Florida Department of Transportation
Project Development and Environment (PD&E) Study

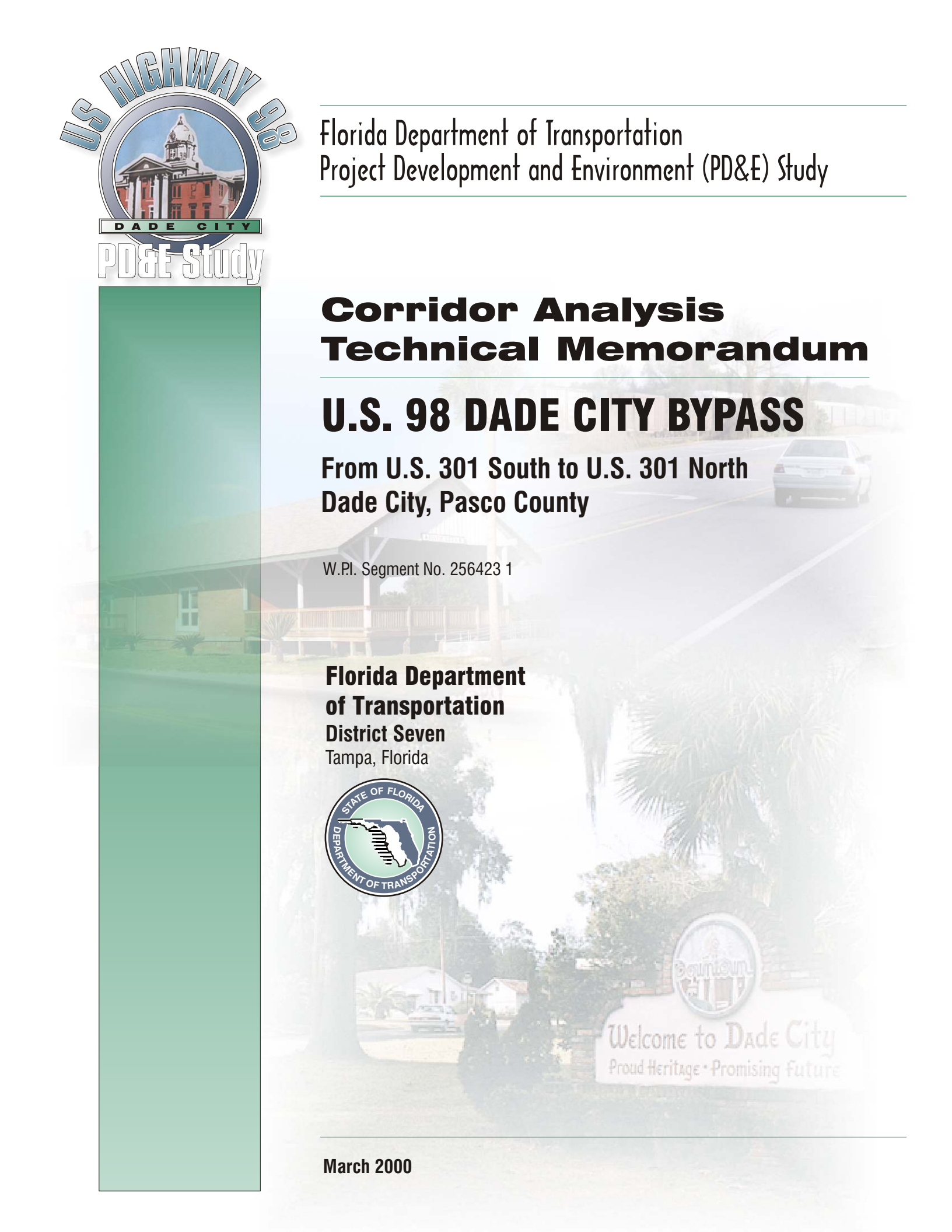
Corridor Analysis Technical Memorandum

U.S. 98 DADE CITY BYPASS

From U.S. 301 South to U.S. 301 North
Dade City, Pasco County

W.P.I. Segment No. 256423 1

Florida Department of Transportation
District Seven
Tampa, Florida



March 2000

CORRIDOR ANALYSIS
TECHNICAL MEMORANDUM

WPI Segment Number: 256423 1

US 98

(State Road 533)

Dade City Bypass

From U.S. 301 South to U.S. 301 North

in

Pasco County, Florida

The proposed action consists of upgrading US 98 from a two-lane to a four-lane divided highway for approximately 2.6 km (1.6 mi).

March 23, 2000

Florida Department of Transportation

District Seven

Tampa, Florida

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CORRIDOR ANALYSIS
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1.0 INTRODUCTION

The Project Development and Environment (PD&E) Study area is defined as the US 98 Dade City Bypass 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 existing US 98 Dade City Bypass is on the east side of Dade City. It connects US 301 to Old Lakeland Highway (CR 35A) south of the City and follows CR 35A north to reconnect with US 301 north of Dade City. Prior to the construction of the bypass connection, US 98 followed Old Lakeland Highway through the town of Richland (south of Dade City) and paralleled the CSX rail line north to Dade City. At that time, Old Lakeland Highway was part of the State Highway System and was known as SR 35A. US 98 was improved away from Old Lakeland Highway and extended west to intersect US 301 about 2 miles south of Dade City. This improvement caused all US 98 and US 301 through traffic to be directed through downtown Dade City on the combined US 98/US 301 route (7th Street). The US 98 Dade City Bypass was constructed to alleviate the heavy truck and through traffic in downtown Dade City.

As part of the PD&E process, several alternative corridors were identified and evaluated for comparison with the existing US 98 Bypass corridor. The alternative corridor study area is defined as 7th Street (US 301) on the west and the US 98 Bypass on the east. The northern and southern limits of the corridor study area are in the vicinity of the US 98 intersections with US 301 North and US 301 South, respectively.

Alternative corridors west of 7th Street were considered and rejected. These included 8th, 10th and 14th Streets and the former railroad right-of-way. Alternative corridors west of 7th Street would pass through predominantly residential neighborhoods, requiring significant numbers of relocations; would divide existing neighborhoods; would introduce heavy traffic; and would require lengthy transitions to connect with US 98/301 north and south of Dade City.

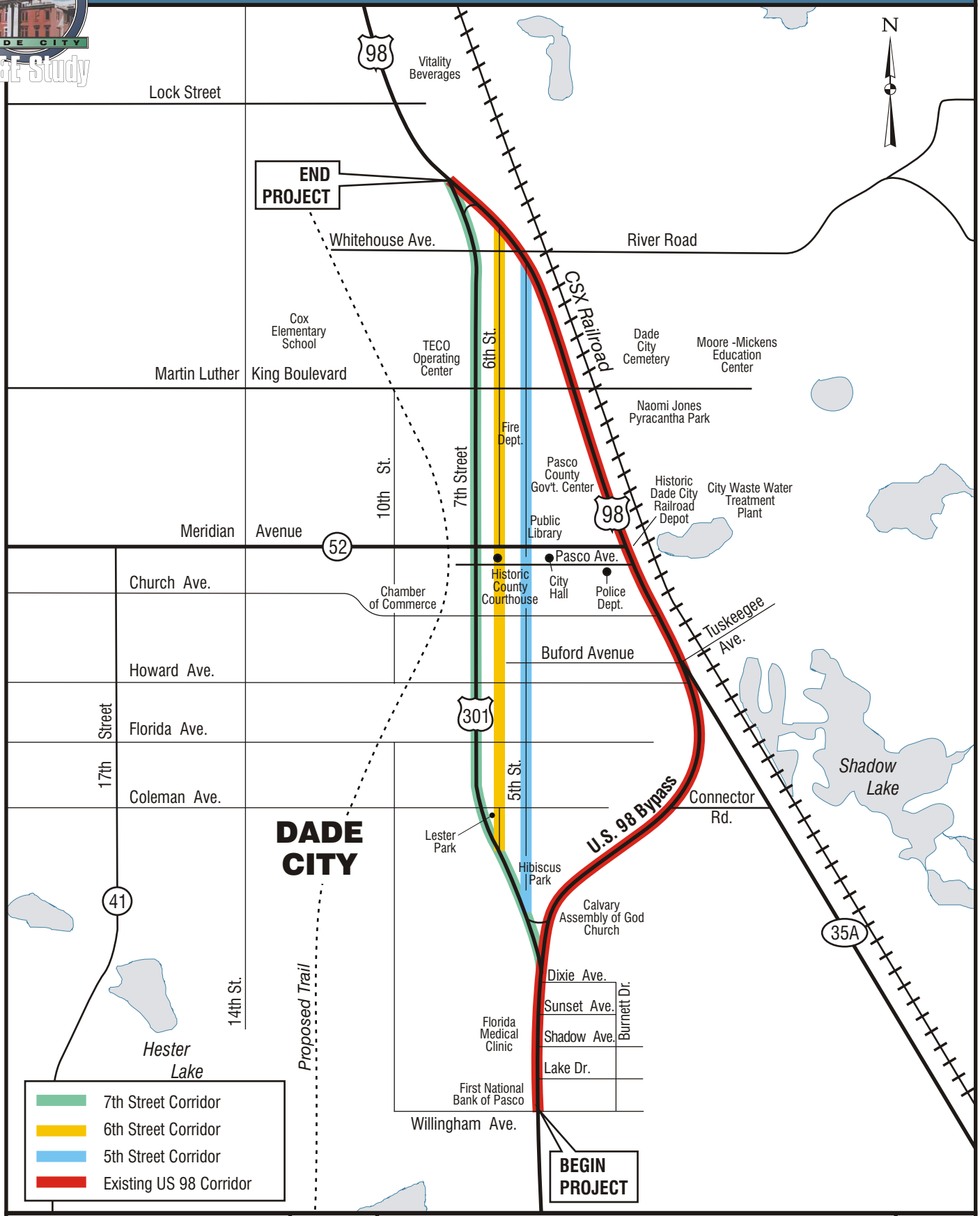
The former railroad right-of-way west of 8th Street was considered and rejected as a viable alternative corridor. The majority of the former railroad property is owned by Dade City and has been designated for use as part of the recreational Rails-to-Trails system in Pasco County.

The existing US 98 Dade City Bypass corridor was evaluated to develop a strategy to avoid or minimize impacts to the human and natural environment by considering the effects of widening to the left, center or right. Centered widenings typically result in significantly more impacts than left or right side widenings. Often the selected alternative is a combination of left, center, and right widening.

The avoidance and minimization strategy developed in the corridor analysis forms the basis for the selection of the viable alternatives to be carried forward for detailed engineering, environmental and cost evaluation.

The existing US 98 Bypass corridor and alternative corridors are shown on Figure 1.

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



Dade City, Pasco County
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PROJECT CORRIDOR LOCATION MAP

Figure 1

2.0 EVALUATION OF ALTERNATIVE CORRIDORS

Alternative corridors within the study area were evaluated. They involved the use of 5th Street, 6th Street, and 7th Street (US 301) in several combinations of two- and three-lane pairs and four-lane widening scenarios. The alternatives included one-way and two-way pair systems using 5th Street or 6th Street for northbound traffic and 6th or 7th Street for southbound traffic, and a two-way pair system using the existing US 98 Bypass widened to two lanes northbound and one lane southbound and 7th Street restriped for one northbound lane and two southbound lanes. Another possible pairing combination could use the US 98 Bypass as a two-way (two lanes northbound and one lane southbound) and either 5th or 6th Street as a one-way (two lanes southbound), leaving 7th Street as is. Other alternatives could widen the US 98 Bypass to four lanes leaving 5th, 6th and 7th Streets as is or widen 7th Street to four lanes leaving 5th and 6th Streets and the US 98 Bypass as two-lane facilities.

The alternative typical sections are described in Section 2.6 of this memorandum and are shown in Figure 2.

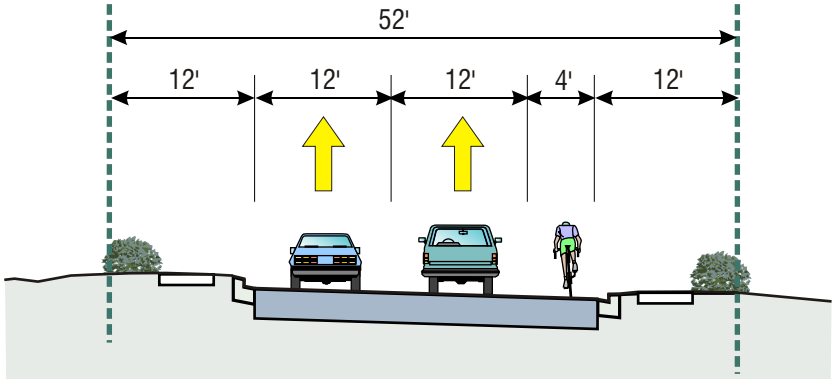
Dade City has several historic, socially and culturally significant properties throughout the downtown area and the residential neighborhoods south of the downtown area. These properties include two Dade City public parks, Rhinesmith Park and Apex Park, which would be affected by the widening of 5th, 6th or 7th Streets and one privately owned park, Lester Park, which would be affected by the widening of 6th and 7th Streets.

Twelve structures in the general downtown area are included on the historic registries of the Dade City Historical Advisory Board and the Pasco County Preservation Committee. These locally significant structures have been deemed not eligible for listing in the National Register of Historic Places (NRHP). These include six structures in the downtown area on 7th Street and one on 4th Street. Two historic homes, a theater and a church are located along 5th Street and the Dade City Woman's Club on 7th Street in the residential neighborhoods south of downtown. All of these properties have the potential to be impacted by the alternative corridors considered through downtown Dade City.

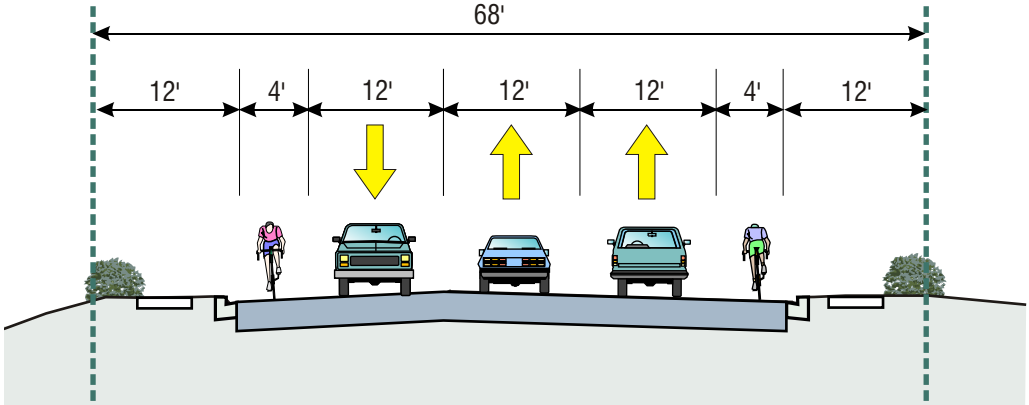
2.1 Public Parks

The project corridor study area lies within the designated service areas of one Neighborhood Park (Rhinesmith Park) and one Mini-Park (Dade City Apex Park). The Dade City Comprehensive Plan designates a service area of a 0.5 mile radius for neighborhood parks.

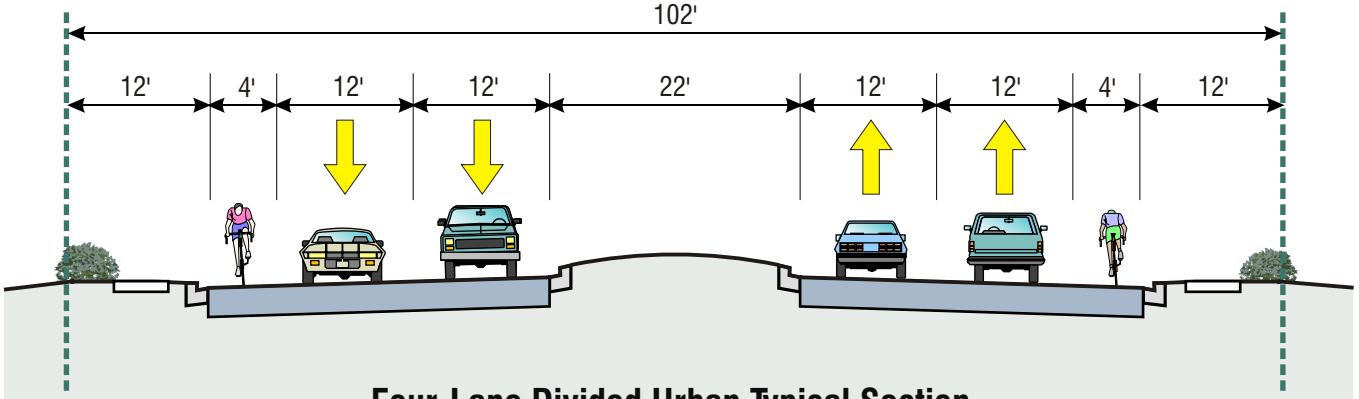
Rhinesmith Park - Rhinesmith Park is bounded by US 301 to the west, Bougainvillea Avenue to the south, 5th Street to the east and Southview Avenue to the north. Rhinesmith Park is designated as a Neighborhood Park. It contains no recreation facilities and encompasses 1.9 acres. The park is municipally 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.



One-Way Pair Urban Typical Section



Two-Way Pair Urban Typical Section



Four-Lane Divided Urban Typical Section

Dade City Apex Park - Dade City Apex Park is located immediately south of Rhinesmith Park at the intersection of US 301 South and the US 98 Bypass. Apex Park is bounded to the north by Bougainvillea Avenue and to 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 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 is occasionally used by local residents for picnics and passive play on weekends. Dade City and the Dade City Garden Club (located to the east directly across South 5th Street) maintain the appearance of the park as a decorative southern gateway to the city.

Collectively, Dade City Apex Park and Rhinesmith Park are known and signed as Hibiscus Park. One-way pair alternatives which use South 7th Street or South 5th Street would impact the property of both the Apex and Rhinesmith portions of Hibiscus Park.

2.2 Historic Resources

Several locally significant historic structures lie along both sides of 7th 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 in1908. The Sikes Home, built in 1916 at 449 North 7th Street, is one of the few residences in the commercial district of North 7th Street. The Mount Zion African Methodist Episcopal Church, built in 1918 at 434 North 7th Street, is the first Protestant church in Pasco County built of masonry (concrete block).

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

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

The Crescent Theater, built for silent films, vaudeville and local theater productions in the spring of 1926, is an example of Spanish Mediterranean architecture. This former theater on the northeast corner of 5th Street and Florida Avenue is planned to be renovated using State funds and donated for use as a senior citizen center and performing arts center.

The Dade City Woman's Club, located between 6th and 7th Streets on the south side of Palm Avenue, was built circa 1920 and is an example of Tudor revival architecture.

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

Consideration of alternative corridors on 5th, 6th or 7th Streets have the potential to impact these locally significant historic structures.

The distribution of culturally significant properties throughout the alternative corridor study area is shown in Table 1 and in Figure 3 in Section 2.4 of this technical memorandum.

2.3 Other Locally Significant Properties

Immediately north of the Eastern Pasco Government Center is an abandoned baseball/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 Eastern Pasco County Government Center for use as a stormwater management facility and floodplain compensation area. The area was "on loan" from Pasco County 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 (a historic baseball field before the turn of the century). Construction has begun on the expansion of the government center. An alternative corridor on 5th Street would have the potential to impact this property.

The area bounded by Live Oak Avenue, 6th Street, Ross Avenue and 5th Street is planned for the expansion of the Eastern Pasco Government Center. Alternative corridors on 5th or 6th Streets have the potential to impact this planned development.

Lester Park is owned and maintained by the Dade City Garden Club. This small 0.2 acre triangular shaped property is bounded by 7th Street to the west, Coleman Avenue to the north and 6th Street to the east. The park property was established by the Garden Club in 1949 and named for Glen Hazel Lester. The property is well maintained, landscaped and designed for passive recreation use by all age groups. Alternative corridors on 6th Street or 7th Street could affect Lester Park.

2.4 Natural and Physical Environment

There are no wetlands, threatened or endangered species, critical habitat, floodplains or farmlands associated with the 5th, 6th or 7th Street alternative corridors.

Noise - Sixty potential noise sensitive sites were identified adjacent to the 5th, 6th and 7 th Street alternative corridors. Fifty-two are residences, 4 are parks and four are churches. There are 28 noise sensitive sites along the 5th Street corridor, 19 along 6th Street and 23 along 7th Street. Only first row receivers have been identified for this evaluation. A detailed noise impact study may identify additional receivers behind the first row. The distribution of the noise sensitive sites along the alternative corridors is shown in Table 1. The totals in Table 1 do not add up to the total number of noise sensitive sites because some sites are located along more than one alternative corridor.

Contamination - Sixteen sites were identified adjacent to the 5th, 6th and 7th Street alternative corridors with the potential for hazardous materials or petroleum contamination. These sites include existing or former gasoline service stations, dry cleaning establishments, automobile repair or sales facilities and other commercial properties with existing or suspected former uses which have the potential for contamination. The distribution of potential contamination sites along the alternative corridors is shown in Table 1.The sites are shown are those adjacent to the left and right right-of-way lines of the alternative corridors. A centered alignment would likely involve the sites on both sides of the alternative corridor. The potential environmental impacts for the existing US 98 Bypass corridor are shown in Section 3 of this memorandum.

Table 1

Potential Environmental Impacts by Alternative Corridor
US 98 Bypass Corridor Analysis Technical Memorandum

Corridor and Segment	Contamination Sites		Noise Sensitive Sites		Cultural Resource Sites	
	Left	Right	Left	Right	Left	Right
5th Street						
US 98 Bypass to Live Oak	1	1	11	6	2	5
Live Oak to MLK	0	0	0	0	0	0
MLK to US 98 Bypass	1	1	6	5	0	0
Totals	**2**	**2**	**17**	**11**	**0**	**5**
6th Street						
7th St. to Florida	0	0	2	6	1	0
Florida to Church	0	0	1	2	0	0
Church to Pond	0	0	1	7	2	0
Pond to US 98 Bypass	1	0	0	0	0	0
Totals	**1**	**0**	**4**	**15**	**3**	**0**
7th Street						
US 98 Bypass to Bougainvillea	0	0	1	1	0	1
Bougainvillea to Southview	0	0	1	1	0	1
Southview to Florida	1	0	4	5	0	1
Florida to Howard	0	0	0	1	0	1
Howard to MLK	3	2	1	4	2	4
MLK to Sumner	0	1	0	3	0	0
Sumner to Pond	0	2	0	1	0	0
Pond to US 98 Bypass	0	2	0	0	0	0
Totals	**4**	**7**	**7**	**16**	**2**	**8**

The location of potentially impacted sensitive land uses for the alternative corridors are shown on Figure 3.

2.5 Existing Right-of-Way

The existing right-of-way widths for 5th, 6th and 7th Streets were determined using the 1:2000 (1" = 200') Pasco County Tax Maps, March 1998.

5th Street - The existing right-of-way of 5th Street is typically 40 feet wide. Between Live Oak Street and Martin Luther King Boulevard, the right-of-way widens to 50 feet. The roadway of 5th Street does not connect with the US 98 Bypass at the north or south; however, the right-of-way is continuous and connects with the US 98 Bypass right-of-way at both ends.

6th Street - The existing right-of-way of 6th Street is discontinuous. At the south end, 6th Street connects with 7th Street about 700 feet north of the US 98 Bypass. At Palm Avenue, the right-of-way jogs slightly to the west and continues north to Florida Avenue. The section of 6th Street between Palm Avenue and Florida Avenue is known as Bay Street. The right-of-way measures about 50 feet wide from 7th Street to Florida Avenue. The 6th Street right-of-way ends at Florida Avenue and begins again at Church Avenue (a gap of about 1,100 feet). At the north end, the 6th Street right-of-way ends at Pond Avenue (one block south of the US 98 Bypass). Typically, the 6th Street right-of-way is about 45 feet in width from Church Avenue to north Pond Avenue.

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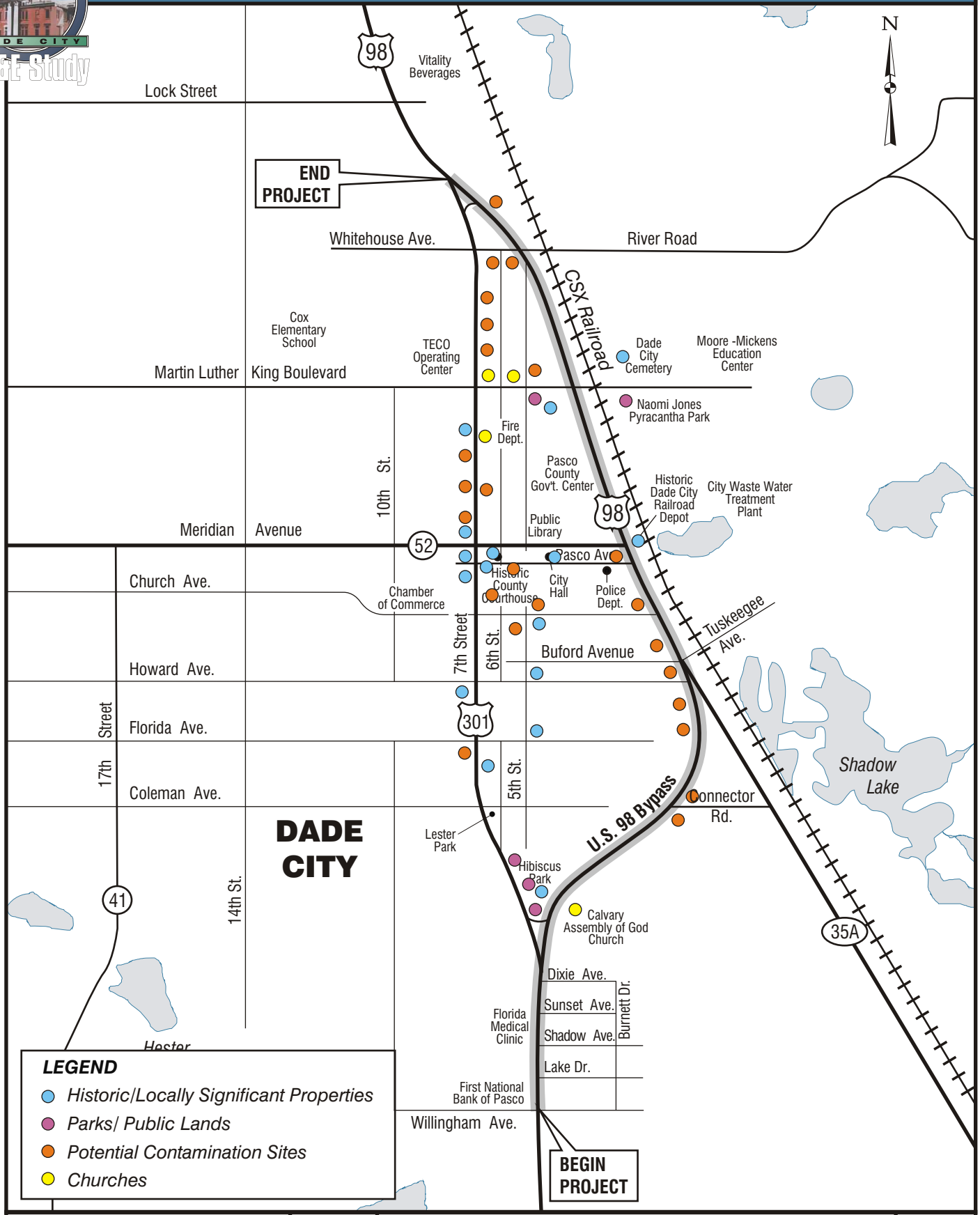

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SENSITIVE LAND USES

Figure 3

7th Street - The existing 7th Street right-of-way varies from 40 feet to 80 feet with numerous jogs and setbacks for the length of the corridor. The 7th Street right-of-way is 80 feet at the US 98 Bypass and north to Bougainvillea Avenue. The right-of way narrows to 66 feet from Bougainvillea Avenue to north of Southview Avenue and further narrows to 50 feet at Florida Avenue and then to 40 feet at Howard Avenue. The right-of-way widens to 80 feet from Howard Avenue north to Martin Luther King Boulevard and narrows to 66 feet at Sumner Avenue. The right-of-way is 80 feet from Sumner Avenue north to Pond Avenue and then widens out through the US 98 Bypass intersection.

2.6 Right-of-Way Requirements

Two-Way Pair Systems Alternative - A two-way pair system could be developed using the existing US 98 Bypass and either 5th, 6th or 7th Street. The proposed typical section would contain two 12-foot lanes in one direction, one 12-foot lane in the opposite direction, 4-foot bike lanes in both directions and 12- foot borders (containing a 2-foot curb and gutter, a 3-foot utility strip, a 5-foot sidewalk, and a 2-foot back-of-sidewalk buffer) in both directions, for a total width of 68 feet. A minimized typical section with sidewalks adjacent to the curb and gutter would require a minimum of about 64 feet of right-of-way in each direction. Where turn lanes are necessary, an additional 12 feet would be required for each left and right turn lane. A two-way pair system would require a minimum of 64 feet and a maximum of about 2 feet of right-of-way for each of the two roadways.

One-Way Pair Systems Alternative - A one-way pair system could be developed using the existing US 98 Bypass and either 5th, 6th or 7th Street. The typical section would have two 12-foot lanes, one 4-foot bike lane, and 12-foot borders (containing a 2-foot curb and gutter, a 3-foot utility strip, a 5-foot sidewalk, and a 2-foot back-of-sidewalk buffer) in both directions, for a total width of 52 feet. A minimized typical section on 5th, 6th or 7th Street with sidewalks adjacent to the curb and gutter would require a minimum of about 48 feet of right-of-way for the southbound roadway. Where turn lanes are necessary, an additional 12 feet would be required for each left and right turn lane. The southbound one-way pair roadway would require a minimum of 48 feet and a maximum of about 76 feet of right-of-way. This is not a true one-way pair system, because the US 98 Bypass would require two northbound lanes and one southbound lane. The heavy truck usage at the Lykes Pasco Plant, the CR 35A traffic and local business access dictates that the southbound lane is necessary. The right-of-way requirements for US 98 Bypass in this one-way pair system would be the same as the two-way pair system with widths varying from a minimum of 64 feet to a maximum of about 92 feet.

Four-Lane Widening Alternative - A four-lane widening of the existing US 98 Bypass (or other parallel facility) with a 22-foot raised median, four 12-foot lanes, 4-foot bike lanes in each direction, and 12-foot borders (containing a 2-foot curb and gutter, a 3-foot utility strip, a 5-foot sidewalk, and a -foot back-of-sidewalk buffer) in both directions, would require a typical section width of 102 feet. Where exclusive right turn lanes are necessary, an additional 12 feet would be required for a total of 114 feet of right-of-way. A minimized urban four-lane divided typical section with a 19 feet median, 11 feet inside lanes and sidewalks adjacent to the curb and gutter would require about 93 feet of right-of-way. A four-lane urban divided typical section would require a minimum of 93 feet to a maximum of about 114 feet of right-of-way.

The estimated total right-of-way acreage for each alternative corridor and typical section alternative is shown in Table 2. This table demonstrates the overall magnitude of the potential right-of-way takes for each of the alternative corridors and typical sections. This acreage does not include pond sites. The one-way pairs would require less right-of-way than the two-way pairs. The right-of-way for a four-lane divided facility on 7th Street would require a similar amount of right-of-way as the two-way pairs alternative on 5th or 6th Streets. The total right-of-way takings for any of the alternatives is not considered significant.

Table 2
Estimated Right-of-Way Acreage Required
US 98 Bypass Corridor Analysis Technical Memorandum

Corridor Alternative	Typical Section Alternative (acres)		
	Two-Way Pairs	**One-Way Pairs**	**Four-Lane Divided**
5th Street	4.0	1.6	N/A
6th Street	4.6	2.7	N/A
7th Street	1.1	0.3	4.5

2.7 Potential Business and Residential Relocations

Alternative Corridors - The potential estimated business and residential relocations for each of the corridor and typical section alternatives are listed in Tables 3, 4 and 5. These estimates are based on left, center and right widenings by alignment segment. The segments for each corridor alternative were determined by the width of the existing right-of-way.

Centered widenings typically involve a greater number of properties than widening to the left or right but would be considered in specific locations whenever possible to avoid or minimize right-of-way acquisition and relocations. Full typical section widths were used for this estimate. The estimates were based on field observations of existing land use.

It was assumed that exclusive left turn lanes would be required at six of the major side street intersections including Florida, Howard, Church, Meridian and Whitehouse Avenues and Martin Luther King Boulevard. It was also assumed that exclusive right turn lanes will be required at Howard and Meridian Avenues and Martin Luther King Boulevard.

The potential business and residential relocation estimates for the US 98 Bypass corridor are based on the alignment strategy described in Section 4.0 of this report.

The proposed right-of-way width for 5th, 6th and 7th Streets shown in Tables 3, 4 and 5 is the desirable typical section for that alternative. An additional 12 feet of right-of-way is required for left turn lanes and an additional 12 feet for right turn lanes. The number of estimated relocations include allowances for exclusive left and right turn lanes at the major intersections.

Various segments of left, center and right widenings could be combined to minimize the relocation impacts.

Table 3
Estimated Business and Residential Relocations
Two-Way Pairs Alternative
US 98 Bypass Corridor Analysis Technical Memorandum

Corridor and Segment	Exist. R/W (feet)	Prop. R/W (feet)	Business Relocations			Residential Relocations			US 98 *	
			Left	Center	Right	Left	Center	Right	Bus	Res
5th Street										
US 98 to Live Oak	40	70	2	2	3	0	0	0		
Live Oak to MLK	50	70	3	4	1	4	8	5		
MLK to US 98	40	70	3	8	9	4	3	1		
Totals			**8**	**14**	**13**	**8**	**11**	**6**	**2**	**3**
6th Street										
7th Street to Florida	50	70	2	2	1	2	7	5		
Florida to Church	0	70	1	1	1	1	1	1		
Church to Pond	45	70	7	10	8	2	6	6		
Pond to US 98	0	70	0	0	0	0	0	0		
Totals			**10**	**13**	**10**	**5**	**14**	**12**	**2**	**3**
7th Street										
US 98 to Bougainvillea	80	80	0	0	0	0	0	0		
Bougainvillea to Southview	66	70	0	0	0	0	0	0		
Southview to Florida	50	70	0	2	2	3	0	1		
Florida to Howard	40	70	3	2	2	0	0	0		
Howard to MLK	80	80	0	0	0	0	0	0		
MLK to Sumner	66	70	4	0	1	0	0	1		
Sumner to Pond	80	80	0	0	0	0	0	0		
Pond to US 98	>80	>80	0	0	0	0	0	0		
Totals			**7**	**4**	**5**	**3**	**0**	**2**	**2**	**3**

* The US 98 Bypass relocations are based on the widening strategy described in Section 4.0.

Table 4
Estimated Business and Residential Relocations
One-Way Pairs Alternative
US 98 Bypass Corridor Analysis Technical Memorandum

Corridor and Segment	Exist R/W (feet)	Prop R/W (feet)	Business Relocations			Residential Relocations			US 98 *	
			Left	Center	Right	Left	Center	Right	Bus	Res
5th Street										
US 98 to Live Oak	40	54	2	4	5	4	1	1		
Live Oak to MLK	50	54	1	1	0	0	0	0		
MLK to US 98	40	54	2	1	1	3	1	4		
Totals			**5**	**6**	**6**	**7**	**2**	**5**	**2**	**3**
6th Street										
7th Street to Florida	50	54	2	1	0	0	4	6		
Florida to Church	0	54	1	1	1	1	1	1		
Church to Pond	45	54	7	10	8	2	4	4		
Pond to US 98	0	54	0	0	0	0	0	0		
Totals			**10**	**12**	**9**	**3**	**9**	**11**	**2**	**3**
7th Street										
US 98 to Bougainvillea	80	80	0	0	0	0	0	0		
Bougainvillea to Southview	66	66	0	0	0	0	0	0		
Southview to Florida	50	54	0	0	0	0	0	0		
Florida to Howard	40	54	3	1	1	0	0	0		
Howard to MLK	80	80	0	0	0	0	0	0		
MLK to Sumner	66	66	0	0	0	0	0	0		
Sumner to Pond	80	80	0	0	0	0	0	0		
Pond to US 98	>80	>80	0	0	0	0	0	0		
Totals			**3**	**1**	**1**	**0**	**0**	**0**	**2**	**3**

* The US 98 Bypass relocations are based on the widening strategy described in Section 4.0.

Table 5
Estimated Business and Residential Relocations
7th Street Four-Lane Widening Alternative
US 98 Bypass Corridor Analysis Technical Memorandum

Corridor and Segment	Exist R/W (feet)	Prop R/W (feet)	Business Relocations			Residential Relocations		
			Left	Center	Right	Left	Center	Right
7th Street								
US 98 to Bougainvillea	80	104	0	0	0	0	0	0
Bougain. to Southview	66	104	0	0	0	1	0	0
Southview to Florida	50	104	0	1	1	4	6	2
Florida to Howard	40	104	9	5	3	0	0	0
Howard to MLK	80	104	32	59	27	1	1	2
MLK to Sumner	66	104	4	3	2	0	0	1
Sumner to Pond	80	104	1	4	3	0	0	0
Pond to US 98	>80	104	0	0	0	0	0	0
Totals			**46**	**72**	**36**	**6**	**7**	**5**

2.8 Potentially Impacted Parcels

The number of impacted parcels of land for the three typical section alternatives and each alternative corridor are shown in Table 6.

Table 6
Estimated Number of Impacted Parcels
Alternative Corridors
US 98 Bypass Corridor Analysis Technical Memorandum

Corridor and Segment	Two-Way Pairs			One-Way Pairs			Four-Lane Divided		
	Left	**Center**	**Right**	**Left**	**Center**	**Right**	**Left**	**Center**	**Right**
5th Street									
US 98 to Live Oak	21	41	20	21	41	20			
Live Oak to MLK	10	13	3	0	0	0			
MLK to US 98	14	25	11	14	25	11			
Totals	**45**	**79**	**34**	**35**	**66**	**31**	**0**	**0**	**0**
6th Street									
7th Street to Florida	5	11	6	5	11	6			
Florida to Church	6	6	6	6	6	6			
Church to Pond	30	56	26	30	56	26			
Pond to US 98	6	6	6	6	6	6			
Totals	**47**	**79**	**44**	**47**	**79**	**44**	**0**	**0**	**0**
7th Street									
US 98 to Bougainvillea	0	0	0	0	0	0	3	7	4
Bougain. to Southview	2	4	2	0	0	0	3	5	2
Southview to Florida	7	13	6	0	0	0	7	13	6
Florida to Howard	5	9	4	5	9	4	5	9	4
Howard to MLK	0	0	0	0	0	0	24	51	27
MLK to Sumner	0	0	0	0	0	0	5	7	2
Sumner to Pond	0	0	0	0	0	0	2	6	4
Pond to US 98	0	0	0	0	0	0	0	0	0
Totals	**14**	**26**	**12**	**5**	**9**	**4**	**49**	**98**	**49**

3.0 EVALUATION OF THE EXISTING US 98 BYPASS CORRIDOR

The widening strategy for the existing US 98 Bypass corridor is based on avoidance and minimization of impacts to the human and natural environment. Where physical constraints dictate that avoidance is not possible, measures have been considered to minimize harm to the impacted properties or resources and provide the most practicable alignment solution.

3.1 Public Parks

Improvements to the US 98 Bypass could potentially impact the Apex Park portion of Hibiscus Park (described in Section 2.1) if right-of-way acquisition were to occur to the north. Improvements to the US 98 Bypass would have no effect on the property or function of the Rhinesmith Park portion of Hibiscus Park.

3.2 Historic Resources

The renovated Dade City Railroad Depot (an active Amtrak train station) is located along the east right-of-way of the US 98 Bypass corridor at Meridian Avenue. The depot was listed on the National Register of Historic Places (NRHP) in 1994. It was rehabilitated in 1996-97 using ISTEA Special Enhancement funds. Widening the US 98 Bypass has the potential to impact the Dade City Railroad Depot if right-of-way acquisition is proposed on the east side.

3.3 Other Locally Significant Properties

Widening of the US 98 Bypass has the potential to impact the Eastern Pasco Government Center property (described in Section 2.3) if right-of-way acquisition is proposed on the west side.

3.4 Natural and Physical Environment

There are no threatened or endangered species, critical habitat or farmlands associated with the US 98 Bypass corridor.

Wetlands - Four wetlands were identified within the US 98 Bypass project study area. Wetlands are present along both sides of the US 98 Bypass between the US 301 South intersection and CR 35A. There are also wetlands associated with the roadside drainage ditches from CR 35A to north of Meridian Avenue. One of the systems is a wet field currently being used as a cow pasture. The second is a small depressional area filled with shrubby wetland trees. The final two systems are classified as wet ditches and were created for the conveyance of stormwater.

Widening of the US 98 Bypass on its existing alignment will unavoidably impact these wetland areas. The magnitude of impact would be about the same regardless of which side of US 98 is widened. The loss of wetlands will be mitigated during the subsequent final design phase of this project. The mitigation options to be considered include restoration, enhancement, creation and the use of Florida Statute 373.4137 (aka The Bronson Bill) which allows payment of $76,263 per impacted acre to the Southwest Florida Water Management District for their use in mitigating the impacts.

The two-way and one-way pair alternatives would impact about 0.5 acres of wetlands. The four-lane divided alternative would impact about 1.0 acres of wetlands.

Floodplains - Proposed improvements to the existing US 98 Bypass corridor would encroach or border on the base floodplain at two general locations. Both of these floodplains are designated as Zone AH (El 78). The first location is from east of the US 301 South intersection to just north of Tuskeegee Avenue. The US 98 Bypass is elevated above the floodplain through this area; however, widening the roadway to either side would cause a transverse encroachment of the base floodplain. The second location is from south of Meridian Avenue to south of Martin Luther King Boulevard. The floodplain crosses the US 98 Bypass through this area. Widening and or elevating the roadway would cause a longitudinal encroachment into the base floodplain. Widening the US 98 Bypass on its existing alignment will unavoidably encroach on these floodplains. The magnitude of encroachment would be about the same regardless of which side the US 98 Bypass is widened.

The two-way and one-way pair alternatives would encroach into about 1.4 acres of the 100-year base floodplain. The four-lane divided alternative would encroach into about 2.9 acres of the 100-year base floodplain.

The loss of floodplain volume will be compensated for during the subsequent design phase of this project. Potential floodplain compensation areas have been identified in three locations: 1) along the north side of US 98 between US 301 South and CR 35A; 2) at the site of the former Pasco Plaza Shopping Center (formerly Kash ‘n Karry) at CR 35A; and 3) on the Eastern Pasco Government Center property immediately south of Martin Luther King Boulevard. These areas will be further evaluated for suitability as floodplain compensation areas during the preparation of the Pond Siting Report in the PD&E Phase of this project.

Contamination - Several sites along the existing US 98 Bypass corridor have the potential for petroleum or hazardous materials contamination. These include three sites along the east side of US 98 between US 301 South and CR 35A (a tractor sales and service, an automobile sales and service, and an abandoned and demolished gasoline service station). Seven sites are along the west side of US 98 between CR 35A and Meridian Avenue including two auto parts and service stores, two dry cleaners, two gasoline service stations/convenience stores and one abandoned fuel depot.

Four potential contamination sites are located at the US 301 North intersection including a former gasoline service station, two auto repair facilities and one gasoline station/convenience store.

The abandoned J. H. Williams Fuel Oil Depot, located in the southwest corner of the US 98 Bypass intersection with Meridian Avenue, has documented petroleum contamination present. This site is directly across US 98 from the historic Dade City Railroad Depot. The existing right-of-way of US 98 at this location is 60 feet. A preliminary review of existing documentation for this site indicates that contamination is present only in the western portion of the property.

Noise - Noise sensitive sites are scattered along the southern end of the existing US 98 Bypass corridor. Several single-family residences in the Shadow Lawn Subdivision along the east side of the

US 301 South intersection between Sunset Drive and Poinsettia Drive could experience an increase in highway noise impacts if US 98 were widened to the east. Hibiscus Park is located at the northern apex of the US 301 South intersection. The Calvary Assembly Church is located east of the US 301 intersection. Single-family residences are in close proximity along the west side of the US 98 Bypass near the intersection of the CR 35A Connector Road.

3.5 Existing Right-of-Way

The existing US 98 Bypass right-of-way varies from 60 feet near the Dade City Railroad Depot at the intersection with Meridian Avenue to 115 feet south of Martin Luther King Boulevard. Numerous jogs and setbacks are present on both sides of the right-of-way for the length of the project. The right-of-way widths are described in Table 7 by station from south to north beginning at the US 301 South intersection.

Table 7

Existing US 98 Bypass Right-of-Way

US 98 Bypass Corridor Analysis Technical Memorandum

Station		Location		Right-of-Way Width (feet)		
From	To	From	To	Left	Right	Total
49+35.02	58+00	US 301 South	West of Connector Rd.	40	40	80
58+00	72+00	West of Connector Rd.	West of CR 35A	40	50	90
72+00	81+00	West of CR 35A	Buford Ave.	40	40	80
81+00	86+00	Buford Ave.	South of Church St.	50	40	90
86+00	86+73.72	South of Church St.	Church St.	50	30	80
86+73.72	93+40.70	Church St.	Meridian Ave.	30	30	60
93+40.70	100+00	Meridian Ave.	North of Meridian Ave	65	40	105
100+00	105+00	North of Meridian Ave.	South of MLK Blvd.	65	50	115
105+00	112+00	South of MLK Blvd.	North of MLK Blvd.	40	40	80
112+00	120+84.73	North of MLK Blvd.	5th St.	40	50	90
120+84.73	1284+47.88	5th St.	US 301 North	50	50	100

Additional right-of-way is provided at the intersections of US 301 South, CR 35A and US 301 North. A 25-foot wide drainage easement is present at Station 50+00 and a 30-foot wide drainage easement exists at Station 61+50.

3.6 Right-of-Way Requirements

Two-Way Pair Systems Alternative - A two-way pair system (described in Section 2.6) would require about 70 feet of right-of-way (a minimum of 64 feet and a maximum of about 94 feet) for each of the two roadways (US 98 Bypass and 5th, 6th or 7th Street). This alternative would require a minimum of about 0.2 acres of additional right-of-way.

One-Way Pair Systems Alternative - A one-way pair system (described in Section 2.6) would require the same right-of-way. The typical section width would be about 70 feet (a minimum of 64 feet and a maximum of about 94 feet). This alternative would require no additional right-of-way.

Four-Lane Widening Alternative - A four-lane widening (described in Section 2.6) of the existing US 98 Bypass would typically require a total width of 104 feet (a minimum of 93 feet to a maximum of about 116 feet). This alternative would require a minimum of about 3.2 acres of additional right-of-way.

3.7 Potential Business and Residential Relocations

The potential estimated business and residential relocations for the US 98 Bypass four-lane divided widening alternative are listed in Table 8.

Table 8
Estimated Business and Residential Relocations
US 98 Bypass Four-Lane Widening Alternative
US 98 Bypass Corridor Analysis Technical Memorandum

Corridor and Segment	Exist. R/W (feet)	Prop. R/W (feet)	Business Relocations			Residential Relocations		
			Left	Center	Right	Left	Center	Right
US 98 Bypass								
US 301 South to Connector	80	104	0	0	0	3	3	3
Connector to CR 35A	80-90	104	0	0	0	0	0	0
CR 35A to Buford	80	104	2	N/A	N/A	N/A	N/A	N/A
Buford to Church	80-90	104	0	N/A	N/A	N/A	N/A	N/A
Church to Meridian	60	104	2	N/A	N/A	N/A	N/A	N/A
Meridian to MLK	105-115	105-115	0	N/A	N/A	N/A	N/A	N/A
MLK to 5th Street	80 -90	104	0	0	1	0	0	0
5th Street to US 301 North	100	104	0	0	0	0	0	0
Totals			**4**	**0**	**1**	**3**	**3**	**3**

3.8 Potentially Impacted Parcels

The total number of impacted parcels for the three proposed typical section alternatives using the existing US 98 Bypass corridor is shown in Table 9.

Table 9
Estimated Number of Impacted Parcels
US 98 Bypass Corridor
US 98 Bypass Corridor Analysis Technical Memorandum

Corridor and Segment	Two-Way Pairs			One-Way Pairs			Four-Lane Divided		
	Left	**Center**	**Right**	**Left**	**Center**	**Right**	**Left**	**Center**	**Right**
US 98 Bypass									
US 301 South to Connector	N/A	0	N/A	N/A	0	N/A	9	12	6
Connector to CR 35A	N/A	0	N/A	N/A	0	N/A	4	6	2
CR 35A to Buford	N/A	0	N/A	N/A	0	N/A	5	N/A	N/A
Buford to Church	N/A	0	N/A	N/A	0	N/A	2	N/A	N/A
Church to Meridian	4	4	N/A	4	0	N/A	5	N/A	N/A
Meridian to MLK	N/A	0	N/A	N/A	0	N/A	2	N/A	N/A
MLK to 5th Street	N/A	0	N/A	N/A	0	N/A	10	14	4
5th Street to US 301 North	N/A	0	N/A	N/A	0	N/A	5	7	2
Totals	**4**	**4**	**N/A**	**4**	**0**	**N/A**	**42**	**39**	**14**

4.0 COMPARATIVE ANALYSIS OF ALTERNATIVE CORRIDORS

A comparison of the impacts to each evaluated alternative corridor is shown in Table 10. The numbers of potentially impacted sites and areas are estimated by assuming left-center-right combination widening by segments for 5th, 6th and 7th Streets that would cause the least overall impacts.

Table 10
Impacts Evaluation Matrix
US 98 Bypass Corridor Analysis Technical Memorandum

	Corridor Alternative							
	Two-Way Pairs			**One-Way Pairs**			**Four-Lane Divided**	
Evaluation Factor	**US 98 & 5th St.**	**US 98 & 6th St.**	**US 98 & 7th St.**	**US 98 & 5th St.**	**US 98 & 6th St.**	**US 98 & 7th St.**	**7th Street**	**US 98 Bypass**
Contamination Sites	2	0	4	2	0	1	4	11
Noise Sensitive Sites	34	25	29	34	25	29	23	6
Cultural Resource Sites	2	1	2	2	1	2	2	0
Right-of-Way Area (acres)	4.2	4.8	1.3	1.6	2.7	0.3	4.5	3.2
Residential Relocations	12	12	6	10	8	3	7	3
Business Relocations	8	13	5	7	13	5	44	4
Impacted Parcels	42	47	18	35	43	5	46	42
Wetlands (acres)	0.5	0.5	0.5	0.5	0.5	0.5	0	1.0
Floodplains (acres)	1.4	1.4	1.4	1.4	1.4	1.4	0	2.9

The comparative analysis shown in Table 10 highlights the following information:

- Contamination - Widening the US 98 Bypass on the existing alignment would potentially impact a greater number of potential contamination sites than any of the alternative corridors.

- Noise Sensitive Sites - Widening the US 98 Bypass on the existing alignment would impact a significantly lower number of noise sensitive sites than any other alternative.

- Cultural Resources - The widening strategy developed for the US 98 Bypass alternative would not impact any cultural resource sites.

- Right-of-Way Area - The US 98 Bypass corridor would require less right-of-way area than the 5th and 6th Street two-way pairs alternatives, but more than the 7th Street two-way or any of the one-way alternatives. The one-way pair alternatives would result in fewer right-of-way impacts than other typical section scenarios.

- Residential Relocations - Because of the proposed improvements to the US 301 South intersection, the three residential relocations at that intersection are included in all the corridor and typical section alternatives. The US 98 Bypass four-lane widening and 7th Street one-way pair alternatives would require the fewest residential relocations. An impacts analysis of the possibility of encroaching into the property of Hibiscus Park to avoid the residential relocations will be conducted during the PD&E phase of this project.

- Business Relocations - Widening 7th Street to four lanes would impact up to 44 businesses. Using either of the 6th Street pairing alternatives would impact up to 13 businesses. The US 98 Bypass four-lane widening alternative would require the fewest business relocations.

- Impacted Parcels - Because of the reduced right-of-way requirements, the number of impacted parcels is significantly less using the 7th Street pairing alternatives. The other alternatives would impact a similar number of parcels ranging from 35 to 47.

- Wetlands - All of the wetland impacts are associated with the US 98 Bypass corridor. The corridor pairing alternatives would impact about.05 acres and the four-lane widening would impact about 1.0 acre.

- Floodplains - All of the floodplain impacts are associated with the US 98 Bypass corridor. Pairing alternatives would impact about 1.4 acres and the four-lane widening would impact about 2.9 acres.

The impacts associated with the various corridor and typical section alternatives indicate that the one-way and two-way pairs alternatives using 7th Street and the US 98 Bypass and the four-lane widening of the US 98 Bypass would generally result in fewer impacts to the physical environment than alternatives using 5th or 6th Street or the four-lane widening of 7th Street.

A further examination of the one-way and two-way pair alternatives using 7th Street shows that the one-way pair alternative has lower impacts in four of the evaluation categories and equal impacts in the remaining five categories. A comparison of the 7th Street one-way pair alternative with the US 98 Bypass four-lane widening shows that the US 98 Bypass corridor has the potential to impact more contamination sites, right-of-way area, land parcels, wetlands and floodplain area. The US 98 Bypass four-lane alternative would impact fewer noise sensitive sites, no cultural resource sites, fewer business relocations, and an equal number of residential relocations.

5.0 PUBLIC INPUT

Public input to the analysis of alternative corridors was solicited through the use of public information meetings for local officials, presentations to civic associations, and one-on-one discussions with local officials.

Public involvement coordination is included in Appendix A.

6.0 CONCLUSIONS

The US 98 Bypass corridor study area was evaluated to develop a strategy to avoid or minimize impacts to the human and natural environment by considering alternative corridors as well as the effects of widening the existing corridor either to the left, center or right.

Right-of-way will be required for any of the alternatives considered. The estimate of right-of-way requirements allows for exclusive turn lanes at select intersections but does not consider on-street parking, bus turnouts, corner clips for turn radii or other ancillary right-of-way needs. Conceptual and final design of the proposed improvements will refine the right-of-way requirements for the selected alternative.

The area south of downtown Dade City consists of quiet, older residential neighborhoods that would experience significant disruption if the proposed improvements were to occur on the 5th, 6th or 7th Street corridors. The character of the brick-paved streets and tree-lined neighborhoods would be drastically changed with the alteration of traffic patterns. The introduction of US 98 and US 301 through traffic including heavy trucks to these areas has the potential to create noise level increases.

The proposed pairing alternatives using 5th, 6th and 7th Streets were eliminated because of the potentially significant social, cultural and right-of-way impacts to the downtown area of Dade City and the residential communities to the south.

The proposed four-laning of US 301 (7th Street) through downtown was considered and dismissed as a viable alternative because of the potential right-of-way impacts and business relocations which would virtually eliminate all structures on one side of 7th Street or the other.

Public input to the corridor analysis process was solicited through the use of informational meetings. The City of Dade City, the Dade City Chamber of Commerce, and the Downtown Dade City Main Street, Inc. have expressed concerns for the disruption and impact to the downtown area if improvements were made using the alternative corridors of 5th, 6th or 7th Streets through the downtown area.

Improvements to the existing US 98 Bypass Corridor is an integral part of the overall long-range transportation plan for Pasco County and Dade City. Planned improvements to connecting roadways and planned and existing development along the corridor are also tied to the proposed improvements to the US 98 Bypass in its existing location. Factors such as cultural impacts, gross relocations (business and residential), community disruption, changes in traffic patterns and land use and right-of-way costs were used in making the determination that alternative corridors are not viable options to the existing US 98 Bypass corridor.

It is proposed that the improvements to the US 98 Bypass consist of widening the existing corridor to a four-lane urban divided typical section with turn lanes, as appropriate. The proposed widening of the US 98 Bypass corridor in this technical memorandum is based on preliminary analysis, field observations and discussions with local citizens and public officials. The proposed widening will be analyzed in more detail including right-of-way, relocation and business damage cost estimates, and

quantification of environmental impacts including wetland mitigation, contamination clean-up and floodplain compensation cost estimates.

APPENDIX A

Public Involvement Coordination

Public Involvement Coordination

Agency Kick-Off Meeting

On Thursday, June 24, 1999, the US 98 PD&E Project Team met with local officials of Dade City and Pasco County in the conference room of the Dade City Chamber of Commerce at 38035 Meridian Avenue, Dade City, FL. The topic of the meeting was to introduce the proposed project to the local officials and solicit local input regarding potential project issues and concerns. Graphic boards showing an enlarged aerial photograph project location map, existing typical section, existing right-of-way widths and a project schedule were available for viewing. The following were identified by the public officials attending the meeting as concerns, issues or comments regarding the selection of the corridor to be improved.

- Pedestrian Safety - Particularly at the Tuskeegee Avenue, MLK 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 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, along the north right-of-way of US 98 between US 301 South and CR 35A and throughout the residential neighborhoods south of downtown Dade City.

- Landscaping - Provide opportunities for landscaping the proposed median, retention ponds and other green areas within the proposed right-of-way.

- Traffic Signals - Move the traffic signal from the MLK intersection to River Road because of the truck traffic at River Road and the moving of the elementary school from MLK Boulevard.

- Truck Traffic at Meridian Avenue – Discourage large through trucks from turning onto 7th Street (US 301) from Meridian Avenue. Long trucks have difficulty turning onto the US 98 Bypass from Meridian Avenue. A potential safety issue, needs to be investigated.

- Vacant Pasco Plaza Shopping Center at CR 35A (formerly Kash & Karry) – 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 (or MLK Boulevard if the collector road is built).

- Crescent Theater – The former theater on 5th Street will be renovated using State funds and donated for use as a senior citizen center and performing arts center.

- Downtown Dade City Main Street – 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. The City goal is to "take over" main street.

Presentations and Discussions

Meetings were held with the following local officials and civic groups to explain the corridor analysis process, the need to evaluate alternative corridors, and to show which alternative corridors were considered. The corridor analysis described in this technical memorandum was the basis for these discussions.

Greater Dade City Chamber of Commerce - A meeting was held on August 31, 1999, with Phyllis S. Smith, Executive Director in Ms. Smith's office at the Dade City Chamber of Commerce at 14112 8th Street in Dade City. Ms. Smith expressed serious concern for the potential adverse impacts to the businesses and overall commercial environment of the City (particularly in the downtown area) if 5th, 6th or 7th Street corridors were widened as part of the improvements to the US 98 Bypass. Her concerns include business relocations out of the downtown area, loss of on-street parking, introduction of heavy truck traffic and other traffic congestion to the downtown area making it less attractive or conducive for business activities. Ms. Smith expressed concern for Dade City's ability to attract new businesses to the area if the character of the City were altered by constructing a multi-lane roadway in the downtown area. It was suggested that Ms. Smith put the Chamber's concerns in writing to the FDOT. Ms. Smith agreed and requested that a presentation of the corridor analysis be made to the Chamber of Commerce Board of Directors. A presentation to the Board was scheduled for September 8, 1999.

Dade City Planning Department - A meeting was held on August 31, 1999, with Douglas G. Currier, II, Dade City Planner in Mr. Currier's office in the Dade City Hall on Meridian Avenue in Dade City. Mr. Currier indicated the City's strong objections to disruption of the Dade City downtown area and the residential neighborhoods to the south if the alternative corridors of 5th, 6th or 7th Street were widened. His concerns are similar to those expressed by the Chamber of Commerce and also included the potential for the splitting of neighborhoods, community cohesion, social isolation and separation of residences from community services. Mr. Currier also expressed concern for the potential lowering of property values as a result of the alteration of the character of the City. He also noted that the City has filed an application for enhancement funds to convert the City-owned former railroad right-of-way to the Rails-to-Trails program. The City's long-range plan is to connect this trail eastward to the Withlacoochee River Park with a trail along River Road. Mr. Currier indicated he will draft a letter to the FDOT expressing the City's concerns regarding the use of any corridor other than the existing US 98 Bypass.

Downtown Dade City Main Street, Inc. (Main Street) - This is a non-profit organization, (under the auspices of the Florida Bureau of Historic Preservation, in conjunction with the National Main Street Center), comprised of local business people and residents who are interested in returning the Dade City downtown area to an economically thriving and community-centered hub of activity. A meeting was held with Gail K. Hamilton, Executive Director on August 31, 1999 at the office of Main Street at 14138 6th Street in Dade City. This meeting was also attended by Doug Drymon, Dade City Manager. Ms. Hamilton shared the concerns expressed by the Chamber of Commerce and expressed strong objections to all of the alternative corridors discussed other than the existing US 98 Bypass corridor. She and her organization feel that the improvements to the US 98 Bypass should be made along the existing US 98 Bypass corridor. These feelings were echoed by Mr. Drymon. Main Street is very concerned for the aesthetic and historic character of Dade City. Ms. Hamilton agreed to put her concerns in writing to the FDOT. Ms. Hamilton requested that a presentation be made to the local Kiwanis Club to explain the corridor analysis and selection process. It was agreed to present the corridor analysis to the Kiwanis Club at one of their regularly scheduled luncheon meetings in the near future. Coordination for this presentation will be made through Ms. Hamilton.

Greater Dade City Chamber of Commerce Board of Directors - A presentation was made by members of the project team at noon on September 8, 1999 at the regularly scheduled meeting of the Chamber Board of Directors. The presentation was made in the conference room of the Dade City Chamber of Commerce at 14112 8th Street in Dade City. The presentation described the alternative corridors considered, the typical section alternatives and the widening strategy developed for the US 98 Bypass corridor. Potential impacts resulting from the use of alternative corridors were presented verbally and indicated on a large scale aerial photograph in response to questions from the Board. Other questions involved right-of-way widths for the various typical section alternatives and the inclusion of bicycle and pedestrian facilities. The presentation generally followed the evaluation presented in this technical memorandum.

Dade City Kiwanis Club - A presentation was made by the FDOT on October 26, 1999 to the Dade City Kiwanis Club to explain the corridor analysis and selection process. Written comments received included the desire for the corridor to be "Pedestrian Friendly" in the residential areas, better access to the US 98 Bypass when traveling south on US 301, limited access with service roads in urbanized areas and the installation of a traffic light at the intersection of the US 98 Bypass and Meridian Avenue.