIRONMENTAL MANAGEMENT - 05/97 Page 12 of 22

crossing has one set of mainline track and one set of non-mainline track (the River Road and Tuskeegee Avenue crossings have siding tracks, the Martin Luther King Boulevard crossing is unknown and the Wilson Street crossing has a pass track). Each crossing has two through lanes (number of lanes with active traffic flow over crossing) and only the Martin Luther King Boulevard crossing has one auxiliary lane (number of lanes over crossing used for other than through traffic - example: stop and turn lanes, parking lanes, etc.). The only illuminated crossing is River Road.

#### ATTACHMENT B. - CULTURAL IMPACTS

#### B.1 - Section 4(f) Lands

The US 98 project lies within the designated service areas of two Dade City community parks (Naomi Jones Pyracantha Park and Mickens Field), two neighborhood parks (Price Park and Rhinesmith Park) and one mini-park (Dade City Apex Park). The Dade City Comprehensive Plan designates service areas of a 1.25 mi (2.0 km) radius for community parks and a 0.5 mi (0.8 km) radius for neighborhood parks. Pyracantha and Price Parks and Mickens Field lie outside the project corridor and would not be affected by improvements to US 98. Two Dade City Parks are located within the project corridor.

Rhinesmith Park is bounded by US 301 on the west, Bougainvillea Avenue on the south, South 5<sup>th</sup> Street on the East and Southview Avenue to the North. Rhinesmith Park is designated as a Neighborhood Park. It contains no recreation facilities and encompasses 1.9 ac (0.8 ha). The park is municipally owned, well maintained, landscaped and designed for passive recreation use by all age groups. Dade City does not maintain usage records for the park, but notes that local residents occasionally use the park for children's passive play. Improvements to US 98 would have no effect on the physical property, access or function of Rhinesmith Park.

Dade City Apex Park is located immediately south of Rhinesmith Park at the intersection of US 301 South and US 98. Apex Park is bounded on the north by Bougainvillea Avenue and on the east by South 5th Street. Apex Park is designated as a mini-park. It contains four benches, five picnic-type tables and three decorative gaslights situated on 0.3 ac (0.1 ha). The park is handicapped accessible. Apex Park is municipally owned, well maintained, landscaped and designed for passive recreation use by all age groups. Dade City does not maintain usage records for the park, but notes that it is used year-round by residents and local business employees for picnic lunches during the Monday to Friday work week and occasionally used by local residents for picnics and passive play on weekends. Dade City and the Dade City Garden Club (located directly across South 5th Street) maintain the appearance of the park as a decorative southern gateway to the city.

Collectively, Dade City Apex and Rhinesmith Parks are known and signed as Hibiscus Park.

Three alignment alternatives (left, right and center) have been evaluated for the four-lane improvements to the US 98 Dade City Bypass in the area of the park. None of the alignment alternatives being considered would encroach into the park. The proposed improvements would not affect the function or access of Hibiscus Park.

#### **B.2** - Historic Sites/Districts

A Cultural Resources Assessment Survey (CRAS) was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the revised Chapter 267, Florida Statutes. All work was carried out in conformity with Part 2, Chapter 12 - Archaeological and Historical Resources of the FDOT's PD&E Manual (revised January 1999), and the standards contained in the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources Manual (revised November 1990).

The purpose of the CRAS was to locate, identify, and bound any cultural resources within the project area of potential effects (APE) and to assess their significance in terms of eligibility for listing in the National Register of

Historic Places (NRHP). The historical/architectural and archaeological field surveys were conducted in December 1999 and January 2000.

Historical background research, including a review of the Florida Site File (FSF) and the NRHP, indicated that one historic resource (50 years of age or older) was recorded previously in the project area. This NRHP-listed property, the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA415) at 14216 US 98 Dade City Bypass, is located within the US 98 Dade City Bypass PD&E Study project APE. In the area of the railroad depot, all three of the alignment alternatives evaluated for the proposed improvements to the US 98 Dade City Bypass would widen to the west away from the depot.

Field surveys resulted in the location and recording of 24 additional historic properties (8PA1207-1227, 8PA1265-67). The 24 newly recorded historic resources represent residential or commercial buildings common to the area. The properties are neither distinguished by their architectural features, nor known to be associated with significant events or with the lives of persons significant in the past. Based upon these criteria, none of the 24 appears to be eligible for listing in the NRHP, either independently or as part of a historic district.

The Vitality Beverages, Inc. (formerly Lykes-Pasco) citrus processing plant complex at 15000 US 201 was also examined during this investigation due to its historical importance to the surrounding area. Access to the property was denied by the owner.

Although visual examination from the existing right-of-way and historical research suggests that a portion of this complex may be potentially eligible for listing in the NRHP, the concentration of historic buildings appears to be about 450 ft (137.1 m) north of the US 301/US 98 Bypass intersection, outside of the US 98 Dade City Bypass Project APE. Due to the denial of access and the distance from the project's APE, neither a FSF form nor a request for a Determination of Eligibility (DOE) were prepared for this property.

## **B.3** - Archaeological Sites

Archaeological background research, including a review of the FSF and the NRHP, indicated that 32 archaeological sites have been recorded previously within 3 miles of the project corridor. None are located within the US 98 Dade City Bypass right-of-way. A review of relevant site locational information for environmentally similar areas within Pasco County and the surrounding region indicated a moderate to high probability for the occurrence of prehistoric sites within portions of the project corridor. The background research also indicated that sites, if present, would most likely be small lithic or artifact scatters. The results of historical research suggested a low to moderate potential for historic period archaeological sites associated with late nineteenth and early twentieth century settlements and roads. As a result of the field survey, no prehistoric or historic period archaeological sites were found.

where is the status?

### ATTACHMENT C. - NATURAL ENVIRONMENT

#### C.1 - Wetlands

In accordance with Executive Order 11990, Protection of Wetlands, dated May 23, 1977, a study was conducted to assess the potential wetland impacts of the proposed project. The purposes of the study are to:

1) describe the existing wetlands and other surface water features within the US 98 Dade City Bypass corridor;

2) present qualitative and quantitative information regarding potential wetland impacts and conceptual mitigation alternatives;

3) identify permitting and coordination requirements for the project;

4) solicit comments from regulatory agencies with jurisdiction in the study area; and,

5) provide a decision-making tool to aid the project engineers in designating a preferred alignment alternative that will minimize environmental impacts within the project corridor to the greatest extent practicable.

Wetlands within the project limits were initially identified through review of mapping resources including the Soil Survey of Pasco County, United States Fish and Wildlife Service (USFWS) National Wetlands Inventory mapping, and 1 in = 100 ft (1:1000) scale project aerial photography. Wetlands were identified in the field utilizing the United States Army Corps of Engineers (USACOE), Federal Manual for Identifying and Delineating Jurisdictional Wetlands (1987).

The wetlands were classified according to the USFWS methodology (Cowardin, et. al., 1979). The land use, vegetation cover and land form for each wetland was identified using the FDOT Florida Land Use, Cover and Forms Classification System (FLUCFCS), Second Edition, September 1985.

Sizes of existing wetlands and potential wetland impacts were determined planimetrically from project aerial photographs. Wetlands which may be potentially affected by the project were assessed for functional significance using the Wetland Rapid Assessment Procedure (WRAP) as developed by the South Florida Water Management District and utilized by the USACOE.

Six wetlands were identified within the US 98 Dade City Bypass project study area. They are contained within the Hillsborough-Withlacoochee Regional Drainage Basin. Wetland 1A is a wet field currently being used as a pasture for cattle. Wetland 1B contains the drainageway for Wetland 1A. Wetland 2 is a small depression area filled with shrubby wetland trees. Wetlands 3 and 4 are classified as wet ditches and were created for the conveyance of stormwater. Wetland 5 is a dry ditch created for the conveyance of stormwater.

A summary of the classifications, wetland areas, and anticipated impacts is included in Table 1.

the WER dated

## Table 1: WETLAND SUMMARY

US 98 Dade City Bypass Project Development and Environment Study

Wetland No.	USFWS Classification	FLUCFCS Code	Total Wetland Area ac (ha)	Area within Existing Right-of-Way ,ac (ha)
1A	PEM1C	643	0.44 (0.18)	9.008 (0.003)
1B	PSS1C <sub>x</sub>	510	0.005* (0.002)	/0.002 (0.001)
2	PSS1C <sub>x</sub>	616	0.41 (0.17)	0 (0)
3	PÈM1C <sub>x</sub>	510	0.22 (0.09)	0.2 (0.08)
4	PSS1C <sub>x</sub>	510	0.91 (0.37)	0.04 (0.02)
5	PUB2D <sub>x</sub>	510	0.06 (0.02)	0 (0)

<sup>\*</sup> Wetland 1B is a small portion of a larger wetland system 1A draining into Shadow Lake and eventually into the Withlacoochee River. The total wetland area shown is the maximum area potentially affected by the proposed improvements.

The descriptions of the USFWS Classification codes used to identify the wetland areas within the US 98 Dade City Bypass project limits are listed below.

USFWS Classification Code Description

System - P Palustrine

Class - EM, SS, UB Emergent, Scrub-shrub, Unconsolidated bottom

Subclass - 1 Persistent, Broad-leaved deciduous

Subclass - 2 Sand

Water Regime - C, D Seasonally flooded/Seasonally flooded/well drained

Special Modifier - Excavated

The descriptions of the FLUCFCS codes used to identify the wetland areas within the US 98 Dade City Bypass project limits are listed below.

Code Description

- Streams and Waterways This category includes rivers, creeks, canals and other linear water bodies.
- Inland Ponds and Sloughs These communities are associated with depressions and drainage areas that are not associated with streams or lakes.
- Wet Prairies This classification is composed of dominantly grassy vegetation on wet soils and is usually distinguished from marshes by having less water and shorter herbage.

WRAP analyses were conducted to assess wetland function and values for wetlands within the study area, using Technical Publication REG-001 as a guide. WRAP incorporates concepts from the USFWS Habitat Evaluation Procedures (HEP, 1980) and the Southwest Florida Water Management District (SWFWMD) Save Our Rivers Project, Evaluation Matrix (SOR, 1992). The WRAP assessment utilizes a holistic approach to evaluate ecological communities based on the following variables: wildlife utilization, wetland overstory/shrub canopy of desirable species, wetland vegetative groundcover of desirable species, adjacent upland/wetland buffer, field indicators of wetland hydrology, and water quality input and treatment systems.

The highest score an individual wetland can receive on any one variable is a 3.0 and the lowest is 0.0. The WRAP score is the sum of the scores for the rated variables, divided by the sum of maximum possible scores for the rated variables. The final rating score is expressed numerically with a number between 0 and 1, with one representing the highest quality wetland, and can be calculated as follows:

WRAP Score =  $\sum$  scores for rated variable /  $\sum$  maximum possible scores for rated variables

Table 2 shows the results of the WRAP analysis.

# Table 2 RESULTS OF WRAP ANALYSIS

US 98 Dade City Bypass Project Development and Environment Study

Wetland No.	Wildlife Utilization Score	Wetland Canopy Score	Wetland Ground Cover Score	Habitat Support Buffer Score	Field Hydrology Score	Water Quality & Treatment Score	Overall Score
1A	0.00	/-	0.00	0.38	0.00	1.53	0.127
1B	0.50	-	1.00	0.50	0.50	1.06	0.238
2	1.00	1.00	0.50	0.25	1.00	2.09	0.170
3	0.00	-	0.50	0.00	1.5	0.55	0.324
4	1.00	0.50	0.50	0.00	0.00	0.50	0.139
5 /	0.00	-	0.00	0.00	0.00	0.5	0.03

The left alignment alternative would affect about 0.89 ac (0.36 ha) of wetlands. The right alignment alternative would affect about 0.29 ac (0.12 ha) of wetlands. The centered alignment alternative would affect about 0.86 ac (0.35 ha) of wetlands. A combination or "best fit" alignment will be evaluated to minimize wetland impacts for the length of the project.

Mitigation for potential wetland impacts will be coordinated through the SWFWMD. Wetland impacts for this project are considered minimal.

## C.3 - Water Quality

The proposed drainage systems will be designed to convey storm water runoff away from the roadway in the existing natural basin flow directions. The proposed improvements will be an urban four-lane divided typical section. Storm water runoff would be collected in curb inlets, conveyed through a storm sewer system to storm water management ponds generally situated outside the existing right-of-way in close proximity to the outfall locations. Retaining walls of various heights may be constructed at some locations in order to avoid the proposed typical section toe of slope from falling outside the existing right-of-way.

The proposed improvements will increase the amount of impervious surface and consequently increase storm water runoff. A Water Quality Impact Evaluation (WQIE) checklist was conducted in accordance with Chapter 20 of the PD&E Manual. The appropriate Best Management Practices will be used during the construction phase for erosion control and water quality considerations.

The FDOT coordinated with the Florida Department of Environmental Protection (FDEP) and SWFWMD storm water personnel to provide them with descriptions of the conceptual design of the storm water management system for this project. The proposed storm water facility designs will include, at a minimum, the water quantity requirements for water quality impacts as required by SWFWMD in Rules Chapters 40D-4 and 40D-40. Therefore, no further mitigation for water quality impacts will be needed.

## C.6 - Floodplains

FDOT drainage maps, United States Geological Survey (USGS) Quadrangle maps, SWFWMD topographic maps, Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, and the Duck Lake Stormwater Management Master Plan were used to identify flood-prone areas within the US 98 corridor. A field inspection was conducted to identify obvious drainage problems. Additionally, people knowledgeable about local drainage conditions (residents, FDOT maintenance personnel, and Pasco County and Dade City operations personnel) were interviewed.

Drainage generally flows from west to east for the length of the project. Dade City has very few storm sewer systems and as a result, most stormwater runoff flows in the street gutters or overland sheet flow towards the US 98 Dade City Bypass. Heavy rainfall causes ponding to occur in the depression areas and roadside ditches along the west (left) right-of-way of US 98. However, according to the Dade City Public Works Department, the roadway has not been overtopped in recent memory.

The FEMA designated 100-year base flood is at elevation 78 ft (23.8 m) (NGVD 1929). The Duck Lake Study 100-year flood elevation is elevation 78.8 ft (24.0 m). Coordination with SWFWMD indicates that the Duck Lake Study should be used for determining floodplain encroachnents. Typically, the US 98 roadway is perched above the floodplain. However, an area of the US 98 Dade City Bypass from the intersection with Pasco Avenue (about Sta. 90+00+/-) to south of Martin Luther King Boulevard (about Sta. 106+00+/-) is below the 100-year base flood elevation. The lowest point along the US 98 profile grade line is from about Sta. 95+00+/- to about Sta. 104+00+/- at elevation 76.6 ft (23.3 m). Storm sewers and curb and gutter have been installed in this area to alleviate the potential for roadway flooding. No other flooding problems associated with FDOT drainage structures have been identified for the length of this project.

The widened roadway embankment will deposit fill material into the floodplain at several locations along the project. Additionally, the roadway profile grade line will be elevated above the base floodplain from Pasco Avenue to Martin Luther King Boulevard. Floodplain compensation will be accomplished in off-site locations within the same drainage basins as the encroachments.

Mitigation will be required for encroachment into the 100-year base floodplain. The mitigation will be coordinated with SWFWMD.

## C.9 - Wildlife And Habitat

Pursuant to Section 7(c) of the Endangered Species Act of 1973, as amended, the study area was evaluated for the potential occurrence of threatened and endangered species. Literature reviews were conducted and data were requested from the USFWS, Florida Fish and Wildlife Conservation Commission(FFWCC), and the Florida Natural Areas Inventory (FNAI).

An Endangered Species Evaluation Memorandum prepared for this project did not identify any listed species or critical habitat that would be affected by the proposed improvements. Coordination with the FFWCC indicates that there are no known bald eagle nests within 1 mi (1.6 km) of the US 98 Dade City Bypass project site. No occurrence records of listed species or critical habitat are contained within the FFWCC database for the project area.

A field inspection of the US 98 Dade City Bypass project was conducted on November 3, 1999. The purpose of this inspection was to observe any listed species that might be present and to determine if any suitable habitat existed and for specific occurrences of listed species within the project corridor. The field inspection revealed that no habitat that would exhibit listed species existed within the study corridor. No specific occurrences or observations were made for any listed species that would occur within Pasco County. The lack of specific habitat for listed species within the study area is to be expected as the corridor is urban in nature and is highly developed. Additionally, no native upland habitats are anticipated to be affected as a result of this project.

On April 14, 2000, the USFWS indicated that "The Proposed Action is not likely to adversely affect the resources protected by the Endangered Species Act of 1974, as amended (16 U.S.C. 1531, et. Seq.). This finding fulfills the requirements of the Act."

#### ATTACHMENT D. - PHYSICAL IMPACTS

#### D.1 - Noise

Preliminary 66 dBA noise contour data for the US 98 Dade City Bypass four-lane improvements were generated to estimate the number of noise sensitive sites for each of the alignment alternatives being evaluated. The 66dBA isopleth ranged out from the road centerline from 114 ft (35.7 m) to 132 ft (40.2 m).

For the existing condition, eleven residences were identified with the 66 dBA contour for the left alignment alternative, eight residences and one church for the right alignment, and nine residences and one church for the centered alignment. With the proposed improvements, a combination or "best fit" alignment may eliminate four of the noise sensitive residential receivers through right-of-way acquisition.

Potential noise impacts are considered to be minimal for this project.

## D.2 - Air

is bein 9 An Air Quality Report will be prepared for this study in accordance with the procedures in the FDOT PD&E Manual, Part II, Chapter 16, August 18, 1999. The air quality study will determine whether the project would cause or contribute to an exceedance of the National Ambient Air Quality Standard (NAAQS) for carbon monoxide.

It is anticipated that the results of the air quality analysis will indicate that the project will not cause or contribute to the NAAQS for carbon monoxide with or without the proposed US 98 Dade City Bypass improvements. Construction of the proposed project would have a temporary impact on air quality conditions in the vicinity of the roadway during site preparation. Particulate matter (dust) would cause the greatest impact. Where excess particulate matter is likely to become a problem, the contractor will adhere to the 1991 FDQT Standard Specifications for Road and Bridge Construction and any special provisions in the construction contract which relate to the control of air pollution.

The project is in an area that has been designated as attainment for ozone standards under the criteria provided in the Clean Air Act. It is anticipated that this project will be in conformance with the State Implementation Plan because it will not cause violations of the NAAQS.

#### D.3 - Construction

Construction activities for the proposed improvements to the US 98 Dade City Bypass will have air, noise, water, wetlands, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

These temporary construction related affects The air quality impact will be temporary and would primarily be in the form of emissions from dieselpowered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airbome particles will be effectively controlled through the use of watering or the application of calcium chloride in accordance with FDOT's Standard Specifications for Road and Bridge Construction as directed by the FDOT Project Manager.

Noise and vibration impacts will be from the heavy equipment movement and construction activities such as vibratory compaction of embankments. Noise control measures will include those contained in FDOT's <u>Standard Specifications for Road and Bridge Construction</u>.

During project construction, potential short-term increases in water turbidity may affect wetlands and water quality. Water quality impacts resulting from erosion and sedimentation would be controlled in accordance with FDOT's <u>Standard Specifications for Road and Bridge Construction</u> and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction would be planned and scheduled so as to minimize traffic delays throughout the project. Signs would be used as appropriate to provide notice of road closures 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.

A sign providing the name, address, and telephone number of a FDOT contact person would be displayed on-site to assist the public in obtaining immediate answers to questions or filing complaints about project activity.

Access to all businesses and residences would be maintained to the extent practicable through controlled construction scheduling. Within the project limits, the present traffic congestion may become worse during stages of construction where narrow lanes may be necessary. Traffic delays would be controlled to the extent possible where many construction operations are in progress at the same time. The contractor would be required to maintain one lane of traffic in each direction at all times and to comply with the Best Management Practices of FDOT.

For the residents living along the right-of-way, some of the materials stored for the project may be displeasing visually. However, this is a temporary condition and should pose no substantial problem in the short term.

Construction of the roadway may require excavation of unsuitable material (muck), placement of embankments, and use of materials, such as limerock, asphaltic concrete, and Portland cement concrete. Demucking may be required at the wetland sites and would be controlled by Section 120 of the FDOT Standard Specifications. Disposal would be in on-site detention areas or off-site. The removal of structures and debris would be in accordance with local and State regulation agencies permitting this operation. The contractor is responsible for controlling pollution on haul roads, in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features, as specified in the FDOT's Standard Specifications, Section 104, would consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

## **D.4** - Contamination

A Level I Contamination Screening of the US 98 Dade City Bypass project corridor was conducted to determine the potential for contamination of the US 98 Dade City Bypass right-of-way from adjacent properties and business operations. Abutting sites were identified based on regulatory standards as potential sources of hazardous materials and petroleum contamination. Sites with suspected or documented contamination were further evaluated for potential contamination risks with respect to impacts to construction and right-of-way acquisition.

A Contamination Screening Evaluation Report (CSER) was prepared pursuant to the Federal Highway Administration's Technical Advisory T 6640.8A, dated October 30, 1987, and in accordance with the FDOT's PD&E Manual, Part 2, Chapter 22, dated February 8, 1994, as further modified and clarified by the District Contamination Impact Coordinator. The purpose of this report is to present the preliminary findings of a literature and file review of the potential for finding hazardous materials and petroleum contamination on parcels along the proposed alignment which may impact the proposed improvements.

Twenty-five sites were identified as possibly having the potential for contamination. The sites were identified by windshield survey; examination of 1966, 1974, 1982 and 1998 historic aerial photography; and a review of the original US 98 construction drawings, local FDEP files and Dade City Directories. Of the twenty-five sites, four are potential hazardous materials sites and twenty-one are potential petroleum sites.

The four hazardous materials sites were given a rating of LOW.

Of the twenty-one petroleum sites, sixteen were considered to have a LOW potential for contamination and five were considered to have a MEDIUM potential for contamination. It is recommended that the five sites rated as having a MEDIUM potential for contamination be field tested by organic vapor analyzer (OVA) screening or soil sampling with laboratory analysis. If the results of the testing indicate no evidence of soil or groundwater contamination, the rating of the site could be revised downward. Typically, the rating of field tested sites with no evidence of contamination would be revised to LOW. Because of the nature of the businesses conducted (e.g. gasoline service stations), some sites could remain rated as having a MEDIUM potential even if field testing did not reveal the presence of contamination.

It is recommended that the following five sites be further analyzed through a Level 2 Contamination Assessment to verify or refute the potential contamination concerns:

Site No. 23W - Pat's Food Mart/United 500

Site No. 25W - Git In Go Food Store/Texaco

Site No. 30W - J.H. Williams Oil Company, Inc.

Site No. 36E - La Pasa Dita (formerly Cracker Shack, a.k.a. United 500)

Site No. 44E - Coastal Mart & Convenience Store



JEB BUSH GOVERNOR

THOMAS F. BARRY, JR. SECRETARY

April 10, 2001

Division Administrator Federal Highway Administration 227 Bronough Street, Room2015 Tallahassee, Florida 32301-2015

Attention: Mr. Marvin Williams

Dear Mr. Marvin Williams:

Subject: US 98 Dade City Bypass PD&E Study

State Project Number:

14070-1514

Federal-Aid Project No.:

3112-017P

Work Program Number:

256423-1

Pasco County, Florida

Enclosed is an Environmental Class of Action Determination (Form 650-040-02), for your concurrence. This determination was derived through consultation with your agency.

If additional information is required to further substantiate the determination, please let me know.

Sincerely,

Jeraldo Comellas, P.E.

District Environmental Management Engineer

JC/GM

cc:

File

5-14-01-07/12/12



# Parsons Brinckerhoff

**Consulting Engineers** 

5405 West Cypress Street, Suite 300

Tampa, FL 33607 Phone: (813) 289-5300 FAX: (813) 289-4405

## TRANSFER OF MATERIAL Florida Department of Transportation Re: **Environmental Determination** To: 11201 N. McKinley Drive Mail Station 7-500 District 7 Project: US 98 Dade City Bypass PD&E Tampa, FL 33612-6456 Date: **April 6, 2001** (813) 975-6922 Project No.: 15486 WPI Seg. No.: 256423 1 3112-017P Mr. Mike Seifert, PSM, E.I. Attn: FAP No.: We are forwarding the following: □ Under Separate Cover □ Prints Description Copies Date No. 5 **US 98 Environmental Determination Revised Text** Pages 4, 12, 13, and 14 WE ARE SENDING YOU: ☐ Review and Comment ☐ For Approval □ No exception taken ☐ As requested ☐ Rejected - See Remarks □ Submit specified items ☐ Proceed subject to corrections noted □ For your use □ **REMARKS:** Mike, Please insert these revised pages into the five copies of the US 98 Dade City Bypass Environmental Determination. Parsons Brinckerhoff Quade & Douglas, Inc. Thanks.

By: Jeffrey L. Sawyer, AICP/P.L.S

Project Manager

E-mail: sawyerj@pbworld.com

File - 15486A-3.01

SCANNED 7/12/12



## STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

## TRANSMITTAL MEMORANDUM

BAIL	STATION	
IMIL	SIAHON	

DISTRICT

Rick Adain	From: Mike Seifert  Date: 3/22/01
EME DHANDLE □ REPLY	☐ APPROVE ☐
Rich, as for as I can	tell, all of our comments
from the 1st Submitted how	re been addressed.
They are attached along	g with the revised Draft
EA.	wt 2,
Mike. Orron	wheth when the state of the sta

# STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ENVIRONMENTAL DETERMINATION

<u>1.</u>	Gl	GENERAL INFORMATION									
	Со	unty:	<u>Pasco</u>								
	Pro	oject Name	: US 98 (SR 533) Dade City Bypass PD&E Study								
	Pro	oject Limit	s: From the Vicinity of the US 301 South Intersection to the Vicinity of the US 301								
			North Intersection								
	Pro	oject Numb	pers: Work Program Item Segment No. 256423 1								
<u>2.</u>	PR	OJECT D	DESCRIPTION								
	a.	The project study limits for the US 98 Dade City Bypass are from the vicinity of the US intersection to the vicinity of the US 301 North intersection, a distance of about 1.6 mi.). The project location is shown in Figure 1. The existing roadway is a two-lane rural The existing typical section is shown in Figure 2.									
	b.	typical se section is intersection	Improvements: It is proposed to upgrade the US 98 roadway to a four-lane divided urban action with bike lanes and sidewalks for the length of the project. The proposed typical shown in Figure 3. It is also proposed to improve traffic operations at the skewed ons of US 301 South, CR 35A and US 301 North. Improved pedestrian/ crossings are at Whitehouse Avenue, Martin Luther King Boulevard, Meridian Avenue and Tuskeegee								
<del>3.</del>	CI	ASS OF A	ACTION								
	a.	Class of A	Action: b. Other Actions:								
		[ ] Envi	ronmental Assessment [ ] Section 4(f) Evaluation								
		[ ] Envi	ronmental Impact [ ] Section 106 Consultation								
		[X] Type	2 Categorical Exclusion [ ] Endangered Species Assessment								
	c.		volvement:								
	1. [] A public hearing is not required, therefore, approval of this Type 2  Categorical Exclusion constitutes acceptance of the location and design concepts for this project.										
		2. []	A public hearing was held on (insert date of hearing) and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes location and design concept acceptance for this project.  An opportunity for a public hearing was afforded and a certification of opportunity is included with the environmental determination. Approval of								
		3. [X]	this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.  A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute acceptance of the project's location and design concepts.  An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the project's location and design								
	d.		concepts.  ing Agency: [ ] COE [ ] USCG [ ] FWS [ ] EPA [ ] NMFS [X] None								

SCANNED 7/12/12

# 7. WETLANDS FINDING

To be included in the final environmental documents.

## 8. COMMITMENTS AND RECOMMENDATIONS

To be included in the final environmental document following the Public Hearing.

most likely be small lithic or artifact scatters. The results of historical research suggested a low to moderate potential for historic period archaeological sites associated with late nineteenth and early twentieth century settlements and roads. As a result of the field survey, no prehistoric or historic period archaeological sites were found.

officer.

The CRAS has been submitted to the State Historic Preservation Office for concurrence that the proposed improvements to the US 98 Dade City Bypass will not adversely affect any NRHP listed or potentially eligible historic properties or archaeological sites.

## C. - NATURAL ENVIRONMENT

#### C.1 - Wetlands

In accordance with Executive Order 11990, Protection of Wetlands, dated May 23, 1977, a study was conducted to assess the potential wetland impacts of the proposed project.

The wetlands were classified according to the USFWS methodology (Cowardin, et.al., 1979). The land use, vegetation cover and land form for each wetland was identified using the FDOT Florida Land Use, Cover and Forms Classification System (FLUCFCS), Second Edition, September 1985.

Sizes of existing wetlands and potential wetland impacts were determined planimetrically from project aerial photographs. Wetlands which may be potentially affected by the project were assessed for functional significance using the Wetland Rapid Assessment Procedure (WRAP) as developed by the South Florida Water Management District and utilized by the USACOE.

Six wetlands were identified within the US 98 Dade City Bypass project study area. A summary of the classifications, wetland areas, and anticipated impacts is included in the <u>Wetland Evaluation Report</u>, September 2000.

The left alignment alternative would affect about 0.89 ac (0.36 ha) of wetlands. The right alignment alternative would affect about 0.29 ac (0.12 ha) of wetlands. The centered alignment alternative would affect about 0.86 ac (0.35 ha) of wetlands. A combination or "best fit" alignment will be evaluated to minimize wetland impacts for the length of the project.

Mitigation for potential wetland impacts will be coordinated through the SWFWMD. It is anticipated that wetland mitigation will be conducted pursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 U.S.C.S 1344. Wetland impacts for this project are considered minimal.

#### C.3 - Water Quality

The proposed drainage systems will be designed to convey storm water runoff away from the roadway in the existing natural basin flow directions. The proposed improvements will be an urban four-lane divided typical section. Storm water runoff would be collected in curb inlets, conveyed through a storm sewer system to storm water management ponds generally situated outside the existing right-of-way in close proximity to the outfall locations. Retaining walls of various heights may be constructed at some locations in order to avoid the proposed typical section toe of slope from falling outside the existing right-of-way.

The proposed improvements will increase the amount of impervious surface and consequently increase storm water runoff. A Water Quality Impact Evaluation (WQIE) checklist was conducted in accordance with

Chapter 20 of the PD&E Manual. The appropriate Best Management Practices will be used during the construction phase for erosion control and water quality considerations.

The FDOT coordinated with the Florida Department of Environmental Protection (FDEP) and SWFWMD storm water personnel to provide them with descriptions of the conceptual design of the storm water management system for this project. The proposed storm water facility designs will include, at a minimum, the water quantity requirements for water quality impacts as required by SWFWMD in Rules Chapters 40D-4 and 40D-40. Therefore, no further mitigation for water quality impacts will be needed.

#### C.6 - Floodplains

FDOT drainage maps, United States Geological Survey (USGS) Quadrangle maps, SWFWMD topographic maps, Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, and the Duck Lake Stormwater Management Master Plan were used to identify flood-prone areas within the US 98 corridor. A field inspection was conducted to identify obvious drainage problems. Additionally, people knowledgeable about local drainage conditions (residents, FDOT maintenance personnel, and Pasco County and Dade City operations personnel) were interviewed.

The widened roadway embankment will deposit fill material into the floodplain at several locations along the project. Additionally, the roadway profile grade line will be elevated above the base floodplain from Pasco Avenue to Martin Luther King Boulevard. Floodplain compensation will be accomplished in off-site locations within the same drainage basins as the encroachments.

Mitigation will be required for encroachment into the 100-year base floodplain. The mitigation will be coordinated with SWFWMD.

#### C.9 - Wildlife And Habitat

Pursuant to Section 7(c) of the Endangered Species Act of 1973, as amended, the study area was evaluated for the potential occurrence of threatened and endangered species. Literature reviews were conducted and data were requested from the USFWS, Florida Fish and Wildlife Conservation Commission(FFWCC), and the Florida Natural Areas Inventory (FNAI).

An Endangered Species Evaluation Memorandum prepared for this project did not identify any listed species or critical habitat that would be affected by the proposed improvements. Coordination with the FFWCC indicates that there are no known bald eagle nests within 1 mi (1.6 km) of the US 98 Dade City Bypass project site. No occurrence records of listed species or critical habitat are contained within the FFWCC database for the project area.

A field inspection of the US 98 Dade City Bypass project was conducted on November 3, 1999. The purpose of this inspection was to observe any listed species that might be present and to determine if any suitable nabitat existed and for specific occurrences of listed species within the project corridor. The field inspection evealed that no habitat that would exhibit listed species existed within the study corridor.

On April 14, 2000, the USFWS indicated that "The Proposed Action is not likely to adversely affect the esources protected by the Endangered Species Act of 1974, as amended (16 U.S.C. 1531, et. Seq.). This inding fulfills the requirements of the Act."

#### D. - PHYSICAL IMPACTS

#### D.1 - Noise

Preliminary 66 dBA noise contour data for the US 98 Dade City Bypass four-lane improvements were generated to estimate the number of noise sensitive sites for each of the alignment alternatives being evaluated. The 66 dBA isopleth ranged out from the road centerline from 114 ft (35.7 m) to 132 ft (40.2 m).

For the existing condition, eleven residences were identified within the 66 dBA contour for the left alignment alternative, eight residences and one church for the right alignment, and nine residences and one church for the centered alignment. With the proposed improvements, a combination or "best fit" alignment may eliminate four of the noise sensitive residential receivers through right-of-way acquisition.

Potential noise impacts are considered to be minimal for this project.

### D.2 - Air

An Air Quality Report is being prepared for this study in accordance with the procedures in the FDOT PD& Manual, Part II. The air quality study will determine whether the project would cause or contribute to exceedance of the National Ambient Air Quality Standard (NAAQS) for carbon monoxide.

The project is in an area that has been designated as attainment for ozone standards under the criter provided in the Clean Air Act. It is anticipated that this project will be in conformance with the Sta Implementation Plan because it will not cause violations of the NAAQS.

#### D.3 - Construction

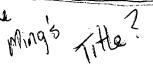
Construction activities for the proposed improvements to the US 98 Dade City Bypass will have air, noise, water, wetlands traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

These temporary construction related effects will be effectively controlled in accordance with FDOT's <u>Standard Specifications for Road and Bridge Construction</u> as directed by the FDOT Project Manager.

#### **D.4** - Contamination

A Level I Contamination Screening of the US 98 Dade City Bypass project corridor was conducted to determine the potential for contamination of the US 98 Dade City Bypass right-of-way from adjacent properties and business operations. Abutting sites were identified based on regulatory standards as potential sources of hazardous materials and petroleum contamination. Sites with suspected or documented contamination were further evaluated for potential contamination risks with respect to impacts to construction and right-of-way acquisition.

A Contamination Screening Evaluation Report (CSER) was prepared pursuant to the Federal Highway Administration's Technical Advisory T 6640.8A, dated October 30, 1987, and in accordance with the FDOT's PD&E Manual, Part 2, Chapter 22, dated February 8, 1994, as further modified and clarified by the District Contamination Impact Coordinator.





Michael J Seifert

To: Marvin Williams.

06/12/01 08:48 AM

Subject: US 98 Dade City Bypass Class of Action Determination. Wpi Seg.

Marvin, in response to your comments dated May 10 regarding the subject document, we offer the following:

1. Comment - Add a positive floodway statement.

Response - We will add a statement denoting that there are no designated floodways within the project area when the final environmental document is submitted to your agency for LCDA approval.

2. Comment - Summarize the project's location Hydraulic Studies, per FAPG 656.111 (c).

Response - A summary of the Project's Location Hydraulic Study will be provided based on Chapter 24 of the PD&E manual.

3. Comment - Add discussion of support of incompatible floodplain development.

Response - A discussion about the project not supporting incompatible floodplain development will be added.

Added @ Land\_ase Transpla

4. Comment - The noise discussion needs improvement. We have impacts and we have to explore abatement. Address noise prior to Public Hearing.

Response - The Noise Study Analysis will be completed before the Public Hearing and the environmental document will reflect the results and any necessary abatement commitments.

5. Comment - Wetlands Impacts- At the time for a decision, we need to conclude that we have minimized impacts and used measures to mitigate.

Response - The wetlands impacts will be quantified for the preferred alignment and the necessary wetlands statements will be provided in the final environmental document.

6. Comment - Social Impacts - Discuss the public involvement work being done with Residencies impacted by this proposed project.

Response - Any Social Impacts and our extensive Public Involvement efforts will be discussed in the final environmental document.

Michael J Seifert PSM, E.I. Environmental Management Office 813-975-6922

SANNED 7/12/12

Marvin, in response to your comments regarding the subject document, I offer the following:
1. Comment - Add a positive floodway statement.  Response - We will add a statement denoting that there are no partie floodways within the project area when the final env. dor. is submitted to your agency for LOCA position.
1. Comment - Add a positive floodway statement.
Response - We will add a statement denoting that there are no period floodways within
the project area when the fine lenv. doe is submitted to your again of for LOCH
ppmint
2. Comment - Summarize the project's location Hydraulic Studies, per FAPG
Response - A summary of the Location Hydraulic Studies along the corridor will be in
Response - A summary of the Location Hydraulic Studies along the corridor will be in
provided based on project not supporting
3. Comment 3 Add discussion of support of incompatible floodplain development.  Response - A discussion about the incompatible floodplain development will be added also.
Response - A discussion about the incompatible floodplain development will be added
_aecording to appendix "A" of chapter 24 of the PD&E Manual.
4. Comment - The noise discussion needs improvement. We have impacts and we
have to explore abatement. Address noise prior to Public Hearing.
Response - Adrest Noise Study Analysis will be completed before the Public Hearing
and the Environmental document will reflect the results and any necessary abatement connections.
plans. final
Community Westlands Immedia Addle dime for a decision and the state of
5. Comment - Wetlands Impacts - At the time for a decision, we need to conclude
that we have minimized impacts and used measures to mitigate.
Response - The Wetlands Impacts will be concluded before the Public Hearing when we
ear quantify the impacts to the preferred alignment.
6. Comment - Social Impacts - Discuss the public involvement work being done with
Residencies impacted by this proposed project M. L
Response - Social Impacts Public Involvement will be discussed in the Environmental
Document. and my extensive

US Department of Transportation Federal Highway Administration								
		Design Inspe	ection Report					
Division	Report No	Inspected	Reported	Project No				
Florida	1	05/10/01	05/10/01	P-311-2 (017)				
Inspection mad	e dy ()		Area	State No	District			
Marvin Williams, Urban Transportation Engineer.			A2	14070-1514	7			
In Company With								
Inspection Type	е	Phases Inspect	ed	, , , , , , , , , , , , , , , , , , , ,				
Environment		Class of action	Determination	_				
Location			County					
lt .	ty Bypass from the Vicinity of the Interchange.		Pasco	from the				
Description	····							

#### Scope of Review

Review the subject Class of Action Determination (COAD) and comment on the document if needed.

## Summary of comments:

1. Add a positive floodway statement.

Roadway Widening from 2 to 4 lanes

- 2. Summarize the project's location Hydraulic Studies, per FAPG 656.111(c).
- Add discussion of support of incompatible floodplain development.
- 4. The noise discussion needs improvement. We have impacts and we have to explore abatement. Address noise prior to the public hearing.
- 5. Wetlands impacts-At the time for a decision, we need to conclude that we have minimized impacts and used measures to mitigate.
- 6. Social Impacts-Discuss the public involvement work being done with Residencies impacted by this proposed project.

Since this is a COAD all comments except the number 5 can be addressed in the Type 2 Categorical Exclusion. Understanding/resolution on comment 5 is needed before the public hearing.

Distribution

Project File (original)

Reading File

Area Engineer, Area B2

District PD&E Engineer, FDOT District 7

State Environmental Officer, FDOT, Tallahassee, MS-37

Form FHWA-1446D

Revised 10/8

## STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION **ENVIRONMENTAL DETERMINATION**

1.	GE	SENERAL INFORMATION							
	Co	unty:	<u>Pasco</u>						
	Pro	oject Nan	US 98 (SR 533) Dade City Bypass PD&E Study						
	Pro	oject Lim	its: From the Vicinity of the US 301 South Intersection to the Vicinity of the US						
			301 North Intersection						
	Pro	oject Nun	nbers: WPI Segment No. 256423 1 Federal-Aid Project No. 3112-017P						
2.	PR	ROJECT	DESCRIPTION						
	a.		g: The project study limits for the US 98 Dade City Bypass are from the vicinity of						
			301 South intersection to the vicinity of the US 301 North intersection, a distance of						
			6 mi. The project location is shown in Figure 1. The existing roadway is a two-lane						
			cility. The existing typical section is shown in Figure 2.						
	b.	-	ed Improvements: It is proposed to upgrade the US 98 roadway to a four-lane						
			urban typical section with bike lanes and sidewalks for the length of the project. The						
			ed typical section is shown in Figure 3. It is also proposed to improve traffic						
		-	ons at the skewed intersections of US 301 South, CR 35A and US 301 North. ed pedestrian crossings are proposed at Whitehouse Avenue, Martin Luther King						
			ird, Meridian Avenue and Tuskeegee Avenue.						
<del></del>	CI		ACTION						
•			f Action: b. Other Actions:						
			ironmental Assessment [ ] Section 4(f) Evaluation						
			ironmental Impact [X] Section 106 Consultation						
			e 2 Categorical Exclusion [ ] Endangered Species Assessment						
	c.	Public I	nvolvement:						
		1. []	A public hearing is not required, therefore, approval of this Type 2 Categorical						
			Exclusion constitutes acceptance of the location and design concepts for this						
			project.						
		2. []	A public hearing was held on (insert date of hearing) and a transcript is included						
			with the environmental determination. Approval of this Type 2 Categorical						
			Exclusion determination constitutes location and design concept acceptance for						
		[]	this project.  An opportunity for a public hearing was afforded and a certification of opportunity						
			is included with the environmental determination. Approval of this Type 2						
			Categorical Exclusion determination constitutes acceptance of the location and						
			design concepts for this project.						
		3. <b>[X</b> ]	A public hearing will be held and the public hearing transcript will be provided at a						
			later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute						
			acceptance of the project's location and design concepts.						
		[]	An opportunity for a public hearing will be afforded and a certification of						
			opportunity will be provided at a later date. Approval of this Type 2 Categorical						
			Exclusion determination DOES NOT constitute acceptance of the project's location						
			and design concepts.						
	d.	Cooper	ating Agency: []COE []USCG []FWS []EPA []NMFS [X]None						

SCANNED 7/15/12

. IMPACT EVALUATION					
Topical Categories	S i g n	M i n	N o n e	N o I n v	REMARKS
A. SOCIAL IMPACTS  1. Land Use Changes 2. Community Cohesion 3. Relocation Potential 4. Community Services 5. Title VI Consideration 6. Controversy Potential 7. Utilities and Railroads  B. CULTURAL IMPACTS		[] [X] [] []	[X] [X] [X] [X] [X] [X]		See Attachment A
Section 4(f) Lands     Historic Sites/Districts     Archaeological Sites     Recreational Areas	[ ] [ ] [ ]	[ ] [ ] [ ]	[X] [X] [X]		See Attachment A See Attachment A See Attachment A See Attachment A
C. NATURAL ENVIRONMENT  1. Wetlands 2. Aquatic Preserves 3. Water Quality 4. Outstanding Fla. Waters 5. Wild and Scenic Rivers 6. Floodplains 7. Coastal Zone Consistency 8. Coastal Barrier Islands 9. Wildlife and Habitat 10. Farmlands		[X] [ ] [ ] [ ] [ ] [ ] [ ] [ ]			See Attachment A  See Attachment A  See Attachment A  See DcA letter dated  See Attachment A
D. PHYSICAL IMPACTS  1. Noise 2. Air 3. Construction 4. Contamination 5. Navigation a. [ ] FHWA has determin accordance with 23 b. [ ] FHWA has determin accordance with 23	[] [] [] led th CFR led th	[X] [X] [X] at a 0 650, at a 0	Subp Coast	[]_ []_ [X]_ Guard art H. Guard	·

# E. PERMITS REQUIRED

U.S. Army Corps of Engineers

Southwest Florida Water Management District

Florida Department of Environmental Protection

U.S. Environmental Protection Agency, National Pollution Discharge Elimination System (NPDES) Permit

Sparl

#### A.5 - Title VI Consideration

## Title VI, Title VIII and Executive Order 12898 (Environmental Justice)

Title VI of the 1964 Civil Rights Act (Title VI), and related statutes, provides that no person shall, on the grounds of race, color, age, religion, sex, national origin, or handicap/disability, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, State or local government. Title VIII of the 1968 Civil Rights Act (Title VIII) guarantees each person equal opportunity in housing.

Executive Order 12898 Environmental Justice was issued to underscore and complement certain provisions of existing law, including Title VI and Title VIII and related statutes. This project has been developed in accordance with Title VI, Title VIII and Executive Order 12898.

The US 98 Dade City Bypass through the project area was constructed at a time when much of the county was very rural; however, the route selected for the bighway is within 0.5 miles or less of the main north-south route through downtown Dade City (7<sup>th</sup> Street). The US 98 Dade City Bypass parallels the CSX Railroad right-of-way for about half of the project length. Neighborhoods east of the CSX Railroad developed independently.

Over the years, the US 98 Dade City Bypass developed as a commercial corridor providing goods and services in close proximity to the neighborhoods east of the railroad. These areas have retained their integrity as cohesive neighborhoods.

The proposed improvements to the US 98 Dade City Bypass in Pasco County involve widening the existing facility on the same alignment to accommodate projected traffic demands, improve the traffic operations at intersections, improve non-motorized transportation opportunities and access, and incorporate the latest design and safety standards. As such, additional right of-way acquisition is anticipated to affect residences and businesses along the existing corridor. A small number of these may be minority, ethnic, elderly, or low income persons. However, no discriminatory criteria were used during the development and selection of alternatives. The proposed improvements have not been planned to affect any specific groups or individuals, but rather to improve upon the existing facility. A Conceptual Stage Relocation Plan will be prepared for this study to address the potential for relocation of residences or businesses and analyze the availability of replacement dwellings or commercial properties.

## A.6 - Controversy Potential

The following informational meetings were held to inform the public and local officials about the proposed improvements to the US 98 Dade City Bypass.

- Pasco County Metropolitan Planning Organization May 1999
- Agency Kick-Off Meeting June 1999
- Dade City Staff June 1999
- Dade City Chamber of Commerce August 1999
- Dade City Mainstreet August 1999
- Alternatives Public Workshop November 2000
- Public Informational Meeting March 2001
- Miscellaneous Small Group Meetings Various dates

Space

Public input and comment was solicited and reviewed. Generally, the public and local officials are in favor of the project. Only a few minor negative comments were received, mostly from property and business owners whose property may be affected by the right-of-way acquisition.

These comments are being addressed in the PD&E Study. The US 98 Dade City Bypass project is considered to have a very low potential for controversy.

proposed

## A.7 - Utilities And Railroads

## **Utilities**

Utility locations were obtained using the Utility Request Package processed through the FDOT District Utility Engineer. Utility services within the project corridor that have the potential to be affected by the various alternatives analyzed for this proposed action include:

TECO Peoples Gas Systems, Inc. (Natural Gas Distribution)

4

- Sprint Florida, Inc. (Telephone)
- Tampa Electric Company (Electric Distribution)
- Dade City Utilities (Water and Sanitary Sewer)

## Railroads

The CSX Railroad parallels the US 98 Dade City Bypass from the CR 35A intersection to US 301 North. Amtrak operates a rail passenger station at the historic Dade City Train Depot at the intersection of Meridian Avenue (SR 52) and the US 98 Dade City Bypass. Two passenger trains stop at Dade City daily. Amtrak does not have plans to increase service to Dade City. The closest passenger train stops to Dade City are Wildwood, Florida, about 35 mi to the north, and Lakeland, Florida, about 25 mi to the southeast.

Rail-highway crossing information (November 1999) for the CSX Railroad, Railroad Line Number 370 (SSR GA. Line) was collected. Four railroad crossings are located along the US 98 Dade City Bypass project corridor, including River Road (crossing #622720), Martin Luther King Boulevard (crossing #622721), Tuskeegee Avenue (crossing #622722), and Wilson Street (crossing #622723).

The posted speed of vehicles on roads intersecting the railroad tracks is 30 mph for all four crossings. All four crossings are at-grade, have good crossing surface conditions and have smooth transition types. The stopping sight distance for all four crossings northeast and southwest is 200 ft. Each crossing has one set of mainline track and one set of non-mainline track (the River Road and Tuskeegee Avenue crossings have siding tracks, the Martin Luther King Boulevard crossing is unknown and the Wilson Street crossing has a pass track). Each crossing has two through lanes (number of lanes with active traffic flow over crossing) and only the Martin Luther King Boulevard crossing has one auxiliary lane (number of lanes over crossing used for other than through traffic-example: stop and turn lanes, parking lanes, etc.). The only illuminated crossing is River Road.

## **B. - CULTURAL IMPACTS**

### B.1 - Section 4(f) Lands

The US 98 Dade City Bypass project lies within the designated service areas of two Dade City community parks (Naomi Jones Pyracantha Park and Mickens Field), two neighborhood parks

(Price Park and Rhinesmith Park) and one mini-park (Dade City Apex Park). The Dade City Comprehensive Plan designates service areas of a 1.25 mi radius for community parks and a 0.5 mi radius for neighborhood parks. Pyracantha and Price Parks and Mickens Field lie outside the project corridor and will not be affected by improvements to the US 98 Dade City Bypass. Two Dade City Parks are located within the project corridor.

Rhinesmith Park is bounded by US 301 on the west, Bougainvillea Avenue on the south, South 5th Street on the East, and Southview Avenue to the North. Rhinesmith Park is designated as a Neighborhood Park. It contains no recreation facilities and encompasses 1.9 ac. Dade City Apex Park is located immediately south of Rhinesmith Park at the intersection of US 301 South and US 98. Apex Park is bounded on the north by Bougainvillea Avenue and on the east by South 5th Street. Apex Park is designated as a mini-park. It contains four benches, five picnic-type tables and three decorative gaslights situated on 0.3 ac. Collectively, DadeCity Apex and Rhinesmith Parks are known and signed as Hibiscus Park.

The three alignment alternatives (left, right and center) have been evaluated for the four-lane improvements to the US 98 Dade City Bypass in the area of the park. None of the alignment alternatives being considered will encroach into the park. The proposed improvements will not affect the function or access of Hibiscus Park.

## **B.2 - Historic Sites/Districts**

A Cultural Resources Assessment Survey (CRAS) was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the revised Chapter 267, Florida Statutes. All work was carried out in conformity with Part 2, Chapter 12 - Archaeological and Historical Resources of the FDOT's PD&E Manual (revised January 1999), and the standards contained in the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources Manual (revised November 1990).

The purpose of the CRAS was to locate, identify, and bound any cultural resources within/the project area of potential effects (APE) and to assess their significance in terms of eligibility) for listing in the National Register of Historic Places (NRHP). The historical/architectural and archaeological field surveys were conducted in December 1999 and January 2000.

Historical background research, including a review of the Florida Site File (FSF) and the NRHP, indicated that one historic resource (50 years of age or older) was recorded previously in the project area. This NRHP-listed property, the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA415) at 14216 US 98 Dade City Bypass, is located within the US 98 Dade City Bypass PD&E Study project APE. In the area of the railroad depot, all three of the alignment alternatives evaluated for the proposed improvements will widen the US 98 Dade City Bypass to the west away from the Refer to up coming Section 126 Consultation persons and expectation

Field surveys resulted in the location and recording of 24 additional potential historic properties (8PA1207-1227, 8PA1265-67). The 24 newly recorded historic resources represent residential or commercial buildings common to the area. The properties are neither distinguished by their architectural features, nor known to be associated with significant events or with the lives of persons significant in the past. Based upon these criteria, none of the 24 appears to be eligible for listing in the NRHP, either independently or as part of a historic district.

term -

use

## B.3 - Archaeological Sites

Archaeological background research, including a review of the FSF and the NRHP, indicated that 32 archaeological sites have been recorded previously within 3 miles of the project corridor. None are located within the US 98 Dade City Bypass right-of-way. A review of relevant site locational information for environmentally similar areas within Pasco County and the surrounding region indicated a moderate to high probability for the occurrence of prehistoric sites within portions of the project corridor. The background research also indicated that sites, if present, would most likely be small lithic or artifact scatters. The results of historical research suggested a low to moderate potential for historic period archaeological sites associated with late nineteenth and early twentieth century settlements and roads. As a result of the field survey, no prehistoric or historic period archaeological sites were found.

The CRAS has been submitted to the State Historic Preservation Office for concurrence that the proposed improvements to the US 98 Dade City Bypass will not involve any NRHP listed or potentially eligible historic properties or archaeological sites.

## C. - NATURAL ENVIRONMENT

## C.1 - Wetlands

In accordance with Executive Order 11990, Protection of Wetlands, dated May 23, 1977, a study was conducted to assess the potential wetland impacts of the proposed project.

The wetlands were classified according to the United States Fish and Wildlife Service (USFWS) methodology. The land use, vegetation cover and land form for each wetland was identified using the FDOT Florida Land Use, Cover and Forms Classification System (FLUCFCS), Second Edition, September 1985.

Sizes of existing wetlands and potential wetland impacts were determined planimetrically from project aerial photographs. Wetlands potentially affected by the project were assessed for functional significance using the Wetland Rapid Assessment Procedure (WRAP) as developed by the South Florida Water Management District and utilized by the US Army Corps of Engineers.

Six wetlands were identified within the US 98 Dade City Bypass project study area. A summary of the classifications, wetland areas, and anticipated impacts is included in the <u>Wetland Evaluation</u> <u>Report</u>, September 2000.

The left alignment alternative will affect about 0.89 ac of wetlands. The right alignment alternative vill affect about 0.29 ac of wetlands. The centered alignment alternative will affect about 0.86 ac of vetlands. Wetland impacts associated with stormwater management facilities are expected to be about 0.30 ac. A combination or "best fit" alignment will be evaluated to minimize wetland impacts or the length of the project.

Aitigation for potential wetland impacts will be coordinated through the Southwest Florida Water Annagement District (SWFWMD). It is anticipated that wetland mitigation will be conducted sursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 3 U.S.C.S. 1344. Wetland impacts for this project are considered minimal.

## 3.3 - Water Quality

The proposed drainage systems will be designed to convey stormwater runoff away from the cadway in the existing natural basin flow directions. The proposed improvements will be an urban our-lane divided typical section. Stormwater runoff will be collected in curb inlets, conveyed prough a storm sewer system to stormwater management ponds generally situated outside the existing right-of-way in close proximity to the outfall locations. Retaining walls of various heights may be constructed at some locations in order to avoid the proposed typical section toe-of-slope from alling outside the existing right-of-way.

he proposed improvements will increase the amount of impervious surface and consequently ncrease stormwater runoff. A Water Quality Impact Evaluation (WQIE) checklist was conducted in ccordance with Chapter 20 of the PD&E Manual. The appropriate Best Management Practices will e used during the construction phase for erosion control and water quality considerations.

The FDOT coordinated with the Florida Department of Environmental Protection (FDEP) and SWFWMD stormwater personnel to provide them with descriptions of the conceptual design of the tormwater management system for this project. The proposed stormwater facility designs will include, at a minimum, the water quantity requirements for water quality impacts as required by SWFWMD in Rules Chapters 40D-4 and 40D-40. Therefore, no further mitigation for water quality impacts will be needed.

## :.6 - Floodplains

DOT drainage maps, United States Geological Survey (USGS) Quadrangle maps, SWFWMD opographic maps, Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, (FIRMs) and the Duck Lake Stormwater Management Master Plan were used to identify ood-prone areas within the US 98 corridor. A field inspection was conducted to identify obvious rainage problems. Additionally, people knowledgeable about local drainage conditions residents, FDOT maintenance personnel, and Pasco County and Dade City operations ersonnel) were interviewed.

EMA has prepared an Flood Insurance Study for Dade City, August 17, 1981. The accompanying IRMs are dated August 17, 1981. The project area is covered by portions of Community-Panel lumbers 120231 0010 C and 120231 0115 C. Coordination with local FEMA representatives for bade City and Pasco County, made in July 1999, revealed that no revisions have been made to the ffective FIRMs within the US 98 Dade City Bypass project limits.

EMA has designated 100-year base floodplain areas in two locations in the US 98 Dade City typass project corridor as Zone AH (El 78). Zone AH is described as areas of potential 100-year hallow flooding where flood depths are between 1 and 3 feet. A Zone B (now Zone X) is elineated at the north end of the project west of the US 301 North intersection. Zone B is escribed as areas between the limits of the 100-year and 500-year flood boundaries or certain reas subject to 100-year flooding with average depths less than 1-foot or where the contributing rainage area is less than 1 square mile. The remainder of the US 98 Dade City Bypass project is a Zone C (now Zone X). Zone C is described as areas of minimal flood risk (generally above the 00-year flood elevation).

grace ?

the <u>Duck Lake Stormwater Management Master Plan</u>was developed for the Duck Lake Study <u>Are</u>a √ y SWFWMD in December 1987. The study area is in east-central Pasco County. Dade City liesin ∮

Space.

the approximate center of the study area. The study area covers 40.2 sq mi in the Withlacoochee River drainage basin. The Duck Lake Study identified that major floods affecting east Pasco County have historically involved rising waters in the Withlacoochee River basin. Within Dade City, flooding from runoff and ponding in low-lying areas are the that adequate interior drainage.

Coordination with SWFWMD indicates that the Duck Lake Study 100-year flood elevation of 78.8 ft will be used to determine flood plain encroachment compensation for the widening of the US 98 Dade City Bypass.

The resulting 100-year floodplain delineation at elevation 78.8 ft and the recommended alignment on the SWFWMD aerials were used to estimate encroachment volume for the proposed project. The widened roadway embankment will deposit fill material into the floodplain at several locations along the project. Additionally, the roadway profile grade line will be elevated above the base floodplain from Pasco Avenue to Martin Luther King Boulevard. The floodplain encroachment is expected to be about 16.7 ac-ft.

Floodplain compensation site (FPC) alternatives were also included in the analysis for each basin. The estimated encroachment volumes are provided either within the pond site alternative (if the site is large enough to accommodate the required treatment and attenuation in addition to the floodplain compensation) or in a separate site. FPC sites will be located adjacent to the 100-year floodplain elevation of 78.8 ft.

Mitigation will be required for encroachment into the 100-year base floodplain. The mitigation has been coordinated with SWFWMD. Floodplain compensation will be accomplished in off-site locations within the same drainage basins as the encroachments.

The proposed drainage structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore it has been determined that these encroachments are not significant.

There are no regulatory floodways within the project limits.

### C.9 - Wildlife And Habitat

Pursuant to the Endangered Species Act of 1973, as amended, the study area was evaluated for the potential occurrence of threatened and endangered species. Literature reviews were conducted and data were requested from the USFWS, Florida Fish and Wildlife Conservation Commission (FFWCC), and the Florida Natural Areas Inventory (FNAI).

An Endangered Species Evaluation Memorandum prepared for this project did not identify any listed species or critical habitat that will be affected by the proposed improvements. Coordination with the FFWCC indicates that there are no known bald eagle nests within 1 mi of the US 98 Dade City Bypass project site. No occurrence records of listed species or critical habitat are contained within the FFWCC database for the project area.

A field inspection of the US 98 Dade City Bypass project was conducted on November 3, 1999. The purpose of this inspection was to observe any listed species that might be present and to determine

FORM 650-040-02
ENVIRONMENTAL MANAGEMENT - 05/97
Page 15 of 16

if any suitable habitat existed and for specific occurrences of listed species within the project corridor. The field inspection revealed that no habitat that would exhibit listed species existed within the study corridor.

On April 14, 2000, the USFWS indicated that, "The Proposed Action is not likely to adversely affect the resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531, et. Seg.). This finding fulfills the requirements of the Act."

## D. - PHYSICAL IMPACTS

### D.1 - Noise

Preliminary 66 dBA noise contour data for the US 98 Dade City Bypass four-lane improvements were generated to estimate the number of noise sensitive sites for each of the alignment alternatives being evaluated. The 66 dBA isopleth ranged out from the road centerline from 114 ft to 132 ft.

For the existing condition, 11 residences were identified within the 66 dBA contour for the left alignment alternative, eight residences and one church for the right alignment, and nine residences and one church for the centered alignment.

With the proposed improvements, a combination or "best fit" alignment may eliminate up to six of the noise sensitive residential receivers through right-of-way acquisition. Noise abatement measures will be evaluated for the remaining noise sensitive receivers and addressed air that force and account to the force of the sensitive receivers and addressed air that force and account to the force of the sensitive receivers.

A detailed Noise Study Report is being prepared for this project and will be used to evaluate the "best fit" alignment. Potential noise impacts are considered to be minimal for this project.

level changes

#### D.2 - Air

An Air Quality Report is being prepared for this study in accordance with the procedures in the FDOT PD&E Manual, Part II. The air quality study will determine whether the project will cause or contribute to an exceedance of the National Ambient Air Quality Standard (NAAQS) for carbon monoxide.

The project is in an area that has been designated as attainment for ozone standards under the criteria provided in the Clean Air Act. It is anticipated that this project will be in conformance with the State Implementation Plan because it will not cause violations of the NAAQS.

### D.3 - Construction

Construction activities for the proposed improvements to the US 98 Dade City Bypass will have air, noise, water, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

These temporary construction-related effects will be effectively controlled in accordance with FDOT's <u>Standard Specifications for Road and Bridge Construction</u> as directed by the FDOT Project Manager.

Space.



## Parsons Brinckerhoff

# **Consulting Engineers**

5405 West Cypress Street, Suite 300

Tampa, FL 33607 Phone: (813) 289-5300 FAX: (813) 289-4405

TRANSFER OF M.	ATERIAL					
	partment of Tr IcKinley Drive	ansportati	ion Re:	Environmental Determination		
	n 7-500 Distric	t 7	Project:	US 98 Dade City Bypass PD&E		
	33612-6456			March 22, 2001		
(813) 975-6				15486		
· · · · · · · · · · · · · · · · · · ·	(/>		WPI Seg. No.:	256423 1		
Attn: Mr. Mike	e Seifert, PSN	м, Е.І.	FAP No.:	3112-017P		
We are forwarding the	he following:	⊠ Atta	ached □ Und	ler Separate Cover  Prints		
Copies	Date	No.		Description		
5	***		US 98 Environn	nental Determination		
WE ARE SENDING						
☐ For Approval			eption taken	☐ Review and Comment		
As requested		•	d - See Remarks	□ Submit specified items as noted □		
For your use		⊔ Proceed	d subject to correction	ns noted $\Box$		
REMARKS:						
Mike,						
Please find enclos	ed the Enviro	nmental I	Determination.			
Thanks.						
			Parsons E	Brinckerhoff Quade & Douglas, I		
			$\sim$			

Project Manager

By:

E-mail: sawyerj@pbworld.com

Joffrey L. Sawyer, AICP, P.K.S.

M:\1. PROJECTS\US 98 Dade City PD&E\Transmit\seitran27.wpd

SCANNED 7/10/12



# Florida Department of Transportation

11201 N. McKINLEY DRIVE \* TAMPA, FL 33612-6456 \* (813)975-6000 \* 1-800-226-7220 ENVIRONMENTAL MANAGEMENT OFFICE \* 7-500 \* 813-975-6922

THOMAS F. BARRY, JR.

DATE:

March 14, 2001

TO:

JEB BUSH GOVERNOR

Jeff Sawyer, Project Manager

Parsons Brinckerhoff

FROM:

Michael Seifert, Project Manager will,

COPIES:

Kirk Bogen

File

SUBJECT:

US 98 Environmental Determination

WPI Seg No. 256423-1

Jeff, enclosed is a copy of the Environmental Determination form with written comments. Please have those comments addressed.

If you have any questions please call me at 975-6922.

<- ANNED 7/12/12

31-14

## STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TRANSMITTAL MEMORANDUM

MAIL STATION

DISTRICT

Cail	From: Mille Date: 3/13/01
	Date: $3//3/0/$
ME DHANDLE □ REI	PLY APPROVE
bail, Please make fi format the lover men	le copies of the report of re properly. Thanks, Mike

Date: March 13, 2001

To: Jeff Sawyer, Project Manager Parsons Brinckerhoff

Subject: US 98 Environmental Determination, WPI Seg. 256423-1

Jeff, enclosed is a copy of the Environmental Determination form with written comments.

Please have those comments addressed.

If you have any questions please call me at 975-6922.

Thanks,

Michael Seifert,

CC: K. Bogen, File

Path: pdeshare/seifert/256423/envdet.doc

SCAMMED 7/12/12

# 11201 N. McKinley DRIVE \* TAMPA, FL 33612-6456 \* 975-6119 \* 1-800-226-7220 ENVIRONMENTAL MANAGEMENT OFFICE \* 7-500

Date: February 26, 2001 Phone: (813) 975-6922 Fax: (813) 975-6451	LETTER OF TRANSMITTAL
TO: Kirk Bogen, PD Engineer	RE: US 98 Dade City Bypass
Rick Adair, Environmental Administrator	WPI Seg. 256423-1
	FAP No. 3112-017
	Pasco County
WE ARE FORWARDING TO YOU:	
Copy of Letter(s) Preliminary Concept Plans Draft Engineering Report Public Information/Letter The Following Described Item(s)	Final Environmental Reports Request(s) for Traffic Study Permit(s)/Agreements(s) X Draft Environmental Report
Draft Environmental Determination Repor	rt.
THESE ARE TRANSMITTED/RETURN	ED:
For Approval For Revision For Your Use For Signature As Requested For Your Con	<del></del>
Please have comments by March 12, 2001.	
cc:	BY: Michael Seifert, P.S.M., E.I.
File	TITLE: Project Manager

< 1/2/12/12

#### 11201 N. McKinley DRIVE \* TAMPA, FL 33612-6456 \* 975-6119 \* 1-800-226-7220 ENVIRONMENTAL MANAGEMENT OFFICE \* 7-500

**LETTER** 

Date: February 26, 2001

se have comments by March 12, 2001.

Phone: (813) 975-6922 **OF** Fax: (813) 975-6451 **TRANSMITTAL** O: RE: Kirk Bogen, PD Engineer US 98 Dade City Bypass Rick Adair, Environmental Administrator WPI Seg. 256423-1 FAP No. 3112-017 Pasco County **VE ARE FORWARDING TO YOU:** Copy of Letter(s) \_\_\_\_ Final Environmental Reports Preliminary Concept Plans \_ Request(s) for Traffic Study **Draft Engineering Report** \_\_\_\_ Permit(s)/Agreements(s) Public Information/Letter X Draft Environmental Report The Following Described Item(s) Draft Environmental Determination Report. HESE ARE TRANSMITTED/RETURNED: For Approval \_\_\_\_ For Revision For Circulation X Review \_\_ For Your Use \_\_\_\_ For Signature \_\_\_\_ For Your Handling & Comments \_ As Requested \_\_\_\_ For Your Consideration\_\_\_\_ For Your Information Other

BY: Michael Seifert, P.S.M., E.I.

TITLE: Project Manager

11201 N. McKinley DRIVE \* TAMPA, FL 33612-6456 \* 975-6119 \* 1-800-226-7220 ENVIRONMENTAL MANAGEMENT OFFICE \* 7-500

Date: February 26, 2001 hone: (813) 975-6922 Fax: (813) 975-6451

# **LETTER OF TRANSMITTAL**

[O:	RE:
PD Engineer	US 98 Dade City Bypass
Rick Adair, Environmental Administrator	WPI Seg. 256423-1
	FAP No. 3112-017
	Pasco County
WE ARE FORWARDING TO YOU:	
Copy of Letter(s) Preliminary Concept Plans Draft Engineering Report Public Information/Letter The Following Described Item(s)  Draft Environmental Determination Report.	Final Environmental Reports Request(s) for Traffic Study Permit(s)/Agreements(s) Draft Environmental Report
THESE ARE TRANSMITTED/RETURNED:	
For Approval For Revision For Your Use For Signature As Requested For Your Consideration Please have comments by March 12, 2001.	For Circulation For Your Handling For Your Information  X Review & Comments Other
icase nave comments by water 12, 2001.	
ec:	BY: Michael Seifert, P.S.M., E.I.
File	TITLE: Project Manager



# Parsons Brinckerhoff

# **Consulting Engineers**

5405 West Cypress Street, Suite 300

Tampa, FL 33607 Phone: (813) 289-5300 FAX: (813) 289-4405

## TRANSFER OF MATERIAL To: Florida Department of Transportation Re: **Environmental Determination & Scrapbook** 11201 N. McKinley Drive Mail Station 7-500 District 7 US 98 Dade City Bypass PD&E Project: Tampa, FL 33612-6456 February 20, 2001 Date: (813) 975-6922 15486 Project No.: WPI Seg. No.: **256423 1** Attn: Mr. Mike Seifert, PSM, E.I. FAP No.: 3112-017P We are forwarding the following: □ Under Separate Cover □ Prints Copies Date No. Description 3 **Environmental Determination Project Scrapbook** 1 WE ARE SENDING YOU: ☐ For Approval □ No exception taken ☐ Review and Comment ☐ As requested ☐ Rejected - See Remarks ☐ Submit specified items. ■ For your use □ Proceed subject to corrections noted **REMARKS:** Mike, Please find enclosed the Environmental Determination and the project scrapbook for your review.

Parsons Brinckerhoff Quade & Douglas, Inc.

File - 15486A-7.02

By: Jeffrey L. Sawyer, AICP, P.L.S.

Project Manager

E-mail: sawyerj@pbworld.com

Scanned 7/12/12

Date: 02/12/01

PD701MS - DOT1 From: MICHAEL SEIFERT To: SawyerJ, SAWYERJ - MAIL

Subject: US 98 Environmental Determination Class of Action

Reference: Your note of 02/09/01 10:55 attached below

, I spoke with Rick this morning. He is in agreement that we should get ED form out asap. Ideally we'd like to see Gus approve it before he leaves

the new guy takes over. Mike

Date: 02/09/01 10:56

From: SawyerJ@pbworld.com SAWYERJ - MAIL PD701MS - DOT1 To: SEIFERT, MICHAEL

ject: US 98 Environmental Determination Class of Action

schedule calls for the Environmental Determination Class of Action to be ared early in the project development. The former FDOT PM Jai issoon told us to wait until later in the project schedule. Now that we chosen a typical section and preliminarily selected a preferred nment, it may be time to prepare and submit the Environmental rmination for FHWA to concur with the Cat Ex as the environmental nent.

me know what you think.

ζS,

rey L. Sawyer, AICP, P.L.S. ons Brinckerhoff

West Cypress Street e 300

a, FL 33607

ral Office Phone: (813) 289-5300

ct Office Phone: (813) 207-2960

(813) 289-4405

il: sawyerj@pbworld.com

SCANAFO 7/12/12

# ti, Christa

Gennett-Jones, Debra Saturday, August 19, 2000 8:31 AM Ippoliti, Christa Sawyer, Jeffrey US 98 Bypass - Non-Profit Organizations

:t: sta,

ou had a great weekend.

do me a favor. In your in-box you will find an "Organizations" listing for Dade City, Florida. I've highlighted some zations that I need you to call for me on Monday. I need to know the physical location of these organizations. If re indeed located within the US 98 Bypass project corridor (I've attached a Project Location Map for your reference), need to know if they are non-profit organizations. If they are non-profit organizations located within the US 98 s project corridor, I then need a brief description as to what they do.

you contact the organization, explain that we are conducting an environmental study for the proposed widening of 3 98 Bypass from US 301 South to US 301 North. Please call me at home if you need additional information - 854-cell number 690-6741, or ask Jeff (if he's available). I appreciate your help.

S.

# bi

# l Jones ons Brinckerhoff

West Cypress Street, Suite 300 pa, FL 33607 813/289-5300 t: 813/207-2902 813/289-4405 t: gennett@pbworld.com

SAMED 7/12/12



# Telephone Conversation Memorandum

project:	job no. date:
	(use complete number)
from:	talked to:
indicate department, field office, etc., "for in-house" calls. indicate agency or firm for other than "in-house" calls.	
item discussed:	
information obtained: Parco Comm. Hosp. Qux	Pasce Co. Cattlewomen
i was whole hope -	lor:
P:	NF:
. :	do:
8:	ure 98!
Proneer Fl. Museum	Dala city Womens Club
x: on 301 & Report	lot:
if: yes	NP:
w: historical dulidings on site	do Dade ester 1. 1. Dina
eas: to get to The dipot on 98	use Woman Clay Prisand
several times to every	Roward
day to open depot.	NP-yes
ų ·	- march-bound raiser for parking
action required:	- March - Coura Macos, for personery
adilon 1040/104	1) It oursing homes 200 of
	- 1000 de la la tours potate
	- food to nursing homes 200 of transportate - News Drids transportate Palm are - location needs are on The Legpass
distribution:	DO and - breation - 1220
	rain ave - I he lefform
Over a Century of Engineering Excellence	)

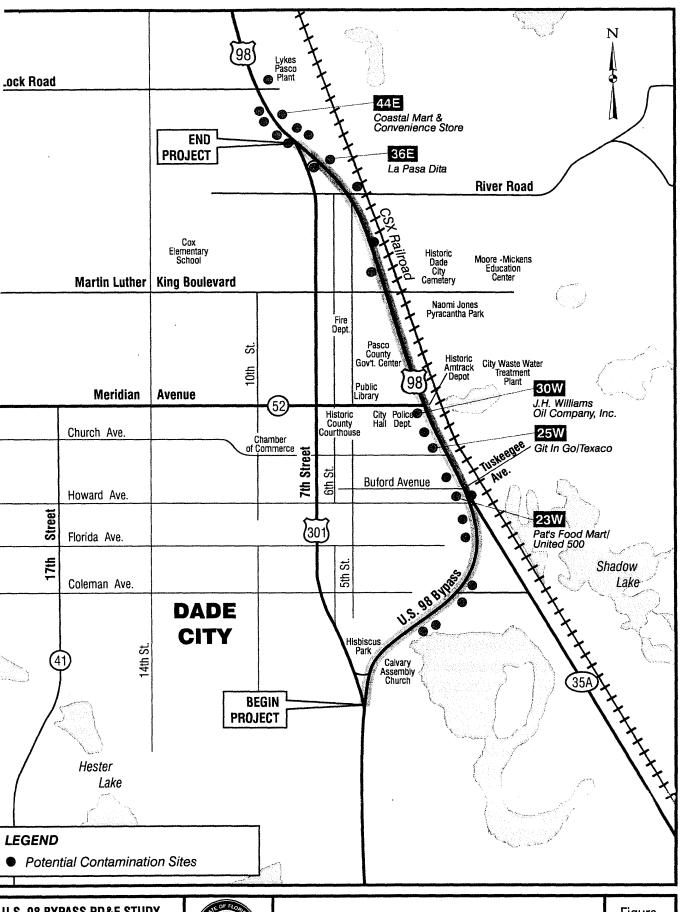
SCANNED 7/0/12

15486A-315



# Telephone Conversation Memorandum

oject:	<b>3</b> US 98 job no	o.: <u>05</u> 5	date:	8/24	- '
from:	(Choose Name) talked to (Choose Position)	o:			
1: fit : ten : 48 :	Jr. Women's Club  7th & Palm (301)  yes  education for Children  No		Jobs & (# given no neu	Benefi not in #listed	t Center survice
22:	a arts Center (don't have site get) yes performance & visuale arts No		Keep Pa (Call c day no ma	sco Bed on 3 Ry wone of cline)	perate perate ensevered
tion red	pution: Phil Stevens Jeff Sawyer Nan Debi Jones Kathryn Ortega Julie Sean Donahoo David Young Cl	Kemerer		y: <u>(Choose</u>	<u>One)</u>



U.S. 98 BYPASS PD&E STUDY om U.S. 301 South to U.S. 301 North Dade City, Pasco County WPI Segment No. 256423 1



**PROJECT LOCATION MAP** 

Figure

ations

lub of Dade City

1, Florida 33526

need #

onomic Council

d O'Lakes Blvd, Suite305 akes, FL 34639 **ASCO** 

vn Dade City Main Street

nilton, Exec, Director 908

y, FL 33526 0284

**D**ade City Chamber of Commerce

eridian Ave. y, FL 33525

52.567.3769 .567.3770

arhart VFW Post #7256

**Key** د 1892

ty, FL. 33526

-9939

for Independence, Inc.

xon Iichigan Avenue

x 1074

onio, FL?33576-1074

-2022

Stage Players

Rinck

lickory Hill Lane

x 1042 ty, FL. 33526-1042

-7381

ner Credit Cour 1000 Act 3-30

cker Seridian Avenue

ty FL. 33525

-1100

ity Garden Club

bson ort King Road

ty, FL. 33525 -8257

Co. Contractors

ld Lakeland Hwy

x 1819

tw.Edde&it526rg&lganızatıons.html

process there were to

Dal falled in the

Christan Plank ichi Cartini D

there too very and 3 and of the file of th

8/19/00

# co Jr. Women's Club

ilton : 1831

7, FL. 33526-1831

)284

# eo YMCA

axwell iger Road lls, FL: 33541 9622

# se of Representatives

efield R. <u>54</u> West IIs, FL 33541

13) 558-5115 Fax (813) 558-5117

# der of Eagles #4399 3

Milligan arl Loop Drive y, FL. 33525 -9755

## e Arts Center Assoc.

lley x 1131

ty, FL. 33526-1131

-3252

# d Benefits Center

ork J. S. 98 Bypass ty, FL. 33525 -1485

asco Beautiful

/est X

ty, FL. 33525

-5700

# oc.of Senior Friends

armer, D.C. Hospital ort King Road ty, FL. 33525 -1170

# community Hosp. Aux.

almer ort King Road ty, FL. 33525 -1195

# **County Cattlemen's Assoc**

h Barthle x 1817 ty, FL. 33526-1817

County Cattlewomen

vw.dadecity.org/organizations.html

They was a function for graphing

The net with

lowry : 329 nio, FL. 33576 3167

# unty Fair Association

ura ghway 52 y, FL. 33525 6678

# od Bank

J. Buck x 1613 .akes, FL. 34639-1613 .1421

## Lambda

Gray, President lanton Road y, FL. 33525 -6701

#### Florida Museum

wart, President . ioneer Museum Road ix 335 ty, FL. 33526-0335 -0262

# nake & Gopher Enthusiasts

Beall ox 127 onio, FL. 33576-0127 -4444

# tonio Boys Village

loore Boys Village Drive ox 505 onio, FL. 33576-0505 3-3786

# of Pasco County, Inc.

Morrill ox 928 .ty, FL. 33526-0928 -3120 - 2358

# **Lodge # 141**

E. Stanley irway Lakes Ct. FL. 33647 -7068

## coochee Native American

Vood ox 215 FL. 33593 3-3388

# 's Peacepower Foundation

vSlatedetatyWagnokganizations.html

98 Dade City 1281 110, FL. 33576 1116

hrine Club C. Papineau 1 St. ls, FL. 33540-0695 5210

Copyright © 2000, Tingley Network Services Corp



# Telephone Conversation Memorandum

		ypuss Pt		job no. (use comj	olete number)	date: 8 6 99
from: Day	de City	Gardon	Club		-avoline 567 - 35	
indicale	оераптет, пею с	office, etc., "for in-hou other than "in-house"	ise cails.		1. <b>C</b> 1	
item discuss	ed: Les-	ter Pacy	6	7		<u></u>
(74	h Street	ter Park + between	n Colon	man f Sv.	otherian S	Wonnes)
information of P	obtained:	le City	Gurden	Meninten	iew by	
The Par Mis The	e Cravo K (Ap interior	len Clut ex Parx) nce with	o no l I. (17) h the	enger r Lity by	nuintain Used to + no lo.	s Hibrisans Share ngar has
action require	ed:					
distribution:				]	by IA	2
นเอแทมนแบท.	L	. <u></u>	ii	ــــــــــــ <b>ا</b>		myee

Over a Century of Engineering Excellence

15486A -3.14 Scannes 7/2/12



Brinckerhoff

**Parsons** 

Austin Center West II 1408 North Westshore Blvd. Suite 300 Tampa, FL 33607 813-289-5300

Fax: 813-289-4405

July 2, 1999

Mr. Jai Ramkissoon, P.E. Florida Department of Transportation District Seven 11201 N. McKinley Drive MS 7-500 Tampa, FL 33612-6456

Project:

US 98 Bypass Project Development and Environment (PD&E) Study

Financial Project ID Number 256423 1 22 01

From US 301 South to US 301 North

Pasco County

Subject:

Section 4(f) Applicability

#### Dear Mr. Ramkissoon:

The following information is provided to assist you in your coordination with FHWA to determine the need for a Section 4(f) Determination of Applicability (DOA) for the US 98 Bypass PD&E project.

Parsons Brinckerhoff Quade & Douglas, Inc. (PB) has investigated the proximity of Section 4(f) properties to the US 98 Bypass project corridor. For purposes of this preliminary investigation, the project corridor is bounded by 7<sup>th</sup> Street (US 301) to the west and the US 98 Bypass to the east. The northern and southern limits of the corridor are the intersections of US 98 and US 301 South and US 301 North. The following presents the results of our initial data collection.

#### **PUBLIC PARKS**

The project lies within the service areas of one Pasco County community park (John S. Burks Memorial Park with a 3-mile radius service area) and one neighborhood park (Carver Heights Playground with a 1-mile radius service area). Burks Park is located west of Dade City on SR 52. Carver Heights Playground is located east of the CSX Railroad near River Road. Both of these County parks fall outside the project corridor and would not be affected by improvements to US 98.

The US 98 project lies within the designated service areas of two Dade City community parks (Naomi Jones Pyracantha Park and Mickens Field), two neighborhood parks (Price Park and Rhinesmith Park) and one mini-park (Dade City Apex Park). The Dade City Comp Plan designates service areas of a 1 ½ mile radius for community parks and a ½ mile radius for neighborhood parks. Pyracantha and Price Parks and Mickens Field lie outside the project corridor and would not be affected by improvements to US 98. The following two Dade City Parks, however, are located within the project corridor.

**Rhinesmith Park** is bounded by US 301 on the west, Bougainvillea Avenue on the south, South 5<sup>th</sup> Street on the East and Southview Avenue to the North. Rhinesmith Park is designated as a Neighborhood Park.

er a Gemour, of puneering Isaelende

M:\US 98 Project\Section4f\Jai1.doc

SARNET 7/12/12 15486- 3:14



Mr. Jai Ramkissoon, P.E. July 2, 1999 Page 2 of 4

It contains no recreation facilities and encompasses 1.9 acres. The park is municipally owned, well maintained, landscaped and designed for passive recreation use by all age groups. Dade City does not maintain usage records for the park, but notes that local residents occasionally use the park for children's passive play.

Dade City Apex Park is located immediately south of Rhinesmith Park at the intersection of US 301 South and US 98. Apex Park is bounded on the north by Bougainvillea Avenue and on the east by South 5<sup>th</sup> Street. Apex Park is designated as a Mini-Park. It contains four benches, five picnic-type tables and three decorative gaslights situated on 0.3 acres. The park is handicapped accessible. Apex Park is municipally owned, well maintained, landscaped and designed for passive recreation use by all age groups. Dade City does not maintain usage records for the park, but notes that it is used year-round by residents and local business employees for picnic lunches during the Monday to Friday work week and occasionally used by local residents for picnics and passive play on weekends. Dade City and the Dade City Garden Club (located directly across South 5<sup>th</sup> Street) maintain the appearance of the park as a decorative southern gateway to the city.

Collectively, Dade City Apex and Rhinesmith Parks are known and signed as Hibiscus Park.

Conclusion - Improvements to the US 98 Bypass could potentially impact the Apex Park portion of Hibiscus Park if right-of-way acquisition were to occur to the north. Improvements to the US 98 Bypass would have no effect on the physical property, access or function of Rhinesmith Park portion of Hibiscus Park. Improvements on other alignments in the corridor such as one-way pairs using South 7th Street or South 5th Street would impact the physical property and access of both the Apex and Rhinesmith portions of Hibiscus Park.

#### HISTORIC RESOURCES

The recently renovated circa 1912 **Dade City Railroad Depot** (an active Amtrak train station) sits along the east right-of-way of the US 98 Bypass corridor at Meridian Avenue. The depot was listed in the National Register of Historic Places (NR) in 1994. It was rehabilitated in 1996-97 using ISTEA Special Enhancement funds.

<u>Conclusion</u> - Widening the US 98 Bypass has the potential to impact the Dade City Railroad Depot if right-of-way acquisition were to occur to the east.

The following structures in the project corridor have been included on the historical registries of the Dade City Historical Advisory Board and the Pasco County Preservation Committee.

Several historic structures lie along both sides of 7<sup>th</sup> Street in downtown Dade City. These include the original **Pasco County Courthouse**, built in 1909 and currently under restoration, the **Florida Telephone Building** built in 1924, the **Williams Building** built in 1926, and the **Touchton Building** built in 1908.



Mr. Jai Ramkissoon, P.E. July 2, 1999 Page 3 of 4

**Dade City Hall** located on the south side of Meridian Avenue at 4<sup>th</sup> Street was originally intended to be a hotel. When developers went broke, it was left half finished until 1940, when construction was resumed.

Two homes are located on the east side of 5<sup>th</sup> Street between Church and Howard Avenues. The **Shofner House** is an example of late-19<sup>th</sup> century Florida architecture. The **J. A. Peek House** is a Victorian bungalow converted to a commercial building.

The Crescent Theater was built for silent films and vaudeville in the early 1920s. It is an example of Spanish architecture. This former theater on 5<sup>th</sup> Street will be renovated using State funds and donated for use as a senior citizen center and performing arts center.

The **Dade City Women's Club** is located along the east side of 7<sup>th</sup> Street at Palm Avenue. The club was built about 1920 and is an example of Tudor revival architecture.

**Old St. Rita's Catholic Church**, built in 1913, is located east of 5<sup>th</sup> Street between Southview Avenue and Bougainvillea Avenue. The church was moved to this location in 1976 and currently serves as the home of the Dade City Garden Club.

<u>Conclusion</u> - Improvements to US 98 using alternate alignments such as one-way pairs using  $5^{th}$ ,  $6^{th}$  or  $7^{th}$  Streets have the potential to impact these non-NR historic structures.

Note: This is preliminary information on historic structures in the project corridor. A Cultural Resources Assessment Survey will be completed for this project. Detailed information regarding potential historical and archaeological site involvement will be provided at that time.

#### **OTHER**

Immediately north of the East Pasco Government Center is an abandoned base/softball field on Pasco County Property. This property is not currently designated as a park or recreation area. The area is included in the expansion plans for the Pasco County Government Center. The area was "on loan" to Dade City for use as a ball field until the expansion of the government center. The ball field has been abandoned and the facilities removed. This property was formerly the site of Optimist Park; a County owned Community Park. Prior to its designation as Optimist Park, this property was part of the site of Massey Field (an historic baseball field before the turn of the century).

<u>Conclusion</u> - Widening the US 98 Bypass has the potential to impact this property if right-of-way acquisition were to occur to the west. Improvements using an alternate alignment on 5<sup>th</sup> Street also have the potential to impact this property.

This information is provided to assist the Department in its coordination with the FHWA in requesting a Section 4(f) DOA. Please be advised that PB does not have budget to prepare a Section 4(f) DOA. The



Mr. Jai Ramkissoon, P.E.

July 2, 1999

Page 3 of 4

Scope of Services for the US 98 Bypass PD&E provides an Optional Services clause on Page A-33 in the event that a Section 4(f) Evaluation is required for this project.

Please call if you have any questions.

Sincerely,

PARSONS BRINCKERHOFF QUADE & DOUGLAS, Inc.

Mark Jennings

Project Manager

# 4. REVIEWER'S SIGNATURE

m/Seifert
FDOT Project Manager

4 / 18 / 02 Date

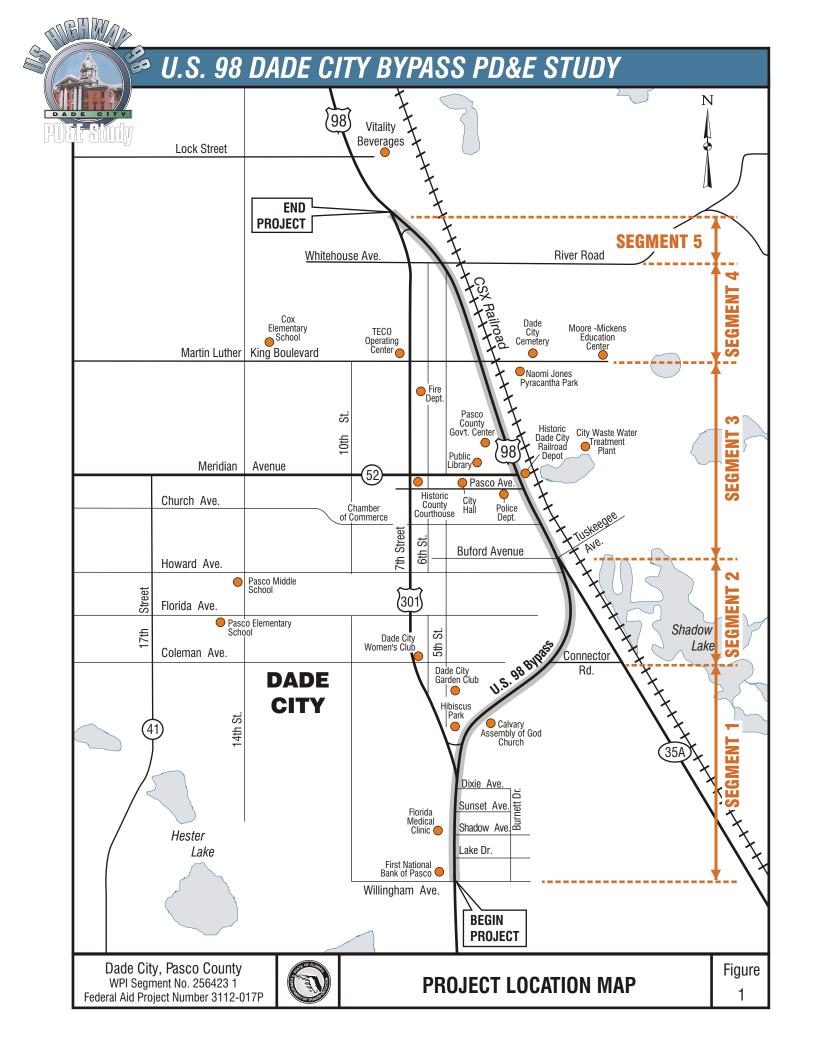
FHWA Urban Transportation Engineer

\_\_\_\_/\_\_\_/\_\_\_

# 5. FHWA CONCURRENCE

(For) Division Administrator

April 13012002



#### STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

# **ENVIRONMENTAL DETERMINATION**

#### 1. GENERAL INFORMATION

County: Pasco

US 98 (SR 533) Dade City Bypass PD&E Study Project Name:

**Project Limits:** From the Vicinity of the US 301 South Intersection to the Vicinity of the US

301 North Intersection

Project Numbers: WPI Segment No. 256423 1 Federal-Aid Project No. 3112-017P

#### 2. PROJECT DESCRIPTION

- a. Existing: The project study limits for the US 98 Dade City Bypass are from the vicinity of the US 301 South intersection to the vicinity of the US 301 North intersection, a distance of about 1.6 miles. The project location is shown in Figure 1. The existing roadway is a twolane rural facility.
- b. Proposed Improvements: It is proposed to upgrade the US 98 Dade City Bypass to a fourlane divided urban facility. The proposed typical section consists of two 12-foot lanes, 4-foot bike lanes and 5-foot sidewalks in each direction. Left turn lanes will be accommodated within a 22-foot median. The proposed improvements require a minimum of 102 feet of right-of-way. It is also proposed to improve traffic operations at the skewed intersections of US 301 South, CR 35A and US 301 North. Improved pedestrian crossings are proposed at Whitehouse Avenue, Martin Luther King Boulevard, Meridian Avenue, and Tuskeegee Avenue. An optional intersection concept is provided that would bring US 301 North, River Road and the US 98 Dade City Bypass together at one location.

b. Other Actions:

[ ] Section 4(f) Evaluation

[X] Section 106 Consultation

## 3. CLASS OF ACTION

a. Class of Action:

[ ] Environmental Assessment

[ ] Environmental Impact

	[X]	Турє	e 2 Categorical Ex	clusion	[] Endan	igered Spec	ies Assessm	ient	
C.	Pu	blic l	nvolvement:						
	1.	[]	A public hearing Exclusion constit project.	•					•
	2.	[X]	A public hearing with the environmental determination corrections.	ıl determinat	ion. Appro	oval of this	Type 2 Categ	orical E	Exclusion
		[]	An opportunity for included with the Exclusion determined concepts for this	environment nination con	al determir	ation. Appr	oval of this Ty	rpe 2 Ca	ategorical
	3.	[]	A public hearing value date. Approacceptance of the	val of this T	ype 2 Cate	gorical Exc	lusion DOES	•	
		[]	An opportunity for will be provided a determination DC design concepts.	at a later da	te. Appro	val of this T	ype 2 Categ	orical E	Exclusion
d.	Со	opera	ating Agency:	[]COE[	]USCG [	]FWS [ ]	EPA [ ] NMI	FS [X]	None

4.	REVIEWER'S SIGNATURE	
	FDOT Project Manager	// Date
	FHWA Urban Transportation Engineer	// Date
<u> </u>	FHWA CONCURRENCE	
	(For) Division Administrator	//

6.	IMPACT EVALUATION					
	Topical Categories	S i g n	M i n	N o n e	N o I n v	REMARKS
	A. SOCIAL IMPACTS  1. Land Use Changes 2. Community Cohesion 3. Relocation Potential 4. Community Services 5. Title VI Consideration 6. Controversy Potential 7. Utilities and Railroads  B. CULTURAL IMPACTS 1. Section 4(f) Lands 2. Historic Sites/Districts 3. Archaeological Sites 4. Recreational Areas		[ ] [X] [ ] [ ] [ ]	[X] [X] [X] [X] [X] [X] [X] [X]		See Attachment A
	C. NATURAL ENVIRONMENT  1. Wetlands 2. Aquatic Preserves 3. Water Quality 4. Outstanding Fla. Waters 5. Wild and Scenic Rivers 6. Floodplains 7. Coastal Zone Consistency 8. Coastal Barrier Islands 9. Wildlife and Habitat 10. Farmlands		[X] [ ] [ ] [ ] [X] [ ] [ ] [ ] [ ]	[ ] [X] [ ] [ ] [X] [ ] [X]	[ ] [X] [ ] [X] [ ] [ ] [ ] [X]	See Attachment A  See Attachment A  See Attachment A  DCA letter dated 10/29/99  See Attachment A
	23 CFR 650, Subpart	H. ed th				See Attachment A See Attachment A See Attachment A See Attachment A  The Attachment

# E. PERMITS REQUIRED

U.S. Army Corps of Engineers
Southwest Florida Water Management District (SWFWMD)
Florida Department of Environmental Protection
U.S. Environmental Protection Agency, National Pollution Discharge Elimination System (NPDES) Permit

#### 7. WETLANDS FINDING

See Attachment A.

#### 8. COMMITMENTS AND RECOMMENDATIONS

The FDOT is committed to the following measures:

- Railroad Crossings The FDOT is committed to evaluate the need to improve the railroad crossings at Tuskegee Avenue and Martin Luther King Boulevard during the design phase of this project.
- 2. <u>Willingham Road</u> The FDOT is committed to coordinate during design with the appropriate local governments to facilitate improvements to Willingham Road.
- 3. <u>Traffic Signals</u> The FDOT is committed to evaluate during design or after construction the need for traffic signals at the intersections of CR 35A, Tuskeegee/Buford Avenues, Meridian Avenue (SR 52), River Road, and US 301 North. Monitoring the operation of the build condition is to be undertaken for these intersections to determine if the signals are warranted. A recommendation for a traffic signal installation is conditional on results of signal warrant analysis.
- Pedestrian Accommodations The FDOT is committed to provide pedestrian crossings at the signalized intersections of US 301 South and Martin Luther King Boulevard. The FDOT is also committed, during design, to evaluate pedestrian crossings at the intersections of CR 35A, Tuskeegee/Buford Avenues, Meridian Avenue (SR 52), River Road, and US 301 North.
- 5. <u>Lighting</u> The FDOT is committed to consider roadway lighting for the length of this project. Dade City will be required to enter into a maintenance agreement for the lighting.
- 6. <u>CR 35A</u> The FDOT is committed to consider widening the US 98 Dade City Bypass only from CR 35A to US 301 North during design if Pasco County has studied and committed to construct CR 35A as a bypass from US 98 in Zephyrhills.
- 7. <u>Gateway Concepts/Landscaping</u> The FDOT is committed to coordinate with Dade City to evaluate gateway landscaping and signage concepts and provide landscaping within any suitable areas of the right-of-way during the final design of this project. The FDOT will coordinate with Dade City for the placement of irrigation water supply lines and sleeves and feeder lines for reuse water during the design phase.
- 8. Access Management The FDOT is committed to evaluate median openings and driveway connections from US 301 South to CR 35A during the design phase of this project. The evaluation will include: 1) a joint driveway to be shared by the Calvary Assembly of God Church and the strip center containing the tractor sales; 2) or a joint driveway to be shared by the strip center containing the tractor sales and the Ford dealership; and 3) eliminating the directional median opening at Connector Road.

#### Recommendations:

- Typical Section The recommended improvements to the US 98 Dade City Bypass consist
  of upgrading the existing two-lane rural roadway to a four-lane divided urban facility as
  shown on the attached concept plans. The recommended typical section is a four-lane
  divided urban section that includes two 12-foot travel lanes each way, a 22-foot raised
  median, 4-foot bike lanes and 5-foot sidewalks each way. Left turn lanes will be
  accommodated in the median.
- 2. <u>Special Features</u> It is recommended that additional pavement be provided at the southwest quadrants of the intersections with Meridian Avenue (SR 52) and Martin Luther King Boulevard to allow for U-turns.

# Figure 1 - Project Location Map

# **ATTACHMENT A**

# A.1 - Land Use Changes

The most recent Dade City and Pasco County Future Land Use Maps show that land use in the US 98 Dade City Bypass corridor will remain predominantly commercial/retail uses with areas of residential, industrial and public lands. The proposed improvements to the US 98 Dade City Bypass will utilize the existing predominantly commercial corridor and land use is not anticipated to change as a result of the improvements.

# A.2 - Community Cohesion

The proposed improvements to the US 98 Dade City Bypass involve widening the existing roadway on the same alignment. Additionally, traffic operations will be improved at the major intersections along the route. Pedestrian, bicycle and handicapped facilities will be improved. Currently, pedestrian/bicycle traffic crosses the US 98 Dade City Bypass at several unsignalized intersections and mid-block locations to access the commercial businesses and services located along the west side of the roadway. The proposed improvements include improved pedestrian, bicycle, and handicapped facilities for the US 98 Dade City Bypass intersections at Whitehouse Avenue, Martin Luther King Boulevard, Meridian Avenue, and Tuskeegee Avenue. The crossing improvements will include both rail and roadway crossings. The proposed improvements will enhance motorized and non-motorized access from the residential neighborhoods east of the US 98 Dade City Bypass to the commercial businesses and services west of the US 98 Dade City Bypass.

#### A.3 - Relocation Potential

The existing US 98 Dade City Bypass right-of-way ranges from 60 ft to 115 feet. The minimum right-of-way width for the recommended typical section is 102 feet. Additional right-of-way is required in areas where the roadway profile is elevated above the surrounding topography, at intersections and for stormwater management and floodplain compensation facilities. The purchase of the additional right-of-way will necessitate relocations in some areas of the project.

The recommended alignment would require about six residential and six business relocations. Four of the residential relocations are in Segment 1 along the east side of the US 98 Dade City Bypass at the US 301 South intersection and two are located in Segment 4 along the west side, north of Martin Luther King Boulevard.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, 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 Policy Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The residential and business relocations are shown on the Concept Plans.

# A.4 - Community Services

No community services will be adversely affected by the proposed improvements to the US 98 Dade City Bypass. Fire and rescue services in the project corridor are provided by the Dade City Fire and Police Departments, the Pasco County Sheriff's Office, and the Florida Highway Patrol. None of these services will be adversely affected by the improvements.

#### A.5 - Title VI Consideration

# <u>Title VI, Title VIII and Executive Order 12898 (Environmental Justice)</u>

Title VI of the 1964 Civil Rights Act (Title VI), and related statutes, provides that no person shall, on the grounds of race, color, age, religion, sex, national origin, or handicap/disability, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, State or local government. Title VIII of the 1968 Civil Rights Act (Title VIII) guarantees each person equal opportunity in housing.

Executive Order 12898 Environmental Justice was issued to underscore and complement certain provisions of existing law, including Title VI and Title VIII and related statutes. This project has been developed in accordance with Title VI, Title VIII and Executive Order 12898 and is not expected to affect any distinct minority, ethnic, elderly, or handicapped groups.

## A.6 - Controversy Potential

Numerous informational meetings were held to inform the public and local officials about the proposed improvements to the US 98 Dade City Bypass.

Public input and comment was solicited and reviewed. Generally, the public and local officials have been supportive of the project. The public hearing transcript is included in the Comments and Coordination Report.

The US 98 Dade City Bypass project is considered to have a low potential for controversy.

#### A.7 - Utilities And Railroads

#### **Utilities**

Utility services within the project corridor that have the potential to be affected by the various alternatives analyzed for this proposed action include:

- TECO Peoples Gas Systems, Inc. (Natural Gas Distribution)
- Sprint Florida, Inc. (Telephone)
- Tampa Electric Company (Electric Distribution)
- Dade City Utilities (Water and Sanitary Sewer)

The utility relocation costs for the recommended alignment are estimated to be \$781,425.

# Railroads

The CSX Railroad parallels the US 98 Dade City Bypass from the CR 35A intersection to US 301 North. Amtrak operates a rail passenger station at the historic Dade City Train Depot at the intersection of Meridian Avenue (SR 52) and the US 98 Dade City Bypass. Four railroad crossings of side streets are located along the US 98 Dade City Bypass project corridor, including River Road (crossing #622720), Martin Luther King Boulevard (crossing #622721), Tuskeegee Avenue (crossing #622722), and Wilson Street (crossing #622723).

None of the railroad crossings will be affected by the proposed improvements to the US 98 Dade City Bypass.

# B.1 - Section 4(f) Lands

One Dade City park is located within the project corridor. The recommended alignment will not encroach into the park nor will it affect the function or access of the park.

#### **B.2 - Historic Sites/Districts**

A Cultural Resources Assessment Survey (CRAS) was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the revised Chapter 267, Florida Statutes. All work was carried out in conformity with Part 2, Chapter 12 - Archaeological and Historical Resources of the FDOT's Project Development & Environment (PD&E) Manual (revised January 1999), and the standards contained in the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources Manual (revised November 1990).

One historic resource (50 years of age or older) was recorded previously in the project area. This NRHP-listed property, the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA415) at 14216 US 98 Dade City Bypass, is located within the US 98 Dade City Bypass PD&E Study project APE. In the area of the railroad depot, all three of the alignment alternatives evaluated for the proposed improvements will widen the US 98 Dade City Bypass to the west away from the Depot.

Field surveys resulted in the location and recording of 24 additional potential historic properties (8PA1207-1227, 8PA1265-67). The 24 newly recorded historic resources represent residential or commercial buildings common to the area. None of the 24 properties appear to be eligible for listing in the NRHP, either independently or as part of a historic district.

The State Historic Preservation Office (SHPO) responded with a letter dated March 28, 2001 concurring that the Dade City ACL Railroad Depot continues to be listed in the NRHP and that the other 24 historic structures are not NRHP eligible. The SHPO also requested "further documentation outlining project alternatives in order to address the potential impact of this project on the Dade City ACL Railroad Depot (8PA415)." A Section 106 Consultation Technical Memorandum was prepared to address potential project effects to the NRHP-listed depot. The examples of adverse effect, as contained in 36 CFR Part 800.5(a)(1) and (2), were applied and found not to be applicable for the recommended alternative. In summary, the proposed undertaking will have no effect, as defined in 36 CFR Part 800.16(I), upon the NRHP-listed Dade City ACL Railroad Depot. The SHPO responded by letter of October 26, 2001 stating that they concur with the "finding that the proposed undertaking will have no effect on the historic Dade City ACL Railroad Depot (8PA415)."

# **B.3 - Archaeological Sites**

Archaeological background research, including a review of the FSF and the NRHP, indicated that 32 archaeological sites have been recorded previously within 3 miles of the project corridor. None are located within the US 98 Dade City Bypass proposed right-of-way. As a result of the field survey, no prehistoric or historic period archaeological sites were found.

The CRAS was submitted to the SHPO for concurrence that the proposed improvements to the US 98 Dade City Bypass will not involve any NRHP-listed or potentially eligible archaeological sites. The SHPO responded with a letter dated March 28, 2001 concurring with the CRAS results that no prehistoric or historic period archaeological sites were found.

#### C.1 - Wetlands

In accordance with Executive Order 11990, Protection of Wetlands, dated May 23, 1977, a study was conducted to assess the potential effects on wetland within the proposed project. The study indicated the preferred alternative would affect about 0.87 acres of wetlands.

The mitigation option to be considered is the use of Florida Statute 373.4137 that allows payment to the SWFWMD for their use in mitigating the impacts.

#### C.3 - Water Quality

Stormwater runoff from the US 98 Dade City Bypass will be collected in curb inlets. The water will be conveyed in an underground storm sewer system to stormwater management ponds for water quality treatment. The stormwater facility design for this project will include, at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Chapters 40D-4 and 40D-40 FAC.

The locations of the stormwater management ponds are shown on the Concept Plans. The appropriate Best Management Practices will be used during the construction phase for erosion control and water quality considerations.

# C.6 - Floodplains

A Location Hydraulic Report was prepared to determine if any floodplains will be significantly affected due to the proposed improvements. The proposed improvements will not support incompatible floodplain development.

The proposed drainage structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

#### C.9 - Wildlife And Habitat

Pursuant to the Endangered Species Act of 1973, as amended, the study area was evaluated for the potential occurrence of threatened and endangered species. An Endangered Species Evaluation Memorandum prepared for this project did not identify any listed species or critical habitat that will be affected by the proposed improvements.

On April 14, 2000, the USFWS indicated that, "The Proposed Action is not likely to adversely affect the 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."

#### D.1 - Noise

A <u>Noise Study Report</u> was prepared in accordance with Title 23 CFR, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise using methodology established by the FDOT in the PD&E Manual, Part 2, Chapter 17 (January 2001).

Based on the noise contour data, a review of land use data, proximity of noise sensitive sites to the US 98 Dade City Bypass, and field verification of noise sensitive locations, a total of 53 receivers representing 77 noise sensitive sites were evaluated for the Build Alternative. East of the US 98 Dade City Bypass, 25 receivers representing 38 noise sensitive sites were modeled. West of the US 98 Dade City Bypass, 28 receivers representing 39 noise sensitive sites were modeled.

For the Build Alternative year 2025 traffic conditions, 14 residences are predicted to experience noise levels that approach or exceed the NAC. An evaluation of traffic management, alignment modifications and property acquisition indicated that these abatement measures were not feasible or reasonable. Noise barriers were also evaluated. At 11 of the residences a 5 dBA reduction could not be achieved because of limitations on the barrier length to accommodate side streets and driveways. Noise barriers were not feasible at these locations.

The remaining three residences are either isolated or located in an area with a low density of residential development. Because of the small number of residences that would benefit, noise barriers were determined to not be cost reasonable at these locations.

## D.2 – Air Quality

An air quality evaluation, specifically an analysis of carbon monoxide concentrations (CO) was performed in accordance with FDOT's PD&E Manual. Based on the FDOT's computerized screening test (COSCREEN), the proposed project will not cause violations of the National Ambient Air Quality Standards for CO. Therefore, the project will not have a significant impact on air quality.

The project is in an area that has been designated as attainment for all the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990. Therefore, conformity requirements do not apply to this project.

#### D.3 - Construction

Construction activities for the project will result in minimal, temporary, yet unavoidable air, noise, water quality, wetland, traffic flow, and visual impacts for individuals residing or traveling in the immediate vicinity of the project.

Noise generated by roadway construction, haul trucks and other heavy equipment is anticipated. Construction noise will be minimized on this project by the Contractor's adherence to noise control measures discussed in the current edition of the FDOT <u>Standard Specifications for Roadway and Bridge Construction</u>.

Construction activities will also cause minor short term increases in air quality impacts in the form of dust from earthwork and unpaved roads and smoke from open burning. These impacts will be minimized or controlled by adherence to all State and local regulations and to the current edition of the FDOT Standard Specifications for Roadway and Bridge Construction.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling.

Visual impacts associated with the storage of construction materials and establishment of temporary construction facilities will occur, but are not considered substantial. Construction impacts from the project will be minimal.

## **D.4 - Contamination**

A Level I Contamination Screening of the US 98 Dade City Bypass project corridor was conducted to determine the potential for contamination of the US 98 Dade City Bypass right-of-way from adjacent properties and business operations. Abutting sites were identified based on regulatory standards as potential sources of hazardous materials and petroleum contamination. Sites with suspected or documented contamination were further evaluated for potential contamination risks with respect to impacts to construction and right-of-way acquisition.

A Contamination Screening Evaluation Report (CSER) was prepared pursuant to the Federal Highway Administration's Technical Advisory T 6640.8A, dated October 30, 1987, and in accordance with the FDOT's PD&E Manual, Part 2, Chapter 22, dated February 8, 1994.

Twenty-five sites were identified as having the potential for contamination. The sites were identified by windshield survey; examination of 1966, 1974, 1982, and 1998 historic aerial photography; and reviews of the original US 98 Dade City Bypass construction drawings, local FDEP files and Dade City Directories. Of the 25 sites, four are potential hazardous materials sites and 21 are potential petroleum sites.

The four hazardous materials sites were given a rating of LOW.

Of the 21 petroleum sites, 16 were considered to have a LOW potential for contamination and five were considered to have a MEDIUM potential for contamination. It is recommended that the five sites rated as having a MEDIUM potential for contamination be field tested by organic vapor analyzer (OVA) screening or soil sampling with laboratory analysis. If the results of the testing indicate no evidence of soil or groundwater contamination, the rating of the site could be revised downward. Typically, the rating of field tested sites with no evidence of contamination would be revised to LOW. Because of the nature of the businesses conducted (e.g. gasoline service stations), some sites could remain rated as having a MEDIUM potential even if field testing did not reveal the presence of contamination.