

**SECTION 106 CONSULTATION UPDATE
TECHNICAL MEMORANDUM**

**US 98 from US 301 South to US 301 North (US 98 Bypass)
Pasco County, Florida**

**Federal Aid Project No.: D721 039 B
Financial Project Identification (FPID) No.: 256423-3-32-01**

Prepared for:

**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612-6456**



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

March 2022

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Prepared by:

**Helen Juergens, M.A., MArch., RPA
Emma Keethler, M.A.
Michael Foster, M.A., RPA
Matt Marino, M.A., RPA**

**PaleoWest
1942 2nd Avenue South Suite H
St. Petersburg, FL 33712**

March 2022

Executive Summary

The Florida Department of Transportation (FDOT), District Seven is planning improvements to US 98 from US 301 South to US 301 North (US 98 Bypass) in Pasco County for a length of 2.58 kilometers (km) (1.6 miles [mi]). The project is located in Sections 26, 27, 34, and 35 of Township 24 South, Range 21 East, and it is federally funded.

A Type II Categorical Exclusion (CE) was prepared for the Project Development and Environment (PD&E) Study (Financial Project Identification [FPID] Number 256423-1-22-01) and approved by the Federal Highway Administration (FHWA) on April 30, 2002, to upgrade the US 98 Dade City Bypass from a two-lane rural roadway to a four-lane divided urban facility. A Design Change and right-of-way (ROW) Reevaluation is currently being prepared to evaluate changes to the approved typical section, including the removal of the 22-foot median and 4-foot bike lanes, and changes to the sidewalks. The revised typical section shows one 10-foot lane and one 11-foot lane in each direction, two-way left turn lanes, a 6-foot sidewalk on the west side and a 10-foot sidewalk on the east side of the road, and two roundabouts. Additionally, the project proposes construction of six preferred offsite ponds or Environmental Look Around (ELA)/Stormwater Management Facility (SMF) sites and one preferred off-site floodplain compensation (FPC) site. The existing ROW varies from 60 feet (ft) to 115 ft wide and ROW acquisition is proposed for the mainline, two roundabouts, and the preferred offsite SMF and FPC sites. This is a Design Build project with only Conceptual Design Plans being prepared at this time.

A PD&E Study Cultural Resource Assessment Survey (CRAS) (ACI 2000), Section 106 Consultation Technical Memorandum (ACI 2001), and CRAS and Historic Resources Survey Update (HRSU) (ACI 2021) have been prepared for this project. The 2000 CRAS resulted in the documentation of the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA00415), which was listed in the National Register of Historic Places (NRHP) on July 15, 1994. The Section 106 Consultation Technical Memorandum (ACI 2001) documented that the proposed undertaking would have no effect on the Dade City ACL Railroad Depot (8PA00415). The SHPO concurred with this determination in a letter dated October 26, 2001. The CRAS Update and Historic Resources Survey Update (HRSU) (ACI 2021) resulted in the documentation of two additional NRHP-eligible historic properties: the South Florida Railroad - Pemberton Ferry Branch/Richloam Railroad (8PA02802) and the Former Jones Nursing Home (8PA03331).

The purpose of the this Section 106 Consultation Update Technical Memorandum is to assess potential project effects to the three NRHP-listed or eligible historic properties within the project APE (8PA00415, 8PA02802, and 8PA03331) by applying the Criteria of Adverse Effect listed at 36 CFR § 800.5(a)(1). This assessment was based on the updated Concept Development Plans (dated September 2021). No right-of-way will be acquired from these resources, and the project does not involve any improvements that will directly or indirectly affect 8PA00415, 8PA02802, or 8PA03331. The undertaking will not alter, directly or indirectly, the characteristics of the historic properties that qualify them for listing in the NRHP, and will not diminish their integrity of location, design, setting, materials, workmanship, feeling or association that contributes to the significance of the properties. The proposed project as in the current design will result in *No Adverse Effect* on 8PA00415, 8PA03331, or the portions of 8PA02802 that fall within the APE. Should the relationship between the proposed improvements and historic properties change following preparation of future design or construction plans, the FDOT District Seven will coordinate with the SHPO to confirm that the proposed effect determinations still apply.

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT), District Seven is planning improvements to US 98 from US 301 South to US 301 North (US 98 Bypass) in Pasco County for a length of 2.58 kilometers (km) (1.6 miles [mi]) (Figure 1). The project is located in Sections 26, 27, 34, and 35 of Township 24 South, Range 21 East, and it is federally funded.

A Type II Categorical Exclusion (CE) was prepared for the Project Development and Environment (PD&E) Study (Financial Project Identification [FPID] Number 256423-1-22-01) and approved by the Federal Highway Administration (FHWA) on April 30, 2002, to upgrade the US 98 Dade City Bypass from a two-lane rural roadway to a four-lane divided urban facility. A Design Change and right-of-way (ROW) Reevaluation is currently being prepared to evaluate changes to the approved typical section, including the removal of the 22-foot median and 4-foot bike lanes, and changes to the sidewalks. The revised typical section shows one 10-foot lane and one 11-foot lane in each direction, two-way left turn lanes, a 6-foot sidewalk on the west side and a 10-foot sidewalk on the east side of the road, and two roundabouts. Additionally, the project proposes construction of six preferred offsite ponds or Environmental Look Around (ELA)/Stormwater Management Facility (SMF) sites and one preferred off-site floodplain compensation (FPC) site. The existing ROW varies from 60 feet (ft) to 115 ft wide and ROW acquisition is proposed for the mainline, two roundabouts, and the preferred offsite SMF and FPC sites.

A Cultural Resource Assessment Survey (CRAS) was prepared by Archaeological Consultants, Inc. (ACI) in 2000 in support of the PD&E Study (ACI 2000). The CRAS resulted in the documentation of one isolated Archaeological Occurrence (AO), one previously recorded historical resource, and 24 newly recorded historical resources. The previously recorded resource, the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA00415), was listed in the National Register of Historic Places (NRHP) on July 15, 1994. The 24 newly recorded historical resources (8PA01207 – 8PA01227 and 8PA01265 – 8PA01267) were residential or commercial buildings common to the area, and none of the 24 structures met the criteria for listing in the NRHP, either individually or as part of a historic district. In a letter dated March 28, 2001 the SHPO concurred with the eligibility determinations made for the 24 newly recorded historical structures, but additional information on the projects' impacts to the Dade City ACL Railroad Depot (8PA00415) was requested (Appendix A). A Section 106 Consultation Technical Memorandum was subsequently prepared (ACI 2001), and it was determined that the proposed undertaking would have no effect on the Dade City ACL Railroad Depot (8PA00415). The SHPO concurred with this determination in a letter dated October 26, 2001 (Appendix A).

In July 2021, a CRAS Update was prepared by ACI to update the 2000 PD&E Study CRAS (ACI 2021). The purpose of this effort was to document field survey of six off-site ELA/SMF sites, one FPC site, an easement at ELA 300A - SMF 3, and two roundabout areas. A Historic Resources Survey Update (HRSU) was also included for the mainline corridor to identify, record, and evaluate any resources that had become age-eligible since the preparation of the 2000 CRAS.

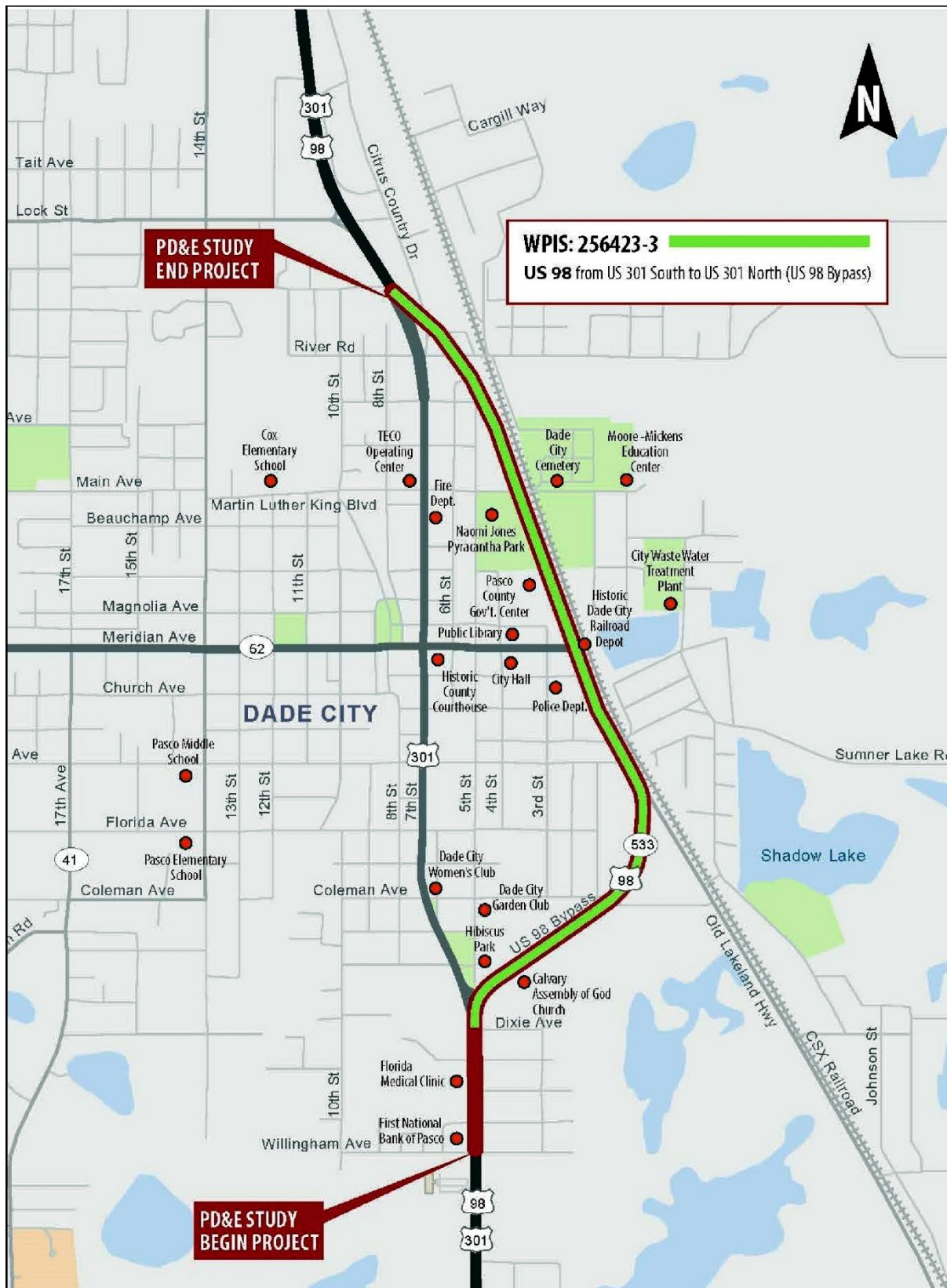


Figure 1. Project location map (provided by Atkins 2022).

The 2021 HRSU resulted in the identification and evaluation of 33 new historical resources (8PA03311 – 8PA03343), and the reevaluation of 15 previously recorded historical resources (8PA00415; 8PA01213, 8PA01214, 8PA01216, 8PA01218, 8PA01219, 8PA01222, 8PA01224, 8PA01227, 8PA01266, 8PA01267, 8PA02642, 8PA02644, 8PA02645, and 8PA02802) within the historical APE. These 48 historical resources include 45 buildings (8PA01213, 8PA01214, 8PA01216, 8PA01218, 8PA01219, 8PA01222, 8PA01224, 8PA01227, 8PA01266, 8PA01267, 8PA02642, 8PA02644, 8PA02645, and 8PA03311 – 8PA03342), two linear resources, the South Florida Railroad – Pemberton Ferry Branch (Richloam Railroad) (8PA02802) and Old Lakeland Highway (8PA03343), and the NRHP-listed Dade City ACL Railroad Depot (8PA00415). Furthermore, 12 previously recorded historic resources (8PA01209, 8PA01210, 8PA01211, 8PA01212, 8PA01215, 8PA01217, 8PA01220, 8PA01221, 8PA01223, 8PA01225, 8PA01226, and 8PA01265) were confirmed as demolished.

Forty-five of the 48 historical resources were determined ineligible for individual listing in the NRHP (8PA01213, 8PA01214, 8PA01216, 8PA01218, 8PA01219, 8PA01222, 8PA01224, 8PA01227, 8PA01266, 8PA01267, 8PA02642, 8PA02644, 8PA02645, 8PA03311–8PA03330, and 8PA03332–8PA03343). The Dade City ACL Railroad Depot (8PA00415) remains listed in the NRHP, and the South Florida Railroad - Pemberton Ferry Branch/Richloam Railroad (8PA02802) and the Former Jones Nursing Home (8PA03331) were determined eligible for listing in the NRHP. The SHPO concurred with these determinations on September 1, 2021 (Appendix A).

The purpose of the this Section 106 Consultation Update Technical Memorandum is to assess potential project effects to the three NRHP-listed or eligible historic properties within the project APE (8PA00415, 8PA02802, and 8PA03331; Figure 2) in accordance with 36 CFR § 800.5. All work was conducted to comply with Section 106 of the National Historic Preservation Act of 1966, as amended by Public Law 89-665; the Archaeological and Historic Preservation Act, as amended by Public Law 93-291; Executive Order 11593; and Chapter 267, Florida Statutes (FS). All work was carried out in conformity with Part 2, Chapter 8 (“Archaeological and Historical Resources”) of the FDOT’s *PD&E Manual*, and the Florida Division of Historical Resources’ (FDHR) standards contained in the *Cultural Resource Management Standards and Operational Manual*, as well as with the provisions contained in the Chapter 1A-46, Florida Administrative Code (FAC). Principal Investigators meet the Secretary of the Interior’s Historic Preservation Professional Qualification Standards (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

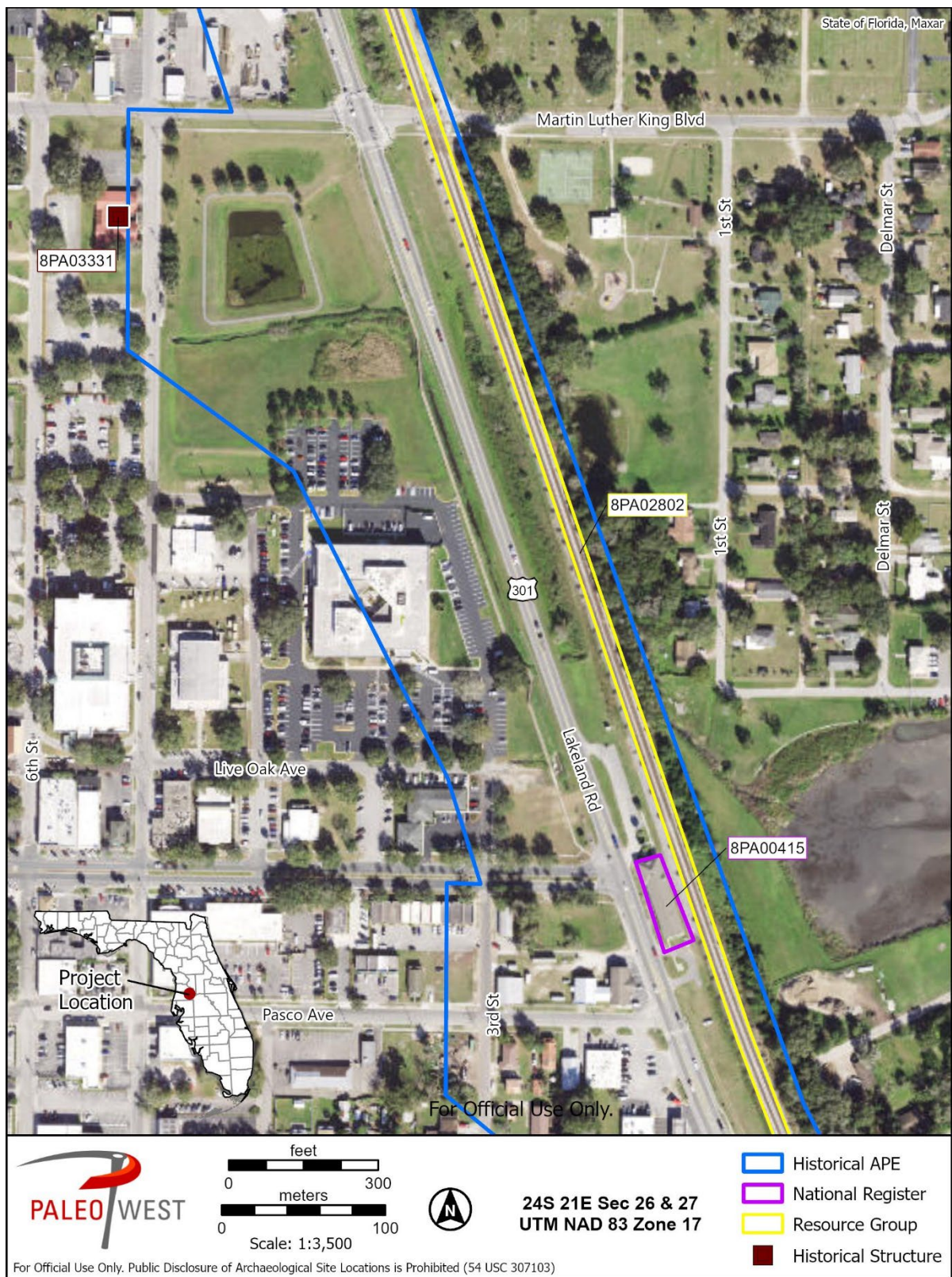


Figure 2. NRHP-eligible resources within the Historical APE.

2.0 PROJECT HISTORY AND DESCRIPTION

A PD&E Study was prepared to evaluate proposed improvements to US 98 Dade City Bypass from the vicinity of the US 301 South intersection to the vicinity of the US 301 North intersection, in Dade City, Pasco County, a distance of about 1.6 miles. The proposed improvements consisted of widening the existing two-lane rural roadway to an urban four-lane divided highway.

A Type II CE was prepared for the PD&E Study and approved by the FHWA on April 30, 2002 to upgrade the US 98 Dade City Bypass to a four-lane divided urban facility. The proposed typical section consisted of two 12-foot lanes, 4-foot bike lanes, and 5-foot sidewalks in each direction. Left turn lanes would be accommodated within a 22-foot median. The improvements would require a minimum of 102 feet of ROW. The existing ROW varied from 60 ft to 115 ft, and some mainline ROW acquisition was proposed. It was also proposed to improve traffic operations at the skewed intersections of US 301 South, CR 35A and US 301 North. Improved pedestrian crossings were proposed at Whitehouse Avenue, Martin Luther King Boulevard, Meridian Avenue, and Tuskegee Avenue. An optional intersection concept was provided that would bring US 301 North, River Road, and the US 98 Dade City Bypass together at one location.

A Design Change and ROW Re-evaluation is currently being prepared to evaluate changes to the approved typical section, including the removal of the 22-foot median and 4-foot bike lanes, and changes to the sidewalks. The revised typical section shows one 10-foot lane and one 11-foot lane in each direction, two-way left turn lanes, a 6-foot sidewalk on the west side and a wide, 10-foot sidewalk on the east side. Also included in the re-evaluations is the construction of six off-site pond or ELA/SMF sites (ELA 100A - SMF 1, ELA 200A - SMF 1 & SMF 2, ELA 300A - SMF 1, ELA 300A - SMF 2, ELA 300A - SMF 3), one FPC site (ELA FPC), and an access easement for ELA 300A – SMF 3 (Appendix B).

The proposed undertaking is being advanced as a Design Build project, and only Conceptual Design Plans are being prepared at this time. The effects determination presented herein is based on the Concept Development Plans (dated September 2021) that are included in Appendix B.

3.0 CULTURAL, HISTORICAL, AND ENVIRONMENTAL OVERVIEW

An overview of the cultural, historical, and environmental contexts for the project area is included in the PD&E Study CRAS (ACI 2000), the Section 106 Consultation Technical Memorandum (ACI 2001), and the 2021 HRSU (ACI 2021). This information is not repeated here, but an overview of the significant historic resources is provided below.

4.0 SIGNIFICANT HISTORIC RESOURCES

Dade City ACL Railroad Depot (8PA00415)

The Dade City Atlantic Coast Line (ACL) Railroad Depot at 14206 US 98 Bypass in Dade City, Florida is a ca. 1912 Masonry Vernacular style railroad depot. The one-story, rectangular plan building rests on a continuous foundation of brick and has a brick structural system with a common bond pattern and alternating header-stretcher bond every sixth row. The historically segregated main entryway is on the north elevation through two single doors with rectangular panels and inset rectangular lights; however, a single metal door with two inset lights and sidelights accessed by a wooden ADA ramp on the west elevation now serves as the main entrance. Visible windows include a mixture of individual, one-over-one and one-over-two wooden double hung-sash units topped with leaded stained glass transom lights; individual, three-light wooden fixed dormer unit; individual, four-light metal fixed unit. A brick chimney is located within the slope of the west elevation of the gable roof. A restoration of the depot following *Secretary of the Interior's Standards for the Treatment of Historic Properties* began in 1996 and utilized \$250,000 of state and federal grants (Harmon 1996). Alterations conducted during the renovation after listing in the NRHP include rood replacement, uncovering and restoration of the original windows, and modernization of the open-air freight platform, which included installation of wooden railings, construction of two wooden Americans with Disability Act (ADA) compliant accessibility ramps, and replacement of three wooden loading doors with metal frame doors accessed by the ADA ramps.

The first railroad was constructed through Dade City by the South Florida Railroad under a charter of the Florida Southern Railway in ca. 1885 under the direction of Henry Plant (Spain-Schwarz and Thurston 1994). This line – the Pemberton Ferry Branch – connected Florida Southern Railway lines in the north at Pemberton Ferry near Brooksville to South Florida Railroad lines in the south near Lakeland. The line later became a branch of the ACL Railroad following the company's acquisition of the Plant System. The Dade City ACL Railroad Depot was constructed in 1912 for the ACL Railroad as a combination passenger and freight station (Spain-Schwarz and Thurston 1994). This depot was constructed to replace Dade City's original depot, located roughly one-third of a mile north by the South Florida Railroad. Ownership of the depot has changed several times over the years. The ACL Railroad merged with Seaboard Air Line Railway, another regional giant and competitor, forming the Seaboard Coast Line Railroad in 1967.

The National Railroad Passenger Corporation, later known as Amtrak, was established in 1971. Seaboard Coast Line Railroad joined the corporation with nineteen other railroads. In 1980, Seaboard Coast Line merged with the Chessie System to reorganize to its final form, the Chessie Seaboard Exchange (CSX Corporation) (Johnston & Mattick 2001). Following several years as a freight-only depot, the Dade City Depot served passengers as an Amtrak stop from 1990 until 2004 (Tampa Bay Times 2004). In 1994, the Dade City ACL Railroad Depot was purchased by the City of Dade City and listed in the NRHP; it was the first NRHP-listed property in Pasco County (Weil 1995). The building is now home to the Dade City Heritage Museum.

The ca. 1912 Dade City ACL Railroad Depot (8PA00415) was listed in the NRHP on July 15, 1994, under Criteria A and C in the areas of Transportation, Community Planning and Development, and Architecture. In 1996, the property underwent a restoration following *Secretary of the Interior's Standards for the Treatment of Historic Properties*. No alterations that significantly detract from the historic integrity of the building have been completed since listing. Overall, the renovations were necessary for continued use and maintenance of the building. Therefore, the Dade City ACL Railroad Depot retains integrity as an NRHP-listed resource under Criteria A and C in the areas of Transportation, Community Planning and Development, and Architecture. In addition, the railroad depot is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.1.

South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802)

The segment of the South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad within the APE was constructed in ca. 1885 and is located in Sections 26, 27, and 35 of Township 24 South, Range 21 East (USGS Dade City 1960). This segment is approximately 1.2 miles long, running parallel to Old Lakeland Highway and US 98 Bypass from south of Dick Jarrett Way to north of River Road. The rail line consists of two sets of standard gauge tracks affixed to timber railroad ties with single and double shoulder tie plates and hook head track spikes laid over gravel track ballast (Photo 17). The resource has been modified to modern standards, no longer reflecting original materials, and railroad crossings located within the APE have been paved with asphalt. Crossings are equipped with modern flashing lights with gates.

The development of railroad systems in Florida largely began in the late nineteenth century with the Disston Land Purchase of 1881, phosphate discovery, and the blooming citrus industry as the catalyst. As a result of growing interest in the region, the State government further enticed investors by awarding land to those who constructed railroads within the state (Johnston & Mattick 2001). The South Florida Railroad, incorporated in 1879 in order to connect the port in Sanford and the city of Orlando, was completed by 1880. In 1883, the Plant Investment Company purchased three-fifths interest in the South Florida Railroad as well as controlling interest in the Florida Southern Railway (Pettengill, Jr. 1952; Johnston & Mattick 2001). Under the direction of Henry Plant, the first railroad was constructed through Dade City by the South Florida Railroad under a charter of the Florida Southern Railway in ca. 1885 (Spain-Schwarz and Thurston 1994). This line – the Pemberton Ferry Branch – connected Florida Southern Railway lines in the north at Pemberton Ferry near Brooksville to South Florida Railroad lines in the south near Lakeland. Dade City's first railroad depot was a wood frame structure located approximately one-third of a mile north of the extant ca. 1912 Dade City ACL Railroad Depot (8PA00415).

The Plant System was later acquired by the ACL Railroad in 1902. The ACL Railroad was established in Baltimore, Maryland in 1899 and as a result of the acquisition became one of the largest railroad systems in the south with over 3,000 miles of tracks and access to ports in Charlotte Harbor, Jacksonville, and Tampa (Johnston and Mattick 2001). By 1903, five primary railroad systems existed as a result of consolidations: Seaboard Air Line Railway (SAL), ACL Railroad, Florida East Coast Railway, Louisville and Nashville Railroad, and Southern Railway (Panamerican 2005).

The railroad industry continued to expand throughout Florida during the first two decades of the twentieth century, peaking during the mid-1920s, and declining during the Great Depression (Johnston & Mattick 2001). During the Land Boom of the 1920s, the SAL invested more money into new lines and improvements than any other carrier in the state (Panamerican 2005). The industry received a boost during World War II as many military installations were constructed in Florida and required the transportation of building materials and troops (Johnston & Mattick 2001). Following the war, however, revenue began to decline once more, largely a result of increased automobile use, commercial airlines, and competition amongst railroads.

The ACL Railroad merged with SAL Railway, another regional giant and competitor, forming the Seaboard Coast Line Railroad in 1967. The National Railroad Passenger Corporation, later known as Amtrak, was established in 1971. Seaboard Coast Line Railroad joined the corporation with nineteen other railroads. In 1980, Seaboard Coast Line merged with the Chessie System to reorganize to its final form, the Chessie Seaboard Exchange (CSX Corporation) (Johnston & Mattick 2001).

While the railbed is a typical example found throughout Florida that has been modified to modern standards and railroad crossings have been added, it still retains its original alignment, and its setting remains largely unaltered within the APE. The railroad possesses significance for its association with the development of Florida's railroads and served as a transportation facility that contributes to the overall railroad history. Furthermore, the railroad was constructed during one of the significant periods of history as stated in the Florida's Historic Railroad Resources Multiple Property Listing (Johnston & Mattick 2001). Therefore, the South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802) is eligible at the local level for listing in the NRHP under Criterion A in the areas of local community development and planning and transportation.

Former Jones Nursing Home (8PA03331)

The Former Jones Nursing Home is a ca. 1965 Masonry Vernacular style building located at 14433 5th Street in Dade City, Florida. The Jones Nursing Home, established in ca. 1965 by Otis and Naomi Jones, is believed to be the first nursing home in Dade City and Pasco County. The facility was also the first in Dade City to accept both black and white residents – an uncommon situation during the era of the Civil Rights Movement (Squires 2002). The property was formerly the location of the Jones family residence and later a family-owned barbeque restaurant; however, the Jones' constructed a nursing home in ca. 1965 to tend to the elderly and sick of Dade City (Squires 2004). Naomi and Otis Jones regularly cooked for and visited members of the community who could not care for themselves, leading the couple to construct the original one-wing facility on the site. This was followed by an additional wing in ca. 1971 to accommodate the growing number of residents (Hedman 2005). The nursing home was managed by the Joneses until the mid-1970s, after which it was sold several times and officially closed in 2001 (Squires 2002; Moorehead 2004). In 2003, the vacant building was purchased by St. Leo University to establish offices in Dade City, and large-scale renovations began in 2004 (Moorehead 2004). The building was renovated to match the Mediterranean Revival style of St. Leo University's campus in St. Leo, Florida. Following the dedication of the university's new building, a historical marker was erected on 5th Street to commemorate the significance of the nursing home in Dade City and the role the Jones family played in improving the lives of the community's senior citizens (Hedman 2005).

Overall, the Masonry Vernacular style Jones Nursing Home has been highly altered with nonhistoric Mediterranean Revival style details, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. As such, the resource is not eligible under Criterion C in the area of Architecture. However, the Former Jones Nursing Home is eligible at the local level under Criterion A in the areas of African American History and Health/Medicine. Background research reveals that the Jones Nursing Home is significant as the county's first nursing home for senior citizens (1965) and the first in Dade City to accommodate both white and black residents. The facility was also established by Naomi and Otis Jones who became prominent members of Dade City's African American – and overall – community.

5.0 DETERMINATION OF EFFECTS

Following the identification and evaluation of historic properties within the US 98 Bypass APE, a determination of effects has been prepared in accordance with 36 CFR § 800.5. As part of this assessment, the Criteria of Adverse Effect at 36 CFR § 800.5(a)(1) were applied to the three NRHP-listed or eligible historic properties located within the APE: the Dade City ACL Railroad Depot (8PA00415), the South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802), and the Former Jones Nursing Home (8PA03331).

Potential adverse effects on historic properties, listed at 36 CFR § 800.5(a)(2), include but are not limited to: physical destruction or damage to all or part of the property; alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's standards for the treatment of historic properties (36 CFR part 68); removal of the property from its historic location; change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features; neglect of a property which causes its deterioration; and transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Potential effects to the Dade City ACL Railroad Depot (8PA00415), the South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802), and the Former Jones Nursing Home (8PA03331) were evaluated or assessed based on potential changes in location (direct effect on the parcel), setting, visual/aesthetics, use, access, noise, and air quality. In general, the potential noise levels and air quality are similar for each of the historic resources, and this general information is presented first. This information is followed by a discussion of each resource's relationship to the proposed improvements.

Noise

Effects from noise may be considered adverse if the historic properties in question are sensitive to noise impacts, and if the properties would experience noise levels that approach or exceed FHWA Noise Abatement Criteria (NAC). As the rail line remains active, the Dade City ACL Railroad Depot (8PA00415) and the South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802) are not sensitive to noise impacts. The Former Jones Nursing Home (8PA03331), which now functions as the Dade City office of St. Leo University, may be sensitive to impacts from noise.

The March 2002 Noise Study Technical Memorandum utilized FHWA's Traffic Noise Model (TNM) version 1.0b. Since then, FHWA has released TNM 2.5. Additionally, 23 CFR 772 was amended in 2011 to include additional land uses and modify the NAC levels and land use assignments. Therefore, a Noise Study Report Addendum (NSRA) was prepared in February 2022 to reevaluate noise impacts for the project using TNM version 2.5 and the amended 23 CFR 772 regulations.

Results of the analysis predicted that exterior noise levels may approach, meet, or exceed the NAC for the design year 2045 conditions at seven residences. However, none of these receptors are located in the vicinity of the Former Jones Nursing Home (8PA03331). The traffic noise level at the closest receptor, located approximately 53.6 m (176.0 ft) north of 8PA03331, is predicted to be 29.0 decibels for the year 2045 Build condition. This does not approach, meet, or exceed the NAC.

Air Quality

An analysis of carbon monoxide concentrations (CO) was performed in accordance with FDOT's PD&E Manual. Based on the results of this air quality evaluation, the US 98 Bypass project will not cause violations of the National Ambient Air Quality Standards for CO. Therefore, the project will not cause significant impacts to historic properties as a result in changes in air quality. Additionally, the project area has been designated as Attainment for ozone standards under the criteria provided in the Clean Air Act Amendments of 1990; therefore, transportation conformity no longer applies.

Effects to Historic Properties

The **Dade City ACL Railroad Depot (8PA00415)** is at 14206 US 98 Bypass in Dade City. The project does not involve improvements that will directly or indirectly affect this resource. Project activities in the vicinity of 8PA00415 include removal of four existing single-post signs and installation of three single-post signs. These improvements will occur within existing FDOT ROW. Additional ROW will be acquired on the west side of US 98 to accommodate the proposed improvements, but no acquisition of land from 8PA00415 is proposed and US 98 will be widened to the west to avoid encroaching upon the resource.

SMF 300-1 and SMF 300-2 are proposed in the vicinity of the Dade City ACL Railroad Depot (8PA00415) (Figure 3). These facilities will be located on the opposite (west) side of US 98 from the resource and will not constitute a significant visual intrusion. Additionally, an existing stormwater pond is present east of the depot.

The proposed work will not impact the character or function of this historic resource or affect its historic and architectural significance, which is primarily associated with transportation, local community planning and development, and architecture. There is an existing stormwater pond within the viewshed of the resource, so the visual setting will remain largely consistent with the existing conditions. The proposed improvements are at-grade and the views to or from the historic resource will not be diminished, so there will not be any adverse visual/aesthetic effects. Additionally, improvements to the roadway will enhance public access to the resource, which now serves as Dade City Heritage and Cultural Museum. The undertaking will not alter, directly or indirectly, the characteristics of the historic property that qualify it for listing in the NRHP, and will not diminish its integrity of location, design, setting, materials, workmanship, feeling or association that contributes to the significance of the property. The proposed undertaking will result in **No Adverse Effect** to the Dade City ACL Railroad Depot (8PA00415).

The **South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802)** segment runs for approximately 1.2 miles through Sections 26, 27, and 35 of Township 24 South, Range 21 East. The project does not involve improvements that will directly or indirectly affect this resource. Project activities in the vicinity of 8PA02802 include the widening of US 98, construction of a roundabout, and construction of SMF 200-1 (Figure 4). Additional ROW will be acquired on the west side of US 98 to accommodate the proposed improvements, but no acquisition of land from 8PA02802 is proposed.

The proposed work will not impact the character or function of this historic resource or affect its historic significance, which is primarily associated with the development of Florida's railroads. The improvements are at-grade and therefore the views to or from the historic resource will not be diminished, so there will not be any adverse visual/aesthetic effects. The undertaking will not alter, directly or indirectly, the characteristics of the historic property that qualify it for listing in the NRHP, and will not diminish its integrity of location, design, setting, materials, workmanship, feeling or association that contributes to the significance of the property. The proposed undertaking will result in **No Adverse Effect** to the portions of the South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad segment (8PA02802) that fall within the APE.

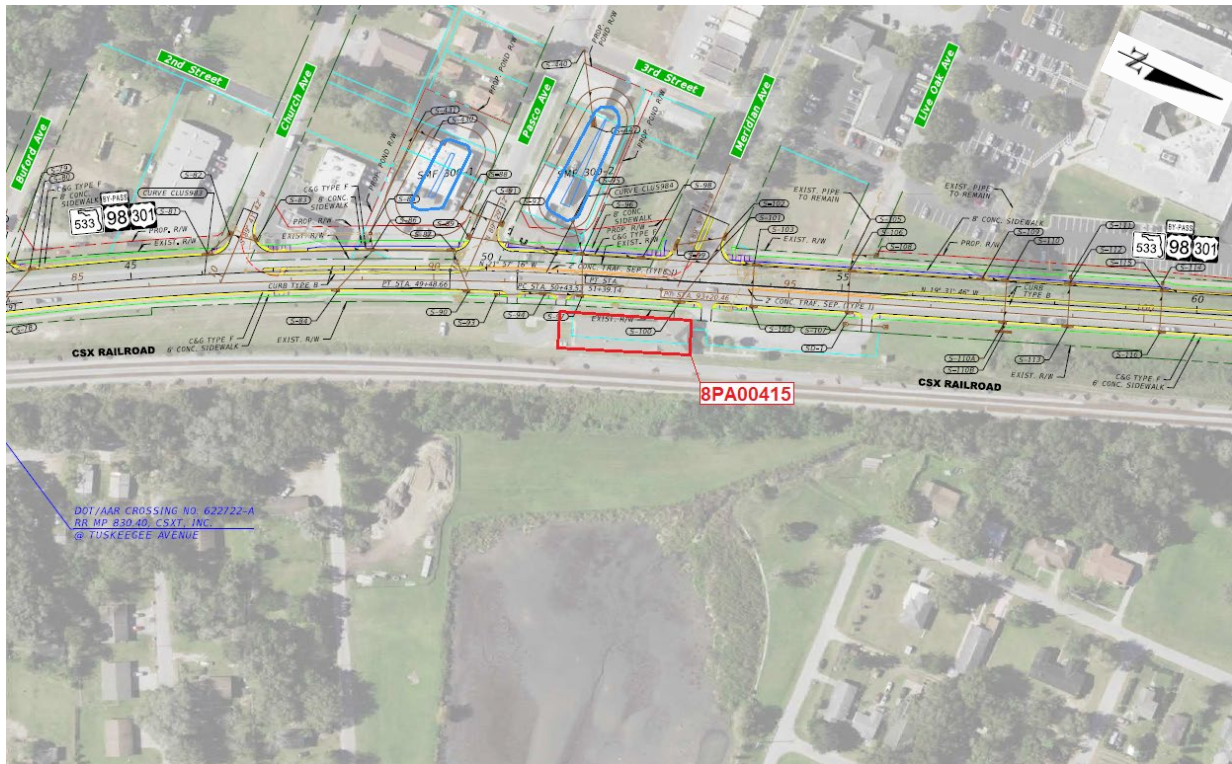


Figure 3. Annotated plan sheet showing the proposed improvements in the vicinity of the Dade City ACL Railroad Depot (8PA00415; red). Note the proposed SMFs (blue) located on the opposite (west) site of US 98 and the existing stormwater pond to the east of the depot.

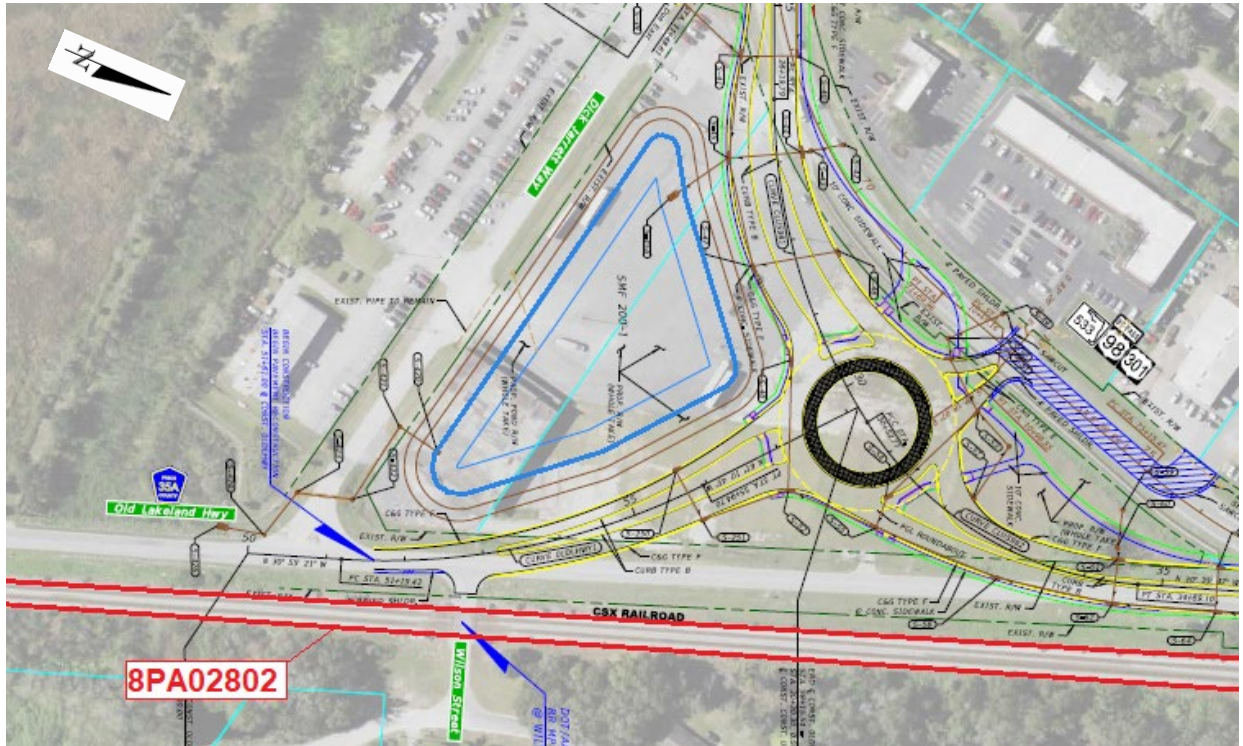


Figure 4. Annotated plan sheet showing the proposed improvements in the vicinity of the South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad segment (8PA02802; red). Note the proposed SMF 200-1 (blue) and roundabout (black).

The **Former Jones Nursing Home (8PA03331)** is located at 14433 5th Street in Dade City, Florida. The project does not involve improvements that will directly or indirectly affect this resource. Project activities in the vicinity of 8PA03331 include construction of SMF 300-3 on the opposite (east) side of 5th Street (Figure 5). No acquisition of land from 8PA03331 is proposed.

The proposed work will not impact the character or function of this historic resource or affect its historic significance, which is primarily associated with African American history and health/medicine as well as Naomi and Otis Jones who were prominent members of Dade City's community. There is an existing stormwater pond within the footprint of SMF 300-3; the visual setting will remain consistent with the existing conditions and the views to or from the historic resource will not be diminished, so there will not be any adverse visual/aesthetic effects. As discussed above, potential increases in highway traffic noise do not approach, meet, or exceed the NAC, and no adverse audible effects are anticipated. Additionally, improvements to the roadway will enhance public access to the resource, which now hosts a Pasco County historical marker. The undertaking will not alter, directly or indirectly, the characteristics of the historic property that qualify it for listing in the NRHP, and will not diminish its integrity of location, design, setting, materials, workmanship, feeling or association that contributes to the significance of the property. The proposed undertaking will result in *No Adverse Effect* to the Former Jones Nursing Home (8PA03331).

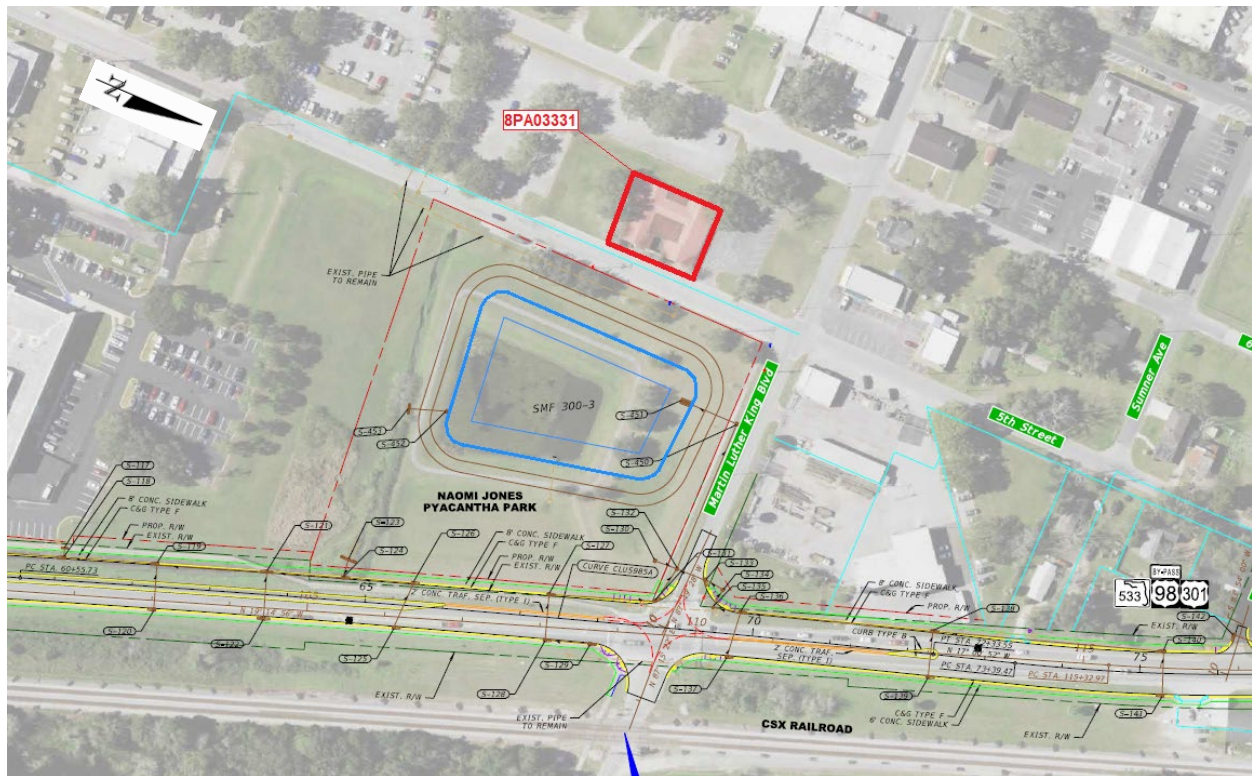


Figure 5. Annotated plan sheet showing the proposed improvements in the vicinity of the Former Jones Nursing Home (8PA03331; red). Note the proposed SMF 300-3 (blue) and existing stormwater pond within the footprint of SMF 300-3.

6.0 CONCLUSIONS AND RECOMMENDATIONS

FDOT District Seven is planning improvements to US 98 from US 301 South to US 301 North (US 98 Bypass) in Pasco County for a length of 2.58 km (1.6 mi). The project is located in Sections 26, 27, 34, and 35 of Township 24 South, Range 21 East, and it is federally funded.

A Type II CE was prepared for the PD&E Study (FPID Number 256423-1-22-01) and approved by FHWA on April 30, 2002 to upgrade the US 98 Dade City Bypass from a two-lane rural roadway to a four-lane divided urban facility. A Design Change and ROW Reevaluation is currently being prepared to evaluate changes to the approved typical section, including the removal of the 22-foot median and 4-foot bike lanes, and changes to the sidewalks. The revised typical section shows one 10-foot lane and one 11-foot lane in each direction, two-way left turn lanes, a 6-foot sidewalk on the west side and a 10-foot sidewalk on the east side of the road, and two roundabouts. Additionally, the project proposes construction of six preferred offsite ponds or ELA/SMF sites and one preferred off-site FPC site. The existing ROW varies from 60 ft to 115 ft wide and ROW acquisition is proposed for the mainline, two roundabouts, and the preferred offsite SMF and FPC sites. This is a Design Build project with only Conceptual Design Plans being prepared at this time.

A PD&E Study CRAS (ACI 2000), Section 106 Consultation Technical Memorandum (ACI 2001), and CRAS Update and HRSU (ACI 2021) have been prepared for this project. The 2000 CRAS resulted in the documentation of the Dade City ACL Railroad Depot (8PA00415), which was listed in the NRHP on July 15, 1994. The Section 106 Consultation Technical Memorandum (ACI 2001) documented that the proposed undertaking would have no effect on the Dade City ACL Railroad Depot (8PA00415). The SHPO concurred with this determination in a letter dated October 26, 2001. The CRAS Update and HRSU (ACI 2021) resulted in the documentation of two additional NRHP-eligible historic properties: the South Florida Railroad - Pemberton Ferry Branch/Richloam Railroad (8PA02802) and the Former Jones Nursing Home (8PA03331).

The purpose of the this Section 106 Consultation Update Technical Memorandum is to assess potential project effects to the three NRHP-listed or eligible historic properties within the project APE (8PA00415, 8PA02802, and 8PA03331) by applying the Criteria of Adverse Effect listed at 36 CFR § 800.5(a)(1). This assessment was based on the updated Concept Development Plans (dated September 2021). No right-of-way will be acquired from these resources, and the project does not involve any improvements that will directly or indirectly affect 8PA00415, 8PA02802, or 8PA03331. The undertaking will not alter, directly or indirectly, the characteristics of the historic properties that qualify them for listing in the NRHP, and will not diminish their integrity of location, design, setting, materials, workmanship, feeling or association that contributes to the significance of the properties. The proposed project in the current design will result in *No Adverse Effect* on 8PA00415, 8PA03331, or the portions of 8PA02802 that fall within the APE. Should the relationship between the proposed improvements and historic properties change following preparation of future design or construction plans, the FDOT District Seven will coordinate with the SHPO to confirm that the proposed effect determinations still apply.

7.0 REFERENCES

Archaeological Consultants, Inc. (ACI)

- 2000 *Cultural Resource Assessment Survey, U.S. 98 Dade City Bypass from U.S. 301 South to U.S. 301 North, Dade City, Pasco County, Florida*. Prepared for Florida Department of Transportation District Seven.
- 2001 *Section 106 Consultation Technical Memorandum for the Dade City Atlantic Coast Line Railroad Depot US 98 (SR 533) Dade City Bypass Pasco County, Florida*. Prepared for Florida Department of Transportation District Seven.
- 2021 *Cultural Resource Assessment Survey Update Technical Memorandum Stormwater Management Facility (SMF) Sites and Historic Resources Survey Update (HRSU) US 98 from US 301 South to US 301 North (US 98 Bypass), Pasco County, Florida*. Prepared for Florida Department of Transportation District Seven.

Harmon, Bill

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- 2001 Florida’s Historic Railroad Resources – National Register of Historic Places Multiple Property Documentation Form. United State Department of the Interior, National Park Service. Survey No. 06289.

Moorehead, Molly

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Panamerican Consultants Inc.

- 2005 An Archaeological and Historical Survey of the Sarasota Rails to Trails Rail Corridor in Sarasota County, Florida. Panamerican Consultants, Inc., Tampa. Survey No. 14992.

Spain-Schwarz, Rebecca, and William N. Thurston

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Squires, Chase

- 2002 “Dade City institution dies at age 82.” *The Tampa Bay Times*, October 26, 2002, <https://www.newspapers.com>.
- 2004 “St. Leo Heralds towns and gown expansion.” *The Tampa Bay Times*, November 17, 2004, <https://www.newspapers.com>.

The Tampa Bay Times

- 2004 “Loss of Amtrak service shouldn’t derail Dade City.” *The Tampa Bay Times*, October 29, 2004, <https://www.newspapers.com>.

Weil, Nancy

- 1995 “Relics of depot recall days of bustle.” *The Tampa Bay Times*, June 25, 1995, <https://www.newspapers.com>.

Appendix A: SHPO Correspondence



Florida Department of Transportation

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THOMAS F. BARRY, JR.
SECRETARY

December 19, 2000

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

Attention: Mr. Gus Shanine, Urban Transportation Engineer

RE: 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:

The Florida Department of Transportation (FDOT) is conducting 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 evaluates widening U.S. 98 from two lanes to four lanes and includes proposed pond site areas.

Enclosed are two copies of the Cultural Resource Assessment Survey (CRAS) report (December 2000) for the above referenced project. Also enclosed are 24 original Florida Site File (FSF) forms (8PA1207-1227 and 8PA1265-67) and a Survey Log Sheet. The survey identified and evaluated one previously recorded property listed on the National Register of Historic Places (NRHP), the Dade City ACL Railroad Depot, and 24 newly recorded historic structures. Based on NRHP criteria, the 24 newly recorded historic structures do not appear to be eligible for listing in the NRHP. No prehistoric or historic period archaeological sites were found. All of the alternatives being evaluated avoid use of the NRHP-listed Dade City Depot property.

The enclosed documents are being provided for your review. If your office concurs with the findings, please transmit one copy of this report (with original photographs), the original FSF forms and the Survey Log Sheet to the State Historic Preservation Officer (SHPO) for her formal review and concurrence.

Please expeditiously coordinate the review of the enclosed documents with the SHPO. If you have any questions please do not hesitate to call me at SC 512-8011

Sincerely,

Michael Seifert
PD&E Project Manager
Michael.seifert@dot.state.fl.us

REA/RSS/
Enclosure

cc: R. Adair R. Spain Schwarz J. Sawyer

F
DEC 28 2000
PBS & J. INC.
Tampa

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Katherine Harris

Secretary of State

DIVISION OF HISTORICAL RESOURCES

Mr. James E. St. John
Division of Administration
Federal Highway Administration
U.S. Department of Transportation
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32301

March 28, 2001

RE: DHR Project File No. 2001-01641
*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.

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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 rjackson@mail.dos.state.fl.us, or at 850-487-2333 or 800-847-7278. Thank you for your interest in protecting Florida's historic properties.

Sincerely,

 Judith P. Gable, Deputy SHPO

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

JSM/Jrj

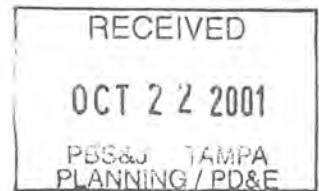
xc: C. L. Irwin, FDOT
Rick Adair, FDOT, District Seven



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THOMAS F. BARRY, JR.
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October 18, 2001

Dr. Janet Snyder Matthews
State Historic Preservation Officer
Division of Historical Resources
R.A. Gray Building
500 S. Bronough Street
Tallahassee, Florida 32399-0250

Attention: Ms. Laura Kammerer, Supervisor, Historic Compliance Review Section

RE: WPI Segment No. 256423 1; FAP No. 3112-017P
US 98 Dade City Bypass, Pasco County

Dear Dr. Matthews:

Enclosed are a project aerial and a site plan of the Dade City depot, as requested by Laura Kammerer after reviewing the US 98 Dade City Bypass Section 106 Consultation Technical Memorandum. These are being sent to you as a result of Rebecca Spain Schwarz's telephone conversation last week with Ms. Kammerer who asked for more information about the location of the proposed sidewalk in relation to the National Register listed Dade City Depot. The enclosed project aerial shows the proposed roadway improvements in relation to the Dade City Depot. The site plan is from the ISTEA funded rehabilitation plans and shows more clearly the relationship of the depot building to the existing right-of-way line. The enclosed aerial shows that the outer edge of the proposed sidewalk is approximately in the same location as the outer edge of the existing pavement. This is approximately 20 feet from the closest wall of the depot. There will be grass between the sidewalk and the depot. This indicates that the proposed travel lanes will actually move slightly west from the Dade City Depot property; therefore, the proposed hard surfaces (sidewalk) will not be any closer to the depot than the existing hard surfaces (shoulder) are currently.

The proposed roadway improvements would not cause any drainage problems at the depot since all the surface runoff from the project would be piped to retention ponds.

Mr. James E. St. John

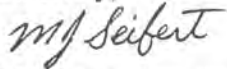
Page 2

August 8, 2001

It is recommended that the project will have no effect on the Dade City ACL Railroad Depot. If anything, the addition of a sidewalk and a pedestrian crosswalk should prove to be a positive effect on the Depot by making it more accessible to pedestrians in downtown Dade City.

If you have any additional questions, please do not hesitate to call me at SC 512-8011.

Sincerely,

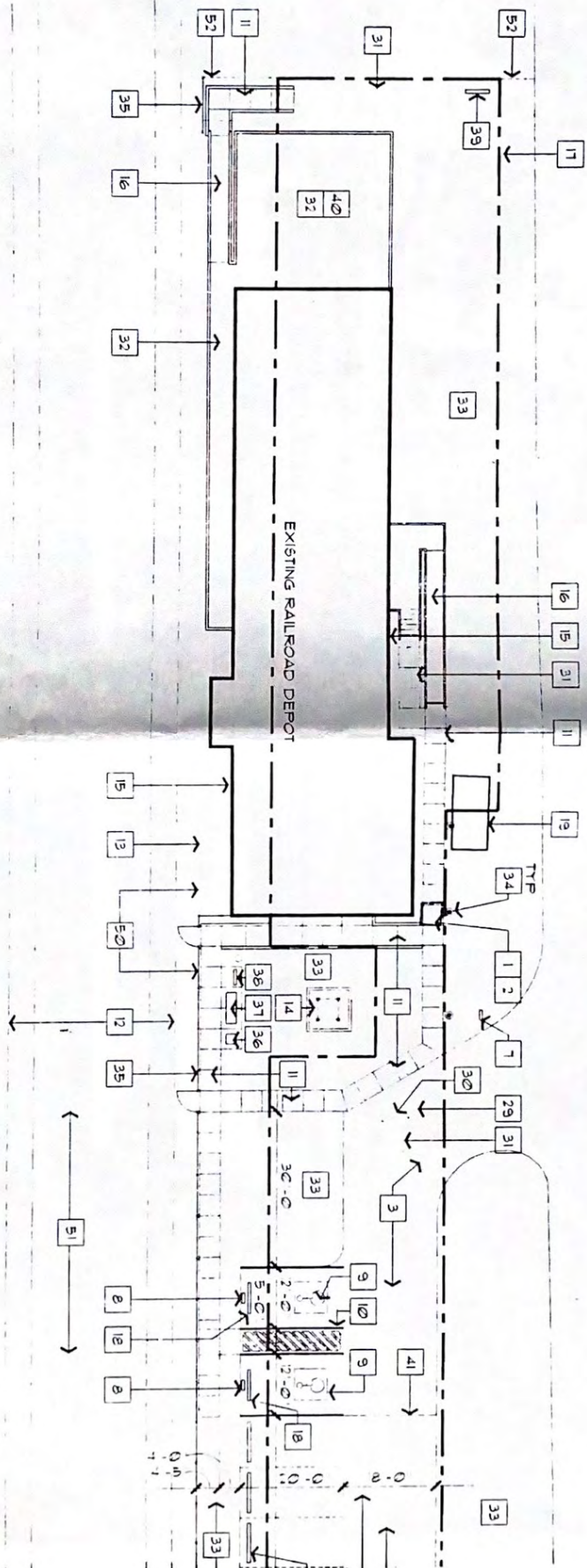


Michael Seifert, PSM, EI
Project Manager

MS/RSS
Enclosure

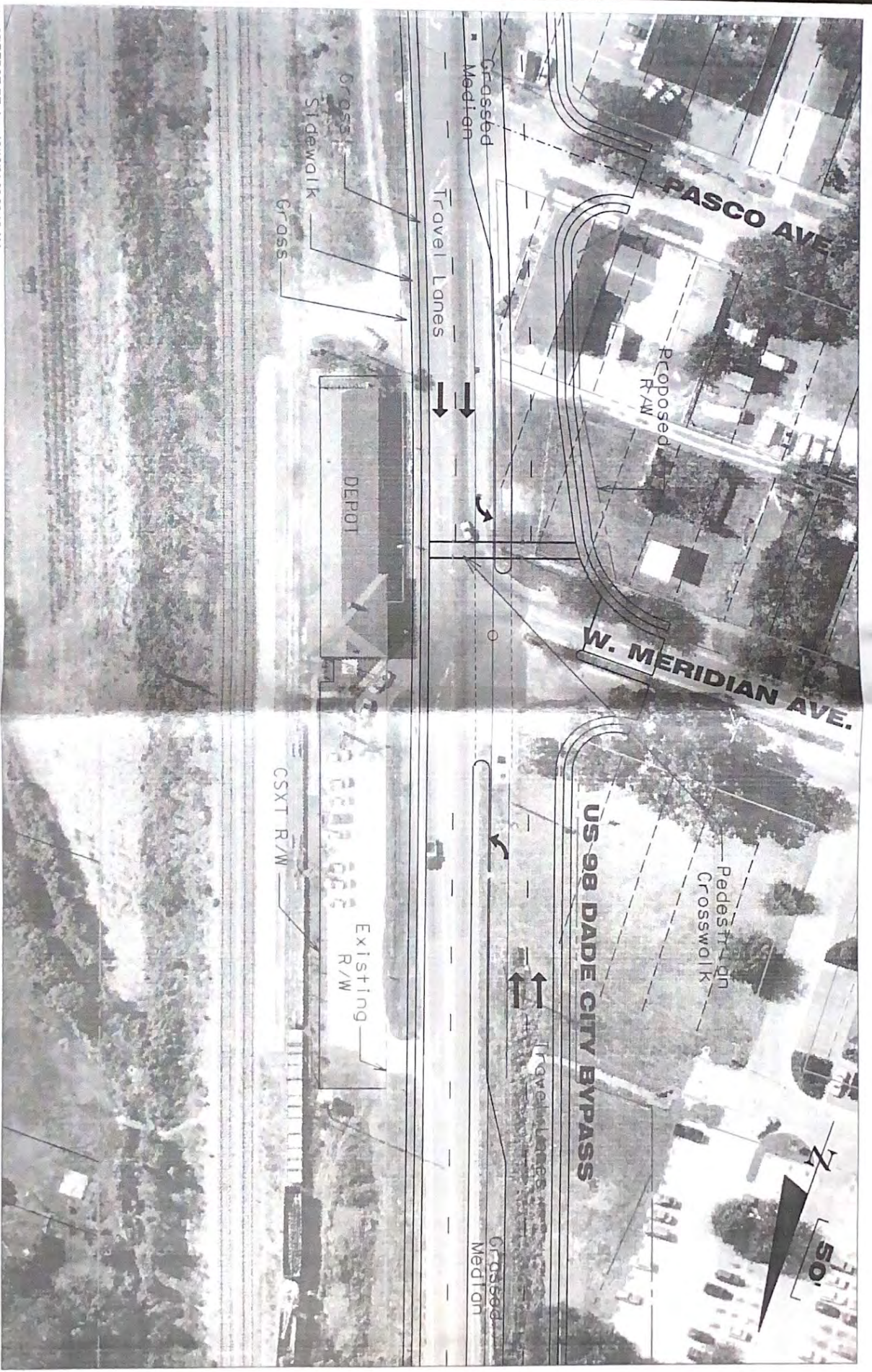
cc: Marvin Williams, FHWA Rick Adair Jeff Sawyer Rebecca Spain Schwarz

LAKELAND ROAD (U.S. 98 BY-PASS)



SITE PLAN

1" = 20'



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Katherine Harris

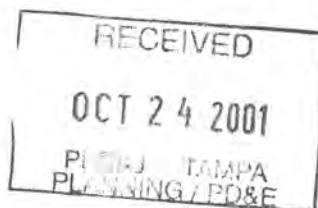
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Mr. James E. St. John
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301



October 19, 2001

RE: DHR Project File No. 2001-9118 (2001-1641)
Received by DHR September 5, 2001
Section 106, Consultation Technical Memorandum – US 98 Dade City Bypass
Dade City ACL Railroad Depot Right-of-way Acquisition
WPI Seg. No.: 256423 1
Federal Aid Program No.: P-312-2 (017)
Dade City, Pasco County, Florida

Dear Mr. St. John:

Our office has received and reviewed additional information for the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and Chapter 267 *Florida Statutes*, to assess effects upon historic properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical, architectural or archaeological value.

We have determined that we have not been provided sufficient information to evaluate the effect the project may have on the historic Dade City ACL Railroad Depot (8DA415). Please provide a detailed site plan and/or design plan sheet showing the exact location of the proposed sidewalk in relation to the depot and any other site improvements (i.e. drainage). When this information is received, we can complete the review process.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, by electronic mail sedwards@mail.dos.state.fl.us, or at 850-245-6333 or 800-847-7278.

Sincerely,

Janet Snyder Matthews
for Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

XC: C. L. Irwin, FDOT
Rick Adair, FDOT, District 7

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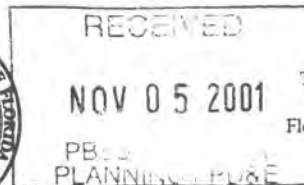
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Department of Veterans' Affairs

FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. James E. St. John
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301

October 26, 2001

RE: DHR Project File No. 2001-9118-B
Received by DHR October 22, 2001
Section 106, Consultation Technical Memorandum – US 98 Dade City Bypass
Additional Information for the Dade City ACL Railroad Depot Right-of-way Acquisition
WPI Seg. No.: 256423 1
Federal Aid Program No.: P-312-2 (017)
Dade City, Pasco County, Florida

Dear Mr. St. John:

Our office has received and reviewed additional information for the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and Chapter 267 *Florida Statutes*, to assess effects upon historic properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical, architectural or archaeological value.

Based on the additional information provided, this office concurs with your finding that the proposed undertaking will have no effect on the historic Dade City ACL Railroad Depot (8PA415).

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, by electronic mail sedwards@mail.dos.state.fl.us, or at 850-245-6333 or 800-847-7278.

Sincerely,

A handwritten signature in cursive script, appearing to read "Janet Snyder Matthews".

Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

XC: C. L. Irwin, FDOT
Rick Adair, FDOT, District 7
Rebecca Spain Schwarz

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

<input type="checkbox"/> Director's Office (850) 245-6300 • FAX: 245-6435	<input type="checkbox"/> Archaeological Research (850) 245-6444 • FAX: 245-6436	<input type="checkbox"/> Historic Preservation (850) 245-6333 • FAX: 245-6437	<input type="checkbox"/> Historical Museums (850) 245-6400 • FAX: 245-6433
<input type="checkbox"/> Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476	<input type="checkbox"/> St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044	<input type="checkbox"/> Tampa Regional Office (813) 272-3843 • FAX: 272-2340	



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 N. McKinley Drive
Tampa, Florida 33612-6456

KEVIN J. THIBAUT, P.E.
SECRETARY

July 21, 2021

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

Attention: Alyssa McManus, Transportation Compliance Review Program

**Re: Cultural Resource Assessment Survey Update Technical Memorandum
Stormwater Management Facility (SMF) Sites and Historic Resources Survey
Update (HRSU)
US 98 from US 301 South to US 301 North (US 98 Bypass)
Pasco County, Florida
Work Program Item Segment (WPIS) No.: 256423-3
Federal Aid Project No.: D721-039-B**

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT), District Seven, is planning improvements to US 98 from US 301 South to US 301 North (US 98 Bypass) in Pasco County, Florida, a distance of approximately 1.6 miles. The proposed improvements consist of widening the existing two-lane rural roadway to an urban four-lane divided highway. In addition, there are six (6) preferred off-site pond or Environmental Look Around (ELA)/Stormwater Management Facility (SMF) sites (ELA 100A – SMF 1, ELA 200A – SMF 1, ELA 200A – SMF 2, ELA300A – SMF 1, ELA 300A – SMF 2, and ELA 300A – SMF 3), one (1) preferred off-site floodplain compensation (FPC) site (ELA-FPC), as well as an easement at ELA 300A – SMF 3. This project is federally funded. The existing right-of-way (ROW) varies from 60 feet (ft) to 115 ft wide and some mainline ROW acquisition will be required, as well as proposed ROW for two roundabouts and the preferred off-site SMF and FPC sites.

A Project Development and Environment (PD&E) Study was prepared for this project and a Cultural Resource Assessment Survey (CRAS) was prepared in 2000 which included proposed pond sites (Survey No. 06210). This CRAS identified one previously recorded resource (the National Register of Historic Places [NRHP]-listed Dade City Atlantic Coast Line [ACL] Railroad Depot (8PA00415) and 24 newly recorded historic resources. There were no archaeological sites, and the newly recorded resources were NRHP-ineligible. The State Historic Preservation Officer (SHPO) provided concurrence on March 28, 2001 (FDHR Project File No. 2001-01641). Project effects to the NRHP-listed Dade City ACL Railroad Depot were evaluated and the SHPO concurred in a letter dated October 26, 2001 that the proposed undertaking will have no effect on

the railroad depot (FDHR Project File No. 2001-9118B).

This current CRAS Update was prepared to update the previous PD&E Study CRAS that was prepared over 20 years ago. The CRAS Update also included field survey for recent design changes, including the ELA/SMF sites, one ELA-FPC site, as well as an easement at ELA 300A – SMF 3. This CRAS Update also includes a Historic Resources Survey Update (HRSU) to identify, record, and evaluate historic resources constructed in 1975 or earlier that were not previously surveyed during the 2000 PD&E Study CRAS or other previous CRAS.

Enclosed is one copy of the CRAS Update Technical Memorandum (dated July 2021), one Survey Log Sheet, 48 Florida Master Site File (FMSF) forms (33 original and 15 updated), a letter for 12 demolished resources, and a CD containing an electronic version of these files.

On behalf of the FDOT District Seven, Archaeological Consultants, Inc. (ACI) conducted a CRAS Update for this project. The purpose of the CRAS Update was to identify the presence of resources listed in or considered eligible for listing in the NRHP according to the criteria set forth in 36 CFR Section 60.4 and if applicable, to apply the Criteria of Adverse Effect, as set forth in 36 CFR 800.5 (a)(1) and Chapter 267, FS to the project. The CRAS Update was conducted by staff who meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716).

The archaeological Area of Potential Effects (APE) has been defined as the area contained within the proposed roadway ROW, footprint of each ELA/SMF site, the FPC site, the easement and the two roundabout areas. The historic resources APE includes the archaeological APE and immediately adjacent parcels to the SMF and FPC sites. For the mainline corridor HRSU, the historical/architectural APE includes the properties adjacent to the existing and proposed ROW (within 200 ft of the existing ROW). However, because the railroad ROW is not required, the APE extends to the east side of the railroad ROW in areas adjacent to the railroad between Dick Jarrett Way and just north of Whitehouse Avenue/River Road. This APE remains in-keeping with the 2000 PD&E Study CRAS.

Background research and a cultural resource field survey was conducted to locate, identify, record, and evaluate any archaeological resources, historic structures (constructed in or prior to 1975), and potential districts within or adjacent to the APE.

Archaeological background research revealed no historic or prehistoric archaeological sites are located within the archaeological APE and indicated a low to moderate probability for the occurrence of historic and/or historic archaeological sites. Archaeological field survey included both ground surface reconnaissance and the systematic and judgmental excavation of a total 58 shovel tests within the ELA/SMF sites, ELA FPC site, roundabouts, and easement. No additional shovel tests were placed within the existing roadway ROW or where it will be slightly expanded because those areas were covered during the 2000 PD&E Study CRAS. As a result of the field survey, no historic or prehistoric archaeological sites were located within the archaeological APE.

Historical/architectural background research indicated that 28 historic resources (8PA00415; 8PA01207 – 8PA01227; 8PA01265 – 8PA01267; and 8PA02642, 8PA02644, and 8PA02645) were previously recorded within the APE. These include the NRHP-listed Dade City ACL Railroad Depot (8PA00415) and 27 buildings built between circa (ca.) 1912 and 1960. The 27 buildings

were determined ineligible by the SHPO. Two previously recorded Frame Vernacular style buildings (8PA01207 & 8PA01208) were identified in the Florida Master Site File (FMSF) as destroyed during the 2009 CRAS of US 301 (SR 39) from South of CR 54 (Eiland Boulevard) to US 98 Bypass (SR 533) (ACI 2009; Survey No. 18104). In addition, an unrecorded segment of the previously recorded linear resource, South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802), is located within the historical APE. Segments of the linear resource identified outside of the APE were evaluated by the SHPO as having insufficient information to make a determination of eligibility.

The Historical/Architectural field survey resulted in the identification and evaluation of 33 new historic resources (8PA03311 – 8PA03343); and the identification and re-evaluation of 15 extant previously recorded historic resources (8PA00415; 8PA01213, 8PA01214, 8PA01216, 8PA01218, 8PA01219, 8PA01222, 8PA01224, 8PA01227, 8PA01266, 8PA01267, 8PA02642, 8PA02644, 8PA02645, and 8PA02802) within the historic APE. These 48 historic resources include: 45 buildings (8PA01213, 8PA01214, 8PA01216, 8PA01218, 8PA01219, 8PA01222, 8PA01224, 8PA01227, 8PA01266, 8PA01267, 8PA02642, 8PA02644, 8PA02645, and 8PA03311 – 8PA03342) constructed between ca. 1913 and ca. 1974, two linear resources, the South Florida Railroad – Pemberton Ferry Branch (Richloam Railroad) (8PA02802) and Old Lakeland Highway (8PA03343), and the NRHP-listed Dade City ACL Railroad Depot (8PA00415). Furthermore, 12 previously recorded historic resources (8PA01209, 8PA01210, 8PA01211, 8PA01212, 8PA01215, 8PA01217, 8PA01220, 8PA01221, 8PA01223, 8PA01225, 8PA01226, and 8PA01265) were confirmed as demolished. A letter was prepared for the 12 demolished resources.

Of the 48 identified historic resources, 45 appear ineligible for individual listing in the NRHP. These include 44 buildings (8PA01213, 8PA01214, 8PA01216, 8PA01218, 8PA01219, 8PA01222, 8PA01224, 8PA01227, 8PA01266, 8PA01267, 8PA02642, 8PA02644, 8PA02645, and 8PA03311–8PA03330; and 8PA03332-8PA03342) and one linear resource, Old Lakeland Highway (8PA03343). The buildings are common examples of their respective architectural style that have been altered and the linear resource is of common design and construction that lacks unique design features and characteristics. In addition, background research did not reveal any historic associations with significant persons and/or events; therefore, none appear eligible for listing in the NRHP.

A total of three historic resources within the historic APE are listed, determined eligible, or appear potentially individually eligible for listing in the NRHP. These include the NRHP-listed Dade City ACL Railroad Depot (8PA00415), the South Florida Railroad - Pemberton Ferry Branch/Richloam Railroad (8PA02802), and the newly identified Former Jones Nursing Home (8PA03331). The Dade City ACL Railroad Depot (8PA00415) was listed in the NRHP in July 1994 and is significant under Criteria A and C in the areas of Transportation, Community Planning and Development, and Architecture. The South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802) appears eligible at the local level for listing in the NRHP under Criteria A and C in the areas of Transportation and Engineering. The Former Jones Nursing Home (8PA03331) was identified during this survey and appears eligible for listing in the NRHP at the local level under Criterion A in the areas of African American History and Health/Medicine as the county's first nursing home for senior citizens (1965) and the first in Dade City to accommodate both white and black residents. The nursing home closed in

Timothy A. Parsons, Ph.D., Director
US 98 from US 301 South to US 301 North (US 98 Bypass)
Pasco County, Florida
WPIS No.: 256423-3
July 21, 2021
Page 4 of 5

2001 and the building was later purchased by St. Leo University and renovated in 2004. The building has been highly altered but retains significance for its association with local historic events. This resource is adjacent to (west of) ELA 300A - SMF 3 and not within proposed ROW.

Based on field survey for the SMF and FPC sites, no historic resources are located within or adjacent to preferred sites ELA 100A – SMF 1 and ELA FPC. However, there are several resources located within ELA 200A – SMF 1, ELA 200A – SMF 2, and ELA 300A – SMF 1. There are historic resources located within and adjacent to ELA 300A-SMF 2. There is one historic resource adjacent to ELA 300A – SMF 3, but none located within. This resource is the NRHP-eligible Former Jones Nursing Home (8PA03331). The other historic resources associated with the ELA/SMF sites are NRHP-ineligible.


Since there is one NRHP-listed historic property and two potentially NRHP-eligible historic properties, additional coordination with the SHPO is anticipated later during the design phase. Based on the concept plans (dated July 2021) included in Appendix A, no ROW is anticipated to be required from these three properties.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as in accordance with the provisions contained in the revised Chapter 267, *Florida Statutes*.

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

Provided you approve the recommendations and findings in the enclosed CRAS Update, please sign below for concurrence. If you have any questions, or if I may be of assistance, please contact me at (813) 975-6637 or crystal.geiger@dot.state.fl.us.

Sincerely,



Crystal Geiger
Environmental Specialist III
Cultural Resource Coordinator

Enclosures


cc: Robin Rhinesmith, FDOT
Lindsay Rothrock, FDOT OEM
Maranda Kles, ACI

Kevin Lee, FDOT
Rebecca Spain Schwarz, Atkins

The State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey (CRAS) Update Technical Memorandum complete and sufficient and ☒ concurs / ☐ does not concur with the recommendations and findings in this cover letter for SHPO / FDHR Project File Number 2021-5133. Or, the SHPO finds the attached document contains ☐ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO/FDHR Comments:


Timothy A. Parsons, Ph.D., Director
Florida Division of Historical Resources

September 1, 2021

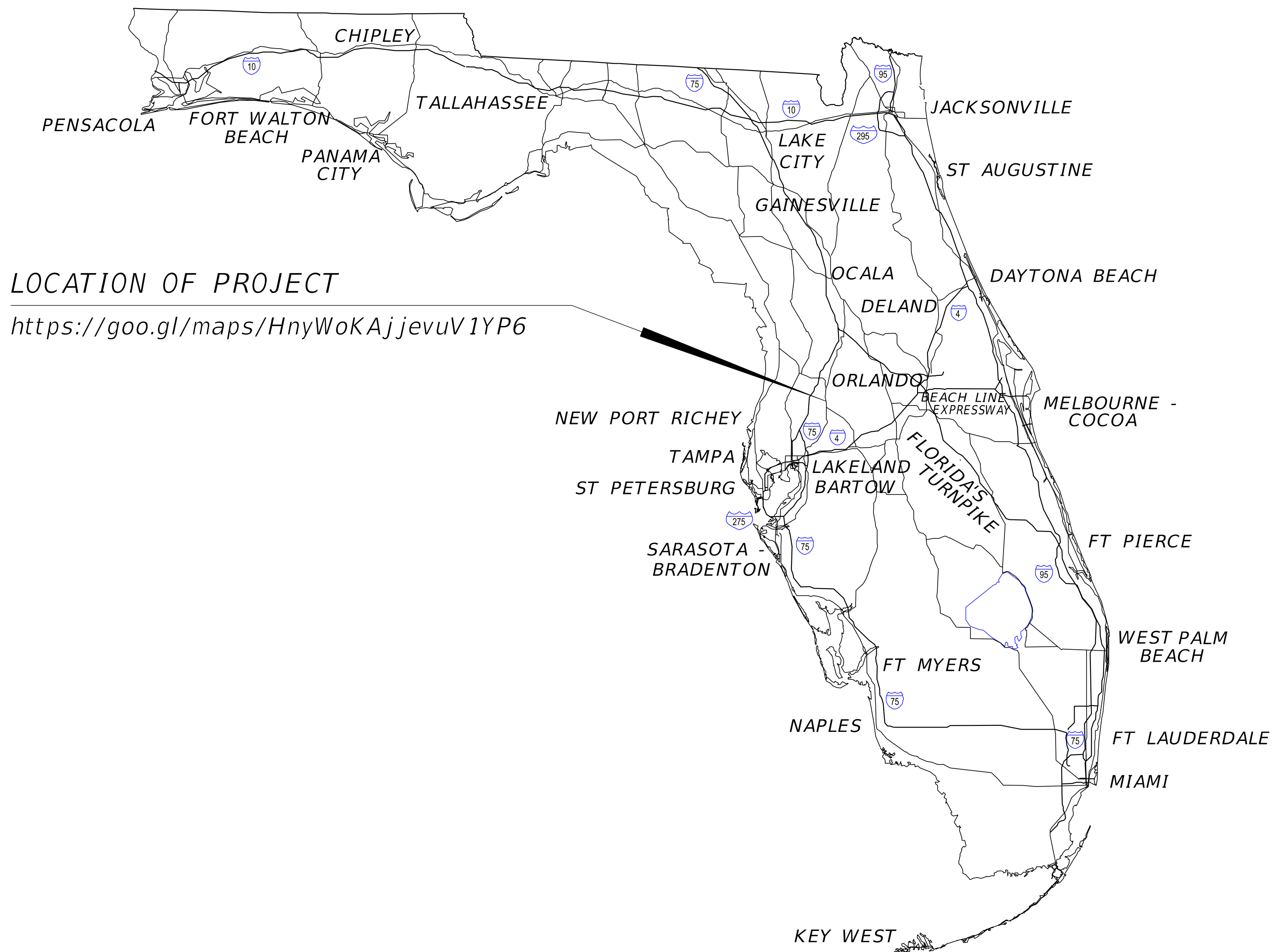
Date

Appendix B: Concept Development Plans (September 2021)

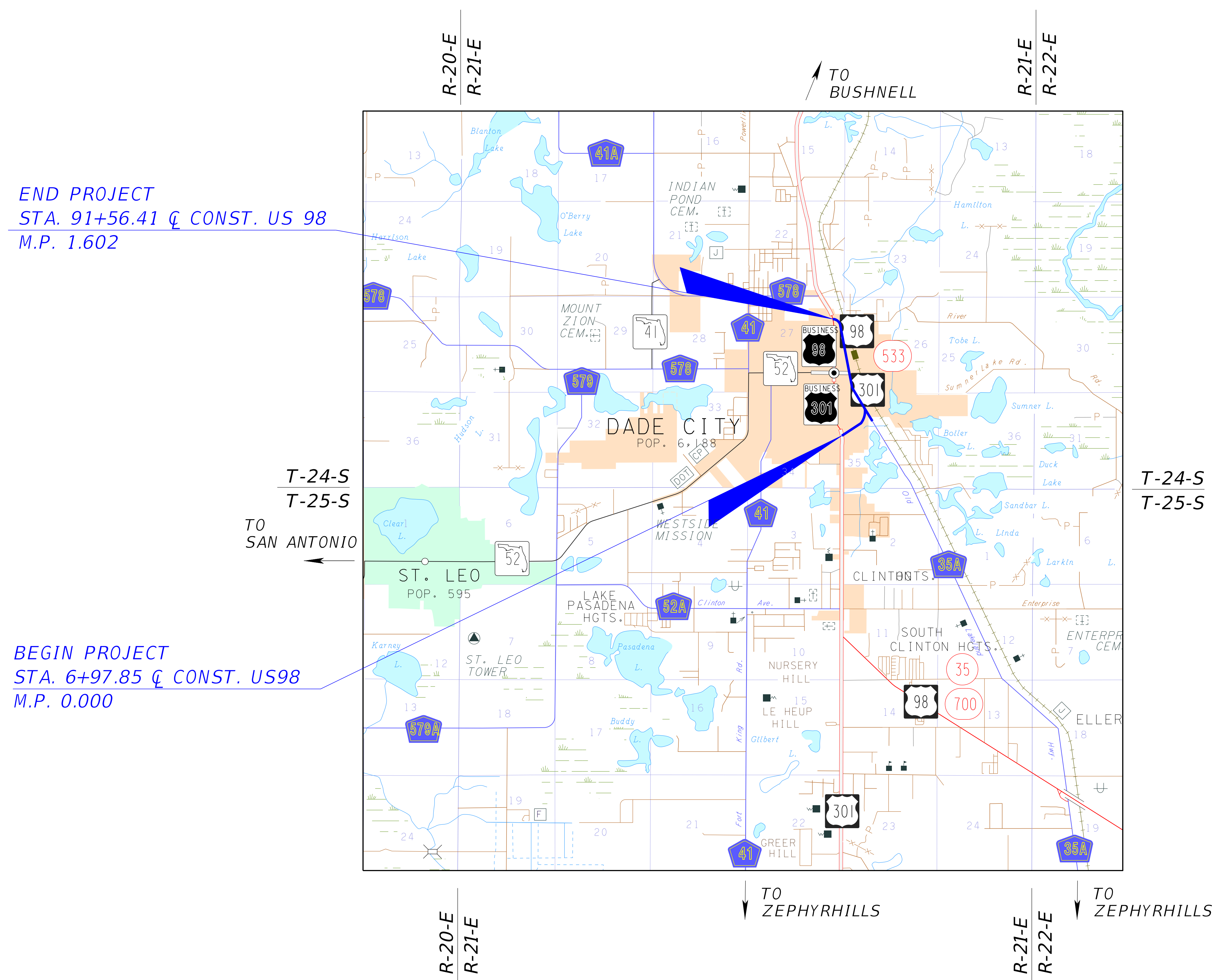
CONTRACT PLANS

FINANCIAL PROJECT ID 256423-3-32-01
PASCO COUNTY (14130)
STATE ROAD NO. 533 (US 98 BYPASS)
FROM US 301/98 (SR 35/700) (7TH ST. SOUTH)
TO US 301/98 (SR 35/700) (7TH ST. NORTH)

KS-1	KEY SHEET
GN-1	NOTES TO REVIEWERS (INCLUDED SEPARATELY)
TS-1	TYPICAL SECTIONS / CURVE DATA SHEET
PP-1 - PP-2	ROADWAY PLAN-PROFILES
SS-1	SIDE STREET PROFILES
PD-1	POND DETAILS & DRAINAGE DETAILS
XS-1	CROSS SECTIONS
HS-1	DRIVEWAY HALF-SECTIONS
MSP-1	MASTER SIGNING PLAN



LOCATION OF PROJECT
<https://goo.gl/maps/HnyWoKAjjevuVIYP6>



GOVERNING STANDARD PLANS:
Florida Department of Transportation, FY 2021-22 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: <http://www.fdot.gov/design/standardplans>

APPLICABLE IRs: 1R700-102, 1R711-001

Standard Plans for Bridge Construction are included in the Structures Plans Component

GOVERNING STANDARD SPECIFICATIONS:
Florida Department of Transportation, July 2021 Standard Specifications for Road and Bridge Construction at the following website: <http://www.fdot.gov/programmanagement/Implemented/SpecBooks>

ROADWAY PLANS
ENGINEER OF RECORD:

DANIEL A. CARNLEY, P.E. NO.: 75529
WSP USA, INC.
2202 NORTH WEST SHORE BLVD., SUITE 300
TAMPA, FL 33607
(813) 520-4444
CONTRACT NO.: C-9818
VENDOR NO.: 111531569

FDOT PROJECT MANAGER:
KEVIN LEE

PRELIMINARY
CONCEPT DEVELOPMENT PLANS
SEPTEMBER, 2021

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
T0000	22	1



Structure	Pipe Size	Barrels	Pipe Length	Structure	Pipe Size	Barrels	Pipe Length	Structure	Pipe Size	Barrels	Pipe Length	Structure	Pipe Size	Barrels	Pipe Length
N-1	24	1	78	N-23	18	1	82	N-41	18	1	128	N-59	18	1	52
N-2	18	1	68	N-24	24	1	82	N-42	18	1	40	N-62	30	1	147
N-3	24	1	78	N-25	18	1	81	N-43	18	1	78	N-63	18	1	54
N-4	36	1	72	N-26	24	1	76	N-44	18	1	80	N-64	24	1	129
N-5	36	1	47	N-27	18	1	86	N-45	36	1	78	N-65	42	1	102
N-6	42	1	125	N-28	24	1	95	N-46	18	1	106	N-66	36	1	66
N-7	42	1	105	N-29	18	1	78	N-47	36	1	136	N-67	42	1	196
N-8	18	1	87	N-30	24	1	95	N-48	36	1	126	N-68	36	1	156
N-9	36	1	105	N-31	18	1	80	N-49	48	1	72	N-69	42	1	154
N-10	18	1	129	N-32	18	1	18	N-50	24	1	74	N-70	36	1	222
N-11	42	1	105	N-33	36	1	118	N-51	24	1	72	N-71	36	1	54
N-12	18	1	106	N-34	36	1	56	N-52	24	1	162	N-72	18	1	69
N-13	42	1	208	N-35	36	1	11	N-53	36	1	72	N-73	18	1	112
N-14	30	1	16	N-36	18	1	126	N-54	24	1	136	N-74	36	1	36
N-15	36	1	33	N-37	18	1	36	N-55	36	1	36	N-75	36	1	140
N-16	36	1	33	N-38	18	1	36	N-56	18	1	110	N-76	36	1	57
N-17	18	1	67	N-39	18	1	127	N-57	30	1	78	N-77	36	1	109
N-18	18	1	120	N-40	18	1	221	N-58	18	1	78	N-78	36	1	69
N-19	18	1	37	N-41	18	1	24	N-59	20	1	164	N-79	36	1	65
N-20	18	1	275	N-42	18	1	102	N-60	18	1	47	N-80	36	1	45
N-21	18	1	37	N-43	18	1	69	N-61	18	1	13				
N-22	18	1	162												

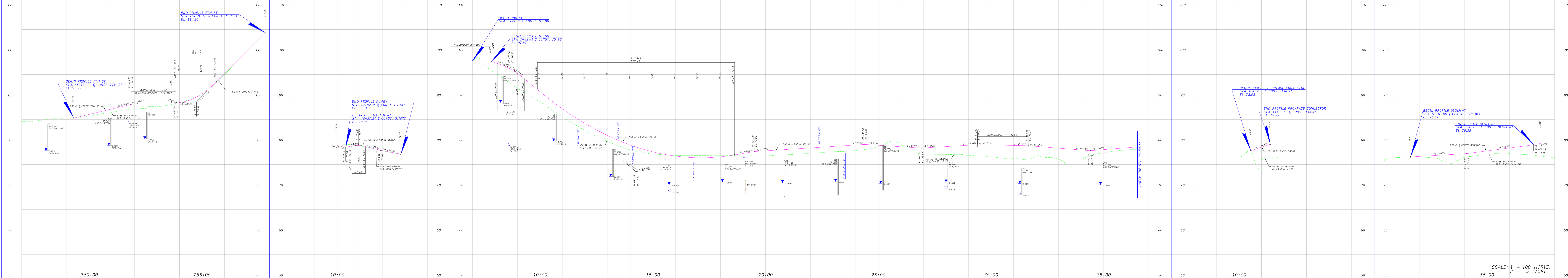
7TH STREET

DICK JARRETT WAY

SR 533 (US 98 BYPASS)

FRONTAGE CONNECTOR

OLD LAKELAND HWY



SCALE: 1" = 100' HORIZ.
1" = 5' VERT.

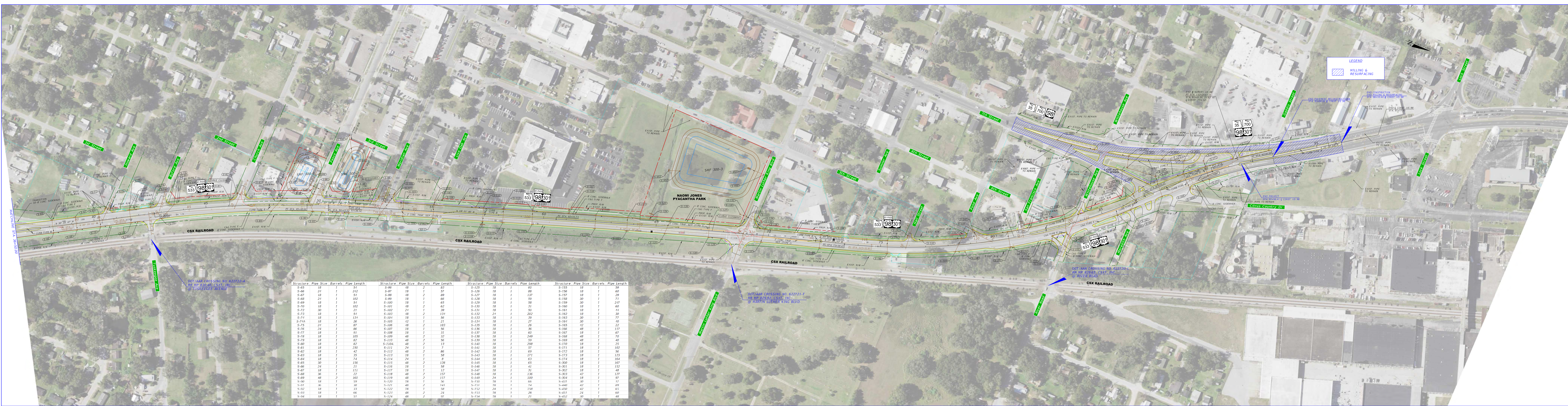
REVISIONS	
DATE	DESCRIPTION

WSP USA INC. 2202 N. WEST SHORE BLVD., SUITE 300 TAMPA, FL 33607	
CERTIFICATE OF AUTHORIZATION 1462	

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 533	PASCO	256423-3-32-01

SR 533 (US98 BYPASS) CDP ROADWAY PLAN-PROFILE (1)	
--	--

SHEET NO.
PP-1



Structure	Pipe Size	Barrels	Pipe Length	Structure	Pipe Size	Barrels	Pipe Length	Structure	Pipe Size	Barrels	Pipe Length	Structure	Pipe Size	Barrels	Pipe Length
S-485	18	1	87	S-486	18	1	83	S-487	18	1	80	S-488	18	1	80
S-486	24	1	242	S-489	18	1	57	S-490	18	1	88	S-491	18	1	60
S-487	18	1	54	S-490	18	1	89	S-491	18	1	137	S-492	18	1	29
S-488	24	1	102	S-491	18	1	65	S-492	18	1	59	S-493	30	1	217
S-489	18	1	54	S-492	18	1	65	S-493	18	1	58	S-494	30	1	61
S-490	18	1	102	S-493	18	1	62	S-494	18	1	31	S-495	18	1	60
S-491	30	1	21	S-494	30	1	30	S-495	18	1	60	S-496	18	1	61
S-492	18	1	54	S-495	18	1	134	S-496	18	1	202	S-497	18	1	30
S-493	24	1	131	S-496	18	1	56	S-497	18	1	30	S-498	30	1	77
S-494	18	1	26	S-497	18	1	21	S-498	18	1	27	S-499	30	1	60
S-495	24	1	87	S-498	18	1	31	S-499	18	1	36	S-500	42	1	67
S-496	24	1	86	S-499	18	1	56	S-500	18	1	36	S-501	48	1	117
S-497	18	1	103	S-500	48	1	32	S-501	18	1	249	S-502	48	1	70
S-498	18	1	82	S-501	48	1	13	S-502	18	1	298	S-503	18	1	73
S-499	18	1	230	S-502	48	1	86	S-503	18	1	171	S-504	18	1	100
S-500	18	1	42	S-503	18	1	31	S-504	18	1	69	S-505	18	1	56
S-501	18	1	82	S-504	18	1	58	S-505	18	1	63	S-506	18	1	164
S-502	18	1	25	S-505	18	1	108	S-506	18	1	85	S-507	18	1	187
S-503	18	1	74	S-506	18	1	58	S-507	18	1	41	S-508	18	1	122
S-504	18	1	21	S-507	18	1	13	S-508	18	1	21	S-509	18	1	46
S-505	18	1	82	S-508	18	1	137	S-509	18	1	136	S-510	42	1	127
S-506	24	1	106	S-509	48	1	117	S-510	48	1	200	S-511	18	1	37
S-507	30	1	22	S-510	18	1	56	S-511	18	1	66	S-512	42	1	109
S-508	18	1	11	S-511	18	1	141	S-512	18	1	14	S-513	42	1	63
S-509	48	1	160	S-512	48	1	24	S-513	18	1	26	S-514	24	1	60
S-510	18	1	59	S-513	18	1	31	S-514	18	1	71	S-515	18	1	46
S-511	36	1	101	S-514	18	1	31	S-515	18	1	71	S-516	18	1	46
S-512	18	1	81	S-515	18	1	31	S-516	18	1	71	S-517	18	1	46
S-513	18	1	66	S-516	18	1	31	S-517	18	1	46	S-518	18	1	46
S-514	18	1	31	S-517	18	1	46	S-518	18	1	46	S-519	18	1	46

SR 533 (US 98 BYPASS)

