

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

US 98/SR 35/SR 700 FROM CR54 TO US 301/US 98/SR 35/SR 700

District: FDOT District 7

County: Pasco County

ETDM Number: 14374

Financial Management Number: 443368-2-22-01

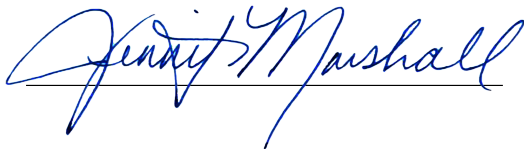
Federal-Aid Project Number: N/A

Project Manager: Craig Fox

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

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

A handwritten signature in blue ink that reads "Jenny Marshall". The signature is written in a cursive style and is positioned above a horizontal line.

December 6, 2022

Director Office of Environmental Management  
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 04/12/2021 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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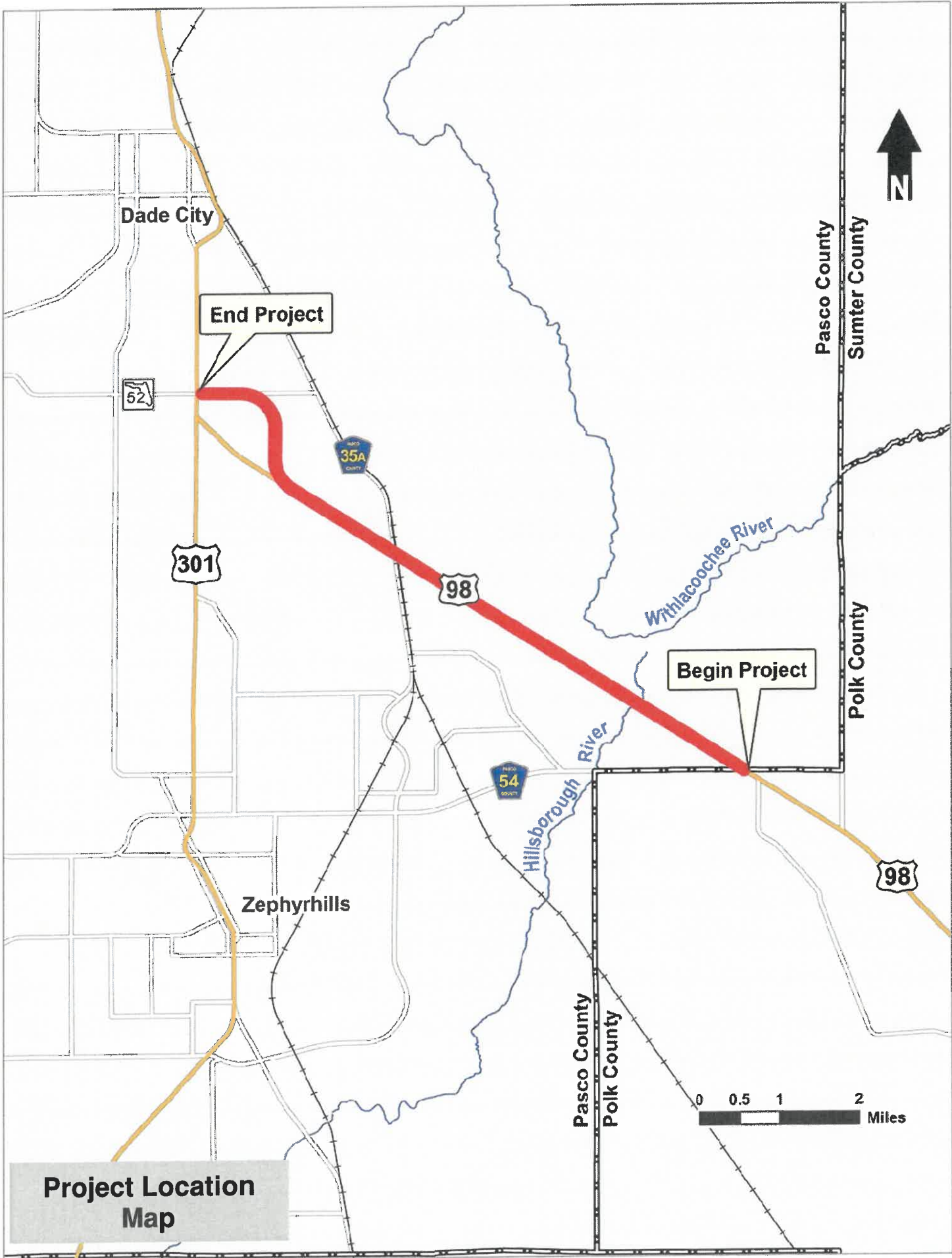
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# 1. Project Information

## 1.1 Project Description

The proposed improvements will widen US 98/State Road (SR) 35/SR 700 from a 2-lane undivided facility to a 4-lane divided facility from County Road (CR) 54 to north of Townsend Road, approximately 6.8 miles, and realign US 98 from north of Townsend Road to US 301/SR 39, approximately 2.0 miles. The realignment allows US 98 to align with the Clinton Avenue/CR 52A (New SR 52) intersection at US 301 and was the result of an Alternatives Corridor Evaluation (ACE) (Work Program Item (WPI) Segment No. 443368-1). The project is located within Dade City and unincorporated Pasco County, Florida.

The 4-lane divided facility will consist of two 11 to 12-foot travel lanes in each direction separated by a median which varies from 14 to 40 feet. Where the existing roadway is widened, the roadway consists of rural typical sections with two 12-foot travel lanes in each direction and will fit within the existing 160-foot wide right of way (ROW). In the realignment section, the roadway consists of a suburban typical section with two 12-foot travel lanes in each direction located within a proposed 245-foot wide ROW and includes a 6-foot sidewalk on the east side of the road and a 12-foot shared use path on the west side of the road. Where the new US 98 connects to Clinton Avenue and extends to US 301, the roadway consists of an urban typical section with two 11-foot travel lanes in each direction within a 140-foot wide ROW and includes a 6-foot sidewalk on the east side of the road and a 10-foot shared use path on the west side of the road that connects to the existing shared use path on US 301. At the Hillsborough River and Old Lakeland Highway / CSX Railroad locations, the bridges will be replaced with twin bridges with two 12-foot travel lanes with 6-foot inside shoulders and 10-foot outside shoulders. Both bridges will include barrier separated 10-foot walkway to accommodate future shared use path and/or sidewalk (bicycle and pedestrian) accommodations and will be located within the existing 160-foot ROW. The remaining segment of Old US 98 between the new US 98 connection and US 301 (Mile Post (MP) 7.185 to MP 8.183) will be milled and resurfaced. Eight stormwater and two floodplain management sites were identified to capture and retain stormwater and compensate for any impacts to existing floodplain areas.

## 1.2 Purpose and Need

### Purpose

The purpose of this project is to evaluate the capacity improvements of the corridor, including the realigned intersection of US 98/Clinton Ave at US 301 which will enhance safety and provide system linkage/regional connectivity.

### Need

A realignment of US 98 to Clinton Avenue intersection is needed to eliminate the existing closely spaced intersections of US 301 at US 98 and US 301 at Clinton Avenue, to reduce crashes, and to enhance safety. Construction of the realignment of SR 52 from east of McKendree Road to east of US 301 began in 2019 and will serve as an additional east/west route in the regional transportation network. When completed, this improvement will increase traffic at the US 301 at US 98 and US 301 at Clinton Avenue intersections, exacerbating the current intersection safety concerns. Also, plans are currently underway for the widening of US 98 from north of West Socrum Loop Road to South of CR 54 (Financial Management (FM) No.: 436673-1-22-01). This project will address capacity needs for the final segment of US 98 connecting to US 301 (which is a designated regional freight mobility corridor) as well as operational improvements to the intersection of US 98 and US 301 ultimately resulting in enhanced transportation network connectivity.

### **Project Status**

In April 2019, FDOT District Seven initiated the Alternatives Corridor Evaluation (ACE) process for the US 301/US 98/Clinton Avenue Intersection Realignment Study in Pasco County, Florida. The ACE was completed in January 2021 and recommended the Alternative B alignment. The widening and realignment of US 98 is listed in both the Needs Plan and the Cost Feasible Plan of the Pasco County MPO's 2045 Long Range Transportation Plan (LRTP). The project is funded for ROW and design-build construction (WPI Segment #443368-3 and -4) on the Pasco County Metropolitan Planning Organization's (MPO's) 2023-2027 Transportation Improvement Program (TIP) Project List. The project is also listed on the current State Transportation Improvement Program (STIP) for ROW and design-build construction.

### **System Linkage**

US 98 is a regional corridor which provides a connecting link between Polk and Pasco Counties and, within the area, provides a connection to the cities of Lakeland and Bartow to the south.

US 98 is the longest road in Florida and spans from Pensacola to Palm Beach primarily traveling along the Gulf Coast. Plans are currently underway for the widening of US 98 from north of West Socrum Loop Road to South of CR 54 (FM No.: 436673-1-22-01). This project will provide additional capacity for the final segment of US 98 connecting to US 301 (which is a designated regional freight mobility corridor) as well as operational improvements to the intersection of US 98 and US 301 ultimately resulting in enhanced transportation network connectivity. Currently, this segment of US 98 experiences truck volumes in excess of 23% of annual average daily traffic (AADT) which illustrates this facility's importance to the overall freight network within the State of Florida.

Also, the SR 52/Clinton Avenue extension from I-75 to West of Fort King Road (FM No.: 435142-1) is currently under construction. This extension will provide direct linkage to I-75 from this project.

### **Safety**

The closely spaced intersections of US 301 at US 98 and US 301 at Clinton Avenue have crash rates that exceed the statewide average. Between 2014 and 2018, the intersection of US 301 at US 98 experienced a total of 63 crashes. The predominant crash types were angle crashes (58%) followed by rear end crashes (29%). This intersection exhibited a crash rate (0.816 crashes per million entering vehicles) that was consistently higher than the statewide average (0.270) for a similar type of intersection resulting in a crash ratio of 3.022 (crash rate divided by statewide average crash rate).

Between 2014 and 2018, the intersection of US 301 and Clinton Avenue experienced a total of 65 crashes. The predominant crash types were rear end crashes (55%) followed by angle crashes (25%). This intersection exhibited a crash rate (1.259) that was consistently higher than the statewide average (0.526) for a similar type of intersection resulting in a crash ratio of 2.394. A realignment of US 98 to Clinton Avenue to eliminate high traffic volumes at one of the two closely spaced intersections has the potential to reduce crashes and enhance safety.

### **Capacity**

US 98 operates at Level of Service (LOS) C under the existing conditions. However, the US 301 at Clinton Avenue intersection fails to meet the LOS target D. In the design year (2045), US 98 from CR 54 to Old Lakeland Highway will fail to meet the LOS target C and both the intersections of US 301 at Clinton Avenue and US 301 at US 98 will fail to meet the LOS target of D with no improvements. Proposed improvements are expected to increase LOS along the corridor and at intersections to an acceptable LOS.

### 1.3 Planning Consistency

The project name, limits, description, and cost shown in the MPO's LRTP Cost Affordable Plan for the design and construction phase is consistent with the FDOT State Transportation Improvement Program (STIP). A TIP amendment will be prepared for approval by the MPO within 3 months of approval of this document to provide consistency between the TIP and STIP.

**Segment Description:** 443368-3 US 98/SR 35/SR 700 FROM POLK CO LINE/CR54 TO OLD LAKELAND HWY

Currently Adopted LRTP-CFP	COMMENTS			
Yes	The project is identified in the Pasco County MPO's 2045 LRTP (MOBILITY 2045), amended June 10, 2021. There is \$2.9M for Design in FY 2021-2024, \$5.3M for ROW in FY 2021-2024, and \$55.0M for construction in FY 2021-2024.			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$5,022,000	<2023	
STIP	Y	\$2,196,000	<2022	
		\$1,048,000	2022	
		\$1,855,000	2023	
R/W				
TIP	Y	\$3,654,000 \$30,000	<2023 2023	
STIP	Y	\$20,000	2022	
		\$3,666,000	2023	
Construction				
TIP	Y	\$176 \$73,008,000	<2023 2023	
STIP	Y	\$59,766	2022	
		\$140,157,000	2023	

**Segment Description:** 443368-4 US 98/SR 700 FROM S OF OLD LAKELAND HWY TO US 301/SR 53/SR 39/SR 700

Currently Adopted LRTP-CFP	COMMENTS			
Yes	The project is identified in the Pasco County MPO's 2045 LRTP (MOBILITY 2045), amended June 10, 2021. There is \$2.3M for Design in FY 2021-2024, \$20.3M for ROW in FY 2021-2024, and \$51.0M for construction in FY 2021-2024.			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$751,000	<2023	
STIP	Y	\$167,000	<2022	
		\$688,000	2022	
		\$33,000	2023	
R/W				
TIP	Y	\$14,353,000	<2023	
STIP	Y	\$807,000	2022	
		\$9,408,000	2023	
Construction				



<b>TIP</b>	Y	\$67,178,000	2023	
<b>STIP</b>	Y	\$1,000 \$32,000 \$1,000	<2022 2022 2023	

## 2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
<b>3. Social and Economic</b>				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4. Cultural Resources</b>				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5. Natural Resources</b>				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6. Physical Resources</b>				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**USCG Permit**

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

\* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

### 3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

#### 3.1 Social

The study area, located in Pasco County, is mostly undeveloped (rural) consisting of pastureland and bottomlands, among low density residential areas. Future land use for the area is similar to the existing with an increase in residential land uses in the northern portion of the study area. The ETDM Environmental Screening Tool (EST) identified the demographics within the 500-foot project buffer area from the Sociocultural Data Report (SDR). The Census 2016 - 2020 American Community Survey (ACS) data identified 125 households with a population of 298 people within a 500-foot buffer of the project area. The median household income is \$55,172 with 8.00% of households below poverty level. The minority population makes up 9.73% of the total population comprising of "Black or African American Alone" with a population of 5 people (1.68%) within the 500-foot project buffer area. There are 20 people (6.71%) that have a "Hispanic or Latino of Any Race" ethnicity. Four Census blocks with a total population of 31 people have a minority population greater than 40% within the project area, most of which are located in the northern portion of the study area. The median age is 51 and persons age 65 and over comprise 42.95% of the population. There are 19 people (15.45%) between the ages of 20 and 64 that have a disability. There are no persons that speak English "not at all" or "not well".

All properties within the four census blocks identified as having minority populations greater than 40% were included in the public hearing mailing list to afford opportunity for public input. There are no impacts to residential properties within these four Census blocks. All properties along the project corridor that may be affected by the project, including potential low-income households, were also included on the public hearing mailing list to afford opportunity for comment. Pedestrian and bicycle mobility within the communities will be enhanced with the addition of sidewalks and shared use path proposed north of Townsend Road to US 301, where residential development is proposed. The proposed sidewalk and shared use path will connect to existing facilities on US 301 improving community cohesion and provide access to commercial services and transit on US 301. The sidewalk and shared use path will also provide improved mobility for non-motorized users. The proposed roundabout at US 98 and Clinton Avenue will serve as a traffic calming measure assisting in reducing congestion, rear end crashes, and aggressive driving behavior.

Based on the project evaluation, the FDOT has determined there are no adverse or disproportionate impacts to low income, minority or protected population groups by the proposed improvements. Although minority or low-income populations have been identified that may be affected, the environmental analysis described above demonstrates that they will not be adversely affected in accordance with the provisions of Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and FHWA Order 6640.23A.

#### 3.2 Economic

The University of Florida's Bureau of Economic and Business Research (BEBR) projects that Pasco County's 2020 population estimate of 537,300 will grow to approximately 711,000 by 2045, a 32% increase. As the population increases, increased demand on the surrounding roadway network will occur. The proposed project could have a beneficial economic impact because the roadway expansion and new intersection connection has the opportunity to generate additional employment opportunities, providing connectivity to local and regional employers, and improve level of service to increase access to these areas. Decreased roadway congestion, provided by the project, could alleviate some traffic on

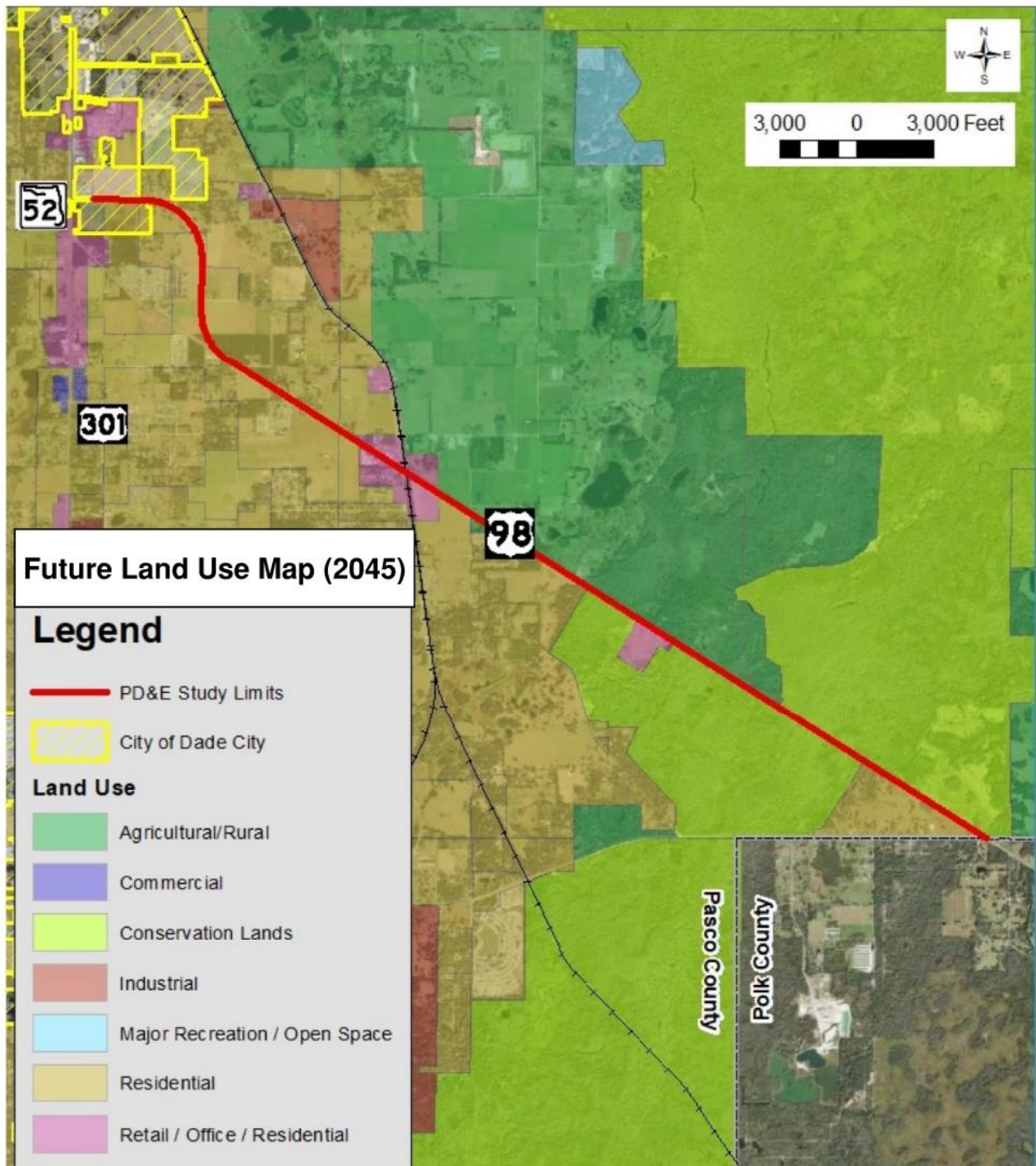
other nearby north-south connectors such as US 301 and County Road 35A (Old Lakeland Highway).

### **3.3 Land Use Changes**

The majority of the study area is located in unincorporated Pasco County with a small area along the west end of US 98 within the Zephyrhills Urbanized Area and another small area near US 301 and Clinton Avenue within Dade City. Existing Southwest Florida Water Management District (SWFWMD) Florida Land Use Cover and Forms Classification System (FLUCFCS) dataset identified Cropland and Pastureland (32.79%); Streams and Lake Swamps (Bottomland) (13.53%); Residential, Low Density (Less Than Two Dwelling Units Per Acre) (11.02%); Hardwood - Coniferous Mixed (9.29%); and Tree Plantations (6.78%) as the five-major existing land uses within the 500-foot project buffer area.

The Future Land Use Map for Pasco County (2045) shows the future land uses as remaining similar to the existing land uses throughout the project limits with Conservation (22.75%), Residential Low (21.74%), Residential Very Low (20.4%), Agriculture (16.84%), Mixed Use General (9.74%), Residential Medium (5.81%), and Commercial (2.17%) future land uses. See Future Land Use Map below.

The proposed project is expected to result in minimal involvement with land use resources.



### 3.4 Mobility

US 98 is a regional corridor which provides a connecting link between Polk and Pasco Counties and, within the area, provides a connection to the cities of Lakeland and Bartow to the south. Plans are currently underway for the widening of US 98 from north of West Socrum Loop Road to South of CR 54 (Financial Management No.: 436673-1-22-01). The proposed project will provide additional capacity for this segment of US 98 connecting to US 301 (which is a designated regional freight mobility corridor) as well as operational improvements to the intersection of US 98 and US 301, ultimately resulting in enhanced transportation network connectivity. Currently, US 98 within the project study area experiences truck volumes in excess of 23% of annual average daily traffic (AADT) which illustrates this facility's importance to the overall freight network within the State of Florida. Also, the SR 52/Clinton Avenue extension from I-75 to West of Fort King Road (Financial Management No.: 435142-1) is currently under construction. The SR 52/Clinton Avenue extension will provide direct linkage to I-75 from the proposed project. US 98 is designated as an evacuation route by the Florida Division of Emergency Management and the Pasco County Office of Emergency Management.

The proposed project will enhance mobility resources and provide connectivity for major roadway corridors and connectivity of bicycle and pedestrian facilities along the corridors. Sidewalk and a shared use path are proposed from Townsend Road to US 301. The proposed sidewalk and shared use path will connect to existing facilities on US 301.

### 3.5 Aesthetic Effects

Most of the project involves widening within the existing right of way. However, a portion of the project includes a new roadway alignment through land that is currently undeveloped, but planned for development. Given the roadway widening should have minimal effect on aesthetics and the realignment should have moderate effects, overall the proposed project will have a moderate effect on aesthetics.

### 3.6 Relocation Potential

The proposed project will require additional right of way and permanent easements for the roadway improvements and Stormwater Management Facility (SMF) and Floodplain Compensation (FPC) sites. There are a total of 49 parcels that will be affected by the proposed improvements, for a total of approximately 149.66 acres.

A Conceptual Stage Relocation Plan (CSRP) (September 2022) was developed for this study and is included in the project file. The project is anticipated to displace six residences in the community as a result of the proposed project improvements. There are no anticipated business relocations. Based on the information in the CSRP, there are an adequate number of residential properties for sale and lease as potential replacement sites.

A listing of parcels impacts with acreages, impact type, and if there is an associated relocation is provided below.

PARCEL ID	IMPACT AREA (ACRES)	TYPE	RELOCATION
35-25-22-0010-00000-3500	0.30	ROW Acquisition	N/A
35-25-22-0010-00000-351A	0.06	ROW Acquisition	N/A
35-25-22-0000-00200-0000	5.58	ROW Acquisition	N/A
	0.08	Permanent Easement	N/A
35-25-22-0010-00000-2760	0.34	ROW Acquisition	N/A
35-25-22-0010-00000-2770	0.34	ROW Acquisition	N/A
35-25-22-0010-00000-2780	0.34	ROW Acquisition	N/A
35-25-22-0010-00000-2790	0.34	ROW Acquisition	N/A

35-25-22-0010-00000-2800	0.34	ROW Acquisition	N/A
35-25-22-0010-00000-2810	0.34	ROW Acquisition	N/A
35-25-22-0010-00000-2820	0.34	ROW Acquisition	N/A
35-25-22-0010-00000-2830	0.34	ROW Acquisition	N/A
35-25-22-0010-00000-2840	0.34	ROW Acquisition	N/A
29-25-22-0000-00100-0010	50.43	ROW Acquisition	N/A
20-25-22-0000-01600-0000	10.20	ROW Acquisition	N/A
	0.25	Permanent Easement	N/A
19-25-22-0000-00900-0000	2.73	ROW Acquisition	N/A
19-25-22-0000-00400-0030	2.60	ROW Acquisition	N/A
19-25-22-0000-00400-0050	1.29	ROW Acquisition	N/A
19-25-22-0000-00400-0000	0.24	ROW Acquisition	N/A
13-25-21-0010-11200-0000	3.04	ROW Acquisition	N/A
13-25-21-0010-11100-0010	0.01	Permanent Easement	N/A
13-25-21-0010-09900-0020	0.02	ROW Acquisition	N/A
13-25-21-0010-09400-0000	2.53	ROW Acquisition	N/A
13-25-21-0010-08400-0030	0.04	Permanent Easement	N/A
13-25-21-0010-07700-0000	0.23	ROW Acquisition	N/A
13-25-21-0010-06900-0000	0.53	ROW Acquisition	N/A
13-25-21-0010-08600-0020	1.08	ROW Acquisition	N/A
13-25-21-0010-07100-0000	0.26	ROW Acquisition	N/A
13-25-21-0010-05700-0000	0.35	ROW Acquisition	N/A
13-25-21-0010-03700-0000	0.18	ROW Acquisition	N/A
13-25-21-0010-03700-0010	8.20	ROW Acquisition	N/A
14-25-21-0010-03300-0010	2.58	ROW Acquisition	N/A
13-25-21-0010-00700-0010	1.20	ROW Acquisition	N/A
14-25-21-0000-00100-0010	8.07	ROW Acquisition	N/A
11-25-21-0000-03600-0000	7.44	ROW Acquisition	N/A
11-25-21-0000-02700-0000	7.64	ROW Acquisition	N/A
12-25-21-0000-00900-0030	0.00	Permanent Easement	N/A
11-25-21-0000-00600-0020	10.00	ROW Acquisition	Residential
11-25-21-0000-00600-0030	8.96	ROW Acquisition	Residential
11-25-21-0000-00600-0031	1.04	ROW Acquisition	Residential
11-25-21-0000-00600-0010	3.90	ROW Acquisition	Residential
11-25-21-0000-00600-0080	0.06	ROW Acquisition	N/A
11-25-21-0000-00700-0000	3.15	ROW Acquisition	Residential
11-25-21-0000-00400-0000	0.26	ROW Acquisition	Residential
11-25-21-0000-00500-0010	0.06	ROW Acquisition	N/A
11-25-21-0030-00000-0240	0.04	ROW Acquisition	N/A
11-25-21-0030-00000-0250	0.17	ROW Acquisition	N/A
11-25-21-0030-00000-0360	0.21	ROW Acquisition	N/A
11-25-21-0000-00800-0000	1.48	ROW Acquisition	N/A
11-25-21-0050-00600-0000	0.09	ROW Acquisition	N/A

#### Proposed Right of Way

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

### 3.7 Farmland Resources

Through coordination with the Natural Resources Conservation Service, it has been determined that no farmlands as defined by 7 CFR Part 658 are located in the project vicinity.

## 4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

### 4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

#### Historic Sites/Districts

As a result of historic field survey and background research, a total of 40 historic resources were identified within the Area of Potential Effect (APE). Of the 40 identified historic resources, 38 appear ineligible for listing in the National Register of Historic Places (NRHP) either individually or as part of a historic district. The two historic resources, within the APE that appear eligible for listing in the NRHP include a segment of the South Florida Railroad - Pemberton Ferry Branch/Richloam Railroad (8PA02802) and the Polk-Pasco County Line Obelisk (8PA03346).

The segment of South Florida Railroad - Pemberton Ferry Branch/Richloam Railroad (8PA02802) within the APE appears eligible for listing in the NRHP at the local level under Criterion A in the areas of Community Planning & Development and Transportation. Within the APE, Bridge No. 140025 carries US 98 over the railroad. The proposed project includes widening the east and west bound lanes of the bridge to accommodate the US 98 road widening from a two-lane facility to a four-lane facility and replacing the existing bridge with a twin bridge structure. Based on the scope of work, the undertaking will not affect the historical alignment or the integrity of the railroad as a whole. Therefore, the proposed undertaking will have *no adverse effect* on the South Florida Railroad - Pemberton Ferry Branch/Richloam Railroad (8PA02802).

The Polk-Pasco County Line Obelisk (8PA03346) appears eligible for listing in the NRHP at the local level under Criterion A in the areas of Transportation and Local History. The Obelisk is located over the Polk County line in Pasco County at the northeast intersection of US 98 and CR 54. The roadway improvements are being performed within the existing right of way and centered on the centerline of the roadway. While this will result in the roadway shifting closer to the obelisk, the obelisk will not be impacted and will be maintained at its current location. Based on the scope of work, the undertaking will not adversely result in physical destruction, damage, or alteration of all or part of the of the Obelisk. Therefore, the proposed undertaking will have *no adverse effect* on the Polk-Pasco County Line Obelisk (8PA03346).

#### Archaeological Sites

No archaeological sites that are listed, eligible for listing, or that appear potentially eligible for listing in the NRHP were located within the APE.

A CRAS Technical Memorandum (November 2021) was prepared for the proposed eight (8) off-site SMF and two (2) FPC sites. No new historic or prehistoric archaeological sites were found during the field survey. No historic resources within the APE appear eligible for listing in the NRHP.



A CRAS Technical Memorandum Addendum (May 2022) was prepared for additional ROW requirements associated with conceptual design modifications made after the Public Hearing. No new historic or prehistoric archaeological sites were found during the field survey. No historic resources within the APE appear eligible for listing in the NRHP.

A Cultural Resource Assessment Desktop Analysis (September 2022) was prepared for the remaining segment of Old US 98 between the new US 98 connection and US 301 which will be milled and resurfaced. No archaeological sites or historic resources that are listed, eligible, or that appear potentially eligible for listing in the NRHP are located within the APE.

The SHPO provided review and concurrence of the CRAS (October 2021) on November 18, 2021, the CRAS Technical Memorandum (November 2021) on November 30, 2021, the CRAS Technical Memorandum Addendum (May 2022) on June 7, 2022, and the Cultural Resource Assessment Desktop Analysis (September 2022) on October 28, 2022. The concurrence letters are included as an attachment.

## **4.2 Section 4(f) of the USDOT Act of 1966, as amended**

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

Two Section 4(f) resources have been identified within the project study area: the Upper Hillsborough Preserve and the Green Swamp Wilderness Preserve.

- The Upper Hillsborough Preserve protects natural resources and offers recreational resources to visitors. The Preserve protects natural wetland and upland systems that provide habitat for many notable species of wildlife and plant life, including many federal and state listed species. The Preserve also offers visitors opportunities for passive, nature-based recreation.
- The Green Swamp Wilderness Preserve totals 560,000 acres of wetlands and flatlands, with occasional low ridges. Recreational activities at the Green Swamp include hunting, fishing, horseback riding, camping, hiking, canoeing, birding, bicycling, and nature study.

The Preferred Alternative does not propose any use of the Upper Hillsborough Preserve or the Green Swamp Wilderness Preserve. There will be no acquisition of Section 4(f) land, and no temporary or permanent impacts are anticipated to either resource. No meaningful proximity impacts to protected properties, and no impacts to the access and usage of protected properties is anticipated.

Best Management Practices (BMP's) will be utilized during construction to minimize erosion and sediment transport. Erosion control measures are to be installed and maintained in accordance with standard FDOT specifications and the erosion control plan found in the Roadway Construction Plans.

A Section 4(f) No Use Determination was approved by OEM on November 17, 2021 and is included as an attachment.

## **4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965**

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

#### **4.4 Recreational Areas and Protected Lands**

There are no other protected public lands in the project area.

## 5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

### 5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A Natural Resource Evaluation (NRE) (October 2021) and NRE Technical Memorandum (August 2022) were prepared for this project and are included in the project file.

#### Federal Listed Species

Eight (8) federally faunal listed species were determined to have potential involvement with the project. The proposed project is located within the consultation area of the Florida scrub jay (*Aphelocoma coerulescens*) and Audubon's crested caracara (*Polyborus plancus audubonii*). Based on species habitat requirements and anticipated project impacts, the following effect determinations were made:

The FDOT has made an effect determination of may affect, not likely to adversely affect for the eastern indigo snake (*Drymarchon corais couperi*), eastern black rail (*Laterallus jamaicensis jamaicensis*), and wood stork (*Mycteria americana*). An effect determination of no effect was made for the bluetail mole skink (*Eumeces egregius lividus*), Florida scrub-jay, piping plover (*Charadrius melodus*), red-cockaded woodpecker (*Picoides borealis*), and Audubon's crested caracara (*Polyborus plancus audubonii*).

Below is a summary of findings for federal threatened (T) and endangered (E) species:

- Eastern indigo snake (T): No eastern indigo snakes were observed during the project field reviews. Potentially habitat including gopher tortoise burrows were documented within the project study area. FDOT has committed to utilize the USFWS' *Standard Protection Measures for the Eastern Indigo Snake* during construction. Additional gopher tortoise surveys will be performed to document the exact number of burrows which will be impacted by the project prior to construction. The FDOT will obtain a Gopher Tortoise Relocation Permit from the FWC prior to performing any gopher tortoise relocations or burrow excavations.
- Bluetail mole skink (T): No bluetail mole skink were observed during the project field reviews. This species is typically limited to the sandy ridges of central Florida, the nearest of which is the Lake Wales Ridge which is approximately 25 miles east of the project. This species also requires loose sandy soils typically within or adjacent to scrub or scrub-like habitat. No such habitat or soils occur within the project study area.
- Florida scrub-jay (T): No Florida scrub-jays were observed or quality suitable habitat identified within or adjacent to the project area.
- Piping plover (T): No piping plover were observed during the project field reviews. This species typically inhabits sandy beaches, sand flats, and mudflats along coastal areas which is not found in the project study area.
- Eastern black rail (T): No eastern black rail were observed during the project field reviews. This species nests on or near the ground typically in freshwater marshes. Marsh habitat does occur within the project study area and will be impacted by the project. Mitigation will be provided for wetland impacts.
- Wood stork (T): The proposed project occurs within the core foraging area radius of seven known active wood stork colonies. Wood stork were observed during project field reviews. The proposed roadway improvements will directly impact wetlands and other surface waters which may be used as foraging habitat by the wood stork. During the design

and permitting phase, the FDOT will perform a wood stork foraging habitat assessment for jurisdictionally delineated wetlands and obtain the required amount of wetland mitigation for compensation to impacts to suitable foraging habitat (SFH). The Effect Determination Key for the Wood Stork in Central and North Peninsular Florida was utilized to support the effect determination.

- Red-cockaded woodpecker (E): No red-cockaded woodpecker were observed or suitable habitat identified within or adjacent to the project area.
- Audubon's crested caracara (T): No crested caracara or nests were observed during extensive project field reviews over multiple days and none have been documented in the vicinity of the project study area.

### State Listed Species

Twelve (12) state listed faunal species and eight (8) state listed floral species were determined to have potential involvement with the project. Based on species habitat requirements and anticipated project impacts, the following effect determinations were made:

#### Faunal Species

The FDOT has made an effect determination of no adverse effect anticipated for the gopher tortoise (*Gopherus polyphemus*), florida pine snake (*Pituophis melanoleucus mugitis*), Florida burrowing owl (*Athene cunicularia floridana*), Florida sandhill crane (*Antigone canadensis pratensis*), little blue heron (*Egretta caerulea*), reddish egret (*Egretta rufescens*), roseate spoonbill (*Platalea ajaja*), southeastern American kestrel (*Falco sparverius paulus*), and tricolored heron (*Egretta tricolor*). An effect determination of no effect anticipated was made for the short-tailed snake (*Lampropeltis extenuate*), black skimmer (*Rhynchops nigres*), and least tern (*Sternula antillarum*).

Below is a summary of findings for state threatened (ST) faunal species:

- Gopher tortoise (ST): Gopher tortoise burrows were identified within the project study area. Comprehensive surveys for tortoises and their burrows will be conducted prior to construction per the most recent FWC Gopher Tortoise Permitting Guidelines. Permitting will be conducted per FWC guidelines based on final design and survey results.
- Florida pine snake (ST): No Florida pine snake were observed during project field reviews. Potentially suitable upland habitats and gopher tortoise burrows are present within and adjacent to the project study area. Comprehensive surveys for tortoises and their burrows will be conducted prior to construction per the most recent FWC Gopher Tortoise Permitting Guidelines. Permitting will be conducted per FWC guidelines based on final design and survey results.
- Short-tailed snake (ST): No short-tailed snake were observed or suitable habitat identified within or adjacent to the project area.
- Black skimmer (ST): No black skimmer were observed or suitable habitat identified within the project area.
- Florida burrowing owl (ST): No Florida burrowing owl were observed during project field reviews. The open pastures within the project study area may provide suitable habitat for this species. The project footprint will be resurveyed prior to construction and coordination with FWC will be completed as necessary.
- Florida sandhill crane (ST): Florida sandhill cranes were observed during the project field reviews. Non-forested wetlands within the project study area may provide suitable nesting and foraging habitat for this species. Additionally, foraging habitat is present along sodded areas within the right of way and in the non-forested areas of the proposed new alignment. No potential crane nests were observed within or adjacent to the project study area. FDOT will obtain suitable wetland mitigation to offset project impacts to all wetlands. The project footprint will be resurveyed prior to construction and coordination with FWC will be completed as necessary.
- Least tern (ST): No least tern were observed or suitable habitat identified within or adjacent to the project area.
- Southeastern American kestrel (ST): Potential nesting and foraging habitat for this species exists within the project study area. Although no nesting cavities were observed, three individual kestrels were observed during project field

reviews. Surveys will be conducted prior to construction during the breeding season (April to August) when the non-listed sub-species is not present and coordination with FWC will be completed as necessary.

- Little blue heron (ST), Reddish egret (ST), Roseate spoonbill (ST), and Tricolored heron (ST): A little blue heron was also observed during the project field reviews. Although reddish egret, roseate spoonbill and tricolored heron were not observed, the potential for occurrence of all four of these species is considered to be high due to the presence of suitable habitat. The proposed improvements will result in unavoidable impacts to wetlands and other surface water habitats that may be used by these species for foraging and nesting. The project's implementation of wetland impact avoidance and minimization measures, as well as compensatory mitigation to offset project impacts are anticipated to reduce impacts to these species.

#### Floral Species

The FDOT has made an effect determination of no adverse effect anticipated for the plume polypody (*Pecluma plumula*) and stiff-leaved wild pine (*Tillandsia fasciculata*). An effect determination of no effect anticipated was made for the celestial lily (*Nemastylis floridana*), Craighead's nodding caps (*Triphora rickettii*), Florida willow (*Salix floridana*), pondspice (*Litsea aestivalis*), pygmy pipes (*Monotropis reynoldsiae*), and sand butterfly pea (*Centrosema arenicola*).

Below is a summary of findings for state endangered (SE) floral species:

- Celestial Lily (SE), Craighead's Nodding Caps (SE), Florida Willow (SE), Pondspice (SE), and Pygmy Pipes (SE): These species were not observed during project field reviews, but potentially suitable habitat occurs within and adjacent to the study area. The project footprint will be resurveyed during design/permitting phase and prior to construction and coordination with FDACS will be completed as necessary.
- Plume Polypody (SE): This species was not observed during project field reviews but was documented immediately adjacent to the project study area. Potentially suitable habitat occurs within and adjacent to the study area. The project footprint will be resurveyed during design/permitting phase and prior to construction and coordination with FDACS will be completed as necessary.
- Sand Butterfly-pea (SE): This species was not observed during the project field reviews, and no suitable habitat was identified within or adjacent to the project area.
- Stiff-Leaved Wild-Pine (SE): This species was observed growing within a live oak tree at one location during the project field reviews. Suitable habitats occur within and adjacent to the project study area. The project footprint will be resurveyed during design/permitting phase and prior to construction and coordination with FDACS will be completed as necessary.

#### Other Protected Species

The bald eagle (*Haliaeetus leucocephalus*) is protected under the federal Bald and Golden Eagle Protection Act and Migratory Bird Treaty Act. No nests were observed within or adjacent to the project area. The osprey (*Pandion haliaetus*) is protected under the Migratory Bird Treaty Act. Two nests were identified within or adjacent to the project area. No impacts to the nests is anticipated. The Florida black bear is protected under the Florida Black Bear Conservation Rule, 68A-4.009, Florida Administrative Code (F.A.C.). While potential habitat is present, no evidence of bear activity was observed during field reviews.

No designated critical habitat for any federal listed species occurs within or immediately adjacent to the project study area. Therefore, the project will not result in the destruction or adverse modification of Critical Habitat.

The proposed project will replace the US 98 bridge over the Hillsborough River. With public conservation lands present on both sides of US 98 in this location, the Southwest Florida Water Management District (SWFWMD) Upper Hillsborough Preserve to the south and the SWFWMD Green Swamp Wilderness Preserve to the north, the FDOT is proposing a

wildlife feature be incorporated into the bridge replacement. The wildlife feature is expected to include 10-foot shelves on each side of the river for wildlife use. Due to right of way, drainage, and environmental lands constraints, the profile of the roadway and bridge is not expected to be raised above the existing condition. Therefore, the vertical clearance for the feature is anticipated to be a minimum of 3 feet, similar to what exists today. The target species for this wildlife feature will be non-listed amphibians, reptiles and small mammals.

The NRE (October 2021) was submitted to the US Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), Florida Department of Agriculture and Consumer Services (FDACS), Southwest Florida Water Management District (SWFWMD), and Florida Department of Environmental Protection (FDEP) on October 27, 2021. USFWS concurred with the findings of the NRE on November 19, 2021. FWC concurred with the findings of the NRE on November 18, 2021. SWFWMD provided comments relative to permitting on November 19, 2021. No response was received from FDACS or FDEP.

A NRE Technical Memorandum (August 2022) was prepared for additional ROW requirements associated with conceptual design modifications made after the Public Hearing. As the design modifications reduced wetland impacts without changing the permitting requirements for the project and species effect determinations remained the same or were reduced, additional agency coordination was not required.

## **5.2 Wetlands and Other Surface Waters**

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

The proposed project will impact 20.23 acres of wetlands (9.29 acres of direct wetland impacts and 10.94 acres of secondary wetland impacts) from roadway improvements and 2.21 acres of wetlands (2.19 acres of direct wetland impacts and 0.02 acres of secondary wetland impacts) from stormwater management facility (SMF) sites. Transportation safety standards for additional lanes and widths, side slopes, turn radius, clear zone, sight distance and stormwater treatment requirements necessitate these impacts. Impacts will result mostly from placement of fill material for the roadway and excavation for the SMFs.

The wetland impacts from the project mainline (20.23 acres) will result in an estimated functional loss of 7.86 units. The wetland impacts associated with the SMF site (2.21 acres) are estimated to result in 1.54 units of functional loss.

In addition, approximately 13.10 acres of impacts to man-made other surface waters are anticipated from the construction of the roadway improvements and SMFs.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, Florida Statutes (F.S.), to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 USC. 1344. The project anticipates using available mitigation credits from agency-approved banks with an appropriate geographic service area to provide compensatory mitigation sufficient to offset unavoidable project impacts to wetlands and wetland-dependent species habitat. The mitigation banks within the Hillsborough River Basin include the Hillsborough River Mitigation Bank, the Hillsborough River Phase II Mitigation Bank, Wiggins Prairie Mitigation Bank, and the North Tampa Mitigation Bank. The mitigation banks within the Withlacoochee River Basin include the Green Swamp Mitigation Bank, the Withlacoochee Mitigation Bank, the Crooked River Mitigation Bank, and the Hilochee Mitigation Bank. The entire

roadway project is located within the Boarshead Ranch Mitigation Bank. Credits are available at all of these mitigation banks. Wetland mitigation will be offset within the watershed basin where the wetland impact is located.

Pursuant to Executive Order 11990 Protection of Wetlands, all federally-funded highway projects to protect wetlands to the fullest extent possible. In accordance with this policy, wetland and surface water impacts have been minimize to the extent practicable. There is no practicable alternative to avoid impacts. As avoidance and minimization measures have been applied, and mitigation will be provided for any unavoidable wetland impacts, the proposed project will have no significant short-term or long-term adverse impacts to wetlands or surface waters.

A Natural Resource Evaluation (NRE) (October 2021) and NRE Technical Memorandum (August 2022) were prepared for this project and are included in the project file. The NRE (October 2021) was submitted to the US Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), Florida Department of Agriculture and Consumer Services (FDACS), Southwest Florida Water Management District (SWFWMD), and Florida Department of Environmental Protection (FDEP) on October 27, 2021.

The NRE Technical Memorandum (August 2022) was prepared for additional ROW requirements associated with conceptual design modifications made after the Public Hearing. As the design modifications reduced wetland impacts without changing the permitting requirements for the project and species effect determinations remained the same or were reduced, additional agency coordination was not required.

### **5.3 Essential Fish Habitat (EFH)**

There is no Essential Fish Habitat (EFH) in the project area.

### **5.4 Floodplains**

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The project is located within Flood Insurance Rate Maps (FIRMs) 12101C0280F, 12101C0285F, 12101C0295F, 12101C0315F in Pasco County (Effective Date: 9/26/2014). The study limits are within Federal Emergency Management Agency (FEMA) Flood Zone A and AE. Zone A has a 1% probability of flooding every year and no water elevations have been established. Zone AE has a 1% probability of flooding every year and a determined base flood elevation (BFE). The flood zones within the project area are associated with the Hillsborough River and the Green Swamp with elevations ranging from 82 to 84 feet NAVD. The areas on the south side of US 98 are noted with a BFE of 82. The north side of US 98 ranges between 83 and 84 feet. (An elevation of 84 feet was used for impact and compensation calculations.) There are 25.72 acres of estimated impacts to floodplain which result in approximately 119.45 acre-feet of volumetric impacts based on the flood elevation and the SHW values.

These impacts are transverse and unavoidable as the floodplain extends well outside of the corridor. Development within the 100-year floodplain has the potential of placing citizens and property at risk of flooding and producing changes in floodplain elevations. Improvements within floodplains increase the potential for flooding by limiting flood storage capacity.

Floodplain impacts are proposed to be mitigated for in offsite floodplain compensation sites on a cup-for-cup basis. The calculated sizes of the FPC areas were designed to be at least 5% larger than those of the impact areas to account for

increases due to maintenance access and tying back into existing ground. The area of proposed FPCs is 39.95 acres and 130.92 acre-feet.

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

Therefore, it has been determined that this encroachment is not significant. It has been determined, through consultation with local, state, and federal water resources and floodplain management agencies that there is no regulatory floodway involvement on the project and that the project will not support base floodplain development that is incompatible with existing floodplain management program.

For further information, refer to the Location Hydraulics Report (September 2022) located in the project file.

## **5.5 Sole Source Aquifer**

There is no Sole Source Aquifer associated with this project.

## **5.6 Water Resources**

A Pond Siting Report (PSR) (July 2022) was prepared to address the stormwater management needs resulting from the roadway improvements evaluated in this PD&E Study. In addition, a Water Quality Impact Evaluation (WQIE) (July 2022) was prepared under separate cover for the project. The PSR and WQIE are located in the project file.

There are nine (9) existing basins which make up this project area, which ultimately outfall to Florida waterbody identification numbers (WBIDs) 1443A (Hillsborough River Waterbody), 1329F (Withlacoochee Hillsborough River Waterbody), WBID 1403B (Clear Lake Outlet Waterbody), and WBID 1445 (Port Lonesome Ditches Waterbody). WBID 1443A is only impaired for dissolved oxygen. Net improvements will not be required for this project since the receiving waterbodies are not impaired for nutrients. The northern most basin will not require a stormwater pond; as the proposed improvements do not generate a net increase in impervious area within this basin. Eight (8) recommended pond sites were selected for the remaining 8 basins (1 per basin) based on hydraulic and environmental considerations as well as preliminary right-of-way cost estimates.

A National Pollutant Discharge Elimination System (NPDES) Permit and an Individual Environmental Resource Permit (ERP) will be required for this project. Best Management Practices (BMP's) will be utilized during construction to minimize erosion and sediment transport. BMPs may include the use of siltation barriers, dewatering structures, and containment devices that will minimize adverse effects to water quality during construction by controlling turbid water discharges outside construction limits.

## **5.7 Aquatic Preserves**

There are no aquatic preserves in the project area.



## **5.8 Outstanding Florida Waters**

Two (2) Outstanding Florida Waters, the Hillsborough River system (south of US 98) and the Withlacoochee River system (north of US 98) have been designated as Special Outstanding Florida Waters under 62-302.700(9)(i), Florida Administrative Code. The Withlacoochee River and Hillsborough River are included on the Nationwide Rivers Inventory, maintained by the National Park Service, Department of the Interior. The inventory lists more than 3,200 free-flowing river segments in the U.S. that are believed to possess one or more "outstandingly remarkable" values.

There is an existing 2-lane bridge that traverses the Hillsborough River and the Withlacoochee River is within 0.25-mile of the Preferred Alternative. The Preferred Alternative proposes to replace the Hillsborough River bridge with twin bridges. The new structures will be located within the existing 160-foot right of way.

There are no impacts proposed to either the Hillsborough River system (south of US 98) or the Withlacoochee River System system. The project's stormwater management facilities will be designed in accordance with applicable State requirements and coordinated further with the SWFWMD during the project's environmental permitting effort.

## **5.9 Wild and Scenic Rivers**

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

## **5.10 Coastal Barrier Resources**

There are no Coastal Barrier Resources in the project area.

## 6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

### 6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

A Noise Study Report (NSR) (September 2022) was prepared for this project and is included in the project file. Existing and future highway traffic noise with and without the Preferred Alternative were evaluated at ninety-six noise sensitive receptors (i.e., discrete representative locations on a property that has noise sensitive land uses), which represented 95 residences and a recreational area (a shuffleboard court).

The results of the analysis indicate that with the proposed improvements, six of the 95 residences would be impacted by highway traffic noise. The six residences are located along a two mile stretch of US 98 from south of Janmar Road to north of Beckum Road. Traffic management measures, modifications to the roadway alignment, buffer zones, and noise barriers were considered as abatement measures. Based on the results of the noise analysis performed, there appear to be no feasible and reasonable solutions available to mitigate the predicted impacts.

### 6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to not change the Level of Service (LOS) and not change delay and congestion on all facilities within the study area.

### 6.3 Contamination

A Level I contamination evaluation was conducted for the study and a Contamination Screening Evaluation Report (CSER) (September 2022) was prepared and is included in the project file. Of a total of fourteen (14) sites along the corridor investigated, the following risk ratings have been applied: one (1) "Medium" ranking site, six (6) "Low" ranking sites, and seven (7) sites ranked "No" for potential contamination concerns.

No sites within the project study area had a "High" ranking.

Medium Ranked Site:

Site No. 10 - Circle K #2705931, 11715 US Hwy 301

This facility is an active Circle K gas station. Two 12,000-gallon unleaded gasoline underground storage tanks (UST) and one 10,000-gallon diesel fuel UST were removed from the site in March 2012. One 30,000-gallon unleaded gasoline UST is currently in service. One discharge was reported on April 5, 2004 and was issued a Site Rehabilitation Completion Order (SRCO) on August 6, 2012. No current contamination concerns are reported. Due to its use as an active gas station in close proximity to the project, this site is assigned a risk rating of Medium.

Based on the conclusions of the study and the risk ratings noted above, the following recommendations are made for this project:

For the sites ranked "No" and "Low" for potential contamination, no further action is recommended. These sites have been evaluated and determined not to have any potential environmental risk to the proposed project at this time.

For the site ranked "Medium" for potential contamination, a potential contamination impact to the project has been identified. These potential impacts may include hazardous material surveys, soil borings, monitor well installation, and soil and/or groundwater sampling and laboratory testing. Further evaluation and Level II testing may be appropriate during Final Design.

This site is not expected to adversely affect the project.

## 6.4 Utilities and Railroads

### Utilities

A Utilities Assessment Report (September 2022) was prepared for this project. Utility owners were identified based on a One-Call design ticket on January 29, 2020. Coordination with utility owners is ongoing, and additional information is provided in the Preliminary Engineering Report for this project. The utilities are identified in the table. Depending on the location and depth of the utilities, construction of the proposed project will likely require adjustments or relocation of some facilities.

<b>Utility Owner</b>	<b>Type of Facilities</b>
Spectrum	Cable, Fiber
CenturyLink	Fiber, Telephone
City of Dade City	Sewer, Water
Pasco County Traffic	Street Lights, Traffic Control
Pasco County Utilities	Reclaimed Water, Sewer, Water
Tampa Electric Company	Electric
TECO Peoples Gas	Gas
Withlacoochee River Electric Cooperative	Electric

**Utilities in Project Corridor**

### Railroad

US 98 overpasses the CSX Railroad located along the east side of Old Lakeland Highway (CR 35A). The bridge crossing of Old Lakeland Highway and the CSX railroad will be replaced with twin bridges located within the existing 160-foot right of way. FDOT coordination with CSX regarding the bridge replacement started in August 2021. Preliminary plans for the proposed bridge replacement were submitted to CSX for comment in February 2022 and comments from CSX were received in April 2022. Updated plans and proposed easement sketches were submitted in June 2022. CSX concurred with the size and location of the proposed easements in October 2022. Final mapping and negotiations are currently underway with CSX for the purchase of the easements.

## **6.5 Construction**

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Entrances to all businesses and residences will be maintained during project construction. A Maintenance of Traffic (MOT) plan will be developed during final design for the implementation of the Preferred Alternative. MOT and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout construction. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related activities which could excessively inconvenience the community. A sign providing the name, address, and telephone of a Department contact person will be displayed on-site to assist the public in obtaining immediate answers to questions about project activity.

The contractor will be required to comply with the Best Management Practices of FDOT.

Therefore, the project will have no significant construction impacts.

## **7. Engineering Analysis Support**

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report.

## 8. Permits

The following environmental permits are anticipated for this project:

### State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)  
DEP National Pollutant Discharge Elimination System Permit  
FWC Gopher Tortoise Relocation Permit  
State 404 Permit

### Status

To be acquired  
To be acquired  
To be acquired  
To be acquired

## 9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

### **Summary of Activities Other than the Public Hearing**

A Public Involvement Plan was prepared for for the project.

### **Alternatives Corridor Evaluation (ACE)**

Public involvement activities began at the initiation of the ACE Study (WPI Segment No. 443368-1). A project website (<https://fdotd7studies.com/US301US98INT/>) was created to provide project information to the public. The website includes a map of the project area, project description, public meeting materials, project schedule and other project information. Links are provided to allow the public to submit comments, sign up to be added to the mailing list, and view and download newsletters and other public notices. The study also utilized an online public engagement (WikiMapping) website, which can be accessed through the main project website. Use of this site offers the public an opportunity to add location-based notes to a map of the study area at any point during the study process.

Newsletters were used to communicate directly with those on the project mailing list, including all residences within the study area. The newsletters contained information about the project, upcoming project activities, the project schedule and who to contact to obtain project information. A newsletter (dated May 2019) was prepared and distributed prior to the Kick-Off Meeting. A second newsletter (dated October 2020) was prepared and distributed prior to the Public Information Meeting. It included project updates including data and conclusions from the Draft ACER and an announcement about the Public Information Meeting.

Two (2) public meetings were held as part of the ACE. They included the Elected/Appointed Officials and Agency Kickoff Meeting and the Public Information meeting.

Elected/Appointed Officials and Agency Kickoff Meeting: An Elected/Appointed Officials and Agency Kickoff Meeting was held on June 20, 2019 from 10:00 AM to 12:00 PM at the Dade City Hall Council Chambers, 38020 Meridian Avenue, Dade City, FL 33525 for elected officials, agency representatives, and other interested parties. At the Kickoff Meeting, the study team provided an overview of the study process and project schedule in a PowerPoint presentation. The study team discussed how they would work cooperatively with attendees to identify community goals and preferences in the project study area. Copies of the project newsletter were available for attendees with project and contact information. The meeting was advertised in the *Florida Administrative Register* on June 11, 2019 and invitations were emailed to local, state and federal elected officials representing the area along with stakeholder agency representatives. A total of 26 people from the public signed in at the meeting along with five elected officials. During the presentation, questions were asked about truck traffic, beautification and landscaping, and travel patterns. One formal comment was submitted expressing the need to document truck travel on US 98 and SR 35A to US 301 then onto I-75. The formal comment included concerns about the bridge at US 98 and CR 35A needing to be reconstructed.

Public Information Meeting: A Public Information Meeting was held on November 4, 2020. The purpose of the Public Information Meeting was to present the developed corridor alternatives; share the evaluation of the developed corridors; and, seek public comment on the recommendations of this analysis. The meeting was advertised in the *Florida Administrative Register* on October 28, 2020, in the *Tampa Bay Times* on October 28, 2020, and invitations were emailed to local, state and federal elected officials representing the area along with stakeholder agency representatives. A meeting announcement was also included in the newsletter mailed to residences within the study area on October 14, 2020. Due

to restrictions associated with COVID-19 safety precautions, the Public Information Meeting was conducted virtually with all information available at the project website. Meeting information included a video that summarized the processes and conclusions of the Draft ACER as well as the project documents. A copy of the project documents were also available for viewing at the FDOT District Seven Headquarters in Tampa (11201 N. McKinley Drive, Tampa, FL 33612) and the Hugh Embry Public Library in Dade City (14215 4th Street, Dade City, FL 33523). The meeting had a 21-day public comment period and all interested people were encouraged to participate and express their views regarding the project and information presented. During the Public Information Meeting time period, the project website had 163 views by 84 users. Eight (8) people provided multiple comments via the website and/or email. Three (3) comments supported and/or understood the selection of Corridor B while only two (2) were opposed to the project or corridor selection. One (1) comment was also against Corridor E. Five (5) comments questioned intersection and turn lane details, in particular at the County Aire Manor entrance. These comments were addressed during the PD&E study.

### **PD&E Study**

Public involvement activities continued through the PD&E phase of the project (WPI Segment No. 443368-2). A project website (<https://fdotd7studies.com/projects/us98-cr54-to-us301/>) was created to provide additional information about the PD&E study to the public. The website includes a map of the project area, project description, public meeting materials, project schedule and other project information.

A newsletter was distributed to all residences within the study area. The newsletters contained information about the project, upcoming project activities, the project schedule and who to contact to obtain project information. The newsletter was also used to notify and invite the public to participate in the Public Hearing and included the location of the project documents for review.

Presentations have also been made to the Pasco County Metropolitan Planning Organization (MPO). A presentation to the Citizens Advisory Committee (CAC) was given on October 12, 2021, to the MPO Board on October 14, 2021, and to the Technical Advisory Committee (TAC) on November 8, 2021.

**Date of Public Hearing:** 12/02/2021

### **Summary of Public Hearing**

A Public Hearing was conducted at the Pasco County Fairgrounds Clayton Auditorium, 36722 State Road 52, Dade City, FL 33525 on Thursday, December 2, 2021, with an option to attend virtually. The hearing was held to present information to and receive public input from interested persons regarding the proposed improvements to US 98 in Pasco County.

The hearing consisted of an open house from 5:30 p.m. to 6:30 p.m. and a formal presentation and public comment period beginning at 6:30 p.m., followed by resuming the open house until 7:30 p.m. FDOT staff and its consultants were available at the public hearing to discuss the project and answer questions. A separate group of FDOT staff was also available for the virtual attendees during the public hearing to answer any questions. A continuously running PowerPoint presentation describing the project and the proposed improvements to US 98 was shown during the open house portion of the hearing, and also available for the virtual attendees prior to the formal portion of the public hearing. Display boards were also available for review at the in-person hearing session and for review online. A total of 66 people (excluding FDOT staff) signed in at the in-person public hearing, and total of 14 people (excluding FDOT staff) signed in at the virtual portion of the public hearing. A total of 14 comments were received: 6 written comments, 7 verbal statements made during the formal portion, and 1 virtual comment made in the Question Box.

Nine (9) of the 14 comments concerned median opening locations and driveways relative to the Country Aire Manor, Francis Drive, Beckum Road, Wilds Road, and private residences; two (2) comments inquired about paving of the



unpaved county roads that intersect with US 98; one (1) comment expressed concerns with impacts to their property due to the Townsend Road intersection design; one (1) comment was concerned with the drainage at CR 54; and one (1) comment was opposed to the proposed corridor.

Comments that asked questions were provided responses. FDOT stated that median openings, intersection layouts, and driveway connects will be further evaluated during the design phase of the project and that paving of unpaved county roads falls under the jurisdiction, and is the responsibility of Pasco County. Contact information for Pasco County's Public Infrastructure department was provided.

All comments and responses are documented in the Comments and Coordination Report (October 2022).

The public comments were considered in the development and refinement of final Preferred Alternative. Based on comments received and additional survey and design efforts, the following modifications to the conceptual plans were made:

1. Pond 200: Pond 200 was relocated approximately 500' to the east to minimize impacts to wetlands and the agricultural operations of the property owner.
2. Old Lakeland Highway and US 98 Intersection: Minor adjustments to the right of way were made to accommodate roadway design requirements.
3. Beckum Road Corner Clip: A slight decrease in the right of way impact was made.
4. Jim Jordan Road Corner Clips: The corner clip to the NE quadrant was eliminated to avoid utility impacts. As a result, a new right of way take is needed to the SE quadrant.
5. Townsend Road Roundabout: The US 98 and Townsend Road intersection was modified to a roundabout with a slight shift to the SE.
6. Old US 98 Roundabout: The US 98 and Old US 98 intersection was modified to a roundabout. The right of way at the Old US 98 connection is slightly increased on both sides and along US 98 to the south to accommodate the roundabout and extension of the trail to the south.
7. Pond 800: Pond 800 was relocated approximately 300' to the south and split to be on both the east and west sides of US 98 to allow a connection to the Old US 98 Roundabout from the east.
8. Roundabout at Station 1333: A roundabout was added at Station 1333.
9. Cindy Lane: The Cindy Lane connection to US 98 was modified to connect to Clinton Avenue and access US 98 via the Clinton Avenue Roundabout.
10. Station 1361-1363: The right of way was modified.
11. The remaining segment of Old US 98 between the new US 98 connection and US 301, approximately 1.0 miles in length, will be milled and resurfaced. All work in this area is limited to the existing 160-foot roadway right-of-way.

**Date of Public Hearing:**  
**Summary of Public Hearing**

## 10. Commitments Summary

1. A TIP amendment will be prepared for approval by the MPO within 3 months of approval of this document to provide consistency between the TIP and STIP.
2. The FDOT will implement the most current version of the USFWS' Standard Protection Measures for the Eastern Indigo Snake.
3. The FDOT will complete a wood stork suitable foraging habitat assessment during the project's Design phase to ensure that the proper amount of mitigation is procured for impacts to suitable wood stork foraging habitat in accordance with The Corps of Engineers, Jacksonville District, U. S. Fish and Wildlife Service, Jacksonville Ecological Services Field Office and State of Florida Effect Determination Key for the Wood Stork in Central and North Peninsular Florida.
4. The FDOT will resurvey the project footprint for the presence of burrowing owls, Florida sandhill cranes and Southeastern American kestrels during the nesting season and prior to construction commencement. If nesting activity is noted, coordination with the FWC will be completed as necessary.
5. The FDOT will resurvey two known osprey nests in cell towers within the study area during the osprey nesting season and prior to construction to determine if these nests are still used by ospreys or other bird species.
6. The FDOT will conduct surveys for the stiff-leaved wild pine, plume polypody and other state-listed plant species during the project's design/environmental permitting phase and prior to construction. If listed plants are observed, the FDOT will continue coordination with the FDACS and Florida Native Plant Society or similar organization to facilitate the relocation of protected plants within the project footprint.
7. To facilitate wildlife movement between the state-owned lands on both sides of the road, a wildlife feature will be provided. This feature will consist of 10-foot-wide shelves constructed at the seasonal high-water elevation on both sides of the Hillsborough River beneath the US 98 bridge.

## 11. Technical Materials

The following technical materials have been prepared to support this environmental document and are included in the Project File.

Sociocultural Data Report  
Conceptual Stage Relocation Plan  
Cultural Resources Assessment Report (October 2021)  
CRAS Technical Memorandum (November 2021)  
CRAS Technical Memorandum Addendum (May 2022)  
CRAS Desktop Analysis (September 2022)  
Pond Siting Report  
Location Hydraulics Report  
Natural Resources Evaluation (October 2021)  
WQIE Checklist  
Natural Resources Evaluation Technical Memorandum (August 2022)  
Noise Study Report  
Contamination Screening Evaluation Report  
Utilities Assessment Package  
Conceptual Design Plan Set  
Preliminary Engineering Report  
Public Involvement Plan  
Public Involvement Comments/Responses

## **Attachments**

### **Planning Consistency**

Planning Consistency Documentation (-3)

Planning Consistency Documentation (-4)

### **Social and Economic**

NRCS Coordination (March 2022)

NRCS Coordination (September 2021)

### **Cultural Resources**

CRAS SHPO Concurrence

CRAS Tech Memo SHPO Concurrence

Section 4(f) Resource Forms (November 2021)

CRAS Tech Memo Addendum SHPO Concurrence

CRAS Desktop Analysis SHPO Concurrence

### **Natural Resources**

FFWCC Concurrence

USFWS Concurrence

### **Public Involvement**

Public Hearing Transcript

Public Hearing Certification

## **Planning Consistency Appendix**

### **Contents:**

Planning Consistency Documentation (-3)

Planning Consistency Documentation (-4)

State / Federal Revenue Balancing (YOE)					
	2025	2026-2030	2031-2035	2036-2045	Total
SIS	\$0	\$259,731,143	\$62,867,000	\$525,234,344	\$847,832,487
spent	\$0	\$259,731,143	\$62,867,000	\$525,234,344	\$847,832,487
remaining	\$0	\$0	\$0	\$0	\$0
OA RC	\$23,320,000	\$136,648,000	\$147,824,000	\$307,992,000	\$615,784,000
remaining	\$23,320,000	\$136,648,000	\$147,824,000	\$307,992,000	\$615,784,000
remaining	\$0	\$0	\$0	\$0	\$0
OA PE	\$5,128,000	\$31,160,000	\$33,624,000	\$69,960,000	\$139,872,000
remaining	\$0	\$0	\$2,804,601	\$24,249,360	\$27,053,961
remaining	\$5,128,000	\$31,160,000	\$30,819,399	\$45,710,640	\$112,818,039
TMA	\$5,625,000	\$27,160,000	\$26,470,000	\$41,750,000	\$101,005,000
spent	\$0	\$24,715,091	\$25,000,000	\$39,909,169	\$89,624,260
remaining	\$5,625,000	\$2,444,909	\$1,470,000	\$1,840,831	\$11,380,740

County Revenue Balancing (YOE)					
	2025	2026-2030	2031-2035	2036-2045	Total
County Funds	\$75,246,126	\$410,631,659	\$487,419,248	\$1,224,290,632	\$2,197,587,666
Spent	\$71,323,103	\$425,312,336	\$498,327,798	\$1,202,282,431	\$2,197,245,668
Remaining	\$3,923,023	-\$14,680,677	-\$10,908,549	\$22,008,201	\$341,998
County Mobility Fee Revenues	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200
spent	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200
remaining	\$0	\$0	\$0	\$0	\$0
County VOPH Available Revenues	\$1,230,000	\$7,430,000	\$9,720,000	\$27,240,000	\$45,620,000
spent	\$471,240	\$6,905,688	\$8,524,211	\$0	\$15,901,140
remaining	\$758,760	\$524,312	\$1,195,789	\$27,240,000	\$29,718,860
Other (TBD) Revenues	\$10,448,302	\$0	\$0	\$0	\$10,448,302
Spent	\$10,448,302	\$0	\$0	\$0	\$10,448,302
Remaining	\$0	\$0	\$0	\$0	\$0

Developer Revenue Balancing (YOE)				
	2025	2026-2030	2031-2035	2036-2045
Developer Revenues	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900
spent	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900
remaining	\$0	\$0	\$0	\$0

Discretionary/Competitive Revenue Balancing (YOE)				
	2025	2026-2030	2031-2035	2036-2045
TRIP	\$740,000	\$5,500,000	\$6,100,000	\$12,520,000
spent	\$740,000	\$5,500,000	\$6,100,000	\$12,520,000
remaining	\$0	\$0	\$0	\$0

Project Number	Priority Score	On Street	From	To	Jurisdiction	E+C Lanes	2045 Needs Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOE)	ROW cost (PDC)	Source	Timing	ROW Cost (YOE)	Construction cost (PDC) *includes CEI	Source	Timing	CST Cost (YOE)	Total Cost (YOE)	
<b>SIS Roadways</b>																					
3200	High	I-75 / I-275	S of County Line Road	SR 56	State	0	Interchange Mod.	\$7,582,999	SIS	Committed	\$7,582,999	\$2,189,100	SIS	Committed	\$2,189,100	\$69,809,191	SIS	2026 - 2030	\$69,809,191	\$79,581,290	
3022	High	I-75	Wesley Chapel Blvd	SR 52	State	6F	8F	\$11,587,317	SIS	2036 - 2045	\$23,754,000	\$5,091,220	SIS	2036 - 2045	\$10,437,000	\$126,068,948	SIS	2036 - 2045	\$258,441,344	\$292,632,344	
3024	High	I-75	Hillsborough / Pasco County Line	SR 56	State	8F	10F	\$0		Unfunded	\$0	\$0		Unfunded	\$0	\$63,965,000		Unfunded	\$0	\$0	
3021	Medium	I-75	SR 52	Pasco / Hernando County Line	State	6F	8F	\$3,127,742	SIS	2031 - 2035	\$4,848,000	\$7,318,049	SIS	2036 - 2045	\$15,002,000	\$317,823,000		Unfunded	\$0	\$19,850,000	
3023	Medium	I-75	SR 56	Wesley Chapel Blvd	State	8F	10F	\$7,754,194	SIS	2031 - 2035	\$12,019,000	\$0		Unfunded	\$0	\$124,921,000		Unfunded	\$0	\$12,019,000	
3020	Medium	Suncoast Pkwy	Hillsborough / Pasco County Line	SR 52	State	4F	6F	\$23,750,000	SIS	Committed	\$23,750,000	\$0		Unfunded	\$0	\$43,000,000		Unfunded	\$0	\$23,750,000	
<b>State Interchanges</b>																					
3202	Medium	Ridge Road @ Suncoast Pkwy			State			\$0		Completed	\$0	\$0		Completed	\$0	\$12,654,973	SIS	Committed	\$12,654,973	\$12,654,973	
3187	Medium	Tower Road @ Suncoast Pkwy			State			\$0		Unfunded	\$0	\$0		Unfunded	\$0	\$200,000,000	SIS			\$0	
<b>State Roadways</b>																					
3077	Medium	US 301 (6th, 7th, Gall)	SR 39	CR 54	State	3O	2O	\$0		Committed	\$7,032,239			Committed	\$15,979,630	\$45,139,989	OARC	2031 - 2035	\$69,966,983	\$92,978,852	
3019	Medium	US 301	S of CR 54/Eiland	Kossik Rd	State	4D	6D	0		Committed	\$3,885,108		OARC	2025	\$11,375,900	\$9,936,108	OARC	2026 - 2030	\$13,284,577	\$28,545,585	
3201	Low	SR 52	US 41 (Land O' Lakes Blvd)	CR 581/Bellamy Brothers	State	2U	4D	\$0		Completed	\$0	\$23,592,360	OARC	Committed	\$23,592,360	\$108,433,928	OARC	2026 - 2030	\$109,078,089	\$132,670,449	
3018a	Medium	Gall Blvd (US 301)	SR 39		State	2U	4D			Committed	\$3,146,468			Committed	\$20,625,740	\$23,567,231	OARC	2031 - 2035	\$36,529,208	\$60,301,416	
3209	Medium	US 98 Realignment	@ Clinton Ave		State	00	2U	\$382,580	TMA	2026 - 2030	\$505,006	\$2,392,420	TMA	2026 - 2030	\$3,157,994	\$5,884,480	TMA	2026 - 2030	\$7,767,514	\$11,430,514	
3111	Low	SR 56 Extension	US 301	SR 39	State	00	4D	\$6,641,618	OARC	2025	\$7,903,525	\$20,514,773	OARC	2031 - 2035	\$31,797,898	\$30,192,192	OARC	2036 - 2045	\$61,893,994	\$101,595,417	
3007	Medium	SR 52	Urdaco Pl	Clinton Ave Ext	State	4D	6D	\$1,809,420	OAPE	2031 - 2035	\$2,804,601			Completed	\$0	\$8,224,010	OARC	2036 - 2045	\$16,859,221	\$19,663,822	
3076	Medium	SR 54	Morris Bridge Rd	US 301	State	2U	4D	\$11,828,956	OAPE	2036 - 2045	\$24,249,360	\$53,773,358	OARC	2036 - 2045	\$110,235,384	\$53,773,358	OARC	2036 - 2045	\$110,235,384	\$244,720,128	
3001	Low	SR 56	Mansfield Rd	Meadow Pointe Blvd	State	4D	6D	\$7,121,192		Unfunded	\$0	\$0		Completed	\$0	\$32,366,592		Unfunded	\$0	\$0	
3008	Medium	SR 52	Clinton Ave Ext	Curley St / Rd	State	2U	4D	\$4,239,300		Unfunded	\$0	\$19,273,800		Unfunded	\$0	\$19,273,800		Unfunded	\$0	\$0	
3101b	Medium	Clinton Ave Ext (New SR 52)	Curley Rd	Prospect Rd / Happy Hill Rd	State	4D	6D	\$7,980,190		Unfunded	\$0	\$0		Completed	\$0	\$36,270,828		Unfunded	\$0	\$0	
3102b	Low	Clinton Ave	Fort King Hwy	US 301	State	4D	6D	\$3,516,420		Unfunded	\$0	\$0		Unfunded	\$0	\$15,982,510		Unfunded	\$0	\$0	
3100a	Medium	Clinton Ave Ext (New SR 52)	Urdaco Pl	Fort King Rd	State	00	4D	\$0		Completed	\$0	\$0		Completed	\$0	\$0		Committed	\$0	\$0	
3100b	Medium	Clinton Ave Ext (New SR 52)	SR 52	Curley Rd	State	4D	6D	\$6,160,756		Unfunded	\$0	\$0		Unfunded	\$0	\$28,001,303		Unfunded	\$0	\$0	
3139	Low	SR 52 (Schradler Memorial Hwy)	Handcart Rd / Happy Hill Rd	Thomas Jefferson Rd / Stadium Dr	State	2U	4D	\$5,183,571		Unfunded	\$0	\$23,566,890		Unfunded	\$0	\$23,566,890		Unfunded	\$0	\$0	
3136	Low	US 41 (Land O Lakes Blvd)	SR 52	Pasco / Hernando County Line	State	2U	4D	\$18,470,826		Unfunded	\$0	\$83,976,837		Unfunded	\$0	\$83,976,837		Unfunded	\$0	\$0	
3018b	Medium	Gall Blvd (US 301)	SR 39		State	4D	6D	\$7,795,203		Unfunded	\$0	\$0		Completed	\$0	\$35,430,041		Unfunded	\$0	\$0	
3009a	Medium	US 41 (Land O Lakes Blvd)	Horton Rd	SR 52	State	4D	6D	\$20,403,083		Unfunded	\$0	\$0		Unfunded	\$0	\$92,734,222		Unfunded	\$0	\$0	
3081b	Medium	SR 56	Meadow Pointe Blvd	US 301	State	4D	6D	\$17,596,232		Unfunded	\$0	\$0		Completed	\$0	\$79,969,043		Unfunded	\$0	\$0	
3140	Low	S 21st St	Thomas Jefferson Rd / Stadium Dr	W Meridian Ave	State	2U	4D	\$1,594,019		Unfunded	\$0	\$7,247,140		Unfunded	\$0	\$7,247,140		Unfunded	\$0	\$0	
3178	Low	SR 39	Hillsborough County Line	US 301 / Gall Blvd	State	2U	4D	\$7,610,603		Unfunded	\$0	\$34,601,289		Unfunded	\$0	\$34,601,289		Unfunded	\$0	\$0	
3005	Medium	SR 52	US 41 (Land O' Lakes Blvd)	Old Pasco Rd / I-75	State	4D	6D	\$34,995,779		Unfunded	\$0	\$0		Completed	\$0	\$159,059,607		Unfunded	\$0	\$0	
3116	Medium	US 301	Beardsley Dr Ext		State	2U	4D	\$0		Committed	\$0	\$10,437,638		Unfunded	\$0	\$20,437,275		Unfunded	\$0	\$0	
3086	Low	US 98	US 301	Hernando County Line	State	2U	4D	\$945,792		Unfunded	\$0	\$5,905,661		Unfunded	\$0	\$14,528,627		Unfunded	\$0	\$0	
3146	Low	US 98	Polk County Line / CR 54	Old Lakeland Highway	State	2U	4D	\$2,935,500		Committed	\$2,935,500	\$5,250,000		Committed	\$5,250,000	\$55,000,000		Committed	\$55,000,000	\$63,185,500	
3084	Medium	US 98	Old Lakeland Highway	US 301	State	2U	4D	\$2,293,500		Committed	\$2,293,500	\$20,250,000		Committed	\$20,250,000	\$51,000,000		Committed	\$51,000,000	\$73,543,500	
3209b	N/A	US 98	US 301 South	US 301 North	State	2U	4D	\$1,970,000		Committed	\$1,970,000	\$20,250,000		Committed	\$20,250,000	\$30,800,000		Committed	\$30,800,000	\$53,020,000	
3212	N/A	US 301	S of US 98	Hernando County Line	State	2U	4D	\$1,000,000		Committed	\$1,000,000	\$10,045,000		Committed	\$10,045,000	\$16,500,000		Committed	\$16,500,000	\$27,545,000	

Pasco MPO FY 2023 - 2027 Transportation Improvement Program Project List									
									04/11/2022
DIH-STATE IN-HOUSE PRODUCT SUPPORT		44,696							44,696
DS-STATE PRIMARY HIGHWAYS & PTO		23,783							23,783
Phase: PRELIMINARY ENGINEERING Totals		1,416,175							1,416,175
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>									
Fund Code: DDR-DISTRICT DEDICATED REVENUE		30,000							30,000
DS-STATE PRIMARY HIGHWAYS & PTO			21,897						21,897
Phase: RAILROAD & UTILITIES Totals		30,000	21,897						51,897
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
Fund Code: DS-STATE PRIMARY HIGHWAYS & PTO		38,536							38,536
SA-STP, ANY AREA			7,681,746						7,681,746
Phase: CONSTRUCTION Totals		38,536	7,681,746						7,720,282
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>									
Fund Code: DS-STATE PRIMARY HIGHWAYS & PTO		15,000							15,000
Item: 441659 1 Totals		1,499,711	7,703,643						9,203,354
Project Totals		2,027,964	12,206,857						14,234,821
Item Number: 443368 3	Project Description: US 98/SR 35/SR 700 FROM POLK CO LINE/CR54 TO OLD LAKELAND HWY		LRTP Page: ES-20 Amendment						
District: 07	County: PASCO		Type of Work: ADD LANES & RECONSTRUCT	Project Length: 5.126MI					
Extra Description:	2 TO 4 LANES								
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)		27,156							27,156
ARPA-AMERICAN RESCUE PLAN ACT		1,860,100							1,860,100
DDR-DISTRICT DEDICATED REVENUE		1,824,395							1,824,395
DEM-ENVIRONMENTAL MITIGATION		356							356
DIH-STATE IN-HOUSE PRODUCT SUPPORT		84,393							84,393
DS-STATE PRIMARY HIGHWAYS & PTO		349,390							349,390
GFSA-GF STPBG ANY AREA		827,432							827,432
SA-STP, ANY AREA		49,095							49,095
Phase: PRELIMINARY ENGINEERING Totals		5,022,317							5,022,317
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
Fund Code: ARPA-AMERICAN RESCUE PLAN ACT		3,539,400							3,539,400
DIH-STATE IN-HOUSE PRODUCT SUPPORT		110,000	30,000						140,000
DS-STATE PRIMARY HIGHWAYS & PTO		5,000							5,000
Phase: RIGHT OF WAY Totals		3,654,400	30,000						3,684,400
<b>DESIGN BUILD / MANAGED BY FDOT</b>									
Fund Code: ARPA-AMERICAN RESCUE PLAN ACT			72,850,000						72,850,000
DIH-STATE IN-HOUSE PRODUCT SUPPORT			128,375						128,375
DS-STATE PRIMARY HIGHWAYS & PTO		176							176
Phase: DESIGN BUILD Totals		176	72,978,375						72,978,551
Item: 443368 3 Totals		8,676,893	73,008,375						81,685,268
Item Number: 443368 4	Project Description: US 98/SR 700 FROM S OF OLD LAKELAND HWY TO US 301/SR 53/SR 39/SR 700		LRTP Page: ES-20 Amendment						
District: 07	County: PASCO		Type of Work: ADD LANES & RECONSTRUCT	Project Length: 3.057MI					
Extra Description:	2 TO 4 LANES								
Fiscal Year									

## STIP Project Detail and Summaries Online Report

\*\* Repayment Phases are not included in the Totals \*\*

Selection Criteria	
Current STIP Financial Project:443368 3 As Of:9/1/2022	Detail All Funds

HIGHWAYS							
Item Number: 443368 3		Project Description: US 98/SR 35/SR 700 FROM POLK CO LINE/CR54 TO US 301/SR 53/SR 39/SR 700					
District: 07	County: PASCO	Type of Work: ADD LANES & RECONSTRUCT				Project Length: 8.183MI	
Extra Description:		2 TO 4 LANES					
		Fiscal Year					
Phase / Responsible Agency	<2022	2022	2023	2024	2025	>2025	All Years
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>							
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	27,156					27,156
	ARPA-AMERICAN RESCUE PLAN ACT		201,889	1,632,471			1,834,360
	DDR-DISTRICT DEDICATED REVENUE	904,700	782,440	216,086			1,903,226
	DEM-ENVIRONMENTAL MITIGATION	356					356
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	39,323	52,960	5,790			98,073
	DS-STATE PRIMARY HIGHWAYS & PTO	349,009	10,896				359,905
	GFSA-GF STPBG ANY AREA	826,638		794			827,432
	SA-STP, ANY AREA	49,095					49,095
	<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>2,196,277</b>	<b>1,048,185</b>	<b>1,855,141</b>			<b>5,099,603</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>							
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT			3,539,400			3,539,400
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	91	20,180	121,248			141,519
	DS-STATE PRIMARY HIGHWAYS & PTO			5,000			5,000
	<b>Phase: RIGHT OF WAY Totals</b>	<b>91</b>	<b>20,180</b>	<b>3,665,648</b>			<b>3,685,919</b>
<b>DESIGN BUILD / MANAGED BY FDOT</b>							
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT			139,900,000			139,900,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			256,750			256,750
	DS-STATE PRIMARY HIGHWAYS & PTO	2,840	59,766				62,606
	<b>Phase: DESIGN BUILD Totals</b>	<b>2,840</b>	<b>59,766</b>	<b>140,156,750</b>			<b>140,219,356</b>
	<b>Item: 443368 3 Totals</b>	<b>2,199,208</b>	<b>1,128,131</b>	<b>145,677,539</b>			<b>149,004,878</b>
	<b>Project Totals</b>	<b>2,199,208</b>	<b>1,128,131</b>	<b>145,677,539</b>			<b>149,004,878</b>
	<b>Grand Total</b>	<b>2,199,208</b>	<b>1,128,131</b>	<b>145,677,539</b>			<b>149,004,878</b>

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For additional information please e-mail questions or comments to:  
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State / Federal Revenue Balancing (YOE)					
	2025	2026-2030	2031-2035	2036-2045	Total
SIS spent	\$0	\$259,731,143	\$62,867,000	\$525,234,344	\$847,832,487
remaining	\$0	\$0	\$0	\$0	\$0
OA RC	\$23,320,000	\$136,648,000	\$147,824,000	\$307,992,000	\$615,784,000
remaining	\$0	\$0	\$0	\$0	\$0
OA PE	\$5,128,000	\$31,160,000	\$33,624,000	\$69,960,000	\$139,872,000
remaining	\$5,128,000	\$31,160,000	\$30,819,399	\$45,710,360	\$112,818,039
TMA	\$5,625,000	\$27,160,000	\$26,470,000	\$41,750,000	\$101,005,000
remaining	\$5,625,000	\$2,444,909	\$1,470,000	\$1,840,831	\$11,380,740

County Revenue Balancing (YOE)					
	2025	2026-2030	2031-2035	2036-2045	Total
County Funds	\$75,246,126	\$410,631,659	\$487,419,248	\$1,224,290,632	\$2,197,587,666
Spent	\$71,323,103	\$425,312,336	\$498,327,798	\$1,202,282,431	\$2,197,245,668
Remaining	\$3,923,023	-\$14,680,677	-\$10,908,549	\$22,008,201	\$341,998
County Mobility Fee Revenues	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200
spent	\$4,110,600	\$19,639,100	\$19,815,900	\$37,988,600	\$81,554,200
remaining	\$0	\$0	\$0	\$0	\$0
County VOPH Available Revenues	\$1,230,000	\$7,430,000	\$9,720,000	\$27,240,000	\$45,620,000
spent	\$471,240	\$6,905,688	\$8,524,211	\$0	\$15,901,140
remaining	\$758,760	\$524,312	\$1,195,789	\$27,240,000	\$29,718,860
Other (TBD) Revenues	\$10,448,302	\$0	\$0	\$0	\$10,448,302
Spent	\$10,448,302	\$0	\$0	\$0	\$10,448,302
Remaining	\$0	\$0	\$0	\$0	\$0

Developer Revenue Balancing (YOE)				
	2025	2026-2030	2031-2035	2036-2045
Developer Revenues	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900
spent	\$36,484,210	\$399,308,774	\$632,004,211	\$678,136,900
remaining	\$0	\$0	\$0	\$0

Discretionary/Competitive Revenue Balancing (YOE)				
	2025	2026-2030	2031-2035	2036-2045
TRIP	\$740,000	\$5,500,000	\$6,100,000	\$12,520,000
spent	\$740,000	\$5,500,000	\$6,100,000	\$12,520,000
remaining	\$0	\$0	\$0	\$0

Project Number	Priority Score	On Street	From	To	Jurisdiction	E+C Lanes	2045 Needs Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOE)	ROW cost (PDC)	Source	Timing	ROW Cost (YOE)	Construction cost (PDC) *includes CEI	Source	Timing	CST Cost (YOE)	Total Cost (YOE)
<b>SIS Roadways</b>																				
3200	High	I-75 / I-275	S of County Line Road	SR 56	State	0	Interchange Mod.	\$7,582,999	SIS	Committed	\$7,582,999	\$2,189,100	SIS	Committed	\$2,189,100	\$69,809,191	SIS	2026 - 2030	\$69,809,191	\$79,581,290
3022	High	I-75	Wesley Chapel Blvd	SR 52	State	6F	8F	\$11,587,317	SIS	2036 - 2045	\$23,754,000	\$5,091,220	SIS	2036 - 2045	\$10,437,000	\$126,068,948	SIS	2036 - 2045	\$258,441,344	\$292,632,344
3024	High	I-75	Hillsborough / Pasco County Line	SR 56	State	8F	10F	\$0		Unfunded	\$0	\$0		Unfunded	\$0	\$63,965,000		Unfunded	\$0	\$0
3021	Medium	I-75	SR 52	Pasco / Hernando County Line	State	6F	8F	\$3,127,742	SIS	2031 - 2035	\$4,848,000	\$7,318,049	SIS	2036 - 2045	\$15,002,000	\$317,823,000		Unfunded	\$0	\$19,850,000
3023	Medium	I-75	SR 56	Wesley Chapel Blvd	State	8F	10F	\$7,754,194	SIS	2031 - 2035	\$12,019,000	\$0		Unfunded	\$0	\$124,921,000		Unfunded	\$0	\$12,019,000
3020	Medium	Suncoast Pkwy	Hillsborough / Pasco County Line	SR 52	State	4F	6F	\$23,750,000	SIS	Committed	\$23,750,000	\$0		Unfunded	\$0	\$43,000,000		Unfunded	\$0	\$23,750,000
<b>State Interchanges</b>																				
3202	Medium	Ridge Road @ Suncoast Pkwy			State			\$0		Completed	\$0	\$0		Completed	\$0	\$12,654,973	SIS	Committed	\$12,654,973	\$12,654,973
3187	Medium	Tower Road @ Suncoast Pkwy			State			\$0		Unfunded	\$0	\$0		Unfunded	\$0	\$200,000,000	SIS			\$0
<b>State Roadways</b>																				
3077	Medium	US 301 (6th, 7th, Gall)	SR 39	CR 54	State	3O	2O	\$0		Committed	\$7,032,239			Committed	\$15,979,630	\$45,139,989	OARC	2031 - 2035	\$69,966,983	\$92,978,852
3019	Medium	US 301	S of CR 54/Eiland	Kossik Rd	State	4D	6D	0		Committed	\$3,885,108		OARC	2025	\$11,375,900	\$9,936,108	OARC	2026 - 2030	\$13,284,577	\$28,545,585
3201	Low	SR 52	US 41 (Land O' Lakes Blvd)	CR 581/Bellamy Brothers	State	2U	4D	\$0		Completed	\$0	\$23,592,360	OARC	Committed	\$23,592,360	\$108,433,928	OARC	2026 - 2030	\$109,078,089	\$132,670,449
3018a	Medium	Gall Blvd (US 301)	SR 56	SR 39	State	2U	4D			Committed	\$3,146,468			Committed	\$20,625,740	\$23,567,231	OARC	2031 - 2035	\$36,529,208	\$60,301,416
3209	Medium	US 98 Realignment	@ Clinton Ave		State	00	2U	\$382,580	TMA	2026 - 2030	\$505,006	\$2,392,420	TMA	2026 - 2030	\$3,157,994	\$5,884,480	TMA	2026 - 2030	\$7,767,514	\$11,430,514
3111	Low	SR 56 Extension	US 301	SR 39	State	00	4D	\$6,641,618	OARC	2025	\$7,903,525	\$20,514,773	OARC	2031 - 2035	\$31,797,898	\$30,192,192	OARC	2036 - 2045	\$61,893,994	\$101,595,417
3007	Medium	SR 52	Urdaco Pl	Clinton Ave Ext	State	4D	6D	\$1,809,420	OAPE	2031 - 2035	\$2,804,601			Completed	\$0	\$8,224,010	OARC	2036 - 2045	\$16,859,221	\$19,663,822
3076	Medium	SR 54	Morris Bridge Rd	US 301	State	2U	4D	\$11,828,956	OAPE	2036 - 2045	\$24,249,360	\$53,773,358	OARC	2036 - 2045	\$110,235,384	\$53,773,358	OARC	2036 - 2045	\$110,235,384	\$244,720,128
3001	Low	SR 56	Mansfield Rd	Meadow Pointe Blvd	State	4D	6D	\$7,121,192		Unfunded	\$0	\$0		Completed	\$0	\$32,366,592		Unfunded	\$0	\$0
3008	Medium	SR 52	Clinton Ave Ext	Curley St / Rd	State	2U	4D	\$4,239,300		Unfunded	\$0	\$19,273,800		Unfunded	\$0	\$19,273,800		Unfunded	\$0	\$0
3101b	Medium	Clinton Ave Ext (New SR 52)	Curley Rd	Prospect Rd / Happy Hill Rd	State	4D	6D	\$7,980,190		Unfunded	\$0	\$0		Completed	\$0	\$36,270,828		Unfunded	\$0	\$0
3102b	Low	Clinton Ave	Fort King Hwy	US 301	State	4D	6D	\$3,516,420		Unfunded	\$0	\$0		Unfunded	\$0	\$15,982,510		Unfunded	\$0	\$0
3100a	Medium	Clinton Ave Ext (New SR 52)	Urdaco Pl	Fort King Rd	State	00	4D	\$0		Completed	\$0	\$0		Completed	\$0	\$0		Committed	\$0	\$0
3100b	Medium	Clinton Ave Ext (New SR 52)	SR 52	Curley Rd	State	4D	6D	\$6,160,756		Unfunded	\$0	\$0		Unfunded	\$0	\$28,001,303		Unfunded	\$0	\$0
3139	Low	SR 52 (Schradler Memorial Hwy)	Handcart Rd / Happy Hill Rd	Thomas Jefferson Rd / Stadium Dr	State	2U	4D	\$5,183,571		Unfunded	\$0	\$23,566,890		Unfunded	\$0	\$23,566,890		Unfunded	\$0	\$0
3136	Low	US 41 (Land O Lakes Blvd)	SR 52	Pasco / Hernando County Line	State	2U	4D	\$18,470,826		Unfunded	\$0	\$83,976,837		Unfunded	\$0	\$83,976,837		Unfunded	\$0	\$0
3018b	Medium	Gall Blvd (US 301)	SR 39	SR 56	State	4D	6D	\$7,795,203		Unfunded	\$0	\$0		Completed	\$0	\$35,430,041		Unfunded	\$0	\$0
3009a	Medium	US 41 (Land O Lakes Blvd)	Horton Rd	SR 52	State	4D	6D	\$20,403,083		Unfunded	\$0	\$0		Unfunded	\$0	\$92,734,222		Unfunded	\$0	\$0
3081b	Medium	SR 56	Meadow Pointe Blvd	US 301	State	4D	6D	\$17,596,232		Unfunded	\$0	\$0		Completed	\$0	\$79,969,043		Unfunded	\$0	\$0
3140	Low	S 21st St	Thomas Jefferson Rd / Stadium Dr	W Meridian Ave	State	2U	4D	\$1,594,019		Unfunded	\$0	\$7,247,140		Unfunded	\$0	\$7,247,140		Unfunded	\$0	\$0
3178	Low	SR 39	Hillsborough County Line	US 301 / Gall Blvd	State	2U	4D	\$7,610,603		Unfunded	\$0	\$34,601,289		Unfunded	\$0	\$34,601,289		Unfunded	\$0	\$0
3005	Medium	SR 52	US 41 (Land O' Lakes Blvd)	Old Pasco Rd / I-75	State	4D	6D	\$34,995,779		Unfunded	\$0	\$0		Completed	\$0	\$159,059,607		Unfunded	\$0	\$0
3116	Medium	US 301	Beardsley Dr Ext	SR 56	State	2U	4D	\$0		Committed	\$0	\$10,437,638		Unfunded	\$0	\$20,437,275		Unfunded	\$0	\$0
3086	Low	US 98	US 301	Hernando County Line	State	2U	4D	\$945,792		Unfunded	\$0	\$5,905,661		Unfunded	\$0	\$14,528,627		Unfunded	\$0	\$0
3146	Low	US 98	Polk County Line / CR 54	Old Lakeland Highway	State	2U	4D	\$2,935,500		Committed	\$2,935,500	\$5,250,000		Committed	\$5,250,000	\$55,000,000		Committed	\$55,000,000	\$63,185,500
3084	Medium	US 98	Old Lakeland Highway	US 301	State	2U	4D	\$2,293,500		Committed	\$2,293,500	\$20,250,000		Committed	\$20,250,000	\$51,000,000		Committed	\$51,000,000	\$73,543,500
3209b	N/A	US 98	US 301 South	US 301 North	State	2U	4D	\$1,970,000		Committed	\$1,970,000	\$20,250,000		Committed	\$20,250,000	\$30,800,000		Committed	\$30,800,000	\$53,020,000
3212	N/A	US 301	S of US 98	Hernando County Line	State	2U	4D	\$1,000,000		Committed	\$1,000,000	\$10,045,000		Committed	\$10,045,000	\$16,500,000		Committed	\$16,500,000	\$27,545,000

Pasco MPO FY 2023 - 2027 Transportation Improvement Program Project List									
									04/11/2022
DIH-STATE IN-HOUSE PRODUCT SUPPORT		44,696							44,696
DS-STATE PRIMARY HIGHWAYS & PTO		23,783							23,783
Phase: PRELIMINARY ENGINEERING Totals		1,416,175							1,416,175
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>									
Fund Code: DDR-DISTRICT DEDICATED REVENUE		30,000							30,000
DS-STATE PRIMARY HIGHWAYS & PTO			21,897						21,897
Phase: RAILROAD & UTILITIES Totals		30,000	21,897						51,897
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
Fund Code: DS-STATE PRIMARY HIGHWAYS & PTO		38,536							38,536
SA-STP, ANY AREA			7,681,746						7,681,746
Phase: CONSTRUCTION Totals		38,536	7,681,746						7,720,282
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>									
Fund Code: DS-STATE PRIMARY HIGHWAYS & PTO		15,000							15,000
Item: 441659 1 Totals		1,499,711	7,703,643						9,203,354
Project Totals		2,027,964	12,206,857						14,234,821
Item Number: 443368 3	Project Description: US 98/SR 35/SR 700 FROM POLK CO LINE/CR54 TO OLD LAKELAND HWY		LRTP Page: ES-20 Amendment						
District: 07	County: PASCO		Type of Work: ADD LANES & RECONSTRUCT	Project Length: 5.126MI					
Extra Description:	2 TO 4 LANES								
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)		27,156							27,156
ARPA-AMERICAN RESCUE PLAN ACT		1,860,100							1,860,100
DDR-DISTRICT DEDICATED REVENUE		1,824,395							1,824,395
DEM-ENVIRONMENTAL MITIGATION		356							356
DIH-STATE IN-HOUSE PRODUCT SUPPORT		84,393							84,393
DS-STATE PRIMARY HIGHWAYS & PTO		349,390							349,390
GFSA-GF STPBG ANY AREA		827,432							827,432
SA-STP, ANY AREA		49,095							49,095
Phase: PRELIMINARY ENGINEERING Totals		5,022,317							5,022,317
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
Fund Code: ARPA-AMERICAN RESCUE PLAN ACT		3,539,400							3,539,400
DIH-STATE IN-HOUSE PRODUCT SUPPORT		110,000	30,000						140,000
DS-STATE PRIMARY HIGHWAYS & PTO		5,000							5,000
Phase: RIGHT OF WAY Totals		3,654,400	30,000						3,684,400
<b>DESIGN BUILD / MANAGED BY FDOT</b>									
Fund Code: ARPA-AMERICAN RESCUE PLAN ACT			72,850,000						72,850,000
DIH-STATE IN-HOUSE PRODUCT SUPPORT			128,375						128,375
DS-STATE PRIMARY HIGHWAYS & PTO		176							176
Phase: DESIGN BUILD Totals		176	72,978,375						72,978,551
Item: 443368 3 Totals		8,676,893	73,008,375						81,685,268
Item Number: 443368 4	Project Description: US 98/SR 700 FROM S OF OLD LAKELAND HWY TO US 301/SR 53/SR 39/SR 700		LRTP Page: ES-20 Amendment						
District: 07	County: PASCO		Type of Work: ADD LANES & RECONSTRUCT	Project Length: 3.057MI					
Extra Description:	2 TO 4 LANES								
Fiscal Year									



## STIP Project Detail and Summaries Online Report

\*\* Repayment Phases are not included in the Totals \*\*

Selection Criteria	
Current STIP Financial Project:443368 4 As Of:9/1/2022	Detail All Funds

HIGHWAYS							
Item Number: 443368 4		Project Description: US 98/SR 700 FROM S OF OLD LAKELAND HWY TO US 301/SR 53/SR 39/SR 700					
District: 07	County: PASCO	Type of Work: ADD LANES & RECONSTRUCT				Project Length: 3.057MI	
Extra Description:		2 TO 4 LANES					
		Fiscal Year					
Phase / Responsible Agency	<2022	2022	2023	2024	2025	>2025	All Years
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>							
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT		489,915	32,600			522,515
	DDR-DISTRICT DEDICATED REVENUE	22,161	84,508				106,669
	DS-STATE PRIMARY HIGHWAYS & PTO	144,625	113,740				258,365
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>166,786</b>	<b>688,163</b>	<b>32,600</b>			<b>887,549</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>							
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT		771,131	9,271,605			10,042,736
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		35,943	135,933			171,876
<b>Phase: RIGHT OF WAY Totals</b>			<b>807,074</b>	<b>9,407,538</b>			<b>10,214,612</b>
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>							
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		70,000				70,000
<b>DESIGN BUILD / MANAGED BY FDOT</b>							
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT			1,000			1,000
	DS-STATE PRIMARY HIGHWAYS & PTO	1,288	31,911				33,199
<b>Phase: DESIGN BUILD Totals</b>		<b>1,288</b>	<b>31,911</b>	<b>1,000</b>			<b>34,199</b>
<b>Item: 443368 4 Totals</b>		<b>168,074</b>	<b>1,597,148</b>	<b>9,441,138</b>			<b>11,206,360</b>
<b>Project Totals</b>		<b>168,074</b>	<b>1,597,148</b>	<b>9,441,138</b>			<b>11,206,360</b>
<b>Grand Total</b>		<b>168,074</b>	<b>1,597,148</b>	<b>9,441,138</b>			<b>11,206,360</b>

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:  
Federal Aid Management  
Cynthia Lorenzo: [Cynthia.Lorenzo@dot.state.fl.us](mailto:Cynthia.Lorenzo@dot.state.fl.us) Or call 850-414-4448

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## **Social and Economic Appendix**

### **Contents:**

NRCS Coordination (March 2022)

NRCS Coordination (September 2021)



United States Department of Agriculture

March 8, 2022

Allison Conner  
Environmental Specialist III  
FDOT District Seven  
Planning & Environmental Management Office  
(813) 975-6455 / (800) 226-7220 x6455

Subject: US 98 fr.CR 54 to US 301 (443368-1/2) project

Dear Allison Conner;

The following guidance is provided for your information.

The Natural Resources Conservation Service (NRCS) has reviewed the: FDOT District 7 WPI# 443368-1/2-22-01: US 98/SR 35/SR 700 from Polk Co Line/CR54 to US 301/US 98/SR 35/SR 700 - Updated Prime farmlands coordination request

The Agriculture and Food Act of 1981, (Public Law 97-98) containing the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549, is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency.

Based on the information provided for the area of interest located in Polk County FL. The area in question meets one or more of the above criteria for exemption since the location *is in non-prime farm ground* according to the Code of Federal Regulation 7CFR 658, Farmland Protection Policy Act, Section 658-2. You are exempt from filling the AD1006 at this time. Use this letter as proof of exemption. No further action with regard to FPPA is required on your part.

If you have any questions for this project please email me, [isabelle.giuliani@usda.gov](mailto:isabelle.giuliani@usda.gov). Any future projects, please refer me as the point of contact.

NRCS - Farmland Protection Policy Act Website:  
<https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/landuse/fppa/>

Sincerely,

ISABELLE GIULIANI  
Area Resource Soil Scientist  
USDA NRCS Florida

---

Natural Resources Conservation Service  
324 8th Avenue, West, Suite 104  
Palmetto, FL 34221  
941-729-6804/855-464-1961 (FAX)  
*USDA is an equal opportunity provider, employer, and lender.*



United States Department of Agriculture

---

September 1<sup>st</sup>, 2021.

Gordon Mullen  
402 South Kentucky Avenue, Suite 400  
Lakeland, FL 33801

Dear Gordon Mullen:

The Natural Resources Conservation Service (NRCS) has reviewed the **US 98 fr. CR 54 to US 301 (443368-1/2) Pasco, County Florida.**

The Agriculture and Food Act of 1981, (Public Law 97-98) containing the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549, is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency.

Farmland Impact Conversion Rating Form is needed for this project. Typically, this form is required on projects that convert farmlands into non-farmland uses, which have federal dollars attached to the project. Areas committed to or already in urban development are not subject to FPPA.

For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forestland, pastureland, cropland, or other land, but not water or urban built-up land.

The area in question meets one or more of the above criteria for *Non-Farmland*. No farmland area will be affected or converted according to the Code of Federal Regulation 7CFR 658, Farmland Protection Policy Act, Section 658-2. You are exempt from filling the AD1006 at this time. Use this letter as proof of exemption. See the website link below for more information on the Farmland Protection Act, and a copy of the AD-1006 or CPA-106 form, with instructions.

If you have any questions, please by email: [Isabelle.Giuliani@usda.gov](mailto:Isabelle.Giuliani@usda.gov).

---

Natural Resources Conservation Service  
324 8th Avenue, West, Suite 104  
Palmetto, FL 34221  
941-729-6804/855-464-1961 (FAX)

USDA is an equal opportunity provider, employer, and lender

Sincerely,

Isabelle Giuliani  
Area Resource Soil Scientist

NRCS - Farmland Protection Policy Act Website:

<https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/landuse/fppa/>

Enclosures:

**Map of Area of interest for proyect US 98 fr. CR 54 to US 301 (443368-1/2) Pasco and Polk,  
County Florida.**

---

Natural Resources Conservation Service  
324 8th Avenue, West, Suite 104  
Palmetto, FL 34221  
941-729-6804/855-464-1961 (FAX)



## **Cultural Resources Appendix**

### **Contents:**

CRAS SHPO Concurrence

CRAS Tech Memo SHPO Concurrence

Section 4(f) Resource Forms (November 2021)

CRAS Tech Memo Addendum SHPO Concurrence

CRAS Desktop Analysis SHPO Concurrence



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, Florida 33612-6456

KEVIN J. THIBAUT, P.E.  
SECRETARY

October 20, 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  
US 98/SR 35/SR 700 from CR 54 to US 301 (SR 39)  
Pasco County, Florida  
Work Program Item Segment (WPIS) No.: 443368-2  
Federal Aid Project No.: TBD**

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study along US Highway (US) 98 / State Road (SR) 35 / SR 700 from County Road (CR) 54 to US 301 / SR 39 in Pasco County, Florida. The PD&E Study will focus on widening this section of US 98 from a two-lane undivided facility to a four-lane divided facility and includes the realignment of US 98 between CR 35A to US 301. The realignment allows US 98 to align with the Clinton Avenue (New SR 52) intersection at US 301. The PD&E Study satisfies all applicable requirements to qualify for federal-aid funding of subsequent development phases (design, right-of-way [ROW]) acquisition, and construction).

Where the roadway is widened, the roadway consists of a rural typical section and will fit within the existing 160-foot-wide ROW. In the realignment section, the roadway consists of a suburban typical section within a proposed 245-foot-wide ROW and include a 6-foot sidewalk on the east side of the road and a 12-foot trail on the west side of the road. Where the new US 98 connects to Clinton Avenue and extends to US 301, the roadway consists of an urban typical section within a 140-foot-wide ROW and includes a 6-foot sidewalk on the east side of the road and a 10-foot trail on the west side of the road. The proposed improvements will include construction of stormwater management facility (SMF) and floodplain compensation (FPC) sites which will be selected and surveyed for cultural resources soon.

Enclosed is one copy of the Cultural Resource Assessment Survey (CRAS) (dated October 2021), one Survey Log Sheet, 46 Florida Master Site File (FMSF) forms (39 original and

*Improve Safety, Enhance Mobility, Inspire Innovation*  
[www.fdot.gov](http://www.fdot.gov)

Timothy A. Parsons, Ph.D., Director  
US 98 / SR 36 / SR 700 from CR 54 to US 301 (SR 39)  
Pasco County, Florida  
WPIS No.: 443368-2  
October 20, 2021  
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seven updated), and a CD containing an electronic version of these files.

On behalf of the FDOT District Seven, Archaeological Consultants, Inc. (ACI) conducted a CRAS 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 National Register of Historic Places (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 was conducted by staff who meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716).

The archaeological APE was limited to the footprint of proposed activities within the existing boundaries of the project. The historical/architectural APE includes immediately adjacent parcels where resources within 200 feet (ft) of the existing ROW were surveyed along the existing segment of US 98. However, in the area of the new alignment between US 98 and Clinton Avenue (New SR 52), the APE was extended to include historic resources within 500 ft from the edge of the proposed ROW. All proposed work activities as shown in the October 2021 Preferred Alternative Concept Plans (included in the CRAS Appendix A) will take place within the APE as defined in the CRAS report.

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 indicated that four previously recorded archaeological sites are within the APE and three are immediately adjacent to the APE. Given the known patterns of aboriginal settlement, the APE was considered to have a variable probability for prehistoric archaeological site occurrence and a low probability for historic archaeological sites. Background research also indicated that sites, if present, would most likely be small lithic or artifact scatters. Archaeological field survey included ground surface reconnaissance as well as the excavation of 282 shovel tests with 10 being positive for artifacts. As a result of this survey, two new archaeological sites were found (8PA03418 and 8PA03419) and evidence of two previously recorded archaeological sites were also documented (8PA0144B and 8PA0145K), as well as one Archaeological Occurrence (AO). An AO is defined by the FMSF as "the presence of one or two nondiagnostic artifacts, not known to be distant from their original context which fit within a hypothetical cylinder of 30 meters diameter regardless of depth below surface." Thus, occurrences are not recorded as sites and are not NRHP eligible. No evidence was found for sites 8PA00355 and 8PA00046 that extended into the US 98 APE but the FMSF forms for these sites were updated to reflect the negative evidence within the APE. In addition, no evidence of adjacent sites 8PA00047, 8PA00145C, and 8PA0144B were found to extend into the APE, thus those FMSF forms were not updated. The portion of each identified site located within the US 98 APE is not eligible for listing in the NRHP; however, there is insufficient information to evaluate the site as a whole.

Historic background research indicated that one historic resource was previously recorded within the APE. This includes the circa (ca.) 1925 Frame Vernacular residence located at

Timothy A. Parsons, Ph.D., Director  
US 98 / SR 36 / SR 700 from CR 54 to US 301 (SR 39)  
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1061 Beckum Road (8PA02224). The resource was first recorded in 2005 and has not been evaluated by the State Historic Preservation Officer (SHPO). In addition, unrecorded segments of the South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802) and Old Lakeland Highway (8PA03343) are located within the historical APE. The SHPO evaluated segments of the Railroad (8PA02802), located outside of the APE, and found there was insufficient information to make a determination of eligibility; however, the segments of Old Lakeland Highway have not been evaluated by the SHPO.

The historical/architectural field survey resulted in the identification and evaluation of 40 historic resources within the APE. Of these, 37 were newly identified, recorded, and evaluated (8PA03346 – 8PA03381; 8PA03417), two unrecorded segments of the South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802) and Old Lakeland Highway (8PA03343) were recorded and evaluated, and one previously recorded historic resource (8PA02224) was identified and re-evaluated. These 40 historic resources include: 32 buildings (8PA02224, 8PA03350 – 8PA03355, 8PA03357 – 8PA03381) constructed between ca. 1925 and ca. 1975, one object (8PA03346), one building complex resource group (8PA03417), two linear resources (8PA02802 and 8PA03343), and four bridges (8PA03347, 8PA03348, 8PA03349, 8PA03356).

Of the 40 identified historic resources, 38 appear ineligible for listing in the NRHP either individually or as part of a historic district. Overall, the buildings are common examples of their respective architectural styles that have been altered. The bridges and one linear resource (8PA03343) are of common design and construction that lack unique design features and characteristics. In addition, background research for these resources did not reveal any historic associations with significant persons and/or events; therefore, none appear eligible for listing in the NRHP.

Two historic resources within the APE appear eligible for listing in the NRHP. These include a segment of the South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802) and the newly identified Polk-Pasco County Line Obelisk (8PA03346). Since these two resources are considered NRHP eligible but not yet evaluated by the SHPO, proposed project effects will be evaluated as if the resources have been determined NRHP eligible. Therefore, the Criteria of Adverse Effect, as set forth in 36 CFR Part 800.5(a)(1), was applied to the project.

The segment of South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802) within the APE appears eligible for listing in the NRHP at the local level under Criterion A in the areas of Community Planning & Development and Transportation. Within the APE, Bridge No. 140025 carries US 98 over the railroad. Per the Concept Plans, work in this area includes widening the east and west bound lanes of the bridge to accommodate the US 98 road widening from a two-lane facility to a four-lane facility. Based on the scope of work, the undertaking will not affect the historical alignment or the integrity of the railroad as a whole.

The Polk-Pasco County Line Obelisk (8PA03346) appears eligible for listing in the NRHP at

Timothy A. Parsons, Ph.D., Director  
US 98 / SR 36 / SR 700 from CR 54 to US 301 (SR 39)  
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the local level under Criterion A in the areas of Transportation and Local History. The Obelisk is located over the Polk County line in Pasco County at the northeast intersection of US 98 and CR 54. Per the October Concept Plans, the roadway improvements are being performed within the existing ROW and centered on the centerline of the roadway. While this will result in the roadway shifting closer to the obelisk, the obelisk will not be impacted and will maintain its current location. Based on the scope of work, the undertaking will not adversely result in physical destruction, damage, or alteration of all or part of the of the Obelisk. Therefore, it is the opinion of ACI and FDOT District Seven, that the proposed undertaking will have *no adverse effect* on the South Florida Railroad – Pemberton Ferry Branch/Richloam Railroad (8PA02802) or the Polk-Pasco County Line Obelisk (8PA03346).

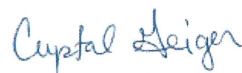
In addition to the 40 historic resources identified within the APE, the Pasco County property appraiser identified one historic resource constructed in ca. 1961 that could not be evaluated or recorded during the field survey due to lack of accessibility and/or obstructed views from the US 98 ROW. The resource is located at 9287 US Highway 98. Based on available information, the resource is probably a typical example of a vernacular style building; however, the status and condition of the resource is unknown. Per the Concept Plans dated October 2021, there is no proposed ROW acquisition from this parcel. Since the building is hidden by existing vegetation on the parcel and there is no proposed ROW acquisition, the proposed project should have no effect on the building.

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, 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](mailto:crystal.geiger@dot.state.fl.us).

Sincerely,



Crystal Geiger  
Environmental Specialist III  
Cultural Resource Coordinator

Enclosures

Timothy A. Parsons, Ph.D., Director  
US 98 / SR 36 / SR 700 from CR 54 to US 301 (SR 39)  
Pasco County, Florida  
WPIS No.: 443368-2  
October 20, 2021  
Page 5 of 5

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

Craig Fox, FDOT  
Berenice Sueiro-Vazquez, Atkins

The State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey (CRAS) complete and sufficient and  concurs /  does not concur with the recommendations and findings in this cover letter for SHPO / FDHR Project File Number 2021-40D. Or, the SHPO finds the attached CRAS 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:

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Alissa Lotane

Digitally signed by Alissa Lotane  
DN: cn=Alissa Lotane, o=Florida Division of Historical Resources,  
ou=Department of Transportation, email=Alissa.Lotane@dot.fl.us  
Date: 2021.11.18 09:13:26 -0500

11/18/2021

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

Date



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, Florida 33612-6456

KEVIN J. THIBAUT, P.E.  
SECRETARY

November 4, 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 Technical Memorandum  
Stormwater Management Facility (SMF) Sites and Floodplain Compensation  
Sites  
US 98/SR 35/SR 700 from CR 54 to US 301 (SR 39)  
Pasco County, Florida  
Work Program Item Segment (WPIS) No.: 443368-2  
Federal Aid Project No.: TBD**

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study along US Highway (US) 98 / State Road (SR) 35 / SR 700 from County Road (CR) 54 to US 301 / SR 39 in Pasco County, Florida. The PD&E Study will focus on widening this section of US 98 from a two-lane undivided facility to a four-lane divided facility and includes the realignment of US 98 between CR 35A to US 301. The realignment allows US 98 to align with the Clinton Avenue (New SR 52) intersection at US 301. This is a federally funded project and part of on-going improvements to US 98.

A Cultural Resource Assessment Survey (CRAS) (dated October 2021) for the mainline corridor was submitted to your office on October 21, 2021. The proposed improvements will include construction of eight (8) off-site stormwater management facility (SMF) and two (2) floodplain compensation (FPC) sites. A CRAS for the SMF and FPC sites has since been prepared and is being submitted with this letter.

Enclosed is one copy of the CRAS for SMF and FPC sites (dated November 2021), one Survey Log Sheet, two Florida Master Site File (FMSF) forms (one original [8PA03432] and updated [8PA00144]), and a CD containing an electronic version of these files.

On behalf of the FDOT District Seven, Archaeological Consultants, Inc. (ACI) conducted a CRAS for the SMF and FPC sites for this project. The purpose of the CRAS Update was to

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[www.fdot.gov](http://www.fdot.gov)

Timothy A. Parsons, Ph.D., Director  
US 98 / SR 36 / SR 700 from CR 54 to US 301 (SR 39)  
Pasco County, Florida  
WPIS No.: 443368-2  
November 4, 2021  
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identify the presence of resources listed in or considered eligible for listing in the National Register of Historic Places (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 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) was defined as the area contained within the footprint of each SMF and FPC site. The historical/architectural APE includes the archaeological APE and immediately adjacent parcels as contained within 100 feet (ft) or not obstructed from view by vegetation. The proposed off-site SMF and FPC sites are outside of existing US 98 ROW.

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 indicated a low to high probability for the occurrence of historic and/or prehistoric archaeological sites. There are three previously recorded prehistoric archaeological sites within three of the pond sites (SMF 200-1/8PA00046, SMF 300-1/8PA00144A and 8PA00144B, and FPC 300 South-01/8PA00144A). As a result of the field survey, which included both ground surface reconnaissance and the excavation of 181 shovel tests (11 positive), no evidence of 8PA00046 was found within SMF 200-1. However, additional evidence of 8PA00144B was found in SMF 300-1; the positive shovel tests merge the two sites found in SMF 300-1 (8PA00144A and 8PA00144B) into 8PA00144 as per the FMSF guidance and a FMSF update form was prepared. This additional site evidence does not provide any previously unknown information about the site; therefore, it is not considered eligible for listing in the NRHP. No new historic or prehistoric archaeological sites were found during the current field survey.

Historic background research indicated that one historic resource (8PA03375) was previously recorded within the proposed pond site SMF 900-1. The resource is a circa (ca.) 1975 Masonry Vernacular style building that was recently identified and recorded during the US 98 PD&E Study CRAS (dated October 2021). The Masonry Vernacular style building is a common example of its respective architectural style without significant historical associations; therefore, does not appear eligible for listing in the NRHP. The current SMF and FPC CRAS field survey resulted in the identification of two historic resources within and/or adjacent to two proposed pond sites. These include one previously recorded resource (8PA03375) within SMF 900-1 and one newly identified resource (8PA03432) adjacent to FPC 300-North-01. The newly identified, recorded, and evaluated historic resource within the APE includes a ca. 1968 Ranch Style residence. Because the previously recorded resource was recently recorded, a FMSF form was not prepared for this survey. Overall, the historic resources are of common design and construction and lack significant historical associations to persons or events. Therefore, the historic resources within the APE appear ineligible for listing in the NRHP.

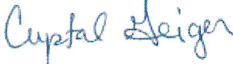


Timothy A. Parsons, Ph.D., Director  
US 98 / SR 36 / SR 700 from CR 54 to US 301 (SR 39)  
Pasco County, Florida  
WPIS No.: 443368-2  
November 4, 2021  
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This information is being provided in accordance with the provisions of the National Historic 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 Federal Highway Administration (FHWA) and FDOT.

Provided you approve the recommendations and findings in the enclosed CRAS, 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](mailto: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

Craig Fox, FDOT  
Berenice Sueiro-Vazquez, Atkins

The State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey (CRAS) complete and sufficient and  concurs /  does not concur with the recommendations and findings in this cover letter for SHPO / FDHR Project File Number 2021-6591. Or, the SHPO finds the attached CRAS 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:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

Digitally signed by Alissa Lotane  
DN: cn=Alissa Lotane, ou=Florida Division of Historical Resources, ou=Deputy SHPO,  
email=alissa.lotane@fdohr.com, o=FDHR  
Date: 2021.11.30 14:42:45-0500

11/30/2021  
\_\_\_\_\_  
Date

Section 4(f) Resources

Florida Department of Transportation

US 98/SR 35/SR 700 FROM CR54 TO US 301/US 98/SR 35/SR 700

District: FDOT District 7

County: Pasco County

ETDM Number: 14374

Financial Management Number: 443368-2-22-01

Federal-Aid Project Number: N/A

Project Manager: Craig Fox

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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

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DRAFT

### Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Upper Hillsborough Preserve	Preserve	Park/Rec Area	Southwest Florida Water Management District	No Use	Determination 11-17-2021
Green Swamp Wilderness Preserve	Wilderness Preserve	Park/Rec Area	Southwest Florida Water Management District	No Use	Determination 11-17-2021

DRAFT

## Upper Hillsborough Preserve

**Facility Type:** Preserve

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 41404 CR-54, Zephyrhills, FL, 33540, USA

Latitude: 28.25462 Longitude: -82.13170

**Description of Property:**

The Upper Hillsborough Preserve (Preserve) is located in southeastern Pasco County and northwestern Polk County. The Preserve is adjacent to the city of Zephyrhills to the west, and approximately six miles southeast of Dade City. Major highways that intersect the property include US 98, which forms the northeastern boundary of the property, and County Road (CR) 54, which bisects the preserve. The majority of the property is within the Hillsborough River Basin.

The Preserve protects natural resources and offers recreational resources to visitors. The Preserve supports a multiple-use concept for environmental conservation, public water supply and recreational access. The Preserve protects natural wetland and upland systems that provide habitat for many notable species of wildlife and plant life, including many federal and state listed species. The Preserve offers visitors opportunities for passive, nature-based recreation with hours of operation daily from sunrise to sunset.

The recreational activities permitted at the Preserve include bicycling, inline skating, camping, horseback riding, fishing, birding, and hiking. Public access to the property is provided by four walkthrough access points. An access to the northern portion of the Preserve is provided by a gate and parking area off of CR 54, midway between Chancey Road and US 98. A second access for the northern portion of the property is also provided by a gate and parking area east of the main entrance and east of the CSX railroad. A third access is provided by a gate and parking area at the west side of the property on Chancey Road. A fourth access point is provided by a gate and parking area at the end of Deems Road. This gate and parking area is the main entrance to the Alston Tract and is accessed off CR 39 by taking County Line Road to Deems Road. There are informational kiosks located at the north, west and south public access points which contain a large trail map of the property and trail map brochures. Motorized access on the property is restricted to authorized personnel directly affiliated with the Southwest Florida Water Management District (District), and any other non-affiliated personnel that are held in cooperative agreement with the District.

**Trails:** There are approximately 39 miles of designated multi-use trails traversing the entire Preserve. The hiking trails give nature-based experiences while minimizing impacts to the lands and natural systems. The trails are accessible from five access points. The Trail markers identify the type of recreational use and the arrows indicate the direction of the trail. The main trail intersections are numbered, which coincide with the trail map brochure. Of the 39 miles of multi-use trails, there are approximately 30 miles of the trails that are also designated for bicycling and equestrian use.

**Camping:** The Preserve provides primitive camping, backcountry tent camping, and equestrian camping opportunities. These opportunities are accessible from the primary access points. Each of the sites are equipped with picnic tables, and fire rings. Potable water is not provided on the property.

**Wildlife Viewing, Hunting, Fishing and Boating:** The Preserve has a wide variety of wildlife viewing opportunities, including the Hillsborough River. Currently, there is a land use agreement with FWC for hunting opportunities on the Preserve;

however, hunting is only allowed within the portion of the Upper Hillsborough Tract that lies between CR 54 and the Alston Tract. Fishing is typically open along the river and is accessible by foot only. Fishing is regulated by the FWC and a license may be required. Although the Hillsborough River may appear to be suitable for canoeing or kayaking, there is no designated launch site, and the waterway is not maintained for boating recreation.

**Owner/Official with Jurisdiction:** Southwest Florida Water Management District

**Relationship Between the Property and the Project**

The Preserve is located to the south of US 98. The proposed roadway widening adjacent to the Preserve is being conducted within the existing right of way. No right of way is proposed to be acquired from the Preserve. No use of the Preserve is anticipated. No acquisition or occupation of land from the protected property on either a temporary or permanent basis, no meaningful proximity impacts to protected properties, and no impacts to the access and usage of protected properties is anticipated.

Best Management Practices (BMP's) will be utilized during construction to minimize erosion and sediment transport. Erosion control measures are to be installed and maintained in accordance with standard FDOT specifications and the erosion control plan found in the Roadway Construction Plans.

**Yes No**

Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** 11-17-2021

## Green Swamp Wilderness Preserve

**Facility Type:** Wilderness Preserve

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 13347 Ranch Rd, Dade City, FL, 33525, USA

Latitude: 28.35582 Longitude: -82.12300

**Description of Property:**

The Green Swamp Wilderness Preserve (Green Swamp) totals 560,000 acres of wetlands and flatlands, with occasional low ridges, located in the center of the Florida peninsula. It is bounded by US 27 on the east, State Road (SR) 50 on the north, US 301 on the west, and US 98 on the south.

Recreational activities at the Green Swamp include hunting, fishing, horseback riding, camping, hiking, canoeing, birding, bicycling, and nature study. Hours of operation are daily from sunrise to sunset.

Hunting: A total of 48,050 acres of land in the Green Swamp Wildlife Management Area (WMA), located entirely within the Green Swamp Preserve, provides hunting opportunities to the public.

Hiking, Equestrian Use, Bicycling: A total of 21 miles of the Green Swamp Trail is located within the Green Swamp for public use.

Camping: Several camping areas are available to a variety of groups within the Green Swamp. There are campsites within the WMA for hunters, equestrian camping, youth group camping areas, and primitive camping for all ages. The main campground is located at the Rock Ridge entrance.

**Owner/Official with Jurisdiction:** Southwest Florida Water Management District

**Relationship Between the Property and the Project**

The Green Swamp is located to the north of US 98. The proposed roadway widening adjacent to the Green Swamp is being conducted within the existing right of way. No right of way is proposed to be acquired from the Green Swamp. No use of the Green Swamp is anticipated. No acquisition or occupation of land from the protected property on either a temporary or permanent basis, no meaningful proximity impacts to protected properties, and no impacts to the access and usage of protected properties is anticipated.

Best Management Practices (BMP's) will be utilized during construction to minimize erosion and sediment transport. Erosion control measures are to be installed and maintained in accordance with standard FDOT specifications and the erosion control plan found in the Roadway Construction Plans.

**Yes No**

Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** 11-17-2021

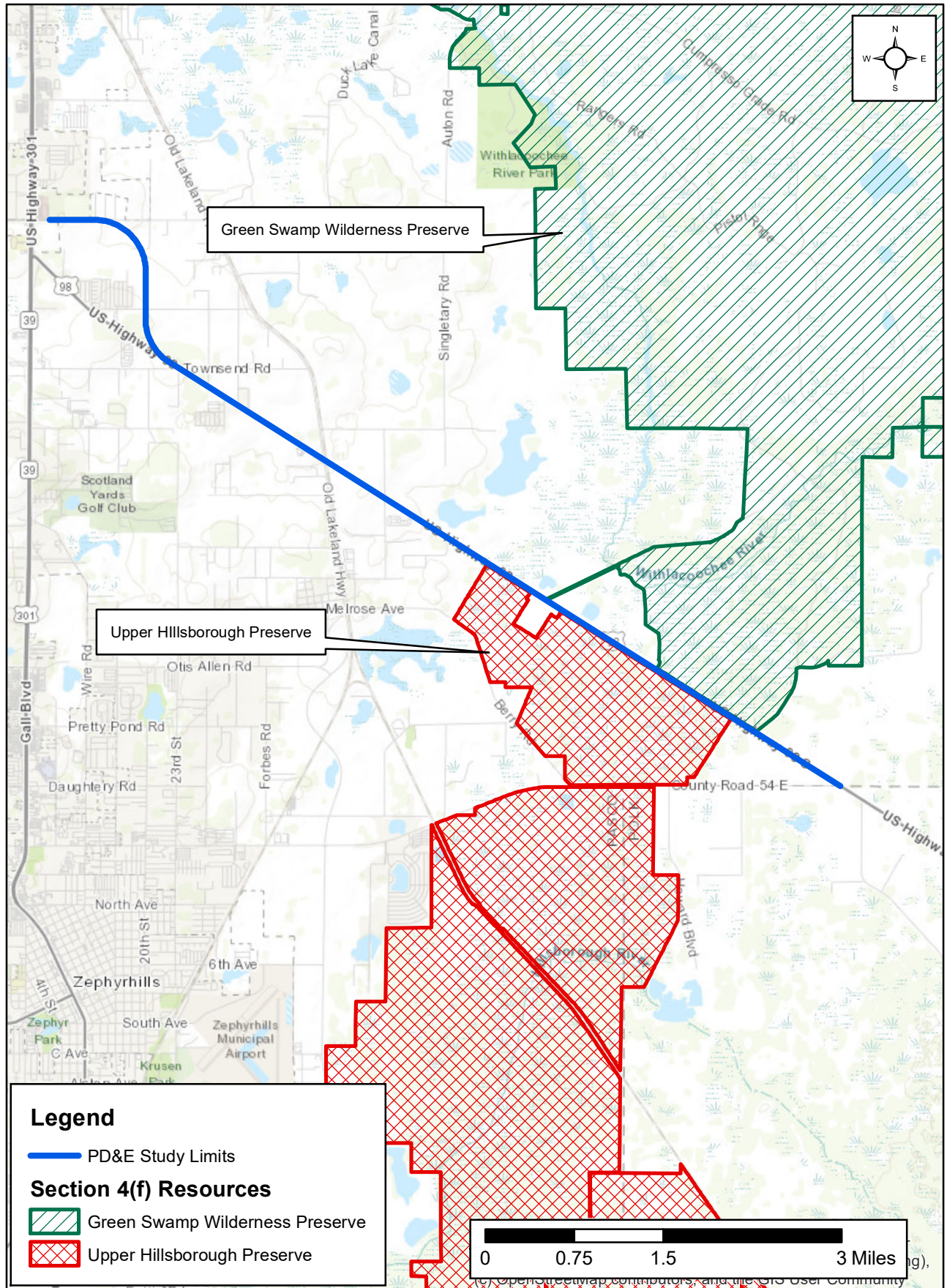
## Project-Level Attachments

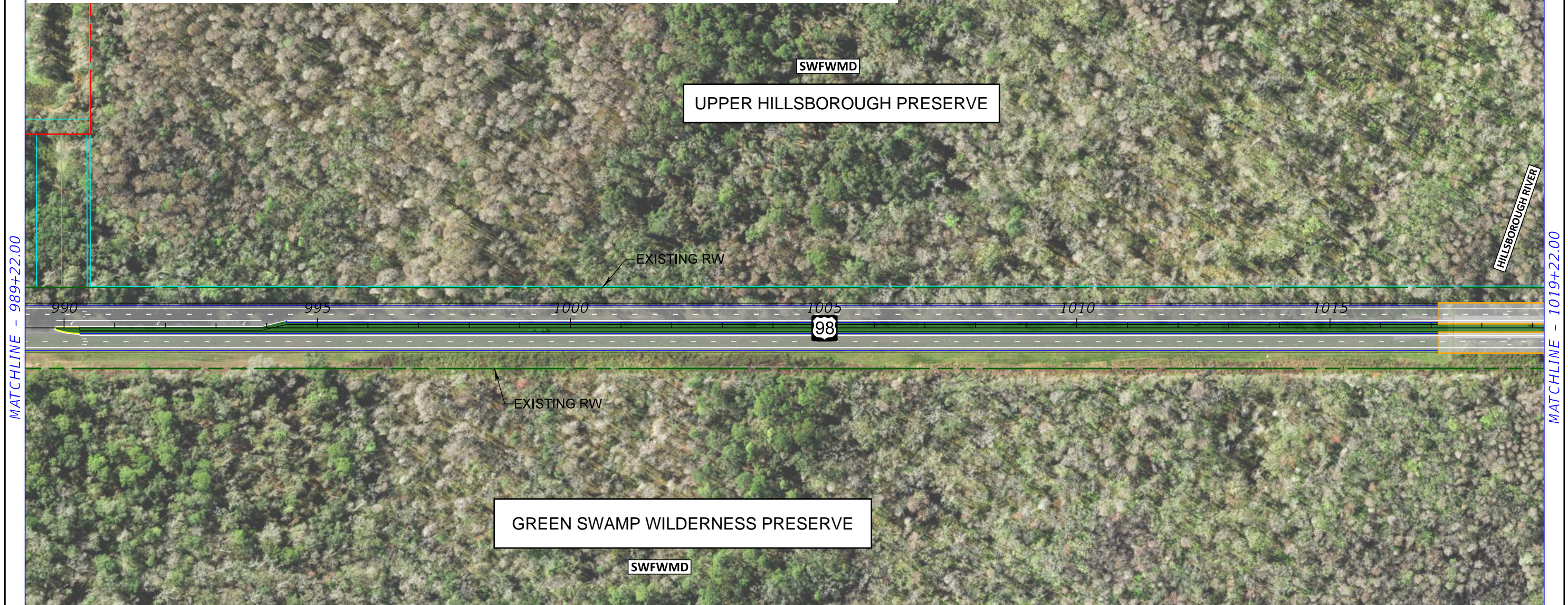
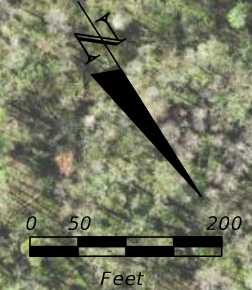
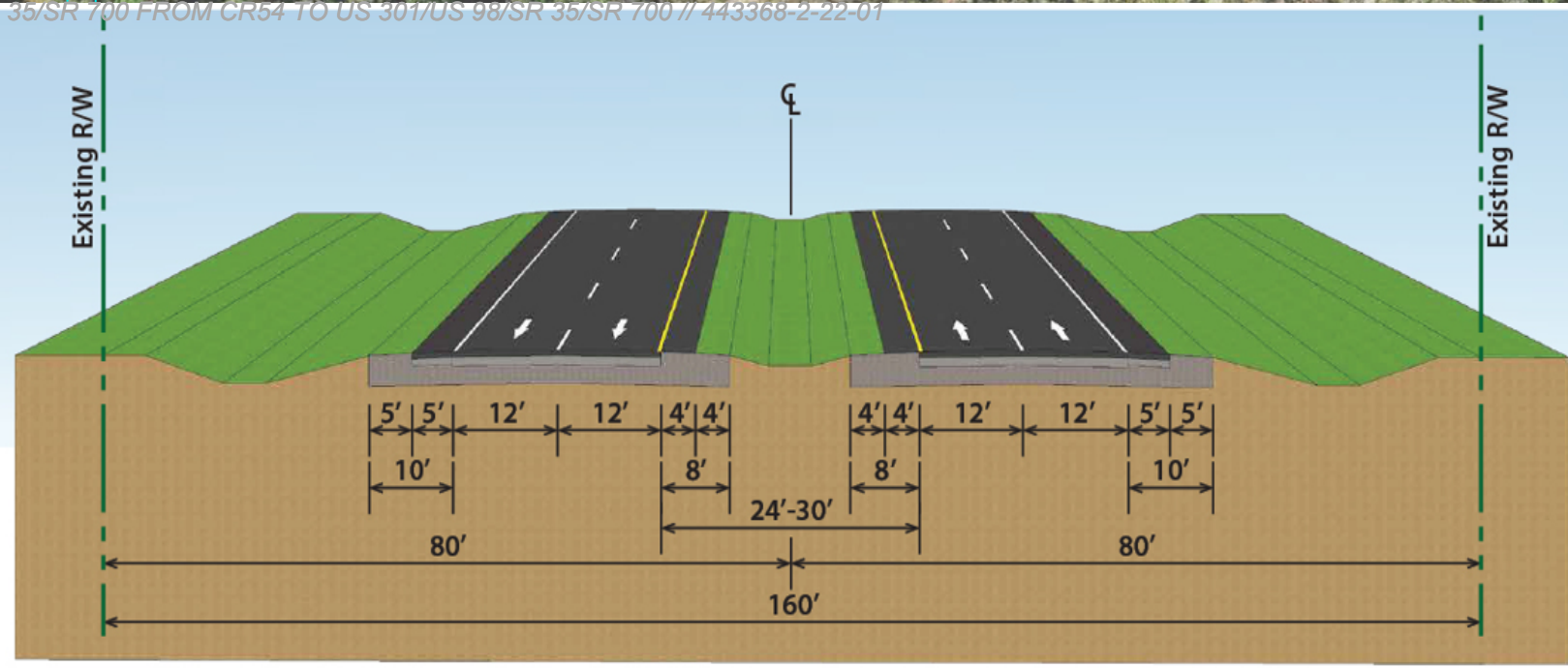
Section 4(f) Resource Map

Concept Plan with Typical Section

DRAFT







<b>LEGEND</b> --- Existing Right-of-Way --- Parcels --- Proposed Right-of-Way --- CSX Railroad --- Curb and Gutter --- Bridge --- Roadway Pavement --- Traffic Separator --- Pavement Removal --- Concrete Sidewalk --- Shared Use Path --- Road Labels --- Property Labels 98 US 98 --- Grass --- Proposed Pond Site --- Proposed FPC Site			US 98 FROM POLK COUNTY LINE TO US 301 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY PASCO COUNTY, FLORIDA FPID: 443368-1-22-01			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD NO. COUNTY FINANCIAL PROJECT ID SR35 / SR700 PASCO 443368-2-22-01			PREFERRED ALTERNATIVE CONCEPT PLAN SHEET		SHEET NO. 3
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--	--------------------------------------------------------------------------------------------------------------------------------------------	--	--	-------------------------------------------------------------------------------------------------------------------------------	--	--	---------------------------------------------	--	----------------

## Resource Attachments

### Upper Hillsborough Preserve

Upper Hillsborough Preserve Recreational Map

### Green Swamp Wilderness Preserve

Green Swamp Recreation Map

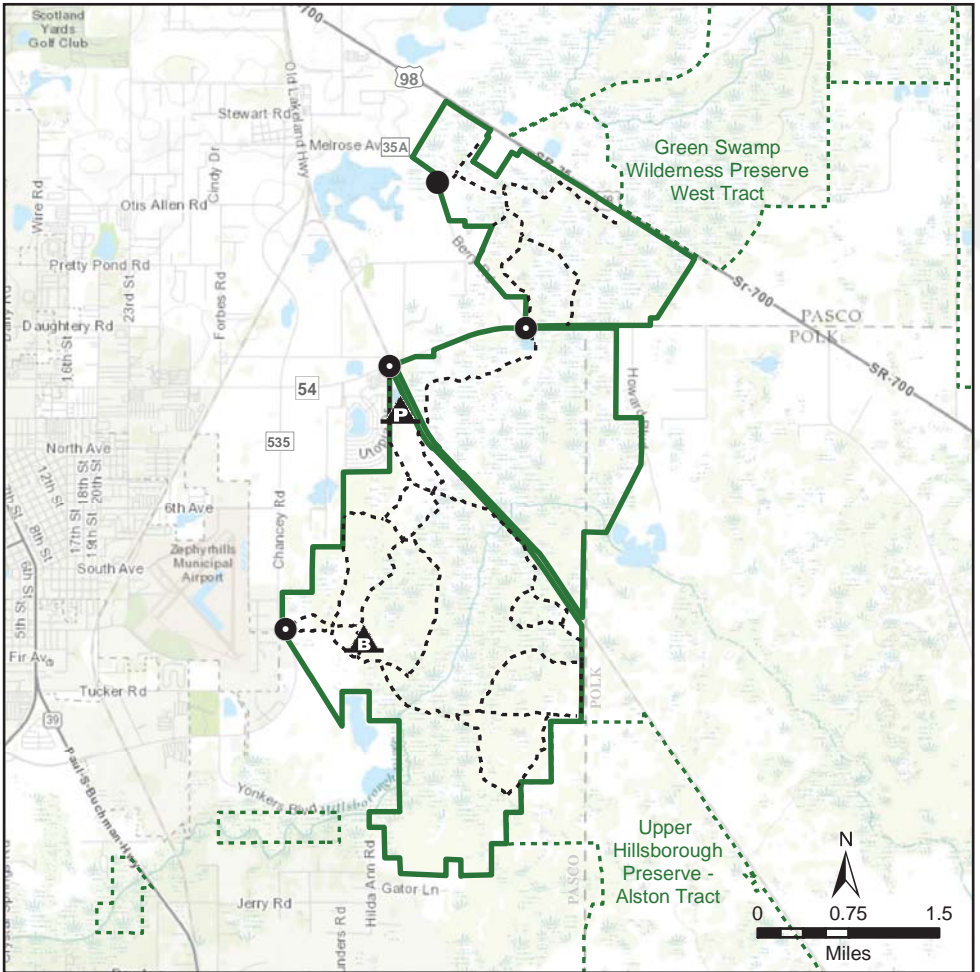
DRAFT

## Upper Hillsborough Preserve

Contents:

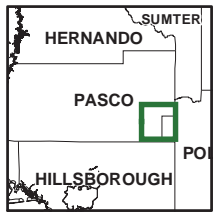
Upper Hillsborough Preserve Recreational Map

DRAFT



## Upper Hillsborough Preserve Upper Hillsborough Tract

- highway/major road
- minor road
- designated trail
- other public lands
- property boundary
- county line
- river/stream
- lake/pond
- forest
- wetland/swamp
- walk-through
- access point & parking
- backcountry camping
- primitive camping



General Location

## **Green Swamp Wilderness Preserve**

Contents:

Green Swamp Recreation Map

DRAFT





*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 North McKinley Drive  
Tampa, FL 33612

JARED W. PERDUE, P.E.  
SECRETARY

May 26, 2022

Dr. Timothy Parsons, Director  
Florida Division of Historical Resources  
Department of State, R.A. Gray Building  
500 South Bronough Street  
Tallahassee, FL 32399-0250

Attn: Alyssa McManus, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey Technical Memorandum Addendum  
US 98/SR 35/SR 700 from CR 54 to US 301/SR 39  
Pasco County, Florida  
WPI Segment No. 443368-2

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the proposed widening of US 98 from CR 54 to US 301 in Pasco County. The study will focus on widening this section of US 98 from a two-lane undivided facility to a four-lane divided facility and includes the realignment of US 98 between CR 35A to US 301. The realignment allows US 98 to align with the Clinton Avenue (New SR 52) intersection at US 301 and was the result of a separate Alternatives Corridor Evaluation (ACE) study (WPI Segment No. 443368-1). The study will also evaluate issues related to traffic operations, access management, safety, and include pedestrian and bicycle accommodations. In addition, there will be the construction of Stormwater Management Facility (SMF) sites (Ponds) and Floodplain Compensation (FPC) sites. Based on the comments received at a public hearing in December 2021, modifications to the conceptual plans were made which resulted in additional cultural resource review and the preparation of this Cultural Resource Assessment Survey (CRAS) Technical Memorandum Addendum. This is a federally funded project.

The archaeological Area of Potential Effects (APE) is defined as the area contained within the footprint of proposed modifications where previously archaeological survey was not conducted. The historical/architectural APE includes the archaeological APE and immediately adjacent parcel properties as contained within 100 feet (ft) or not obstructed from view by vegetation.

All work was conducted to comply with Section 106 of the *National Historic Preservation Act* of 1966 (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective August 2004), as well as Chapters 267 and 373, *Florida Statutes* (FS), Chapter 1A-46, *Florida Administrative Code* (FAC). All work was performed in accordance with the standards outlined in Part 2, Chapter 8 ("Archaeological and Historical Resources") of the FDOT's *Project Development and Environment (PD&E) Manual* (FDOT 2020), and the

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www.fdot.gov




Dr. Timothy Parsons, Director  
US 98  
Pasco County, Florida  
May 26, 2022  
Page 2 of 3

standards and guidelines contained in the *Cultural Resource Management Standards and Operational Manual: Module 3* (Florida Division of Historical Resources [FDHR] 2003).

Archaeological background research indicated a variable probability for the occurrence of historic and/or prehistoric archaeological sites. There is one previously recorded prehistoric archaeological site within a portion of one of the new pond sites, SMF 200-1, 8PA00046 (NRHP ineligible). As a result of the field survey, no evidence of 8PA00046 was found within SMF 200-1 and no new historic or prehistoric archaeological sites were found during the current field survey. Historical/architectural background research included a review of the Florida Master Site File (FMSF) and the NRHP. The research indicated no historic resources were present within the historic APE and none were found during the field survey.

Based on the results of the background research and field survey, there are no significant historic or prehistoric archaeological sites or historic resources within the APE. Thus, it appears that the proposed undertaking will result in no historic properties affected and have no effect on any NRHP listed, determined eligible, or potentially eligible resources within the APE.

The CRAS Report is provided for your review and comment. If you have any questions, please do not hesitate to call me at 813.975.6637 or [Crystal.Geiger@dot.state.fl.us](mailto:Crystal.Geiger@dot.state.fl.us).



Crystal Geiger  
Environmental Specialist III

Enclosures: One original copy of the CRAS (May 2022), One Completed Survey Log

CC: Kevin Connor, HWLochner  
Marion Almy, ACI

Dr. Timothy Parsons, Director  
US 98  
Pasco County, Florida  
May 26, 2022  
Page 3 of 3

The Florida State Historic Preservation Officer finds the Cultural Resource Assessment Survey (CRAS) Technical Memorandum Addendum complete and sufficient and  concurs /  does not concur with the recommendations and findings of the CRAS Technical Memorandum for SHPO / FDHR Project File Number 2019-40E. Or, the SHPO finds the letter 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 Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Kelly L. Chase, Digitally signed by Kelly L. Chase,  
DSHPO  
DN: cn=Kelly L. Chase, D=SHPO, o=ou,  
email=kelly.chase@dhs.myflorida.com,  
c=US  
Date: 2022.06.07 09:43:10 -0400  
DSHPO

6.7.2022

\_\_\_\_\_  
Timothy A. Parsons, Ph.D., Director  
State Historic Preservation Officer  
Florida Division of Historical Resources

\_\_\_\_\_  
Date



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.  
SECRETARY

October 18, 2022

Alissa S. Lotane, Director  
State Historic Preservation Officer  
Florida Division of Historical Resources  
500 South Bronough Street  
Tallahassee, Florida 32399-0250

Attention: Alyssa McManus, Transportation Compliance Review Program

**Re: Cultural Resource Assessment Desktop Analysis Addendum to US 98/State Road (SR) 35/SR 700 from County Road (CR) 54 to US 301/SR 39 Project Development and Environment (PD&E) Study in Pasco County, Florida Work Program Item Segment (WPIS) No.: 443368-2 Federal Aid Project No.: Not Listed**

Dear Ms. Lotane:

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study for road widening along a segment of US 98/SR 35/SR 700 from CR 54 to US 301/SR 39 in Pasco County. In 2021, the *Final Cultural Resource Assessment (CRAS) Report US 98/SR 35/SR 700 from CR 54 to US 301/SR 39 PD&E Study* was conducted by Archaeological Consultants, Inc. (ACI). The CRAS received concurrence from the State Historic Preservation Officer (SHPO) in 2021 (Florida Division of Historical Resources [FDHR] Project No. 2021-40D). ACI also received concurrence for a preferred pond memo and a technical memorandum addendum prepared as the result of design changes/modifications (FDHR Project Nos. 2021-6591; 2019-40E). The project is federally funded.

The current Cultural Resource Assessment Desktop Analysis serves as an addendum to the previous documentation and encompasses a remaining segment of US 98 between the new US 98 connection (approximately 1.0 mile), surveyed by ACI in 2021, where minor milling and resurfacing is proposed (please see enclosed document). There will be no ground disturbing activities. The purpose of this analysis is to determine if any listed or eligible National Register of Historic Places (NRHP) historic/prehistoric archaeological sites or historic resources are located within the Area

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Alissa S. Lotane  
Addendum US 98/SR 35/SR 700 from CR 54 to US 301/SR 39  
Hernando and Pasco Counties, Florida  
WPIS No.: 443368-2  
October 18, 2022  
Page 2 of 3

of Potential Effect (APE), defined as the existing pavement within the right-of-way (ROW) from pavement edge to pavement edge.

The background research indicated that no archaeological sites were recorded within the APE. Although the general area adjacent to the US 98 APE was considered to have a varied probability for archaeological site occurrence, no sites were expected within the APE given the disturbance that has occurred as a result of road construction and maintenance, and the presence and maintenance of underground utilities. The historical/architectural background research indicated no new and no previously recorded historic resources within the APE. Based on the results of the background research and field investigations, no archaeological sites or historic resources that are listed, eligible, or that appear potentially eligible for listing in the NRHP are located within the APE. Therefore, it is the professional opinion of ACI that the proposed undertaking will result in no historic properties affected.

I am requesting your concurrence with our evaluation that the improvements along the remaining segment of the **US 98/SR 35/SR 700 from CR 54 to US 301/SR 39 PD&E Study** project will result in *no historic properties affected*.

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 May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

If you have any questions, or if I may be of assistance, please contact me at (813) 975-6496 or [Robin.Rhinesmith@dot.state.fl.us](mailto:Robin.Rhinesmith@dot.state.fl.us).

Sincerely,



Robin Rhinesmith, FDOT District Seven  
Environmental Manager

Enclosures

cc: Craig Fox, FDOT  
Deena Woodward, FDOT OEM  
Maranda Kles, ACI  
Sarah K. Guagnini, PaleoWest

Alissa S. Lotane  
Addendum US 98/SR 35/SR 700 from CR 54 to US 301/SR 39  
Hernando and Pasco Counties, Florida  
WPIS No.: 443368-2  
October 18, 2022  
Page 3 of 3

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Desktop Analysis Addendum complete and sufficient and  concurs /  does not concur with the recommendations and findings provided in this letter for SHPO/FDHR Project File Number 201900040. Or, the SHPO finds the Desktop Analysis contains \_\_\_\_\_ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, 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 FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:

Kelly L. Chase,  
DSHPO

Digitally signed by Kelly L. Chase,  
DN: cn=Kelly L. Chase, DSHPO, o, ou,  
email=kelly.chase@dos.myflorida.co  
m, c=US  
Date: 2022.10.28 11:11:53 -04'00'

10.28.2022

Alissa S. Lotane, Director  
Florida Division of Historical Resources

Date

## **Natural Resources Appendix**

### **Contents:**

FFWCC Concurrence

USFWS Concurrence



November 18, 2021

**Florida Fish and Wildlife Conservation Commission**

Commissioners  
**Rodney Barreto**  
Chairman  
Coral Gables

**Michael W. Sole**  
Vice Chairman  
Sebastian

**Steven Hudson**  
Fort Lauderdale

**Gary Lester**  
Oxford

**Gary Nicklaus**  
Jupiter

**Sonya Rood**  
St. Augustine

**Robert A. Spottswood**  
Key West

Office of the  
Executive Director

**Eric Sutton**  
Executive Director

**Thomas H. Eason, Ph.D.**  
Assistant Executive Director

**Jennifer Fitzwater**  
Chief of Staff

850-487-3796  
850-921-5786 FAX

*Managing fish and wildlife resources for their long-term well-being and the benefit of people.*

620 South Meridian Street  
Tallahassee, Florida  
32399-1600  
Voice: 850-488-4676

Hearing/speech-impaired:  
800-955-8771 (T)  
800 955-8770 (V)

MyFWC.com

Allison Conner  
Planning & Environmental Management Office  
Florida Department of Transportation District 7  
11201 North McKinley Drive  
Tampa, FL 33612  
[Allison.Conner@dot.state.fl.us](mailto:Allison.Conner@dot.state.fl.us)

Re: US 98 from CR 54 to US 301/US 98, Natural Resource Evaluation, Hillsborough County

Dear Ms. Conner:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resource Evaluation (NRE) in accordance with FWC's authorities under Chapter 379, Florida Statutes and Chapter 67A-27, Florida Administrative Code.

The Florida Department of Transportation (FDOT) District 7 is conducting a Project Development and Environmental Study for proposed improvements along an approximately 8.6-mile segment of US 98 from CR 54 to US 301/US 98 in Pasco County. The proposed work consists of widening US 98 from two to four lanes within the study area. US 98 will also be realigned between CR 35A and US 301 to allow alignment with the new Clinton Avenue Intersection at US 301.

Stormwater management and floodplain compensation areas will also be constructed and incorporated as part of the final project design. According to FDOT, the proposed US 98 improvements are needed to address projected traffic demands, improve system linkage, and increase public safety. FDOT has also proposed to construct 10-foot-wide concrete shelves under both sides of the Hillsborough River Bridge in the project area in order to facilitate future wildlife movement and habitat connectivity.

FWC staff finds the determinations of effect and project commitments are appropriate to avoid, minimize, and mitigate protected species impacts, and no additional comments regarding the subject NRE are necessary at this time. For specific technical questions regarding this information, please contact Terry Gilbert at (850) 728-1103 or [Terry.Gilbert@MyFWC.com](mailto:Terry.Gilbert@MyFWC.com). All other inquiries may be directed to [ConservationPlanningServices@MyFWC.com](mailto:ConservationPlanningServices@MyFWC.com).

Sincerely

A handwritten signature in blue ink, appearing to read "Hight".

**Jason Hight**  
Land Use Planning Administrator  
Office of Conservation Planning Services

jh/tg  
US-98 -98 from CR-54 to US-301-US-98 NRE\_45926\_11182021



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 North McKinley Drive  
Tampa, FL 33612

KEVIN J. THIBAUT, P.E.  
SECRETARY

October 27, 2021

Ms. Zakia Williams  
U.S. Fish and Wildlife Service  
7915 Baymeadows Way  
Jacksonville, FL 32256  
[zakia\\_williams@fws.gov](mailto:zakia_williams@fws.gov)

**RE: Endangered Species Act Section 7 Coordination  
US 98/SR 35/SR 700 from CR 54 to US 301/SR 39  
Project Development & Environment Study  
Pasco County, Florida  
Work Program Item Segment No. 443368-2**

Dear Ms. Williams:

Please find enclosed the Natural Resource Evaluation (NRE) prepared for the above-referenced project. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate proposed improvements to US 98/SR 35/SR 700 from CR 54 to US 301/SR 39 in Pasco County. The Preferred Alternative study area incorporates the following:

- Widening of US 98/SR 35/SR 700 from two lanes to four lanes from the County Road (CR) 54 to US 301/SR 39;
- Realignment of US 98 between CR 35A to US 301, allowing US 98 to align with the Clinton Avenue (New SR 52) intersection at US 301; and
- Stormwater management facilities and floodplain compensation sites.

The study is approximately 8.6 miles in length and is in unincorporated Pasco County and Dade City (at the north end only) (Figure 1). The purpose of the PD&E Study is to provide documented information necessary for FDOT to reach a decision on the type, design, and location of improvements; as well as to assess the project's potential impacts to natural resources within the project study area. The proposed US 98 improvements are necessary to meet projected traffic demands, improve system linkage and improve safety for the travelling public.

The NRE assesses potential effects of the Preferred Alternative on wetlands and other surface waters, and federal and state protected species and their respective habitats. This NRE is being submitted to the federal and state resource agencies with jurisdiction over wetlands and protected species. The evaluation includes field inspections by qualified biologists, literature and database reviews, and coordination with natural resource agencies. Details on the study methodologies, results, conceptual mitigation alternatives and protection measures for avoidance and minimization of impacts to the resources are provided in the NRE.

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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding (MOU) dated December 14, 2016, and executed by the Federal Highway Administration and FDOT.

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US 98/SR 35/SR 700 from CR 54 to US 301/SR 39  
WPIS No.: 443368-2  
October 27, 2021  
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Figure 1: Project Location Map

US 98/SR 35/SR 700 from CR 54 to US 301/SR 39  
WPIS No.: 443368-2  
October 27, 2021  
Page 3 of 4

Based on the evaluation completed, approximately 208.68 acres of wetlands and other surface waters occur within the study area. Of these 208.68 acres, approximately 20.23 acres of unavoidable wetland impacts will result from the construction of the Preferred Alternative. Additional direct and secondary impacts will occur from the construction of proposed Stormwater Management Feature (SMF) 200-1. SMF 200-1 is anticipated to impact approximately 8.20 acres of surface waters. Approximately 11.25 acres of impacts to man-made other surface waters will occur from the construction of the roadway improvements, with an additional 1.95 acres of man-made other surface water impacts resulting from stormwater pond and floodplain compensation facility construction.

The study area was evaluated for the presence of federal and/or state protected species and their suitable habitat in accordance with Section 7 of the ESA and Part 2, Chapter 16 of the PD&E Manual. Based on this evaluation the Preferred Alternative “*may affect, not likely to adversely affect*” the eastern indigo snake, eastern black rail, and wood stork. The project is anticipated to have “*no effect*” on the bluetail mole skink, Audubon’s crested caracara, Florida scrub jay, piping plover and red cockaded woodpecker. The Preferred Alternative will not adversely modify any federally designated critical habitat as none exists in the project vicinity. For state-protected species there is “*no adverse effect anticipated*” for the plume polypody, stiff-leaved wild pine, Florida pine snake, gopher tortoise, Florida burrowing owl, Florida sandhill crane, little blue heron, reddish egret, roseate spoonbill, southeastern American kestrel, tricolored heron, bald eagle, and the Florida black bear. There is “*no effect anticipated*” for the celestial lily, craighead’s nodding caps, Florida willow, pondspice, pygmy pipes, sand butterfly pea, short-tailed snake, least tern and black skimmer. The FDOT is proposing a wildlife feature be incorporated into the Hillsborough River bridge replacement. The wildlife feature is expected to include 10-foot shelves on each side of the river for wildlife use. During the design and permitting phases, the FDOT will reassess the project action area for potential involvement with federal and state-protected species and coordinate further with the various federal and state resource agencies as necessary.

The FDOT appreciates the USFWS’ involvement with this project. The FDOT respectfully requests your review comments or written letter of concurrence with the findings and effect determinations presented in the attached NRE within 30 days. If you have any questions or require additional information, please contact me at 813.975.6455 or [Allison.Conner@dot.state.fl.us](mailto:Allison.Conner@dot.state.fl.us).

Sincerely,



Allison Conner  
Environmental Specialist III  
Planning & Environmental Management Office (PLEMO)  
Florida Department of Transportation – District Seven

cc: Craig Fox, FDOT  
Kirk Bogen, FDOT-D7  
Robin Rhinesmith, FDOT-D7  
Brittany Bianco, FDOT-OEM  
Deena Woodward, FDOT-OEM  
Heather Mason, FDEP  
Monte Ritter, SWFWMD  
Chastity LaRiche, SWFWMD

Laura DiGruttolo, FWC  
Jason Hight, FWC  
Kristee Booth, FWC  
Terry Gilbert, FWC  
Sean Greene, FWC  
[ConservationPlanningServices@MyFWC.com](mailto:ConservationPlanningServices@MyFWC.com)  
Vincent Morris, FDACS



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 North McKinley Drive  
Tampa, FL 33612

KEVIN J. THIBAUT, P.E.  
SECRETARY

The U.S. Fish and Wildlife Service finds the attached project documentation complete and sufficient and \_\_\_\_\_ concurs/ \_\_\_\_\_ does not concur with the recommendations and findings provided herein.


**USFWS Comments:**


**ZAKIA WILLIAMS**

Zakia Williams (or Designee)  
U.S. Fish and Wildlife Service  
North Florida Ecological Services Office

Digitally signed by ZAKIA WILLIAMS  
Date: 2021.11.24 21:59:46 -05'00'

Date

	<b>Florida Ecological Services Field Office</b> FWS Log No <u>22-TA-0258</u>
	The Service concurs with your effect determination(s) for resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.
<b>JOSE RIVERA</b>	Digitally signed by JOSE RIVERA Date: 2021.11.19 06:28:03 -05'00'
Environmental Review Supervisor	Date

## **Public Involvement Appendix**

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Public Hearing Transcript

Public Hearing Certification

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US 98/STATE ROAD 35/STATE ROAD 700  
PROJECT DEVELOPMENT & ENVIRONMENT STUDY  
FROM COUNTY ROAD 54 to US 301 IN PASCO COUNTY  
WORK PROGRAM ITEM NUMBER 443368-2

---

DATE: Thursday, December 2, 2021  
TIME: 5:30 p.m. - 7:30 p.m.  
PLACE: Pasco County Fairgrounds  
Clayton Auditorium  
36722 State Road 52  
Dade City, Florida 36722  
REPORTED BY: CATHY J. JOHNSON MESSINA  
Stenographic Court Reporter  
Notary Public, State of Florida

I N D E X

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- 3. Bonnie Burton..... 16
- 4. Carl Turner..... 18
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- 2. Brian Post..... 23
- 3. Mona Ducker (No Comment Received)..... 23
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F O R M A L P R E S E N T A T I O N

1  
2  
3 MR. BOGEN: Good evening. Welcome to the public  
4 hearing for the US 98/State Road 35/State Road 700  
5 Project Development & Environment or PD&E Study from  
6 County Road 54 to US 301 in Pasco County, a distance of  
7 approximately 8.6 miles. The Work Program Item, or WPI,  
8 Segment Number is 443368-2. My name is Kirk Bogen and  
9 I'm the Environmental Management Engineer for District  
10 Seven for the Florida Department of Transportation, or  
11 FDOT.

12 Today is Thursday, December the 2nd, 2021, and  
13 it is approximately 6:30 p.m. This public hearing is  
14 being held both in-person and virtually. For those  
15 attending in-person, we are assembled at the Pasco  
16 County Fairgrounds Clayton Auditorium located at 36722  
17 State Road 52 in Dade City, Florida. For those attending  
18 virtually, thank you for participating online via  
19 GoToWebinar.

20 FDOT District Seven is conducting the hearing  
21 this evening to provide you with an opportunity to  
22 discuss the project and to submit comments on this PD&E  
23 Study.

24 Public participation is encouraged and solicited  
25 without regard to race, color, religion, sex, age,

1 national origin, disability, or family status.

2 This public hearing is being held and was  
3 advertised in accordance with the applicable Federal  
4 and State requirements as shown on the citation board  
5 located next to the sign-in table and is being conducted  
6 in accordance with the Americans for Disabilities Act  
7 of 1990. This information also can be found online on  
8 the project website.

9 The environmental review, consultation, and other  
10 actions required by applicable federal environmental  
11 laws for this project are being, or have been, carried  
12 out by the FDOT pursuant to Title 23 of the United States  
13 Code Section 327 and a Memorandum of Understanding dated  
14 December 14, 2016, and executed by the Federal Highway  
15 Administration and FDOT.

16 This is your opportunity to receive information  
17 on the US 98 PD&E Study and officially provide your  
18 comments to be included in the public hearing record.  
19 The Preferred Build Alternative for the US 98 proposed  
20 improvements are based on environmental and engineering  
21 analyses completed to date, as well as the public  
22 comments that we receive.

23 The project team looked at various environmental  
24 effects in the alternative analysis. The project  
25 alternatives were evaluated for impacts to natural and



1 cultural resources and on the social and physical  
2 environments. Results of the cultural, national, social  
3 and physical environmental analysis are contained in the  
4 documents on display here tonight and are available on  
5 the project website.

6 Staff are available to answer questions regarding  
7 these reports. The results were the following:

8 Second 106 of the National Historic Preservation  
9 Act requires agencies to consider the effects of their  
10 actions on cultural resources. There were no  
11 archaeological resources identified within the project's  
12 area of potential effect that were listed or eligible  
13 for listing in the National Register of Historic Places.  
14 Two historic resources appear eligible for listing in the  
15 National Register of Historic Places. There are no  
16 adverse effects anticipated to cultural resources as a  
17 result of this project's improvements.

18 The natural resources assessed as part of this  
19 project include wetlands and other surface waters and  
20 protected species and habitat. The widening of US 98  
21 as proposed would impact up to 28.43 acres of wetlands  
22 and have minimal effects to species or their habitat.

23 The social environment results are to accommodate  
24 the roadway widening and anticipated off-site stormwater  
25 and floodplain compensation sites, acquisition of

1 additional right-of-way is anticipated and 37 parcels  
2 may be affected. This right-of-way acquisition is  
3 anticipated to involve six residential locations and  
4 zero business relocations. The potential relocations  
5 are shown on the concept plans.

6 Effects to the physical environment were evaluated  
7 as a result of the proposed improvements. Six properties  
8 are anticipated to be affected by an increased level of  
9 traffic noise; however, there appear to be no feasible  
10 and reasonable abatement measures.

11 There is one potentially medium risk contaminated  
12 site adjacent to the project improvements. The site is  
13 not in a location proposed for right-of-way acquisition  
14 and is not expected to adversely affect the project.

15 The purpose of the project is to evaluate the  
16 realignment of US 301 at US 98 and Clinton Avenue to  
17 enhance safety and provide system linkage/regional  
18 connectivity. US 98 is a crucial regional corridor  
19 providing an important freight route through Florida.

20 The proposed improvements will include additional  
21 travel lanes, intersection improvements, additional  
22 sidewalks and trails, and the construction of stormwater  
23 management facilities and floodplain compensation sites.  
24 The project will realign US 98 from north of Townsend  
25 Road to US 301. The alignment follows US 98 to align

1 with US 301 and Clinton Avenue (New SR 52) intersection  
2 and was the result of a separate Alternatives Corridor  
3 Evaluation (ACE) Study. The project will improve safety  
4 and improve freight routes.

5 As shown on the concept plans on display at  
6 tonight's hearing and available online for virtual  
7 attendees, the preferred typical sections show widening  
8 US 98 from a two-lane undivided roadway to a four-lane  
9 divided roadway with two 11 to 12-foot lanes in each  
10 direction separated by a 22 to 40-foot wide grassed  
11 median.

12 Two bridges are located within the project  
13 corridor, the US 98 bridge over the Hillsborough River  
14 and the US 98 bridge over Old Lakeland Highway and the  
15 CSX railroad. Both bridges will be replaced with two  
16 separate bridge structures with two 12-foot travel  
17 lanes with 6-foot inside shoulders and 10-foot outside  
18 shoulders. The bridges will also include barrier  
19 separated 10-foot walkways to accommodate a future  
20 trail and/or sidewalk.

21 The existing right-of-way along US 98 within the  
22 project limits is 160 feet wide. The widening of US 98  
23 from the CR 54 to north of Townsend Road will be  
24 located within the existing right-of-way. However,  
25 right-of-way may be needed for intersection improvements.

1 The realignment of US 98 north of Townsend Road to  
2 US 301 will require new right-of-way. Right-of-way  
3 will need to be acquired from approximately 37 total  
4 parcels for the realignment, intersection improvements,  
5 and proposed off-site facilities for stormwater  
6 management and floodplain compensation along the  
7 project corridor. The concept plans show locations  
8 where all right-of-way acquisition is anticipated.

9 Now I am going to give you some information about  
10 right-of-way acquisition and how you can make comments  
11 on the project.

12 On projects such as this, one of the unavoidable  
13 consequences is the necessary acquisition of properties  
14 and the relocation of families and businesses. For  
15 this project, we anticipate the relocation of six  
16 residences. There are no anticipated business  
17 relocations. All right-of-way acquisition will be  
18 conducted in accordance with Florida Statute 339.09,  
19 the Federal Uniform Relocation Assistance, and the  
20 Real Property Acquisition Policies Act of 1970, commonly  
21 known as the Uniform Act.

22 If you are required to make any type of move as a  
23 result of a Department of Transportation project, you  
24 can expect to be treated in a fair and helpful manner  
25 and in compliance with the Uniform Relocation Assistance

1 Act. If a move is required, you will be contacted by  
2 an appraiser who will inspect your property. We  
3 encourage you to be present during the inspection and  
4 provide information about the value of your property.

5 You may also be eligible for relocation advisory  
6 services and payment benefits. If you are being moved  
7 or you are unsatisfied with the Department's  
8 determination of your eligibility for payment or the  
9 amount of that payment, you may appeal that  
10 determination.

11 You will be promptly furnished necessary forms  
12 and notified of the procedures to be followed in making  
13 that appeal.

14 A special word of cause: If you move before you  
15 receive notification of the relocation benefits that  
16 you might be entitled to, your benefits may be  
17 jeopardized.

18 The acquisition and relocation specialists who  
19 are supervising this program are Joe Murphy and Josh  
20 Eaton. They are here tonight and will be happy to  
21 answer your questions and will also provide you with  
22 copies of relocation assistance brochures.

23 Joe and Josh, please wave your hand so that  
24 anyone who is involved in acquisition and relocation  
25 of this project will know who they need to see regarding

1           their property value. For virtual attendees, Andrea  
2           Fatkin-Olden is also available to answer your  
3           questions.

4                     For those that are in-person this evening, you  
5           should have received a project newsletter upon your  
6           arrival. If you were not able to sign in or did not  
7           receive the handout, please stop by our sign-in table  
8           before leaving this evening.

9                     If you have not already done so, please feel free  
10          to watch the presentation that is running continuously  
11          at the public hearing tonight in the adjacent room.  
12          It describes the proposed US 98 improvements in greater  
13          detail. The presentation and newsletters are also  
14          available online at the project website for virtual  
15          attendees.

16                    Before I continue, I would like to recognize any  
17          elected officials or their representatives that are here  
18          tonight or participating virtually. For those attending  
19          in-person, please stand and introduce yourself for the  
20          record.

21                    Are there any elected officials or representatives  
22          attending virtually? Please raise your hand virtually  
23          and we will unmute you to introduce yourself for the  
24          record. There is none.

25                    Anyone desiring to make a statement or present

1           your written views and/or exhibits regarding the  
2           location, conceptual design, social, economic, or  
3           environmental effects of the improvements to this  
4           portion of US 98 will now have an opportunity to do  
5           so. We will take comments from the in-person  
6           attendees first and then the virtual attendees.

7           Those attending in-person who wish to provide  
8           comments during this formal portion of the public  
9           hearing should complete a speaker's card and submit it  
10          to a Department representative tonight. If you did not  
11          receive a speaker's card and would like to make a  
12          public comment, please raise your hand and an FDOT  
13          representative will be happy to provide you with one.

14          In addition to making an oral statement during  
15          this portion of the hearing, you can also make a comment  
16          to the court reporter here tonight after this formal  
17          portion of the public hearing.

18          For those attending virtually, we will call on  
19          those who pre-registered to make a formal public comment  
20          first. Our online moderator will call your name and  
21          unmute you one at a time when it's your turn to speak.  
22          All others who wish to make a comment, please raise  
23          your virtual hand and we will call on you in alphabetical  
24          order.

25          You may also submit your comments to the FDOT in

1 writing. Comment forms can be placed in one of the  
2 comment boxes this evening. These comment forms are  
3 also available online and you can also complete the form  
4 at a later time and mail it to us at the pre-printed  
5 address on the back of the comment form. You may also  
6 submit comments to us from the project website found on  
7 the front of the newsletter handout.

8 Please keep in mind the comments must be  
9 postmarked or submitted online no later than Monday,  
10 December the 13th, 2021, to be included in the official  
11 public hearing record.

12 At this time, we will begin taking public comments.  
13 I will start with in-person attendees and call each  
14 speaker in the order in which their speaker card was  
15 received. After all of the in-person attendees have  
16 made their comment, then virtual attendees will be  
17 given their opportunity starting with those who  
18 pre-registered.

19 Please limit your comments to the US 98/State  
20 Road 35/State Road 700 PD&E Study and keep them to  
21 three minutes in order to allow everyone an opportunity  
22 to speak.

23 Those who wish to provide additional comments  
24 in-person may return to the microphone following the  
25 last speaker or you may present additional comments



1 directly to the court reporter at the end of the formal  
2 portion of tonight's hearing.

3 For those in-person, as I call your name please  
4 step to the microphone and state your name and address  
5 clearly into the microphone before making your comment  
6 so that the court reporter can capture that information.

7 If you represent an organization, municipality,  
8 or other public agency, please provide that information  
9 as well. If you have questions and do not wish to make  
10 a public comment, please see one of the FDOT  
11 representatives following this portion of the hearing.

12 The first speaker is Brian Rasmussen. Please come  
13 to the microphone.

14 And the next speaker in order is Johnny Spacek.

15 MR. RASMUSSEN: Thank you. I've lived close to  
16 the intersection of 98 and 35 since 2014. I would drive  
17 home late at night on 98 and drive past -- from Lakeland  
18 to Dade City almost every night on my way home from  
19 work. I could see on 471 as I drive by there's  
20 18-wheelers as far as the eye can see up and down there,  
21 truckers that have fueled up and ready to go for the  
22 next day. And, of course, they want to go north, they  
23 want to go through Dade City, they want to get to 75.  
24 I understand that, but I'm suggesting there's a better  
25 way.

1           Close to where 98 and 471 connect there's  
2 Highway 54 that goes straight west. If those trucks  
3 went west on 54, I believe there's room to the north of  
4 54 to build a larger road and then turn on 35-A and went  
5 up 35-A along the railroad tracks they could -- we could  
6 go all the way to Clinton and then go west on Clinton  
7 and not need the current proposal. It also would be  
8 cheaper to do probably, well, maybe, because we wouldn't  
9 need a bridge at 98 and 35 anymore.

10           Also, CSX is not just carrying orange juice  
11 anymore. They're carrying explosive materials. And so  
12 a road along 35-A is a very -- a very -- we're missing  
13 an opportunity to put a four-lane road along 35-A to  
14 make people safer.

15           I live about 1200 feet from that railroad. My  
16 house shakes when it goes by. It's a terrible place to  
17 live. It's a real good place for a four-lane highway.

18           I think -- I see -- I don't think anybody really  
19 wants to live close to the railroad. I think if you gave  
20 them the option they'd jump at the chance to get away,  
21 especially if they know what it's carrying. It's not  
22 just orange juice anymore.

23           Historically, I know there was a guy that who --  
24 a train came off the track in Dade City and demolished  
25 his house and there was a settlement with CSX over that.

1 I think the guy's name was Wilson, but I could be wrong  
2 on that.

3 The noise from the train in 2014 was, even at  
4 1200 feet, was terrible. I'd wake up in a dead sleep  
5 like I'm falling without a parachute from an airplane.  
6 They've toned it down a little bit, but it's terrible.

7 Also, the idea of neighborhoods are for children,  
8 if there's going to be housing developments alongside  
9 of this -- of what you're proposing, and I lived in  
10 Orlando from '99 to 2014, I've seen children get run  
11 over. I almost ran over some children.

12 I'm done, aren't I?

13 MR. BOGEN: Your three minutes is up.

14 MR. RASMUSSEN: There's always going to be a  
15 temptation to cross where there's no crosswalk.

16 MR. BOGEN: Thank you. Thank you for your  
17 comment.

18 Next speaker is Johnny Spacek.

19 And on deck would be Bonnie Burton.

20 MR. SPACEK: I'm Johnny Spacek. I live at 10053  
21 Sterling Avenue, Dade City, which is Country Aire Manor  
22 community. And I'd like to address there's no outlet to  
23 make a left-hand turn coming out of the community as  
24 shown on your draft.

25 We need a left-hand turn. It's a 55 and over

1 community. We have ambulances coming in on a regular  
2 basis, because most of us are in our 70s or 80s, and  
3 it's also an RV community. There's 55 RV sites in the  
4 campground and there are over 50 residents that have  
5 motor homes parked next to their home. To make a  
6 right-hand turn and make a U-turn to come around to go  
7 to 75 is virtually impossible for a motor home.

8 So we'd like to see a left-hand turn put into  
9 that area and at the same time put a merge lane or  
10 acceleration lane going north towards 301, because to  
11 get up to speed takes a little while in a motor home,  
12 and the trucks come barreling over the 35 bridge  
13 90-to-nothing so we need to get up to speed to merge  
14 into the traffic.

15 A right-hand turn lane would be nice to be put in  
16 at the entrance to our community. Again, for motor  
17 homes currently we have to almost stop to make the turn  
18 and people are passing us on the left-hand side in a  
19 no-drive area so we need to get that straightened out.

20 And with the roundabouts coming in, I know the  
21 speed limit would be a little lower when you get to the  
22 roundabout, but it needs to be lower from the bridge to  
23 the roundabout. And that's all I request.

24 MR. BOGEN: Thank you for your comments,  
25 Mr. Spacek.

1 The next speaker is Bonnie Burton.

2 Carl Turner on deck.

3 MS. BURTON: Hi. I'm Bonnie Burton. My address  
4 is 10101 Equity Avenue, Dade City, Florida, and I too am  
5 a resident in Country Aire Manor.

6 Much like Johnny indicated, number one, there is  
7 no cross over there at that location allowing for a left  
8 turn.

9 And, again, I'll restate that there are 55 spaces  
10 for RVs in that community as well as approximately  
11 another 50 homes with RV ports. Some of those RVs is as  
12 long as 45 feet and when they're towing a car or a truck  
13 they're significantly longer. So making a U-turn to get  
14 in or out of the community to go in one direction or the  
15 other on Route 98 is not a good idea.

16 Again, acceleration lanes, excellent idea.  
17 Actually, acceleration lanes potentially on both sides  
18 heading north and south. Because if traffic is flying  
19 by, pulling out that motor home especially can be a  
20 challenge as well as the fact that we are an over 55  
21 community and therefore sometimes there are issues.  
22 We're older drivers.

23 The second thing I would note is it's unclear to  
24 us when we look at the diagrams that you have here if  
25 the entrance from our gate to the road is going to be

1           impacted, if the length of it will be lessened.  
2           Because, once again, pulling -- an RV pulling a vehicle  
3           or pulling an RV, in either case, can be quite lengthy.  
4           And if we're coming off the road, especially since  
5           there is not a right turn lane now, when that makes a  
6           right-hand turn into the community we could be sticking  
7           out into the road.

8                        So, number one, we would like to see a right-hand  
9           turn lane. There is not one there now, which I realize  
10          is of concern, but it's also a concern to us as far as  
11          safety -- traffic safety goes.

12                       And just that general length from the gate to the  
13          road is of concern, and we're not sure what that  
14          right-of-way is going to be there for us.

15                       MR. BOGEN: Thank you for your comment.

16                       All right. Our next speaker is Carl Turner.  
17          If we could keep the chatter to a minimum so we can  
18          listen to the comments.

19                       MR. TURNER: My name is Carl Turner. I live at  
20          Country Aire Manor also. My address is 10130 Wellington  
21          Avenue, Dade City, Florida.

22                       I don't want to beat a dead horse to death because  
23          I know we've had a couple of comments from people that  
24          live there. I am the vice-president of the Property  
25          Owners Association which represent the employees in the

1 park. My concern is that the right-hand turn turning  
2 into the park, we do not have one at this present  
3 moment. And in talking to some of the people from DOT,  
4 they say the policy is if you don't have one now you're  
5 not going to get one put into a new roadway because the  
6 park has to provide that entrance into the park.

7 But I'm sure the stimulus money that was provided  
8 for these expansions there wanted to take into  
9 consideration safety with the employees coming into the  
10 park and also other people traveling that new roadway, a  
11 four-lane highway.

12 So hopefully you'll take that into consideration.  
13 Stimulus money is to alleviate safety concerns, not to  
14 add to them. And with a four-lane highway, if you don't  
15 add a lane coming into the park you're adding to an  
16 unsafe condition.

17 And also, as spoken with the other two individuals  
18 from Country Aire Manor, there is a big concern about  
19 lanes pulling out, the safety of these big RVs. I don't  
20 have a big RV. I'm driving a small 4-cylinder car so I  
21 can't get up to speed either. So it's not just the big  
22 RVs that's having a problem, it's also us people with  
23 small cars trying to get into that traffic.

24 So take into consideration that stimulus money was  
25 appropriated and approved by the state legislature to

1 spend money so I'm sure they wanted to be concerned that  
2 that money is being spent to create a safety avenue, not  
3 to create something that's going to be a danger to us and  
4 other people in the community.

5 Thank you.

6 MR. BOGEN: Thank you for your comment.

7 Our next speaker is Carmen Reyes.

8 MS. REYES: Hi, I'm Carmen Reyes. I live on  
9 39130 -- no, sorry -- 39820 Townsend Road. Our question  
10 is if you guys are going to be putting in that expansion  
11 on the road, are you guys going to be paving our road,  
12 Townsend Road, and Beckham and all the little roads that  
13 are there?

14 MR. BOGEN: If you would get with us after this  
15 period we will answer that question for you.

16 MS. REYES: Okay. Thank you.

17 MR. BOGEN: I have no more cards. Is there anyone  
18 else in-person who would like to make a public comment?

19 All right. Ron Mims.

20 MR. MIMS: My name is Ron Mims. I live at 7441  
21 US Highway 98 South, Kathleen, Florida. We own 50 acres  
22 at the corner of 54 and 98. There's several issues, but  
23 I won't get into a lot of them.

24 My main concern about it, our -- is water. We've  
25 had a problem with water from Rancho Bonito and all of



1 the people destroying the water beds over there and  
2 directing the flow of the water across 54 to our  
3 property.

4 Just in the past two years I finally got FDOT to  
5 come out and clean the ditches out on 98 which hurricanes  
6 had perpendicular -- root balls, everything laid in them.

7 Now they're going to do away with -- there's a  
8 cattle crossing that goes underneath the road there.  
9 They're going to do away with that. And hopefully -- I  
10 spoke with a couple of the engineers and they're going  
11 to keep -- they've got to keep that open for water to  
12 flow not only down the east side, but the west side of  
13 98 so that we don't have a water problem plus they're  
14 going to take eight acres of our property for a  
15 retention pond. So already we've got to keep the flow  
16 of water going.

17 And I proposed a retention pond to FDOT and it  
18 seems that they've kind of accepted it, but we don't  
19 even know about that yet, but my main concern is water,  
20 okay, out our way.

21 MR. BOGEN: All right. Thank you for your comment.

22 MR. MIMS: Yes, sir.

23 MR. BOGEN: Is there anyone else in-person that  
24 would like to make a comment?

25 All right. That appears to be all public speakers

1 here at the in-person location. We will now hear public  
2 comments for those who are joining us virtually through  
3 GoToWebinar.

4 Actually, Ashley Henzel will be moderating this  
5 portion of public comments so I will now turn it over to  
6 Ashley.

7 MS. HENZEL: Thank you, Kirk.

8 We will now call upon our online participants who  
9 requested to speak at registration. After those who  
10 pre-registered make their comments, we will ask others  
11 who would like to make a comment to raise their hand and  
12 we will call upon you.

13 Please state your name and address. If you  
14 represent an organization, municipality, or other public  
15 body, please provide that information as well. Again,  
16 we ask that you limit your comment to three minutes.

17 Before you speak, we will call your name and turn  
18 on your audio control so your microphone will be active.  
19 Please make sure that you have not self-muted, which you  
20 can undo by clicking on the microphone icon in the  
21 GoToWebinar control panel as shown on this slide.

22 Please state your name and address clearly so our court  
23 reporter can capture that information.

24 Our first virtual speaker is Tamera Popplewell.

25 And, Tamera, I don't see you on the list so if

1           you're there if you can please raise your hand I'll  
2           unmute you. And if not, we'll move on to the next  
3           speaker who will be Brian Post.

4           Brian, you're unmuted. If you can -- there you go.

5           MR. POST: Good evening. Brian Post, 20108 Bending  
6           Creek Place, Tampa, Florida.

7           My question was already addressed, Townsend Road.  
8           If you could speak publicly if that road will be paved  
9           and if there will be improvements on Townsend Road.

10          Thank you.

11          MS. HANZEL: Thank you.

12          Our next virtual speaker will be Mona Ducker.

13          Mona, I also don't see you online. So if you're  
14          there, you can raise your hand and we'll unmute you.

15          Okay. We will move on to Meredith Ducker-Taylor.

16          I don't see Meredith online either.

17          How about Willard Popplewell? If you're online,  
18          could you please raise your hand?

19          Okay. And the last person that pre-registered was  
20          Thomas Williams. If you're online, can you raise your  
21          hand, please?

22          Okay. Is there anyone else attending virtually who  
23          would like to make a statement?

24          If you would like to make a statement, please raise  
25          your hand virtually using the "raise hand" button at the

1 bottom of your GoToWebinar control.

2 Okay. I don't see anybody else with their hand  
3 raised. So we have no more virtual speakers and I will  
4 now turn the meeting back over to Kirk.

5 MR. BOGEN: Thank you, Ashley.

6 The public hearing transcript, written statements,  
7 exhibits and reference materials will be available for  
8 public inspection at the District Seven Office at 11201  
9 North McKinley Drive, Tampa, Florida, within three  
10 weeks.

11 It's approximately 7:03 p.m. I hereby officially  
12 close the formal portion of the public hearing for  
13 US 98/State Road 35/State Road 700 Project Development  
14 & Environment Study from County Road 54 to US 301.

15 You may continue to view the material on display  
16 and speak with our project staff.

17 On behalf of the Florida Department of  
18 Transportation, thank you for attending. Remember to be  
19 Alert Today, Alive Tomorrow. Safety doesn't happen by  
20 accident.

21 Good night, and thank you for your time.

22 *(The public hearing concluded at 7:30 p.m.)*

23

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# PUBLIC HEARING CERTIFICATION

## US 98/SR 35/SR 700 FROM CR54 TO US 301/US 98/SR 35/SR 700

### Project Development and Environment (PD&E) Study

from US 98 / SR 35/ SR 700 from Polk County Line / CR 54 to US 301 / US 98 / SR 35 / SR 700

(from MP 0.000 to MP 8.183)

Pasco County, Florida

Financial Management No.: 443368-2-22-01

I certify that a public hearing was conducted on 12/02/2021, beginning at 05:30 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Kirk R. Bogen

May 25, 2022

(Name)

Date

District Environmental Management Engineer

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 25, 2022 3:32:11 PM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [44336822201-CE2-D7-Public\\_Hearing\\_Transcript-2022-0104.pdf](#)