

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54

District: FDOT District 1

County: Polk County

ETDM Number: 14334

Financial Management Number: 436673-1-22-01

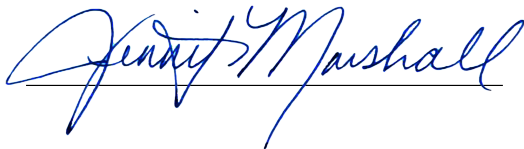
Federal-Aid Project Number: N/A

Project Manager: David C. Turley

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, reading "Jenny Marshall", written over a horizontal line.

March 23, 2023

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 12/29/2020 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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1. Project Information

1.1 Project Description

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study to evaluate capacity and safety improvements along SR 35 (US 98) from north of West Socrum Loop Road to south of CR 54 in unincorporated Polk County. Throughout the remainder of this document only the US 98 designation will be used. The project limits are shown in **Figure 1** and the total project length is approximately 9.0 miles. The purpose of this PD&E study is to evaluate and document the benefits, costs, and impacts of widening US 98 from the existing two-lane undivided roadway to a four-lane divided roadway. US 98 is not designated as a Strategic Intermodal System (SIS) facility. The portion from West Socrum Loop Road to just north of Rock Ridge Road is functionally classified as Urban Principal Arterial Other, while the portion from just north of Rock Ridge Road to CR 54 is functionally classified as Rural Principal Arterial Other.

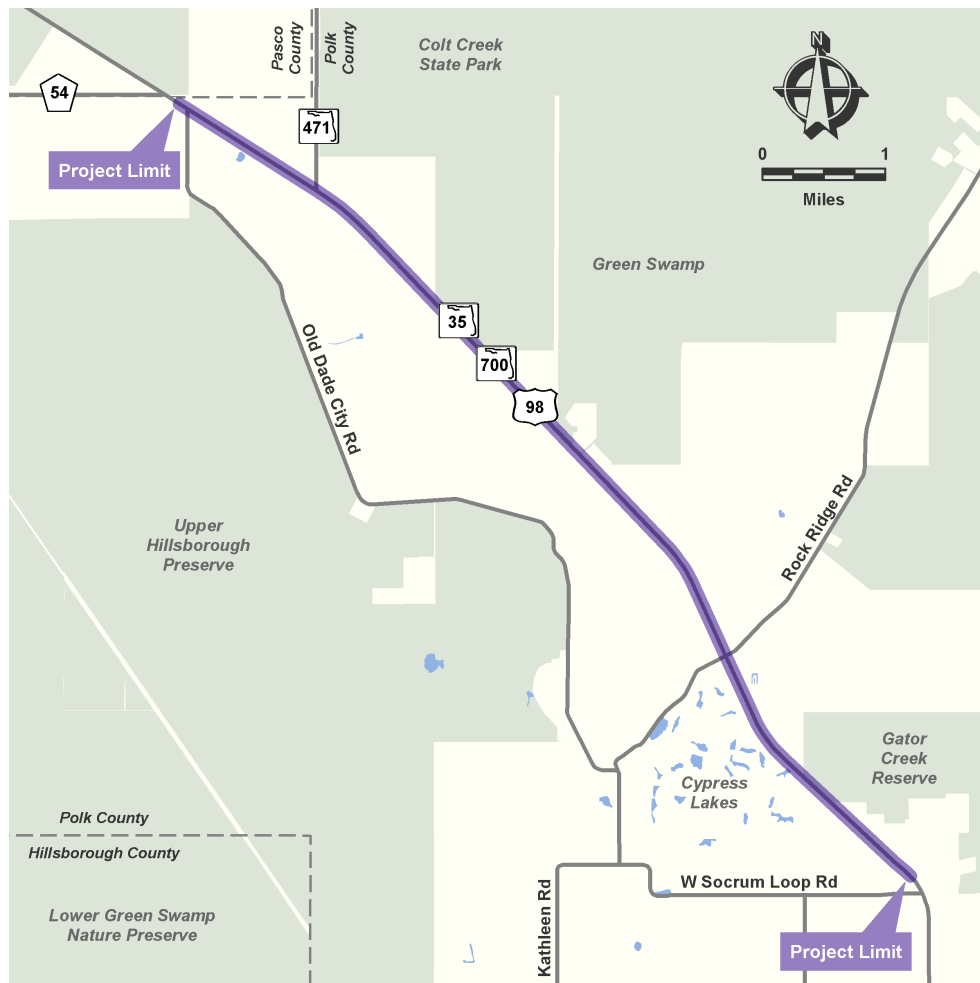


Figure 1 - Project Location Map

This improvement provides additional capacity to accommodate the future year travel demand generated by the projected population and employment growth in both northwest Polk County and southeast Pasco County. US 98 is a major north-south roadway that connects US 92 (Memorial Boulevard) in Lakeland to US 301 (Gall Boulevard) in Dade City and provides a critical regional connection between Polk and Pasco Counties. US 98 is a designated evacuation route and is also included in the Polk Transportation Planning Organization (TPO) Regional Freight Network.

Existing Facility

US 98 is a two-lane undivided facility with a posted speed limit of 60 miles per hour (mph) throughout the project limits. The roadway is centered within 160 feet of existing right-of-way (ROW) and consists of one 12-foot travel lane in each direction and eight-foot outside shoulders (four feet paved). There are no existing designated bicycle or pedestrian facilities. Stormwater runoff is collected in roadside ditches that outfall to adjacent wetlands and is ultimately conveyed to the Hillsborough and Withlacoochee River watersheds. There are 22 cross drains within the project limits, including bridge culverts at Main Stream, Fox Branch, and Cypress Run. The US 98 intersection with Rock Ridge Road is signalized and there is a flashing signal at the intersection with SR 471. Overhead utilities are located throughout the project limits and conservation lands are present along portions of the corridor. The assigned US 98 Context Classifications within the project limits are shown in **Table 1** and the existing typical roadway section is depicted in **Figure 2**.

Table 1 - Existing Context Classification

Begin Limit	End Limit	Context Classification
North of West Socrum Loop Road	Rock Ridge Road	C3R - Suburban Residential
Rock Ridge Road	CR 54	C2 - Rural

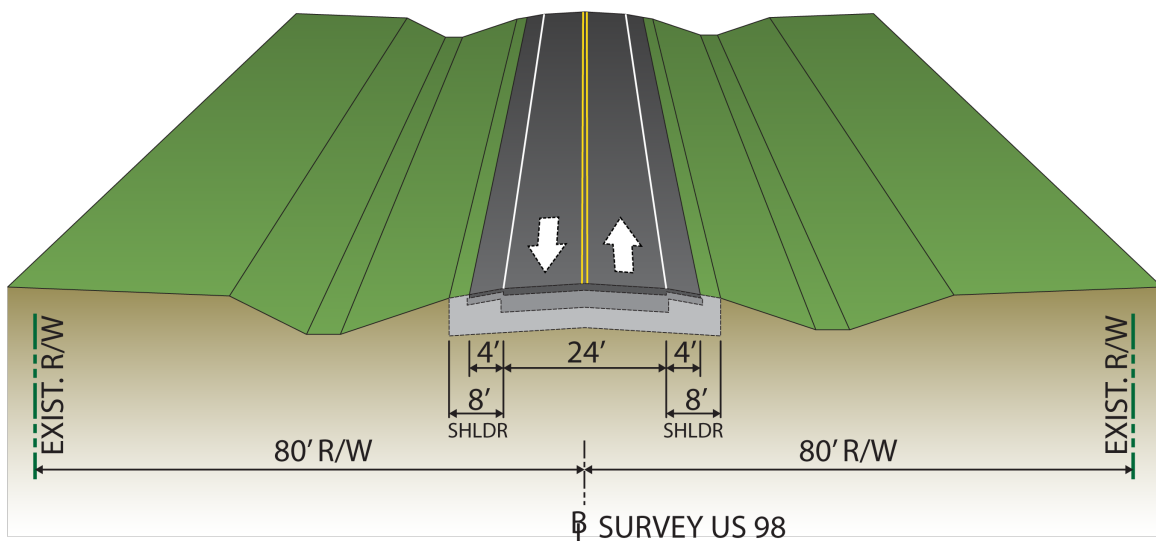


Figure 2 - Existing US 98 Typical Section

Proposed Improvements

The proposed build alternative is a four-lane divided roadway throughout the project limits. The typical section for the portion of US 98 from north of West Socrum Loop Road to Rock Ridge Road includes 12-foot travel lanes, curb and gutter along the inside and outside edges of pavement, a 22-foot grassed median, and 10-foot shared use paths on both sides of the roadway, as shown in **Figure 3**. Design, target, and posted speeds of 45 mph are proposed for this 2.3-mile section of the project.

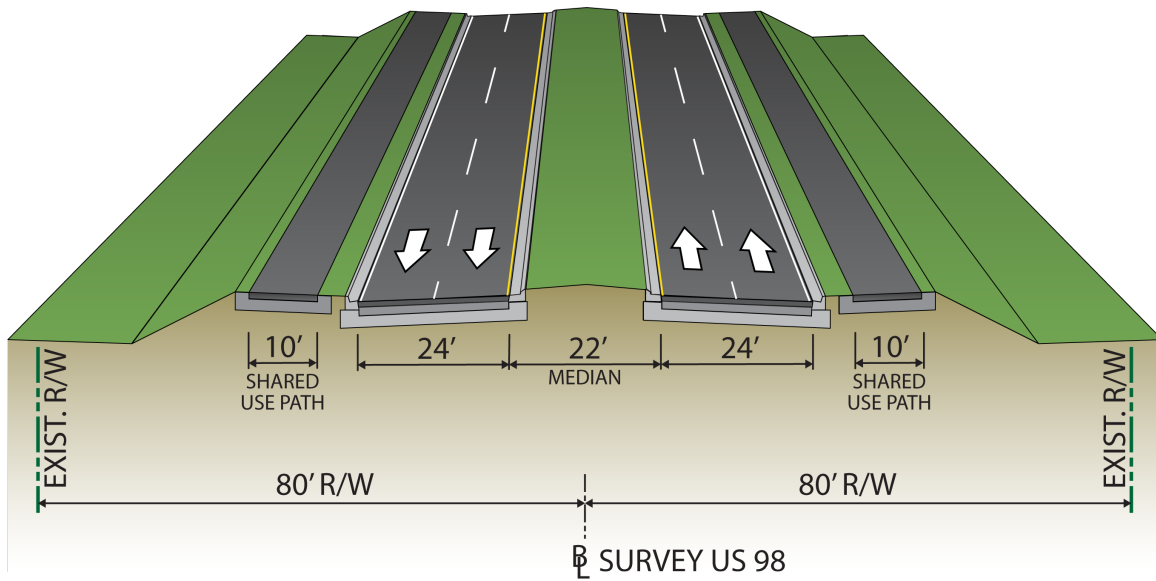


Figure 3 - Proposed US 98 C3R (Suburban) Typical Section

The typical section for the portion of US 98 from Rock Ridge Road to CR 54 includes 11-foot travel lanes, four-foot paved shoulders with curb and gutter on the inside, ten-foot outside shoulders (five feet paved), and a 30-foot grassed median, as shown in **Figure 4**. Design, target, and posted speeds of 55 mph are proposed for this 6.4-mile section of the project.

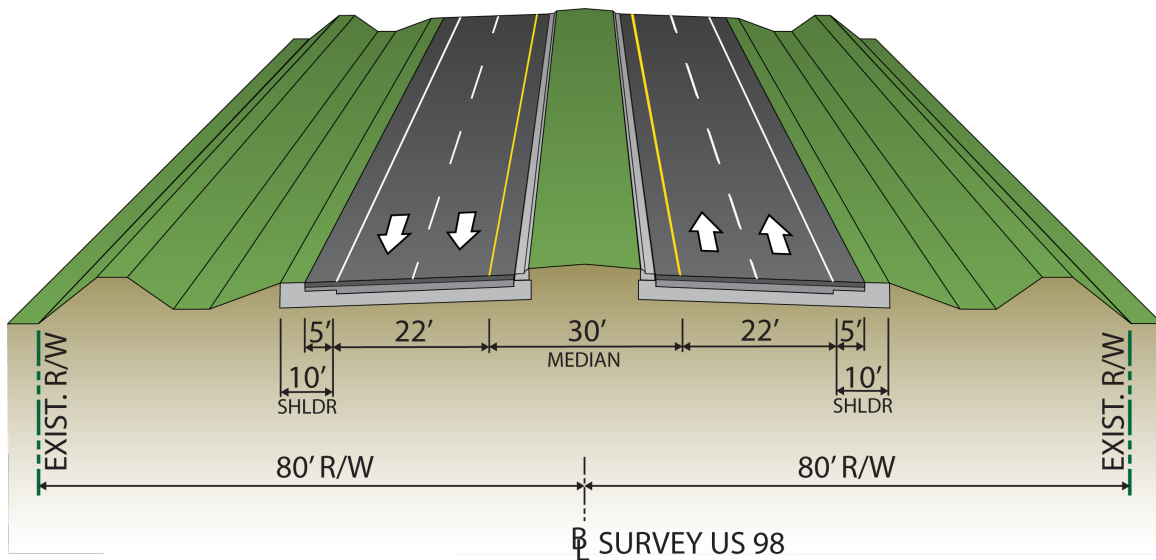


Figure 4 - Proposed US 98 C2 (Rural) Typical Section

Both typical sections can be accommodated within the existing ROW, with the exception of the Big Cypress Boulevard and SR 471 intersection, as well as several proposed U-turn bulb-out locations. Stormwater runoff will be collected and conveyed to stormwater management facilities (SMFs) that will be constructed along the corridor and impacts to adjacent floodplains will be mitigated through the construction of floodplain compensation (FPC) sites. The SMF and FPC sites will require additional ROW. A total of 60.6 acres of ROW is needed to construct the proposed roadway and drainage improvements.

1.2 Purpose and Need

The purpose of the project is to improve an existing traffic bottleneck along US 98 from north of West Socrum Loop Road to south of CR 54 within unincorporated Polk County. The need for the project is based on the following criteria:

PROJECT STATUS

The Polk TPO 2045 Long Range Transportation Plan (LRTP) (also known/branded as Momentum 2045) was adopted in March 2021, and amended on December 9, 2021, to update project information. This project is included in Figure 4-6: Roadway Plan (Winter Haven Area). The latest Polk TPO Transportation Improvement Plan (TIP) for FY2022/23 - FY2026/27 was adopted on June 9, 2022, and amended on August 15, 2022, to update this project's funding timeframe. Additional information is provided in the Planning Consistency section of this document.

AREA WIDE NETWORK/SYSTEM LINKAGE - Improve Transportation Network Connectivity

The US 98 corridor is an intraregional connecting link between Polk and Pasco Counties. The project segment of US 98 transitions from four lanes just north of West Socrum Loop Road to an undivided two-lane facility, creating a traffic bottleneck. The project is intended to enhance transportation network connectivity by:

- Maintaining a critical link to an SIS facility (i.e., I-4), and
- Providing a viable alternate route to parallel north-south arterials (i.e., Kathleen Road and Old Dade City Road).

CAPACITY/TRANSPORTATION DEMAND - Improve Operational Conditions

US 98 serves as a regional freight mobility corridor as it connects to I-4 (a SIS facility) and US 301 (a designated regional freight mobility corridor). Approximately 13.1 percent of the Average Annual Daily Traffic (AADT) volume on US 98 is composed of trucks. Defined Freight Activity Centers (FAC's) in the area (clusters of industrial land parcels) include the Kathleen Road FAC, North Combee Road FAC and West Lakeland Industrial Area FAC. Not only does this roadway facilitate truck traffic and the distribution of goods to local activity areas, but it also functions as an important north-south corridor for commuters between Pasco and Polk Counties.

According to Momentum 2045 (the Polk TPO's LRTP), the northwest area of Polk County where the project corridor is located, is projected to increase in population from 249,329 (in 2015) to 335,863 (in 2045). The total employment in the Northwest Planning Area is projected to increase from 100,211 (in 2015) to 157,544 (in 2045).

Based on the 2045 District One Regional Planning Model and the US 98 Project Traffic Analysis Report (PTAR):

2021 AADT Volume

- From West Socrum Loop Road to Rock Ridge Road = 18,500 vehicles per day (vpd)
- From Rock Ridge Road to SR 471 = 14,500 vpd
- From SR 471 to CR 54 (Pasco County Line) = 13,000 vpd

2021 Level of Service (LOS)

- From West Socrum Loop Road to Rock Ridge Road = LOS "D"
- From Rock Ridge Road to SR 471 = LOS "C"
- From SR 471 to CR 54 (Pasco County Line) = LOS "C"

2045 AADT Volume (No-Build Alternative)

- From West Socrum Loop Road to Rock Ridge Road = 27,500 vpd
- From Rock Ridge Road to SR 471 = 23,000 vpd
- From SR 471 to CR 54 (Pasco County Line) = 22,500 vpd

2045 LOS (No-Build Alternative)

- From West Socrum Loop Road to Rock Ridge Road = LOS "E"
- From Rock Ridge Road to SR 471 = LOS "E"
- From SR 471 to CR 54 (Pasco County Line) = LOS "E"

Conditions along the roadway are anticipated to worsen by 2045 if no improvements occur as the roadway volumes are projected to approach the roadway capacity. The project is anticipated to improve operational conditions within the corridor by increasing its capacity. All three segments of the study corridor are projected to operate at level of service C with a four-lane divided roadway. This is above the target level of service (i.e. level of service D) established for this facility.

SAFETY - Improve Safety Conditions

According to Polk TPO's 2020 Roadway Network Database, during the five-year period from 2014 - 2018, there were 167 total crashes. The total number of crashes per roadway segment, along with the statewide average crash rate for similar facility types, are provided below:

From West Socrum Loop Road to Rock Ridge Road - 37 crashes

- Actual crash rate = 0.471
- Statewide average crash rate = 1.202 (Suburban 2-3 lanes - 2-way undivided)

From Rock Ridge Road to SR 471 - 93 crashes

- Actual crash rate = 0.841
- Statewide average crash rate = 0.768 (Rural 2-3 lanes - 2-way undivided)

From SR 471 to CR 54 (Pasco County Line) - 37 crashes

- Actual crash rate = 1.336
- Statewide average crash rate = 0.768 (Rural 2-3 lanes - 2-way undivided)

The crash rates for two of the project roadway segments exceed the statewide average crash rate. The high number of crashes may be attributed to the current roadway's operational conditions. If no improvements are made to the existing roadway, the greater the probability for vehicle-to-vehicle conflicts to occur as traffic increases along the project corridor.

The proposed project is anticipated to improve safety conditions along the roadway by:

- Reducing congestion through the provision of additional capacity, and
- Enhancing a viable parallel alternate north-south route to Kathleen Road and Old Dade City Road that will aid in emergency access and response times.

1.3 Planning Consistency

Currently Adopted LRTP-CFP	COMMENTS			
Yes	The Polk Transportation Planning Organization (TPO) 2045 Long Range Transportation Plan (LRTP) (also known/branded as Momentum 2045) was adopted in March 2021, and amended on December 9, 2021, to update project information. This project is included in Figure 4-6: Roadway Plan (Winter Haven Area). The latest Polk TPO Transportation Improvement Plan (TIP) for FY2022/23 - FY2026/27 was adopted on June 9, 2022, and amended on August 15, 2022, to update this project's funding timeframe.			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$1,088,907	2023	Cost estimates between the TIP/STIP are consistent.
		\$1,088,907	All years	
STIP	Y	\$1,157,328	2023	Cost estimates between the TIP/STIP are consistent.
		\$1,157,328	All years	
R/W				
TIP	N	\$16,904,244	2023	Cost estimates between the TIP/STIP are consistent.
		\$16,904,244	All years	
STIP	Y	\$17,168,580	2023	Cost estimates between the TIP/STIP are consistent.
		\$17,168,580	All years	
Construction				
TIP	Y	\$121,206,540	2023	Cost estimates between the TIP/STIP are consistent.
		\$121,206,540	All years	
STIP	Y	\$121,206,540	2023	Cost estimates between the TIP/STIP are consistent.
		\$121,206,540	All years	

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Cultural Resources				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Natural Resources				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
6. Physical Resources				
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 proposed roadway widening will reduce congestion and enhance safety conditions for the people living and working within the project limits. Access to existing facilities will be maintained with minimal disruption during construction, and the project construction contractors will be required by FDOT's Standard Specifications for Road and Bridge Construction to maintain access for emergency services to all adjacent properties throughout construction.

Community Demographics

The demographics of the study area were obtained through the FDOT's Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) Sociocultural Data Report (SDR) (Dated July 2021), using American Community Survey (ACS) 2014-2018 Census Data. The SDR located within the project file was divided into two separate segments when the project was screened. Segment 1 includes US 98 from north of West Socrum Loop Road to SR 471, and Segment 2 includes US 98 from SR 471 to south of CR 54. These segments are related to the ETDM screening and the SDR.

According to the SDR, the study area's population within a half-mile buffer is 2,228 individuals residing in 993 households. The median household income is approximately \$47,000. Within the project area the population below the poverty level is 7.49% for Segment 1 and 16.67% for Segment 2. Segment 2 has a slightly higher than the county average of individuals below the poverty level of 16.59%. Within the project area, the minority population is below the county average of 44% at 6.15% for Segment 1 and 16.67% for Segment 2.

Almost nine percent of households fall below the poverty line and less than one percent of households receive public assistance. The median age is 44 years old and approximately 40 percent of the population is over the age 65 which is higher than the county average of 19.86%. Over 17 percent of the population ages 20-64 years old have a disability and just under three percent of the occupied housing units in the study area are zero vehicle households. The majority, over 75%, of the housing consists of owner-occupied units. The county averages are displayed in the table below.

Table 2 - Project Areas vs. County Demographics

Project Area		County Averages	
Median Age	44	Median age	40.1
Over 65	40%	Over 65	19.86%
Disability 17-64	17%	Disability 17-64	12.40%
Zero Vehicle	<3%	Zero Vehicle	5.26%

The percent of the total population within the study area who reported that they speak English "not well" or "not at all" is less than one percent. This includes people who speak Spanish, Indo-European languages, Asian and Pacific Island languages, and "Other" languages. This is consistent with the county average of less than one percent. Based on an evaluation of the four Limited English Proficiency (LEP) factors outlined in Part 1, Chapter 11, of the PD&E Manual, it was determined that bilingual translation and distribution of materials was not required.

Given the demographics of the study area, disproportionate impacts on low-income, minority or LEP populations are not anticipated as a result of the Preferred Alternative.

Community Cohesion

Existing residential land uses are sporadic and generally occur throughout the study limits in the form of single family residential. The existing corridor does not bisect any neighborhoods, nor will the proposed improvements bisect any neighborhoods in the future. The Preferred Alternative will widen the existing roadway within the existing US 98 ROW, with the exception of minor ROW needs at project intersections. The proposed ROW is not anticipated to result in residential relocations or business displacements. The Preferred Alternative will make it safer for local residents and regional travelers on US 98 to access local residential, commercial, and other community features. Given these factors, the Preferred Alternative is expected to have no significant impact on community cohesion. There are no temporary impacts to businesses and residences anticipated during construction and access will be maintained.

Community Facilities and Services

Within the study limits, there are several community facilities including the Veterans of Foreign Wars Post 8002, Polk County Fire Department and Rescue Station 120, Green Swamp Wildlife Management Area East and West Tracts, Colt Creek State Park, Gator Creek Preserve, Lakeland Acres Baptist Church, and the Cypress Lakes Golf and Country Club. With the exception of the proposed roundabout at the Big Cypress Boulevard entrance to the Cypress Lakes Golf and Country Club, no ROW will be required from these facilities. Access will be maintained to these facilities during and after construction and median openings will be constructed at periodic intervals based on the design of the project allowing for U-turns to access facilities on both sides of the divided roadway.

US 98 is a designated hurricane evacuation route. With the added capacity, evacuation times are expected to be enhanced. Emergency response times are also anticipated to be enhanced as a result of the added capacity along the corridor.

3.2 Economic

US 98 provides north-south travel between Polk and Pasco Counties and also serves regional truck traffic as it connects freight activity centers in the area near I-4. Nearby regional freight activity centers (FAC) include the Kathleen Road FAC, North Combee Road FAC, and the West Lakeland Industrial Area FAC. Businesses along the corridor include Central Florida Paintball, Circle K, Dollar General, Chevron, Conibear RV Center, and several smaller businesses.

Access to these businesses will be maintained throughout and after construction of the proposed capacity improvements. There will be no adverse impacts to businesses, or the tax base within the project area; therefore, the Preferred Alternative is expected to have minimal economic impacts along the project corridor.

3.3 Land Use Changes

The study area consists primarily of low-density and rural residential, conservation/recreation/open space, and agricultural land uses. Some commercial land uses are also present, most of which directly front US 98. An existing land use map is attached. According to the Polk County Future Land Use Map, the study area is anticipated to continue to support

residential and conservation/recreation/open space land uses. Overall, the Preferred Alternative is expected to have no significant impact on land use along the US 98 corridor.

3.4 Mobility

There are no existing designated bicycle lanes, sidewalks, or shared use paths within the study limits; moreover, there is no existing or planned transit service. As previously mentioned, US 98 is designated as an "Other Urban Principal Arterial" and provides north-south travel between Polk and Pasco Counties. US 98 also serves regional truck traffic as it connects freight activity centers (FAC) in the area near I-4, a Strategic Intermodal Facility, including the Kathleen Road FAC, North Combee Road FAC, and the West Lakeland Industrial Area FAC. Travel demand in the area is anticipated to increase as both employment and population numbers in the northwest area of Polk County are projected to increase by 11,000 and 39,000 by 2040, respectively.

The Preferred Alternative includes 10-foot-wide shared use paths on both the left and right sides of the roadway from West Socrum Loop Road to north of Rock Ridge Road. North of Rock Ridge Road, the project includes five-foot paved shoulders which extend to the northern terminus at CR 54. Overall, the proposed two lane to four lane widening is expected to enhance mobility along the corridor by:

- Providing physically separated bicycle and pedestrian facilities within the developed portion of the project,
- Alleviating roadway operational deficiencies,
- Providing additional capacity to meet the future travel demand, and
- Better facilitating the movement of freight to local activity centers.

3.5 Aesthetic Effects

The study area primarily consists of low-density and rural residential, conservation/recreation/open space, and agricultural land uses. Smaller amounts of commercial uses are also present in sporadic areas fronting US 98. According to the Polk County Future Land Use Map, the study area is anticipated to continue to support residential and conservation/recreation/open space land uses. The project is not located along, nor does it intersect, any designated Scenic Highway.

Visual impacts associated with clearing and grubbing, storage of construction materials, and the establishment of temporary construction facilities may occur but will be temporary in nature and the proposed roadway improvements will not impact the future land use nor the aesthetic character of the corridor. Therefore, the Preferred Alternative is expected to have no significant impact on the aesthetics of the corridor.

3.6 Relocation Potential

The study area primarily consists of low-density and rural residential, conservation/recreation/open space, and agricultural land uses. Existing ROW along the project corridor is 160 feet in width and proposed ROW is only required for intersection improvements and for offsite drainage facilities sited on undeveloped lands. No residences or businesses are expected to be relocated.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, 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

A Farmlands Evaluation was conducted in August 2022 through coordination with the Natural Resources Conservation Service (NRCS). The evaluation assessed impacts to farming operations and to Prime and Unique Farmlands. The resulting Farmlands Evaluation (form NRCS-CPA-106) is attached. The evaluation indicated 2.3 acres of soils classified as Prime and Unique Farmlands may occur. The NRCS Farmlands Conversion Impact Rating of 70.4 was less than the 160 points required for further consideration of protection of farmlands. Therefore, the Preferred Alternative is expected to have no significant impact on farmlands within the project area.

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 these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 02/16/2022. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

A CRAS Report (January 2022) and a CRAS Technical Memorandum (November 2021) were prepared for the proposed widening and offsite drainage facilities. A CRAS Technical Memorandum Addendum (June 2022) was also prepared for additional proposed offsite drainage facilities. The CRAS Report, CRAS Technical Memorandum and CRAS Memorandum Addendum are all included as technical materials in the project file. The attached concurrence from the SHPO was received for the CRAS Report and CRAS Technical Memorandum on February 16, 2022, and the CRAS Technical Memorandum Addendum on July 6, 2022.

The archaeological APE was defined as the footprint of the existing and proposed ROW plus an additional 20-ft buffer. The historical/architectural APE includes immediately adjacent parcels where resources within 200 ft of the existing ROW were surveyed along the project corridor.

Archaeological background research indicated that two archaeological sites (8PO01538 and 8PO06189) are partially located within the APE and one site (8PO06188) is adjacent to the APE. Based on previous investigations in similar environmental settings, the APE was determined to have a low to moderate potential for the occurrence of aboriginal archaeological sites and a low potential for historic archaeological sites. The field investigations resulted in no evidence of the previously recorded sites being found within the APE. Two Archaeological Occurrences (AO) were found in FPC 1B and Pond 3D-1 and one lithic scatter site (8PO08686) was found in FPC 1B. Neither the AOs nor the one prehistoric archaeological site are considered eligible for listing in the NRHP.

Historic background research indicated that two historic resources were previously recorded within the APE. One resource is the circa (ca.) 1930 Neo-Classical Revival style Polk-Pasco County Line Obelisk (8PA03346) located on the northeastern side of US 98 at the intersection of CR 54. The other resource (8PO08681) is adjacent to FPC 5B and is a ca. 1971 Masonry Vernacular style building located at 10545 US 98 N. Both resources are outside of the construction limits of the Preferred Alternative and were identified and recorded during the CRAS for the US 98 PD&E study conducted by FDOT District Seven in Pasco County (FPID 443368-2). As a result of the Pasco County survey, the Obelisk appeared eligible for listing in the NRHP at the local level under Criterion A in the areas of Transportation and Local History as a reminder of Polk County's contributions to the state roadway system. The Masonry Vernacular style building is a common example of its respective architectural style and lacks significant historical associations to persons or events and does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

The historical/architectural field survey resulted in the identification and evaluation of five historic resources within the APE. These five historic resources include two Masonry Vernacular style buildings (8PO08681 and 8PO08684), two

Frame Vernacular style buildings (8PO08682 and 8PO08685), and one Mobile Home (8PO08683) constructed between ca. 1962 and ca. 1974. Overall, the buildings are common examples of their respective architectural styles that have been altered and background research did not reveal any historic associations with significant persons and/or events. Therefore, none of the newly identified historic resources appear eligible for listing in the NRHP, either individually or as part of a historic district. In addition to the five historic resources identified within the APE, the Polk County property appraiser identified four historic resources constructed between ca. 1968 and ca. 1973 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 resources are located at 10285 US Highway 98, 10715 US Highway 98, 12548 US Highway 98, and 10708 Rock Ridge Road. Based on available information, the resources are probably a typical example of vernacular style buildings or mobile homes; however, the status and condition of the resource is unknown. There is no proposed ROW acquisition from these parcels. Since the buildings are hidden by existing vegetation on the parcel and there is no proposed ROW acquisition, the proposed project should have no effect on the buildings.

Based on the background research and results of the field investigations, there are no newly identified cultural resources within the APE that are listed, determined eligible, or considered potentially eligible for the NRHP. The previously recorded resources within the APE are outside of the construction limits of the preferred alternative. Thus, it appears that the proposed project will result in no historic properties affected. Therefore, the Preferred Alternative is expected to have no significant impacts to sites protected under Section 106 of the National Historic Preservation Act.

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.

Section 4(f) resources along the project corridor include: Gator Creek Reserve, Colt Creek State Park, Green Swamp Wilderness Preserve East Tract, and Green Swamp Wilderness Preserve West Tract. Conflicts with the protected Section 4(f) resources have been avoided through the selection of the Preferred Alternative.

Gator Creek Reserve is a 2,700-acre public facility under the jurisdiction of Polk County and located on the east side of, and accessed via, US 98. Activities include hiking, biking, jogging and butterfly watching. Facilities in the reserve include picnic shelters and trails. Gator Creek Reserve falls within the Green Swamp Area of Critical State Concern, a designation protecting a resource of major statewide significance. The Preferred Alternative does not require any ROW from the reserve; however, the existing US 98 ROW along Gator Creek Reserve will be converted to Limited Access (L.A.) ROW. This change to L.A. ROW will not constitute a use of this Section 4(f) resource and this action will not incorporate land or impact the features or attributes of the resource. Access to the reserve will be maintained during and after the construction phase.

Colt Creek State Park is a state park encompassing over 5,000 acres and located on the east side of SR 471, approximately 0.3 miles north of the intersection of US 98 and SR 471. Colt Creek State Park is managed by the Florida Department of Environmental Protection (FDEP) and includes a variety of uses. It contains over 15 miles of multi-use trails, shared by hikers, bicyclists and those riding horseback. Other activities include birding, camping, fishing, geo-seeking, paddling, picnicking, and wildlife viewing. The park also includes 27 full-facility campsites, six tent-only campsites, 10 equestrian campsites that accommodate horse trailers, two primitive campsites, canoe and kayak rentals, and three pavilions at the Mac Lake picnic area. The property does not directly abut US 98 and the Preferred Alternative does not require any ROW from the State Park.

The 51,149-acre Green Swamp Wilderness Preserve East Tract and the 37,350-acre Green Swamp Wilderness Preserve West Tract are wilderness preserves managed by the Southwest Florida Water Management District (SWFWMD) and located east of US 98. The East Tract is accessed from Rock Ridge Road and the West Tract is accessed from River Road. Combined, the preserves provide over 125 miles of multi-use trails and offer bicycling, birding, boating, camping, canoeing/paddling, equestrian uses, fishing, hiking, and hunting. The preserves are not accessed directly from US 98 and the Preferred Alternative does not require any ROW from the preserves; however, the existing US 98 ROW abutting the Green Swamp Wilderness Preserve East Tract will be converted to L.A. ROW. This change to L.A. ROW will not constitute a use of this Section 4(f) resource and this action will not incorporate land or impact the features or attributes of the resource.

The proposed project does not involve a use of any property that qualifies for protection under Section 4(f) of the USDOT Act of 1966, as amended, as documented in the attached Section 4(f) "no use" forms. The Green Swamp Wilderness Preserve West Tract and Green Swamp Wilderness Preserve East Tract determinations were approved on March 6, 2023, and the Gator Creek Preserve and Colt Creek State Park determinations were approved on March 15, 2023.

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

The project area is adjacent to the Green Swamp property identified as a current Florida Forever environmental land acquisition project approved by the State's Acquisition and Restoration Council (ARC) and administered by the FDEP, Division of State Lands, for the State Board of Trustees (BOT). The project will not temporarily or permanently impact these lands, and therefore, does not require additional coordination.

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) (November 2021) was prepared under separate cover to document and summarize the potential impacts to natural resources including federal and state protected species. The NRE also documented commitments and implementation measures considered to avoid, minimize, and mitigate for potential impacts.

The evaluation included coordination with United States Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), Florida Fish and Wildlife Conservation Commission (FWC), and the Florida Natural Areas Inventory (FNAI).

During the preparation of the NRE, preferred stormwater management facility (SMF) and floodplain compensation (FPC) sites had not yet been selected though preliminarily selected sites were included within the project study area. An NRE Addendum (August 2022) was prepared to provide the results of additional listed species assessments conducted for the proposed SMF and FPC sites and document changes to the November 2021 NRE.

Environmental scientists familiar with Florida natural communities conducted field reviews of the project study area June through September 2021 in accordance with the PD&E Manual. In December 2021, January 2022, and May 2022, additional field reviews were conducted to include the preferred SMF and FPC sites.

Based on this evaluation, a total of 29 federally listed species and 39 state listed species were identified as potentially occurring within the project study area. Additionally, three other species were included in the analysis due to the regulatory protections associated with those species. These three species include the Bald Eagle (*Haliaeetus leucocephalus*), Osprey (*Pandion haliaetus*), and Florida Black Bear (*Ursus americanus floridanus*). It was determined the project would have no effect on federally listed plant species and no effect anticipated on state listed plant species; therefore, no further discussion was provided on the federal and state listed plant species. **Table 3** and **Table 4** provide the nine federally listed and nine state listed faunal species that were evaluated, their listing status, and their corresponding effect determinations.

Table 3 - Summary of Federally Listed Species Effect Determinations

Species	Listing Status	Effect Determination
Eastern Indigo Snake (<i>Drymarchon couperi</i>)	T	May affect, not likely to adversely affect
Blue-tailed Mole Skink (<i>Plestiodon egregius lividus</i>)	T	May affect, not likely to adversely affect
Sand Skink (<i>Plestiodon reynoldsi</i>)	T	May affect, not likely to adversely affect
Eastern Black Rail (<i>Laterallus jamaicensis jamaicensis</i>)	T	May affect, not likely to adversely affect
Wood Stork (<i>Mycteria americana</i>)	T	May affect, not likely to adversely affect

Everglade Snail Kite (<i>Rostrhamus sociabilis</i>)	E	May affect, not likely to adversely affect
Florida Panther (<i>Puma concolor coryi</i>)	E	No effect
Florida Grasshopper Sparrow (<i>Ammodramus savannarum floridanus</i>)	E	No effect
Audubon's Crested Caracara (Caracara cheriway)	T	No effect

T = Threatened, E = Endangered

A summary of the findings for the federally listed faunal species is provided below:

- Eastern indigo snake: Suitable habitat does occur throughout the project study area and gopher tortoise burrows were observed within the southern portion of the project study area. There were no eastern indigo snakes observed during field reviews. The project will impact less than 25 acres of xeric habitat. The FDOT will commit to use the USFWS's *Standard Protection Measures for the Eastern Indigo Snake* during construction. The USFWS *Eastern Indigo Snake Programmatic Effect Determination Key* was used to support the effect determination for this species.
- Blue-tailed mole skink and sand skink: There are areas within the project limits that were identified as having appropriate skink soils. These areas were surveyed in accordance with the USFWS' *Sand Skinks and Blue-tailed Mole Skinks Survey Protocol Peninsular Florida* to determine the presence of skinks, which included both pedestrian and coverboard survey. No skink tracks were observed and no direct observation of sand or blue-tailed mole skinks was encountered.
- Eastern black rail: There are no documented historic occurrences of the eastern black rail within the project study area, and none were observed during field reviews. Suitable habitat within and adjacent to the project study area is limited as majority of the herbaceous wetlands within the project study area are not heavily vegetated. As part of the proposed project, impacts to wetland habitat within the project area will be mitigated.
- Wood stork: The project study area is located within the 18.6-mile radius CFA of four active wood stork nesting colonies. Wood storks were observed within and adjacent to the project study area during the field reviews and there is suitable foraging habitat present within some of the wetlands and other surface waters throughout the project study area. The USFWS *Wood Stork Effect Determination Key* was used to support the effect determination for this species. Mitigation will be provided for all wetland impacts and suitable wood stork foraging habitat.
- Everglade snail kite: Suitable foraging habitat is present within and adjacent to the project study area within the freshwater marshes and apple snails were observed in these areas during the field reviews. There are no documented occurrences of the Everglade snail kite within one mile of the project study area and no individuals were observed during the field reviews. As part of the proposed project, impacts to wetland habitat within the project area will be mitigated.
- Florida panther: Suitable habitat occurs adjacent to the proposed project along US 98 and near the proposed pond sites; however, the project study area does not fall within the USFWS Consultation Area, Panther Focus Area, or the "Primary" or "Secondary" Zones for this species.
- Florida grasshopper sparrow: There are no large areas of frequently burned dry prairie within the project study area and pasture lands within the project study area are managed for agricultural uses. There are no documented historic occurrences of the grasshopper sparrow within the project study area, and none were observed during field reviews.
- Audubon's crested caracara: Suitable habitat for the crested caracara is present within the study area. According to the FNAI, the crested caracara has been documented within Polk County, but not within one mile of the project study area. Caracara surveys were conducted, and no crested caracara individuals or caracara nesting activity were observed within the survey area.

The project study area was also evaluated for the presence of federally designated Critical Habitat as defined by Congress in 50 Code of Federal Regulations (C.F.R.) 17. Based on this evaluation, it was determined that no federally designated Critical Habitat is present within the project study area.

Table 4 - Summary of State Listed Species Effect Determinations

Species	Listing Status	Effect Determination
Gopher Tortoise (<i>Gopherus polyphemus</i>)	T	No adverse effect anticipated
Florida Pine Snake (<i>Pituophis melanoleucus mugitus</i>)	T	No adverse effect anticipated
Florida Sandhill Crane (<i>Antigone canadensis pratensis</i>)	T	No adverse effect anticipated
Florida Burrowing Owl (<i>Athene cunicularia floridana</i>)	T	No adverse effect anticipated
Little Blue Heron (<i>Egretta caerulea</i>)	T	No adverse effect anticipated
Tricolored Heron (<i>Egretta tricolor</i>)	T	No adverse effect anticipated
Southeast American Kestrel (<i>Falco sparverius paulus</i>)	T	No adverse effect anticipated
Short-tailed Snake (<i>Lampropeltis extenuate</i>)	T	No effect anticipated
Least Tern (<i>Sternula antillarum</i>)	T	No effect anticipated

T = Threatened

A summary of the findings for the state listed faunal species is provided below:

- Gopher tortoise: Suitable habitat for the gopher tortoise is available within and adjacent to the project study area. Gopher tortoise burrows were observed within the project study area. Prior to construction of the proposed project, 100% surveys of the appropriate habitats will be conducted for the presence of gopher tortoise burrows. If gopher tortoises or their burrows are found in or within 25 feet of the construction limits of the proposed project, coordination with the FWC will be implemented to secure permits needed to relocate the gopher tortoises prior to construction.
- Florida pine snake: The pine snake often coexists with pocket gophers and gopher tortoises. There are no documented historic occurrences of the pine snake within or adjacent to the project study area and no observations were made during field reviews; however, some areas of marginally suitable habitat are present within the project study area. In addition, gopher tortoise burrows are present within the project study area. Prior to construction of the proposed project, surveys of the appropriate habitats will be conducted for the presence of gopher tortoise burrows and coordinate with the FWC accordingly.
- Florida sandhill crane: Suitable habitat is present throughout the project study area and sandhill cranes were observed within the project study area during the January 2021 caracara surveys. Suitable nesting habitat is present within the herbaceous wetlands within the project study area. Impacts to wetland habitat within the project area will be mitigated.
- Florida burrowing owl: There are no documented historic occurrences of the Florida burrowing owl within the project study area and no individuals or burrows were observed during field reviews; however, suitable habitat is present within the project study area since the owl has been known to utilize road rights-of-way. Appropriate upland habitats within the proposed project area will be surveyed for burrowing owls or their burrows prior to construction. If any burrows are located in the project area, coordination with the FWC will be conducted to develop and implement the appropriate protection criteria prior to construction, or the appropriate permits will be acquired from FWC.

- Little blue heron and tricolored heron: The herbaceous wetlands and surface waters within and adjacent to the project study area provide foraging habitat and some wetland areas may provide nesting habitat. During the field reviews, tricolored and little blue herons were observed within the project study area. Impacts to wetland habitat within the project area will be mitigated.
- Southeastern American kestrel: A kestrel was observed near the northern portion of the project study area perched on overhead wires and foraging in an offsite pasture. Marginally suitable foraging habitat is present adjacent to the ROW. Surveys for kestrels were done in accordance with the survey methodology contained in FWC's *Species Conservation Measures and Permitting Guidelines for the Southeastern American Kestrel*. No known active nest cavities were identified. If any individuals or nests are observed prior to construction, coordination with FWC will be implemented.
- Short-tailed snake: There are no documented historic occurrences of the short-tailed snake within the project study area and no observations were made during field reviews. Marginally suitable habitat for the short-tailed snake is present within and adjacent to the project study area.
- Least tern: There are no documented historic occurrences of the least tern within or adjacent to the project study area, and no observations were made during field reviews. Areas of well drained sand or gravel with little vegetation that may provide natural nesting habitat are not present within the project study area, and artificial nesting sites are not located within the project study area.

Potential impacts to listed species and their habitats are described in more detail in the NRE and NRE Addendum. On December 9, 2021, FDOT submitted the NRE to the USFWS, NMFS, Florida Department of Agriculture and Consumer Services (FDACS) and FWC. The USFWS and NMFS concurred with the findings of the November 2021 NRE on January 14, 2022, and December 10, 2021, respectively. FWC provided a coordination letter on January 6, 2022, and the FDACS provided coordination on December 9, 2021, via email. The agency concurrence and coordination letters and emails are attached and in the project file. On August 12, 2022, FDOT submitted the NRE Addendum to the same agencies for review. USFWS and NMFS both concurred with the findings in the NRE Addendum on August 15, 2022. FWC provided a coordination letter for the NRE Addendum on September 7, 2022. No response was received from FDACS. The concurrence and coordination are attached and in the project file.

To further minimize impacts to wildlife, FDOT evaluated the addition of wildlife features along US 98 including a wildlife feature at the Main Stream Bridge culvert (located approximately 1.4 miles southeast of SR 471) that will be designed for the crossing of large mammals (e.g., panther, bear, deer, etc.) and four smaller features designed for the crossing of smaller animals (e.g., rabbits, raccoons, fox, turtles, etc.). The Main Stream Bridge feature is proposed to be designed as a 12-foot by six-foot box culvert. The four smaller features, two of which will be located near the Cypress Run Bridge culvert and Fox Branch Bridge culvert, are proposed to be 36-inch pipe culverts. These features will provide enhanced opportunity for the safe passage of wildlife under US 98.

Implementation measures were established to avoid and minimize impacts to listed species. The implementation measures for the project are as follows:

- Prior to construction, the FDOT will resurvey appropriate habitats within the project area to confirm the presence or absence, gopher tortoises, Florida burrowing owls, and Florida sandhill crane nests. If any of these species or their nests are present, the FDOT will coordinate with the USFWS and/or the FWC to minimize the proposed project impacts and obtain the necessary permits;
- Prior to construction, the FDOT will resurvey the project area for the presence of active osprey nests. If an active osprey nest is later identified within the project area, FDOT will coordinate with the FWC (as applicable) to secure all necessary approvals regarding this species prior to project construction;

- Prior to construction, the FDOT will resurvey appropriate habitats within 1,000 feet of the proposed project area for bald eagle nests. If a bald eagle nest is found within 1,000 feet of the proposed project, the FDOT will coordinate with the USFWS to secure any and all approvals regarding this species; and
- To prevent black bear encounters during construction activities, contractors will follow BMPs; keep construction sites clean with wildlife-resistant containers for workers to use for food-related and other wildlife-attractant refuse; and frequently remove trash and use proper food storage on work sites.

Project commitments addressing listed and protected species are discussed in the commitments section of this document. Based on adherence to the implementation measures, project commitments and other standard protection measures, this project is expected to have no significant impacts to protected species or habitat.

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.

An NRE (November 2021) was prepared under separate cover to document and summarize the potential impacts to natural resources including wetlands and other surface waters. The NRE also documented commitments and implementation measures considered to avoid, minimize, and mitigate for potential impacts.

During the preparation of the NRE, preferred SMF and FPC sites had not yet been selected though preliminarily selected sites were included within the project study area. Since completion of the NRE in November 2021, selection of proposed SMF and FPC and further assessment of potential impacts to wetlands/other surface water habitats occurring within these sites had been conducted. An NRE Addendum (August 2022) was prepared to provide the results of the additional assessments and document changes to the November 2021 NRE. The impacts to follow include the entire project area, mainline and the SMF and FPC sites, as documented in the NRE Addendum.

Based on this evaluation, approximately 48.88 acres of wetlands and 11.06 acres of other surface waters (i.e., ditches and reservoirs) occur within the limits of the proposed project area (existing and proposed ROW) and are proposed to be directly impacted by the project. Approximately 23.02 acres of federally and state jurisdictional wetlands will be permanently impacted as a result of the construction of the proposed mainline widening. To accommodate the proposed widening, the existing surface waters (i.e., ditches) will be impacted; however, these impacts are proposed to be temporary as these ditches will be reconstructed and replaced in-kind. All of the cross drains will be replaced as part of the proposed project, but the locations will remain at or similar to the current locations. Approximately 25.86 acres of federally and state jurisdictional wetlands will be directly impacted as a result of the construction of the proposed SMF/FPC sites. Secondary impacts were also evaluated for the project. The proposed improvements will result in a total of approximately 22.81 acres of secondary wetland impacts, 17.15 acres of secondary wetland impacts for the mainline and 5.66 acres of secondary wetland impacts for the SMF/FPC sites.

Impacts to federally and state jurisdictional wetlands and other surface waters resulting from the proposed mainline widening and SMF/FPC sites is summarized in **Table 5**.

Table 5 - Summary of Wetland and Surface Water Impacts

Impact Type	Mainline (Acres)	SMF/FPC (Acres)	Total (Acres)
Wetlands - Direct	23.02	25.86	48.88
Wetlands - Secondary	17.15	5.66	22.81
<i>Total Wetlands</i>	<i>40.17</i>	<i>31.52</i>	<i>71.69</i>
Surface Waters	6.28	4.78	11.16

The Uniform Mitigation Assessment Method (UMAM) was used to assess proposed project impacts to federal and state jurisdictional wetlands as a result of the mainline widening and SMF/FPC sites. The mainline widening and SMF/FPC sites would potentially result in a total functional loss of 31.76 units resulting from direct and secondary impacts. 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, Chapter 373, F.S. and 33 US Code (U.S.C) Section 1344. The anticipated mitigation credits required to offset impacts to wetland are summarized below in **Table 6**.

Table 6 - Anticipated Mitigation Credits per Watershed

Watershed	Freshwater forested credits	Freshwater herbaceous credits
Withlacoochee	2.34	1.52
Hillsborough River	20.74	7.16

There are several private wetland mitigation banks available that service the Hillsborough River and Withlacoochee Watersheds, are state and federally permitted, and provide wood stork foraging habitat. Each wetland impact will be mitigated dependent on the watershed it occurs in to satisfy state and federal mitigation requirements.

The wetlands and other surface waters identified within the project study area fall within the jurisdiction of the State 404 Program (state-assumed waters). Therefore, the FDEP and SWFWMD regulate impacts to wetlands and other surface waters within the project study area. Final determination of wetland jurisdictional boundaries and mitigation requirements will be coordinated between FDOT and the permitting agencies during the final design phase of the project.

Potential impacts to wetlands and other surface waters are described in more detail in the NRE and NRE Addendum. In addition to the USFWS, NMFS, FWC, and FDACS, the NRE was submitted to the US Environmental Protection Agency (EPA), SWFWMD, FDEP, and US Army Corps of Engineers (USACE) on December 9, 2021. The SWFWMD provided correspondence via email on December 22, 2021, and the EPA provided correspondence via email on January 11, 2022. No response was received from the FDEP or USACE for the November 2021 NRE. On August 12, 2022, the FDOT submitted the August 2022 NRE Addendum to the same agencies for review. SWFWMD provided correspondence on the NRE Addendum on September 12, 2022. No response was received from FDACS, EPA, FDEP, or USACE for the NRE Addendum. All agency correspondence is attached and located in the project file.

Wetland impacts were evaluated pursuant to Executive Order 11990 of 1977 as amended. The US 98 widening will occur along the existing alignment mostly within existing ROW, and no practicable alternatives to avoid all wetland impacts were identified. Offsite SMF and FPC sites were also required based on the proposed improvements. Wetland and other surface water impacts will be avoided and minimized to the greatest extent practicable during the project design and permitting phases. Temporary impacts due to construction will be minimized utilizing best management practices (BMPs), maintaining a stormwater pollution prevention plan (SWPPP), and implementing FDOT design standards. Mitigation will be provided for all wetland impacts as part of the environmental resource permitting and Section 404 permitting

processes. The proposed project will have no significant short-term or long-term adverse impacts, there are no practicable alternatives to avoid construction in wetlands, and measures have been taken to minimize harm. Therefore, this project is expected to have no significant impacts to wetlands and other surface waters.

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.

A Location Hydraulics Report (LHR) (November 2021) for the project was prepared under separate cover and is in the project file. The purpose of the LHR is to address base floodplain encroachments resulting from the roadway improvements evaluated in the PD&E study. The intent is to avoid or minimize highway encroachments within the 100-year floodplains and to avoid supporting land use development incompatible with floodplain values. Analysis documented in the LHR determined that 19.61 acre-feet of 100-year floodplain volume will be impacted within the project limits. Mitigation of these impacts will be provided within the Preferred Alternative's proposed floodplain compensations areas. There are no federally regulated floodways within the project limits.

Three Bridge Hydraulics Reports (BHR) were also prepared for this project to evaluate the existing and proposed hydraulic conditions at Cypress Run (structure #160053), Main Stream (structure # 160152), and Fox Branch (structure #160052). All three of these waterway crossings are reinforced concrete bridge culverts. The bridge culverts will be replaced and extended at all three locations. The BHRs are included in the project file.

The proposed cross drains and floodplain compensation areas will perform hydraulically in a manner equal to or greater than the existing condition, and backwater surface elevations are not expected to increase. As a result, 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 to emergency evacuation routes. Therefore, it has been determined that this project will have no significant impact on floodplains.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

A Pond Siting Report (PSR) (November 2021) and a Water Quality Impact Evaluation (WQIE) checklist (November 2021) were each prepared under separate cover and are included in the project file. As documented in the PSR, stormwater management for water quality treatment and runoff attenuation will be provided using wet detention ponds. There is one basin (WBID #1449B) within the project area that is impaired for nutrients (macrophytes). The design of the drainage and stormwater facilities will comply with the standards set forth by the FDOT Drainage Manual and the SWFWMD Environmental Resource Permit (ERP) Manual.

There are three water crossings located within the project limits: Cypress Run, Main Stream and Fox Branch. An ERP and Section 404 permit is required. A National Pollutant Discharge Elimination System (NPDES) construction permit will be acquired, and the associated requirement to develop and implement a SWPPP will be met. Project construction will also follow the standard FDOT specifications for erosion and sedimentation control. Therefore, the Preferred Alternative is expected to have no significant impact on water quality and stormwater.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

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.

This project qualifies as a Type I Project pursuant to 23 CFR 772 and Section 335.17, F.S. The evaluation uses methodology established by the FDOT and documented in the PD&E Manual (July 1, 2020), Highway Traffic Noise Chapter. A Noise Study Report (NSR) was prepared for this project and can be found in the project file.

The Federal Highway Administration (FHWA) approved Traffic Noise Model (TNM) Version 2.5 was used to predict traffic noise levels at 220 noise sensitive sites located adjacent to US 98 for the existing (2021) and future year (2045) conditions with and without the proposed improvements. Thirty-eight of the 220 noise sensitive sites are predicted to experience future noise levels with the proposed improvements to US 98 that approach, meet, or exceed FHWA's Noise Abatement Criteria (NAC) for their respective Activity Category. However, none of the 220 evaluated sites are predicted to experience a substantial increase of traffic noise as a result of the proposed improvements. A substantial increase is defined as an increase of 15 or more decibels above the existing noise level as a direct result of the transportation improvement project.

The 38 receptors that approach, meet, or exceed the NAC for their respective Activity Category are referred to as "impacted" receptors. Of the 38 impacted receptors, 37 represent residential properties (Activity Category B) and one receptor represents a tee box at the Big Cypress Golf Club (Activity Category C).

Traffic management measures, modifications to the roadway alignment, buffer zones and noise barriers were considered as potential abatement measures at the impacted receptor locations. Noise barriers were the only potential abatement measure found to be cost reasonable and feasible. Two noise barriers were determined to be cost reasonable and feasible based on the noise analysis: Barrier 1 - Cypress Lakes North and Barrier 2 - Gator Creek RV Park. These barriers represent 17 of the 38 impacted receptors. The proposed barriers have the potential to benefit [provide a minimum 5dB(A) noise reduction] a total of 25 receptors. The locations of the proposed barriers are included in the attached noise figure.

The FDOT is committed to the construction of noise barriers at Cypress Lakes North and Gator Creek RV Park contingent upon the following:

- Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

Final recommendations on the construction of abatement measures is determined during the project's final design and through the public involvement process. Because of the elapsed time between when the noise study was performed and when this environmental document is approved (known as the date of Public Knowledge), the potential exists for additional building permits for noise sensitive sites to be granted subsequent to this study. The date of the PD&E land use review was September 29, 2021. Any noise analysis performed during the design phase of this project will include a review of building permit dates. Any noise sensitive site that is identified as permitted between the completion of the land use review update and the Date of Public Knowledge will be analyzed for traffic noise impacts and, if impacts are predicted, abatement will be considered during the design phase of the project.

Based on the results of the traffic noise analysis, the Preferred Alternative is expected to have no significant impact on noise sensitive sites located along US 98.

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 improve the Level of Service (LOS) and reduce 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) (July 2022) was prepared under separate cover pursuant to FHWA's Technical Advisory T 6640.8A and is included as a technical material. The Level I assessment was conducted to identify and evaluate sites containing hazardous materials, petroleum products, or other sources of potential environmental contamination within the US 98 project study area.

Twelve (12) contamination sites were identified within the study corridor and 23 pond sites were also evaluated and assigned contamination risk ratings. Of the twelve (12) corridor contamination sites, ratings were assigned as follows: one (1) "High" risk site; four (4) "Medium" risk sites; and four (4) "Low" risk sites; and three (3) "No" risk sites. Additionally, all of the proposed pond and floodplain compensation sites were evaluated, resulting in one (1) "High" risk floodplain compensation site. The risk ratings for the corridor contamination sites and drainage facilities are included in **Table 7** and **Table 8**.

Table 7 - Contamination Sites Along Corridor

Site Number	Site Description	Type of Contamination	Risk Rating
1	Circle K #7334 10704 US 98 N	Petroleum, Hazardous Materials	Medium
2	Sunshine Food Mart #513 / Top King Food Mart #02 10705 US 98 N	Petroleum	High

	Gator's Place		
3	12160 US 98 N	Petroleum	Low
	CM Overstreet		
4	Star RT Box 165	Petroleum	Low
	Cypress Lakes WWTP, Big Cypress Golf & Country Club	Petroleum, Solvents, Herbicides, Pesticides, Arsenic	
5	10000 US 98 N		Low
	Groundwater Contamination - EDB Plume 53263283		
6	No address	EDB	No
	Clark's Plant Nursery		
7	14254 US 98	Herbicides, Pesticides	Low
	Cell Tower		
8	No address	Petroleum	No
	Cell Tower		
9	No address	Petroleum	No
	Bridge Culvert #160152	Hazardous Materials	Medium
10			
	Bridge Culvert #160052	Hazardous Materials	Medium
11			
	Bridge Culvert #160053	Hazardous Materials	Medium
12			

Table 8 - Ponds and Floodplain Compensation Sites

Pond Site	Risk Rating
FPC 1B	Low
FPC 2A	No
FPC 3B	No
Pond 1A	No
FPC 4C	Low
FPC 5C	Low
Pond 2D-1	Low
FPC 5D	High
FPC 5E	No
Pond 2C-2	No
FPC 6A	No

FPC 6C	No
FPC 7B	No
FPC 8A	No
Pond 3D-1	No
Pond 3C-2	No
Pond 3D-2	No
Pond 4D-1	No
FPC 10A	No
FPC 11A	No
Pond 4C-2	No
FPC 12A	No
FPC 13A	No

- For the sites rated "No" for potential contamination, no further action is needed. These sites have been evaluated and determined not to have any potential environmental risk to the study area at this time.
- For sites rated "Low" for potential contamination, no further action is required at this time. These sites/facilities have potential to impact the study area, but based on select variables have been determined to have low risk to the corridor at this time. Variables that may change the risk rating include a facility's non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change, additional assessment of the facilities may be warranted.
- Level II testing will be conducted for two High risk sites and four Medium risk sites.

Therefore, the Preferred Alternative will result in no significant contamination impacts.

6.4 Utilities and Railroads

The Preferred Alternative will require relocation of existing utilities within existing FDOT ROW. FDOT coordination with potentially affected utility owners will continue throughout future project design and construction phases. Project design efforts will seek to avoid or minimize impacts to existing utilities to the extent feasible within the roadway ROW. The utility agencies/owners known to operate facilities within the project corridor are shown in **Table 9**.

Table 9 - Utility Companies and Facilities

Utility Company	Facilities
AT&T Transmission	Buried Fiber Optic Cables along the north side of Rock Ridge Road.
City of Lakeland - Electric	12.47kV Overhead electric lines on the west side of US 98 spanning from south of W. Socrum Loop Road to Rock Ridge Road. The 12.47 kV electric line transitions to the east side of US 98 from Rock Ridge Road to Perkle Road.

Duke Transmission	Electric substation parcel located on the east side of US 98 just north of Lakeland Acres Road. 230 kV overhead electric lines are located on both sides of US 98 extending from the substation parcel to the Pasco County line.
Frontier Florida, LLC	Buried telephone and fiber optic cables run along the west side of US 98 for the entire project limits. A buried telephone cable runs along the east side of US 98 from south of W. Socrum Loop Road to Rock Ridge Road. A buried telephone line runs on the east side of US 98 from north of Rock Ridge Road to Keen Road. An overhead telephone line is located on the east side of US 98 and extends from SR 471 to Old Dade City Road.
Level 3 Communications (Century Link)	A buried fiber optic cable runs along the east side of US 98 from SR 471 to the Pasco County line.
Spectrum Sunshine State, LLC	Overhead fiber optic cables are located on the west side of US 98 and extend from south of W. Socrum Loop Road to north of Rock Ridge Road. The overhead fiber optic line becomes overhead television and crosses over to the east side of US 98 from north of Rock Ridge Road and extends to north of Earnest Road. Overhead fiber optic and television lines are located on Rock Ridge Road.
TECO Peoples Gas	A 12" coated steel gas main is located on the east side of US 98 and extends from Rock Ridge Road to the Pasco County line.
Uniti Fiber LLC	Buried fiber optic cables are located on the west side of US 98 and extend from Rock Ridge Road to the Pasco County line.
Zayo Group LLC	Buried fiber optic cables are located on the west side of US 98 and extend from south of W. Socrum Loop Road to south of Central Florida Paintball.

Additionally, a conduit for future fiber connectivity will be provided from the southern end of the project limit to the signalized intersection at Rock Ridge Road. The conduit will be comprised of one 4" outer duct housing two 1.25" inner ducts and one 1" inner duct.

There are no active or inactive railroad facilities or crossings within or adjacent to the project limits. Based on the above considerations, the Preferred Alternative is anticipated to have no significant impacts to utilities or railroads.

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.

Construction activities for the proposed project may cause minor short-term noise, water quality, traffic congestion, and visual impacts for residents and travelers within the immediate vicinity of the project.

Minor noise and vibration effects may occur from heavy equipment movement and construction activities. This will be minimized by adherence to noise control measures found in the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction. Specific noise level problems that may arise during construction of the project will be addressed by the Construction Engineer in cooperation with the appropriate Environmental Specialist.

Potential water quality impacts resulting from erosion and sedimentation during construction will be controlled in accordance with the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction, Section 104 "Prevention, Control, and Abatement of Erosion and Water Pollution," and through the use of BMPs. An NPDES construction permit will be acquired and the associated requirement to develop and implement an SWPPP will be met.

Short-term construction related wetland impacts will be minimized by adherence to FDOT's Standard Specifications for Road and Bridge Construction. These specifications include measures known as BMPs, which include the use of siltation barriers, dewatering structures, and containment devices that will be implemented for controlling turbid water discharges outside of construction limits. All permit conditions will be followed during construction.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities that would excessively inconvenience the community so that motorists, residents, and businesspersons can make other accommodations. Applicable provisions of FDOT's Standard Specifications for Road and Bridge Construction will be followed. A sign providing the name, address, and telephone of an FDOT contact person will be displayed on-site to assist the public in obtaining immediate answers to questions about project activity.

Access to local properties, businesses and residences will be maintained through controlled construction scheduling and the implementation of the project's specific Traffic Control Plan(s) and implementation of FDOT's Standard Specifications for Road and Bridge Construction.

For residents living along the project, some of the construction materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial problem. Therefore, the Preferred Alternative is expected to have no significant impacts resulting from construction.

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

Application submitted
Application submitted
To be acquired
Application submitted

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 (PIP) (April 2021) was prepared and initiated at the start of the study and is included in the project file. This program was implemented in accordance with the FDOT PD&E Manual; Section 339.155, Florida Statute (F.S.); Executive Orders 11990, Protection of Wetlands and 11988, Floodplain Management; Council on Environmental Quality (CEQ) Regulations for implementing the procedural provisions of the National Environmental Policy Act; and 23 Code of Federal Regulations (CFR) 771. The PIP outlines the strategies used to address public involvement and outreach over the course of the study. Additionally, a Comments and Coordination Report (March 2023) was prepared to fully document the public stakeholder involvement associated with this project and that information is provided below.

Stakeholder and Agency Coordination

Numerous agencies were identified that would have an interest in the US 98 PD&E Study. The agency mailing list included representatives from the Environmental Technical Advisory Team (ETAT) such as federal and state governments, and state permitting agencies.

A presentation was given to the Cypress Lakes Community residents on July 22, 2021. The presentation provided an outline of the PD&E processes and included typical roadway sections and proposed roadway widening concepts in the vicinity of the Cypress Lakes Community. The presentation was attended by 164 residents, as well as FDOT and consultant staff.

Three presentations were made to the Technical Advisory Committee (TAC) of the Polk County Transportation Planning Organization (TPO). These presentations took place on December 2, 2021, July 28, 2022, and September 13, 2022. Two presentations were also made to the Polk County TPO Board on December 8, 2021, and October 13, 2022. These presentations provided an overview of the project, including project limits, adjacent projects, and schedule.

Date of Public Hearing: 03/31/2022

Summary of Public Hearing

A hybrid public hearing was held on Thursday, March 31, 2022, from 5:00 p.m. to 7:00 p.m. at the New Life Assembly of God in Lakeland, Florida. This facility was selected due to its proximity to the study area, ability to accommodate the expected large crowd, and the facility's audio/visual resources. The hearing was attended by 106 participants. No public officials were in attendance. The virtual portion of the public hearing had 41 of the 106 participants in attendance and was moderated by consultant staff present at the public hearing location. The Preferred Alternative was presented to the public and attendees were provided the opportunity to offer public testimony and/or written comments regarding the project, or to provide comments within a 14-day comment period. Five citizens provided verbal comments during the public testimony portion and 6 written comments were received at the hearing. There were also an additional 21 comments received via comment forms and/or online during the 14-day comment period ending on April 14, 2022. These comments were generally in favor of the project, in favor of the roundabouts, and in favor of the wildlife features to be installed with this project. Multiple comments were concerned with noise, and others had questions about the construction phase. All comments received were taken into consideration prior to advancing the preferred build alternative to final design and comments and responses are included in the Comments and Coordination Report located in the project file. The public hearing transcript, notices to the public and elected officials, and comments from the public are located in the project file.

10. Commitments Summary

1. The most current version of USFWS-approved *Standard Protection Measures for the Eastern Indigo Snake* will be adhered to during all construction phases of the proposed project.
2. A land use review will be conducted during the design phase to identify noise sensitive sites that may have received a building permit subsequent to the PD&E noise evaluations but prior to the date of public knowledge (i.e., date that the environmental document has been approved by the FDOT Office of Environmental Management). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, those sites will be evaluated for traffic noise and potential abatement considerations. The FDOT is committed to the construction of noise barriers at Cypress Lakes North and Gator Creek RV Park contingent upon the following:
 - Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;
 - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
 - Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
 - Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

11. Technical Materials

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

Segment 1_500-ft Clipping_secure_community_SocioculturalDataReport
Segment 2_500-ft Clipping_secure_community_SocioculturalDataReport
Cultural Resources Assessment Survey Technical Memorandum Addendum
Cultural Resources Assessment Survey
Cultural Resources Assessment Survey Technical Memorandum for the Preferred Ponds
Supporting Documentation describing involvement with Recreation Areas
Location Hydraulics Report
Pond Siting Report
Natural Resources Evaluation Addendum
Water Quality Impact Evaluation Checklist
Natural Resources Evaluation
Contamination Screening Evaluation Report
Noise Study Report
Location Hydraulics Report
Bridge Hydraulic Report - Cypress Run
Bridge Hydraulic Report - Fox Branch
Bridge Hydraulic Report - Main Stream
Typical Section Package (Signed)
Design Variation Memo-Front Slope and Border Width
Design Variation Report-Lane Width
Pavement Design Package
Lighting Justification Report
Lighting Design Analysis Report Tech Memo
Project Traffic Analysis Report
Project Traffic Analysis Report Appendices
Pond Siting Report
Preliminary Engineering Report
Public Involvement Plan
Comments and Coordination Report

Attachments

Planning Consistency

Planning Consistency Documentation

Social and Economic

NRCS Farmlands Evaluation Form

Land Use Map

Cultural Resources

SHPO CRAS Tech Memo Addendum Concurrence Letter

SHPO CRAS and CRAS Tech Memo Concurrence Letter

Section 4(f) Report

Natural Resources

NRE Concurrence - FDACS

NRE Concurrence - NMFS

NRE Concurrence - SWFWMD

NRE Concurrence - FWC

NRE Concurrence - USEPA

NRE Addendum Concurrence - NMFS

NRE Concurrence - USFWS

NRE Addendum Concurrence - FWC

NRE Addendum Concurrence - SWFWMD

NRE Addendum Concurrence - USFWS

Wetlands Map from NRE

Physical Resources

Proposed Noise Barriers Map

Potential Contamination Site Map

Public Involvement

Public Hearing Certification

Public Hearing Transcript

Planning Consistency Appendix

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Planning Consistency Documentation

MOMENTUM 2045 LONG RANGE TRANSPORTATION PLAN ADOPTION

The Polk Transportation Planning Organization (TPO) held a public hearing on December 10th, 2020, at a regularly scheduled TPO Board meeting to obtain comments on *Momentum 2045*, prior to the Board's adoption of the Plan. Pursuant to the TPO's adopted Public Participation Process (PPP), the public hearing followed a public comment period that was established by the Board on October 8, 2020. Advertisements for the public comment period and hearing were published in The Ledger (Lakeland) on October 12, 2020, and December 1, 2020. The public comment period and public hearing were also announced on the TPO's website and on social media. Following the staff's presentation and TPO Board discussion, the TPO chairman opened the public hearing. No public comments were made and the public hearing was closed by the chairman. The Board adopted *Momentum 2045* with a unanimous roll call vote.



March 2021

Prepared For:



Prepared By:

Kimley»Horn

Cover Photo and Additional Aerial Photo Credits: Julia Davis, AICP (Polk TPO) and pilot Nick Harboe, Aviation Specialist (Polk County Parks and Natural Resources); Other photos: Polk TPO and consultant team except where noted

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FINAL REPORT MARCH 2021



*Adopted 12-10-20
Amended 12-09-21*

Demonstration of Fiscal Restraint

Polk TPO Momentum 2045

Notes:
a) All dollar amounts are in millions of Year of Expenditure (YOE) dollars.
b) It is assumed that roadway capacity projects include context sensitive bicycle and pedestrian improvements where appropriate. These costs estimates are included in the estimates of the roadway capacity project.

Polk TPO Momentum 2045 - First Five Years (2020-2025 - TIP)

Revenue	TIP (2020-2025)
Roadway Capacity Total	\$1,157.93
Transit Total	\$1,006.58
Total Revenue 2020-2025	313.79

Expenditures	TIP (2020-2025)
Roadway Capacity Projects	\$1,157.93
Transit Projects	\$1,006.58
Total Expenditure 2020-2025	313.79

BALANCE	TIP (2020-2025)
Roadway Capacity Projects	\$0.00
Transit Projects	\$0.00
Total 2020-2025	\$ -

Polk TPO Momentum 2045 - Long Range Needs Plan (2025-2045)

REVENUE	2025	2026 to 2030	2031 to 2035	2036 to 2045	2025 to 2045 LRTP Total
Strategic Intermodal System Subtotal	\$0.55	\$75.35	\$786.37	\$1,702.00	\$2,564.27
Other Roads Construction and ROW	\$33.17	\$209.49	\$228.99	\$479.50	\$951.15
TMA Funds ¹	\$7.50	\$37.51	\$37.51	\$75.02	\$157.54
Competitive Funding Sources Subtotal	\$2.51	\$14.95	\$15.85	\$32.09	\$65.41
Federal and State Total	\$43.73	\$337.30	\$1,068.72	\$2,288.61	\$3,738.36
Taxes Subtotal	\$82.67	\$449.61	\$517.83	\$1,292.97	\$2,343.07
Impact Fee Subtotal	\$27.83	\$135.53	\$146.24	\$370.80	\$680.40
(Capital)	\$85.90	\$452.84	\$514.46	\$1,300.49	\$2,353.68
(Maintenance)	\$24.60	\$132.30	\$149.61	\$363.28	\$669.79
Polk County Total	\$110.50	\$585.14	\$664.07	\$1,663.77	\$1,673.28
Total Momentum 2045 Revenue	\$179.21	\$922.43	\$1,866.55	\$3,952.38	\$5,559.97

¹ Projects using TMA funds are programmed annually and included in the TIP

EXPENDITURE	2025	2026 to 2030	2031 to 2035	2036 to 2045	2025 to 2045 LRTP Total
SIS	\$0.55	\$75.35	\$786.37	\$1,702.00	\$2,564.27
OA	\$33.17	\$209.49	\$228.99	\$479.50	\$951.15
Local	\$75.31	\$387.49	\$392.36	\$1,222.43	\$2,077.59

BALANCE	2025	2026 to 2030	2031 to 2035	2036 to 2045	2025 to 2045 LRTP Total
SIS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
OA	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local	\$10.59	\$65.35	\$122.09	\$78.06	\$276.10

MOMENTUM 2045 COST FEASIBLE ROADWAY PLAN - YEAR OF EXPENDITURE (YOE)

PROJ_ID	PROJECT	FROM	TO	MILES	DESCRIPT	PD&E Cost (YOE)	PD&E Source	PD&E Time	PE Cost (YOE)	PE Source	PE Time	ROW Cost (YOE)	ROW Source	ROW Time	CST Cost (YOE)	CST Source	CST Time
89B	SR 33	OLD COMBEE ROAD	FIRST PARK/UNIVERSITY BLVD	3.75	Widen to 4 Lanes	\$ -	OA	Committed	\$ 636,159	OA	Committed	\$ 15,160,000	OA	Committed	\$ 22,550,500	OA	2025
21	US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	Widen to 4 Lanes	\$ 5,974	Product Support	Committed	\$ 963,900	Product Support	2025	\$ 2,225,300	OA	2025	\$ 6,414,100	OA	2025
96	US 17/92 (HINSON AVE)	SR 17 (10TH ST)	17TH ST	0.32	Widen to 4 Lanes	\$ 4,026	Product Support	Committed	\$ 1,375,000	Product Support	Committed	\$ 805,200	OA	2026-2030	\$ 1,954,937	OA	2026-2030
64	US 92 (NEW TAMPA HWY)	HILLSBOROUGH CO/L	WABASH AVE	4.26	Widen to 4 Lanes	\$ 3,000,000	OA	Committed	\$ 6,000,000	OA	Committed	\$ 27,257,823	OA	2026-2030	\$ 79,200,000	OA	2026-2030
56A	SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING JR BLVD	LUCERNE LOOP RD	3.60	Widen to 4 Lanes	\$ -	Product Support	Complete	\$ 5,864,999	Product Support	Committed	\$ 18,161,992	OA	2026-2030	\$ 22,702,490	OA	2026-2030
56B	SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD	SR 17	4.45	Widen to 4 Lanes	\$ -	Product Support	Complete	\$ 7,015,000	Product Support	Committed	\$ 22,702,490	OA	2026-2030	\$ 33,322,784	OA	2031-2035
	SR 700 (US 98)	PEACE RIVER-FT MEADE AT BR #0064 (JOHN SINGLETARY BR)	-	-	Bridge	\$ -	OA	Complete	\$ 2,075,006	OA	Committed	\$ 224,110	OA	Committed	\$ 14,520,000	OA	2026-2030
4	US 98 (BARTOW RD)*	N OF EDGEWOOD DR	MAIN STREET	2.93	Operations	\$ -	OA	Complete	\$ 6,146,089	OA	Committed	\$ 9,326,256	OA	Committed	\$ 41,000,000	OA	2036-2045
	* US 98/Bartow Road, Edgewood Drive to Main Street – Widen 4L to 6L (Edgewood to Sylvester), Transportation Systems Management & Operational Improvements (Sylvester to Main)																
32	EWELL RD	LUNN RD	SR 37	2.02	Widen to 4 Lanes	\$ 105,600	Local	2026-2030	\$ 3,181,200	Local	2026-2030	\$ 14,031,600	Local	2026-2030	\$ 21,186,000	Local	2026-2030
323	FDC GROVE ROAD	MASSEE RD	ERNIE CALDWELL BLVD	2.47	New 2 Lanes	\$ 1,507,532	Local	2026-2030	\$ 4,522,596	Local	2026-2030	\$ 7,471,272	Local	2026-2030	\$ 30,150,643	Local	2026-2030
321	HOLLY HILL RD	CR 547 (BAY ST)	RIDGEWOOD LAKES BLVD.	2.56	New 2 Lanes	\$ 2,706,000	Local	2026-2030	\$ 8,117,801	Local	2026-2030	\$ 34,966,800	Local	2026-2030	\$ 54,120,000	Local	2026-2030
98B	SR 25 (US 27)	CR 630A	PRESIDENTS DRIVE	5.04	Widen to 6 Lanes	\$ 6,147	SIS	Committed	\$ 180,000	SIS	Committed	\$ 24,051,340	SIS	Committed	\$ 88,940,280	SIS	2026-2030
42	I-4	WEST OF US 27	OSCEOLA CO/L	3.65	Widen to 10 Lanes (Express Lanes)	\$ -	SIS	Complete	\$ -	SIS	Complete	-	SIS	2026-2035	-	SIS	2026-2035
112	WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	New 2 Lanes	\$ -	Local	Complete	\$ -	Local	Complete	\$ 27,527,808	Local	Committed	\$ 24,990,000	Local	2025
319	HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	New 2 Lanes	\$ 1,255,500	Local	2031-2035	\$ 3,766,500	Local	2031-2035	\$ 43,741,000	Local	2031-2035	\$ 25,156,500	Local	2031-2035
325	HOLLY HILL RD	PATTERSON ROAD	CR 547 (BAY ST)	1.37	New 2 Lanes	\$ 723,850	Local	2031-2035	\$ 2,171,551	Local	2031-2035	\$ 3,587,375	Local	2031-2035	\$ 14,477,006	Local	2031-2035
230	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	3.40	Widen to 4 Lanes	\$ 1,550,000	Local	2031-2035	\$ 3,100,000	Local	2031-2035	\$ 34,875,000	Local	2031-2035	\$ 60,450,000	Local	2031-2035
324	THOMPSON NURSERY ROAD EXTENSION	US 17	CR 653	5.83	New 4 Lanes	\$ 3,100,000	Local	2031-2035	\$ 6,200,000	Local	2031-2035	\$ 18,652,562	Local	2031-2035	\$ 51,097,438	Local	2031-2035
97B	US 17/92	HINSON AVENUE	NORTHEAST POLK RELIEVER	5.00	Widen to 4 Lanes	\$ 4,575,852	Product Support	2031-2035	\$ 13,727,557	Product Support	2031-2035	\$ 60,633,619	OA	2031-2035	\$ 91,517,044	OA	2031-2035
19	US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	Widen to 6 Lanes	\$ 806,000	Product Support	2031-2035	\$ 2,402,500	Product Support	2031-2035	\$ 5,301,000	OA	2031-2035	\$ 15,980,500	OA	2031-2035
13	US-27 BACKAGE ROAD (WEST)	-	-	1.01	Widen to 4 Lanes	\$ 792,000	Local	2026-2030	\$ 2,362,800	Local	2026-2030	\$ -	Local	2036-2045	\$ 24,456,500	Local	2036-2045
261	POWERLINE ROAD	CR 542	CR 546	1.01	New 2 Lanes	\$ 957,350	Local	2036-2045	\$ 2,872,051	Local	2036-2045	\$ 4,744,592	Local	2036-2045	\$ 19,147,008	TBD	2036-2045
287	BANNON LOOP ROAD (UNPAVED ROAD)	HUGES ROAD EXTENSION	BANNON ISLAND ROAD	0.25	Improved 2/4 Lanes	\$ 300,195	Local	2036-2045	\$ 900,585	Local	2036-2045	\$ 3,977,820	Local	2036-2045	\$ 6,003,902	TBD	2036-2045
136	CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	Widen to 4 Lanes	\$ 995,349	Local	2026-2030	-	Local	2026-2035	\$ 6,578,954	Local	2031-2035	\$ 23,375,614	Local	2031-2035
57B	CR 544	SR 17	NORTHEAST POLK RELIEVER	1.54	Widen to 4 Lanes	\$ 1,849,202	Local	2036-2045	\$ 5,547,606	Local	2036-2045	\$ 7,000,963	Local	2036-2045	\$ 36,984,038	Local	2036-2045
22	CR 547	US 27	US 17/92/CSX LINE	2.28	Widen to 4 Lanes	\$ 2,497,623	Local	2036-2045	\$ 7,492,870	Local	2036-2045	\$ 33,095,462	Local	2036-2045	\$ 49,952,467	Local	2036-2045
305	CREWS LAKE ROAD/E.F. GRIFFIN ROAD CONNECTOR	CREWS LAKE ROAD	E.F. GRIFFIN ROAD	0.83	New 2 Lanes	\$ 877,314	Local	2026-2030	\$ 2,631,943	Local	2026-2030	\$ 1,214,801	Local	2026-2030	\$ 17,546,288	Local	2026-2030
20	DUNSON RD EXTENSION	DUNSON ROAD TERMINUS EAST	MEADOWS BLVD TERMINUS WEST	0.78	New 2 Lanes	\$ 1,271,000	Local	2036-2045	\$ 3,833,500	Local	2036-2045	\$ 16,543,500	Local	2036-2045	\$ 25,604,500	Local	2036-2045
322	FDC GROVE ROAD	US 27	MASSEE RD	2.13	New 2 Lanes	\$ 2,018,967	Local	2036-2045	\$ 6,056,900	Local	2036-2045	\$ 10,005,922	Local	2036-2045	\$ 40,379,334	Local	2036-2045
318	GRANDVIEW PARKWAY EXTENSION	GRANDVIEW PARKWAY DEAD END	DUNSON ROAD	0.50	New 4 Lanes	\$ 2,278,642	Local	2036-2045	\$ 6,835,926	Local	2036-2045	\$ 9,746,796	Local	2036-2045	\$ 45,572,841	Local	2036-2045
317	HOME RUN BLVD EXTENSION	HOME RUN BLVD	FDC GROVE RD	0.69	New 2 Lanes	\$ 1,132,677	Local	2036-2045	\$ 3,398,032	Local	2036-2045	\$ 14,638,378	Local	2036-2045	\$ 22,653,545	Local	2036-2045
288	HUGHES ROAD (UNPVED GROVE ROAD)	HUGHES ROAD E-W	CR 546	0.49	Improved 2/4 Lanes	\$ 588,382	Local	2036-2045	\$ 1,765,147	Local	2036-2045	\$ 7,796,527	Local	2036-2045	\$ 11,767,649	Local	2036-2045
263	HUGHES ROAD EXTENSION	EXISTING HUGHES ROAD	BANNON LOOP ROAD	0.76	New 2 Lanes	\$ 1,247,587	Local	2036-2045	\$ 3,742,268	Local	2036-2045	\$ 16,123,430	Local	2036-2045	\$ 24,951,731	Local	2036-2045
43	I-4	SR 570	WEST OF US 27	27.32	Widen to 10 Lanes (Express Lanes)	\$ 4,020,000	SIS	Committed	\$ 3,870,000	SIS	Committed	-	SIS	2026-2035	\$ 3,394,800,000	SIS	2036-2045
43A	I-4	COUNTY LINE RD	SR 570 / POLK PARKWAY	0.98	Widen to 10 Lanes (Express Lanes)	\$ -	SIS	Complete	-	SIS	2026-2035	\$ 44,325,100	SIS	2036-2045	\$ 1,646,691,200	SIS	2036-2045
47	I-4 CROSSOVER RD	FDC GROVE RD	NW ACCESS ROAD	1.11	New 4 Lanes	\$ 2,111,500	Local	2036-2045	\$ 6,314,000	Local	2036-2045	\$ 42,886,000	Local	2036-2045	\$ 42,025,000	Local	2036-2045
129	MARIGOLD AVENUE	POINCIANA PARKWAY	COYOTE RD	2.37	Widen to 4 Lanes	\$ 2,845,850	Local	2036-2045	\$ 8,537,549	Local	2036-2045	\$ -	Local	2036-2045	\$ 56,916,994	Local	2036-2045
362	NEW E_ W ROAD	E.F. GRIFFIN ROAD	US 98	0.86	New 2 Lanes	\$ 1,411,743	Local	2036-2045	\$ 4,235,228	Local	2036-2045	\$ 1,954,814	Local	2036-2045	\$ 28,234,854	Local	2036-2045
363	NEW SILVER DEVELOPMENT ROAD	NEW E-W ROAD	US 98	0.57	New 2 Lanes	\$ 935,690	Local	2036-2045	\$ 2,807,070	Local	2036-2045	\$ 1,295,633	Local	2036-2045	\$ 18,713,798	Local	2036-2045
312B	NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	New 2 Lanes	\$ 2,439,440	Local	2025	\$ 7,318,320	Local	2025	\$ 31,526,584	Local	2025	\$ 54,118,671	Local	2026-2030
312A	NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	New 2 Lanes	\$ 1,515,121	Local	2025	\$ 4,545,363	Local	2025	\$ 21,720,061	Local	2026-2030	\$ 33,612,768	Local	2026-2030
282	POWERLINE ROAD	CR 580-JOHNSON AVENUE	SOUTH BOULEVARD	2.74	Widen to 4 Lanes	\$ 2,118,528	Local	2026-2030	\$ 6,355,585	Local	2026-2030	\$ 28,072,155	Local	2026-2030	\$ 49,753,313	Local	2031-2035
295	POWERLINE ROAD	HINSON AVENUE E	CR 580-JOHNSON AVENUE	0.50	Widen to 4 Lanes	\$ 600,390	Local	2036-2045	\$ 1,801,171	Local	2036-2045	\$ 7,955,640	Local	2036-2045	\$ 12,007,805	Local	2036-2045
360C	US 98	WEST SOCRUM LOOP RD.	CR54	9.90	Widen to 4 Lanes	\$ 1,420,000.00	OA	Committed	\$ 4,525,000	ARPA*	Committed	\$ 15,000,000	ARPA*	Committed	\$ 105,000,000	ARPA*	Committed

*American Rescue Plan Act of 2021 (ARPA)

Transportation Improvement Program

2022/23-2026/27
Adopted June 9, 2022



Polk Transportation
Planning Organization

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APPENDIX

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Item Number: 436673 1		Project Description: SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54					LRTP 4-8	
District: 01	County: POLK	Type of Work: PD&E/EMO STUDY					Project Length: 8.745MI	
		Fiscal Year						
Phase / Responsible Agency		<2022	2022	2023	2024	2025	>2025	All Years
P D & E / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,600,000						1,600,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	33,636	110,000					143,636
	DS-STATE PRIMARY HIGHWAYS & PTO	964,213						964,213
Phase: P D & E Totals		2,597,849	110,000					2,707,849
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		25,000					25,000
	DS-STATE PRIMARY HIGHWAYS & PTO		4,500,000					4,500,000
Phase: PRELIMINARY ENGINEERING Totals			4,525,000					4,525,000
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT		15,000,000					15,000,000
Item: 436673 1 Totals		2,597,849	19,635,000					22,232,849
Project Totals		2,597,849	19,635,000					22,232,849
Item Number: 446294 2								
		Project Description: MAINE AVE SIDEWALK FROM COMBEE RD TO PARK ST & IOWA RD TO WANDA WAY					LRTP 2-3	
District: 01	County: POLK	Type of Work: SIDEWALK					Project Length: 0.000	
		Fiscal Year						
Phase / Responsible Agency		<2022	2022	2023	2024	2025	>2025	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	SU-STP, URBAN AREAS > 200K		182,848					182,848
Item: 446294 2 Totals			182,848					182,848
Project Totals			183,848			1,173,995		1,357,843
Item Number: 450309 1								
		Project Description: 5339 RURAL CAPITAL LAKELAND AREA MASS TRANSIT - MATCH WITH TRC'S					LRTP 1-4	
District: 01	County: POLK	Type of Work: CAPITAL FOR FIXED ROUTE					Project Length: 0.000	
		Fiscal Year						
Phase / Responsible Agency		<2022	2022	2023	2024	2025	>2025	All Years
CAPITAL / MANAGED BY LAKELAND								
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB		35,668					35,668
Item: 450309 1 Totals			35,668					35,668
Project Totals			35,668					35,668

Appendix D: TIP Amendments

12/09/2021
Amendment



Mr. Parag Agrawal
August 10, 2022

Item Number: 436673 1		Project Description: SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54						
District: 01		County: POLK		Type of Work: PD&E/EMO STUDY		Project Length: 9.002MI		
Phase / Responsible Agency		Fiscal Year						
P D & E / MANAGED BY FDOT		<2022	2022	2023	2024	2025	>2025	All Years
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,600,230						1,600,230
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	33,636	70,145	39,855				143,636
	DS-STATE PRIMARY HIGHWAYS & PTO	964,253						964,253
Phase: P D & E Totals		2,598,119	70,145	39,855				2,708,119
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT			1,074,000				1,074,000
	DDR-DISTRICT DEDICATED REVENUE	680						680
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,093	14,907				25,000
	DS-STATE PRIMARY HIGHWAYS & PTO	160	4,500,000					4,500,160
Phase: PRELIMINARY ENGINEERING Totals		840	4,510,093	1,088,907				5,599,840
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT			15,000,000				15,000,000
	DDR-DISTRICT DEDICATED REVENUE			1,504,244				1,504,244
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			400,000				400,000
Phase: RIGHT OF WAY Totals				16,904,244				16,904,244
DESIGN BUILD / MANAGED BY FDOT								
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT			121,186,000				121,186,000
	DDR-DISTRICT DEDICATED REVENUE		1,009					1,009
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			20,540				20,540
	DS-STATE PRIMARY HIGHWAYS & PTO		51					51
Phase: DESIGN BUILD Totals			1,060	121,206,540				121,207,600
Item: 436673 1 Totals		2,598,959	4,581,298	139,239,546				146,419,803
Project Totals		2,598,959	4,581,298	139,239,546				146,419,803

Please sign below to acknowledge and administratively modify the FY 2022/23 – 2026/27 Transportation Improvement Program.

Parag Agrawal, Executive Director
Polk TPO

08/15/2022
Date

EDP:edp
Enclosure
cc: Wayne Gaither, FDOT
Katherine Chinault, FDOT



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Web Application

Federal Aid Management Sean McAuliffe - Manager

STIP Project Detail and Summaries Online Report

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

Selection Criteria	
Current STIP Financial Project:436673 _ As Of:2/12/2023	Detail Related Items Shown

HIGHWAYS								
Item Number: 436673 1		Project Description: SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54						
District: 01		County: POLK		Type of Work: ADD LANES & RECONSTRUCT			Project Length: 9.002MI	
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	>2026	All Years
P D & E / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,600,230						1,600,230
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	105,113	39,855					144,968
	DS-STATE PRIMARY HIGHWAYS & PTO	964,253						964,253
Phase: P D & E Totals		2,669,596	39,855					2,709,451
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT		1,097,328					1,097,328
	DDR-DISTRICT DEDICATED REVENUE	680						680
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,420	60,000					70,420
	DS-STATE PRIMARY HIGHWAYS & PTO	4,500,160						4,500,160
Phase: PRELIMINARY		4,511,260	1,157,328					5,668,588

ENGINEERING Totals								
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT		15,000,000					15,000,000
	DDR-DISTRICT DEDICATED REVENUE		1,504,244					1,504,244
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		480,000					480,000
	DS-STATE PRIMARY HIGHWAYS & PTO		184,336					184,336
Phase: RIGHT OF WAY Totals			17,168,580					17,168,580
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT		2,400,000					2,400,000
DESIGN BUILD / MANAGED BY FDOT								
Fund Code:	ARPA-AMERICAN RESCUE PLAN ACT		121,186,000					121,186,000
	DDR-DISTRICT DEDICATED REVENUE	1,731						1,731
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		20,540					20,540
	DS-STATE PRIMARY HIGHWAYS & PTO	3,478						3,478
Phase: DESIGN BUILD Totals		5,209	121,206,540					121,211,749
Item: 436673 1 Totals		7,186,065	141,972,303					149,158,368
Project Totals		7,186,065	141,972,303					149,158,368
Grand Total		7,186,065	141,972,303					149,158,368

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

Sean McAuliffe: Sean.McAuliffe@dot.state.fl.us Or call 850-414-4564

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N Broadway Ave
Bartow FL 33830

JARED W. PERDUE, P.E.
SECRETARY

August 10, 2022

Mr. Parag Agrawal
Polk TPO Executive Director
330 W. Church Street, P.O. Box 9005-Drawer TS05
Bartow, FL 33831
ATTN: Ryan Kordek

RE: Request for Administrative Modifications to the Polk Transportation Planning Organization's FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP)

Dear Mr. Agrawal:

The purpose of this letter is to request the Polk Transportation Planning Organization (TPO) administratively modify the following project in the FY 2022/23 – 2026/27 TIP.

436673-1: SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54

Modification needed to move ROW ARPA funds from FY22 to FY23 and to also add \$1,074MIL in ARPA funds for PE in FY23

This project must be listed correctly in the Polk Transportation Planning Organization TIP to show transparency and ensure authorization of funds. Please refer to the table attached on page 2 for additional information.

If you have any questions, please feel free to contact me at (863) 519-2394. Thank you for your continued support, it is greatly appreciated.

Sincerely,

Edith Perez

FDOT District One Community Liaison

Social and Economic Appendix

Contents:

NRCS Farmlands Evaluation Form

Land Use Map

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation ServiceNRCS-CPA-106
(Rev. 1-91)**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 10/21/21		4. Sheet 1 of 1	
1. Name of Project US 98 (436673-1) from N of West Socrum Loop		5. Federal Agency Involved FDOT per 23 U.S.C. §327 and the FDOT/FH			
2. Type of Project Transportation - Widening		6. County and State Polk County, Florida			
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 10/22/21		2. Person Completing Form Isabelle Giuliani	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 79,869 216	
5. Major Crop(s) Citrus/Forage(Hay)	6. Farmable Land in Government Jurisdiction Acres: 204964 % 17.09		7. Amount of Farmland As Defined in FPPA Acres: 11,5314 % 11.53		
8. Name Of Land Evaluation System Used Soil Potential Rating	9. Name of Local Site Assessment System None		10. Date Land Evaluation Returned by NRCS 10/28/21		
PART III (To be completed by Federal Agency)		Alternative Corridor For Segment			
		Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly		2.30			
B. Total Acres To Be Converted Indirectly, Or To Receive Services		0.00			
C. Total Acres In Corridor		255.68			
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		2.3			
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.0011			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		37.3			
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)		40.5			
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area in Nonurban Use		15			
2. Perimeter in Nonurban Use		10			
3. Percent Of Corridor Being Farmed		20			
4. Protection Provided By State And Local Government		20			
5. Size of Present Farm Unit Compared To Average		10			
6. Creation Of Nonfarmable Farmland		25			
7. Availability Of Farm Support Services		5			
8. On-Farm Investments		20			
9. Effects Of Conversion On Farm Support Services		25			
10. Compatibility With Existing Agricultural Use		10			
TOTAL CORRIDOR ASSESSMENT POINTS		160	0	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	40.5	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)		160	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	40.5	0	0
1. Corridor Selected:		2. Total Acres of Farmlands to be Converted by Project:		3. Date Of Selection:	
				4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>	
5. Reason For Selection:					

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
 90 to 20 percent - 14 to 1 point(s)
 Less than 20 percent - 0 points

- (2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
 90 to 20 percent - 9 to 1 point(s)
 Less than 20 percent - 0 points

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
 90 to 20 percent - 19 to 1 point(s)
 Less than 20 percent - 0 points

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
 Site is not protected - 0 points

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
 As large or larger - 10 points
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
 Some required services are available - 4 to 1 point(s)
 No required services are available - 0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

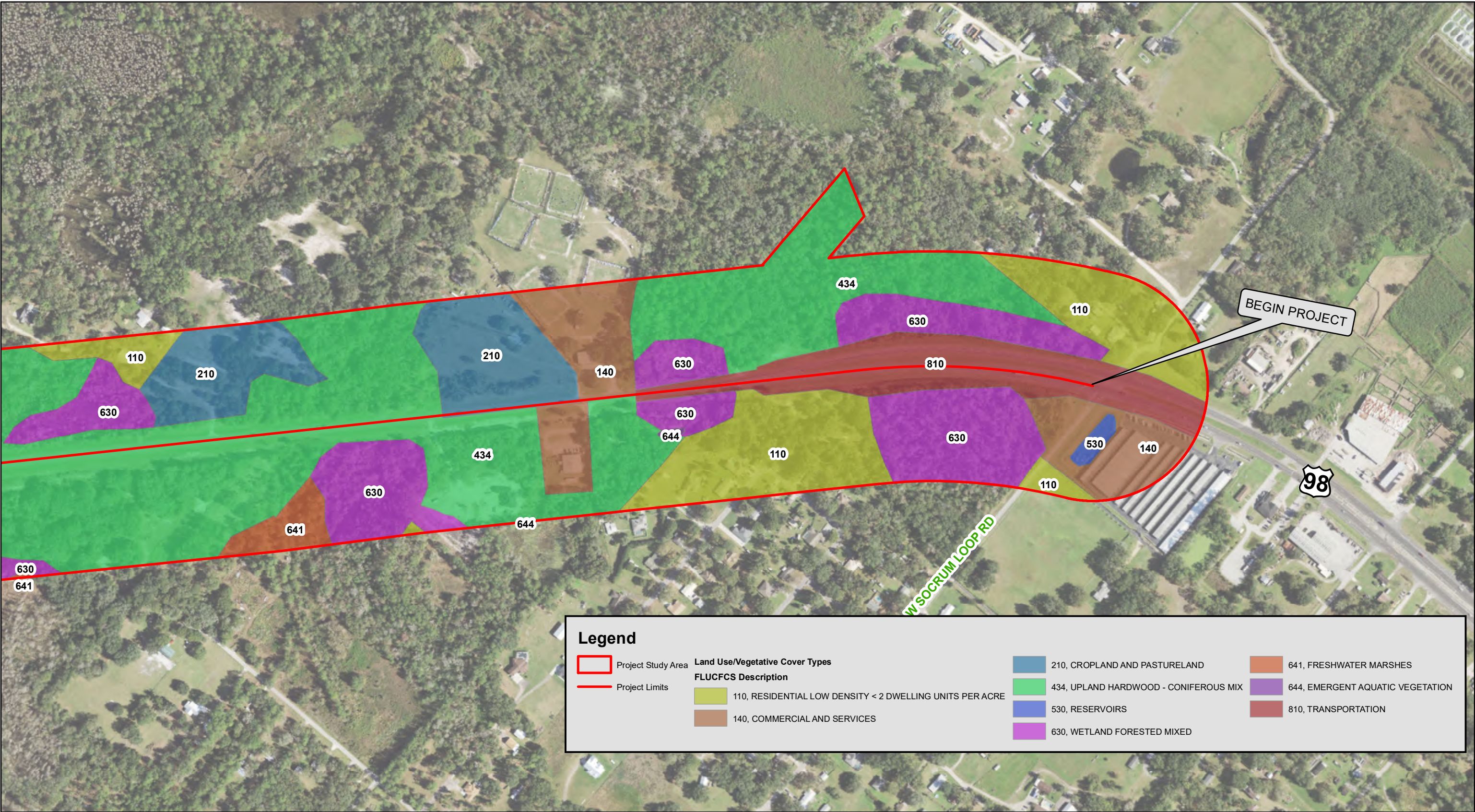
High amount of on-farm investment - 20 points
 Moderate amount of on-farm investment - 19 to 1 point(s)
 No on-farm investment - 0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 No significant reduction in demand for support services if the site is converted - 0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points



Legend

Project Study Area

Project Limits

Land Use/Vegetative Cover Types

FLUCFCS Description

110, RESIDENTIAL LOW DENSITY < 2 DWELLING UNITS PER ACRE

140, COMMERCIAL AND SERVICES

210, CROPLAND AND PASTURELAND

434, UPLAND HARDWOOD - CONIFEROUS MIX

530, RESERVOIRS

630, WETLAND FORESTED MIXED

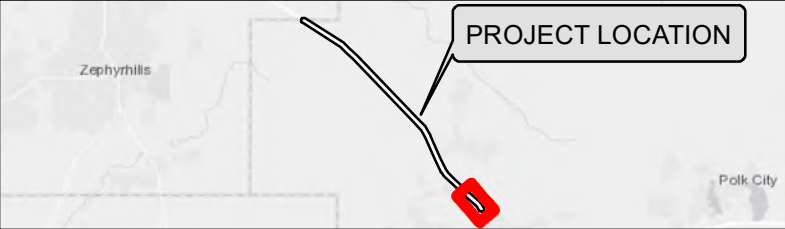
641, FRESHWATER MARSHES

644, EMERGENT AQUATIC VEGETATION

810, TRANSPORTATION



Figure A-1- Land Use/Vegetative Cover
Page 1 of 9
US 98 PD&E Study from From West Socrum Loop Road to CR 54
FPID: 436673-1
Polk County, FL



Data Source:
- FDA, ESRI, SWFWMD
1 inch = 401 feet
0 200 400 Feet
Coordinate System: NAD 1983
Florida State Plane West

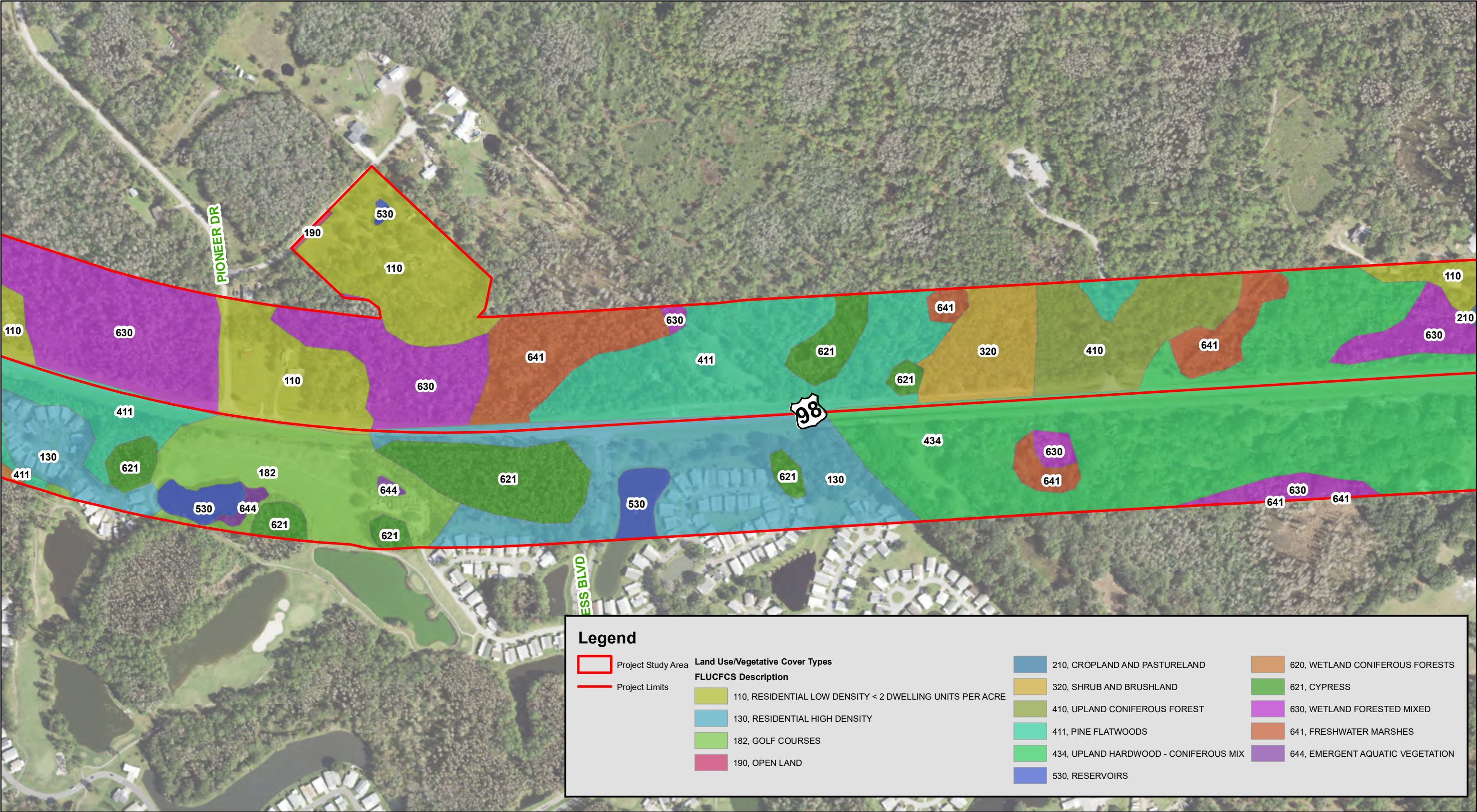


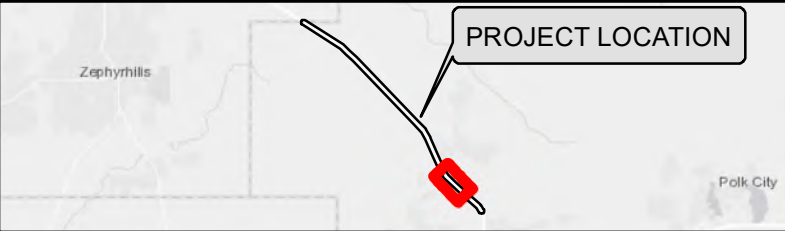
Figure A-1- Land Use/Vegetative Cover

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US 98 PD&E Study from From West Socrum Loop Road to CR 54

FPID: 436673-1

Polk County, FL



Data Source:
- FDA, ESRI, SWFWMD
1 inch = 401 feet
0 200 400 Feet
Coordinate System: NAD 1983
Florida State Plane West

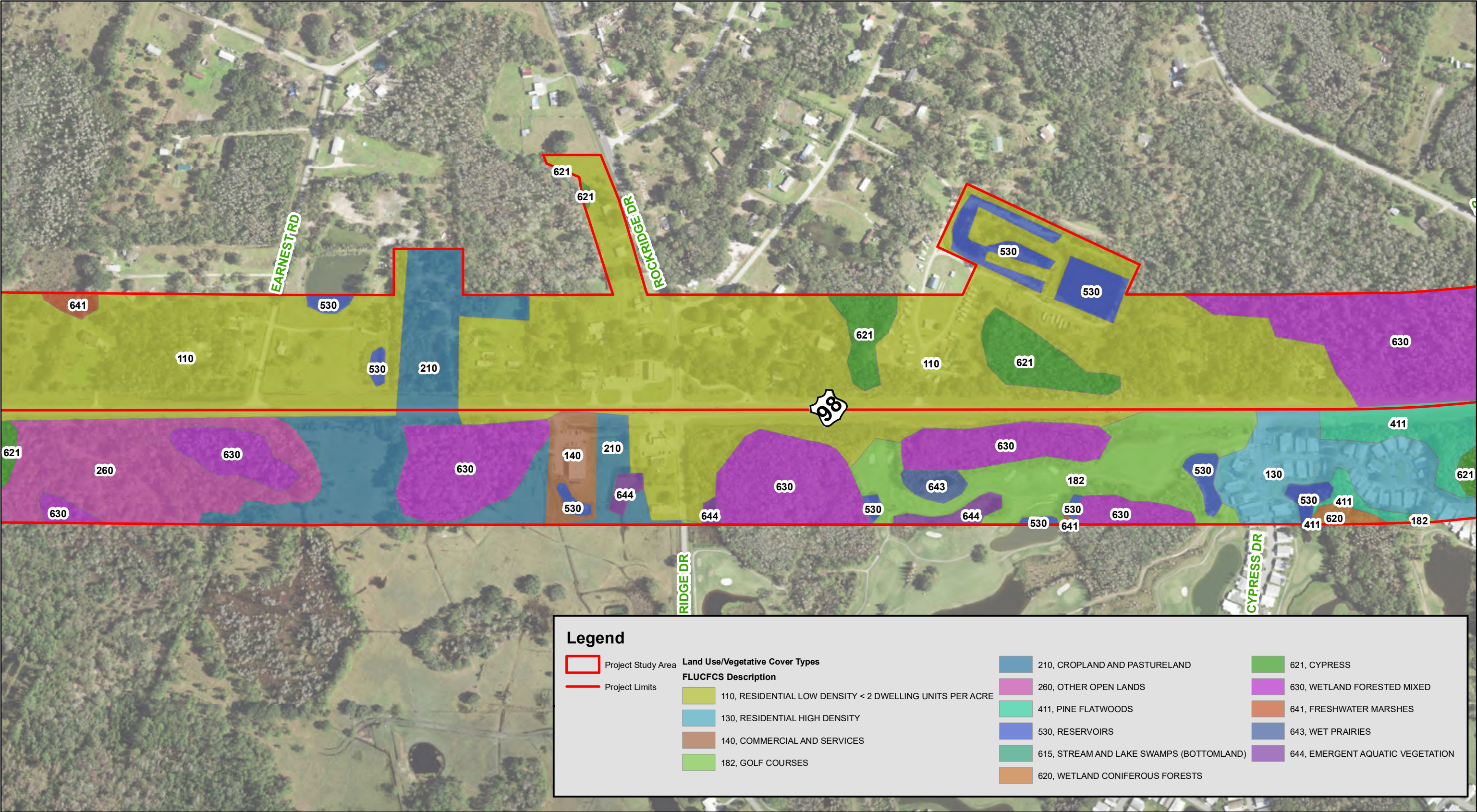
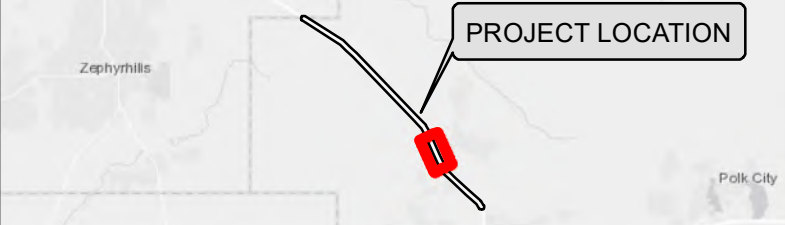


Figure A-1- Land Use/Vegetative Cover
Page 3 of 9
US 98 PD&E Study from From West Socrum Loop Road to CR 54
FPID: 436673-1
Polk County, FL



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1 inch = 401 feet
0 200 400 Feet
Coordinate System: NAD 1983
Florida State Plane West

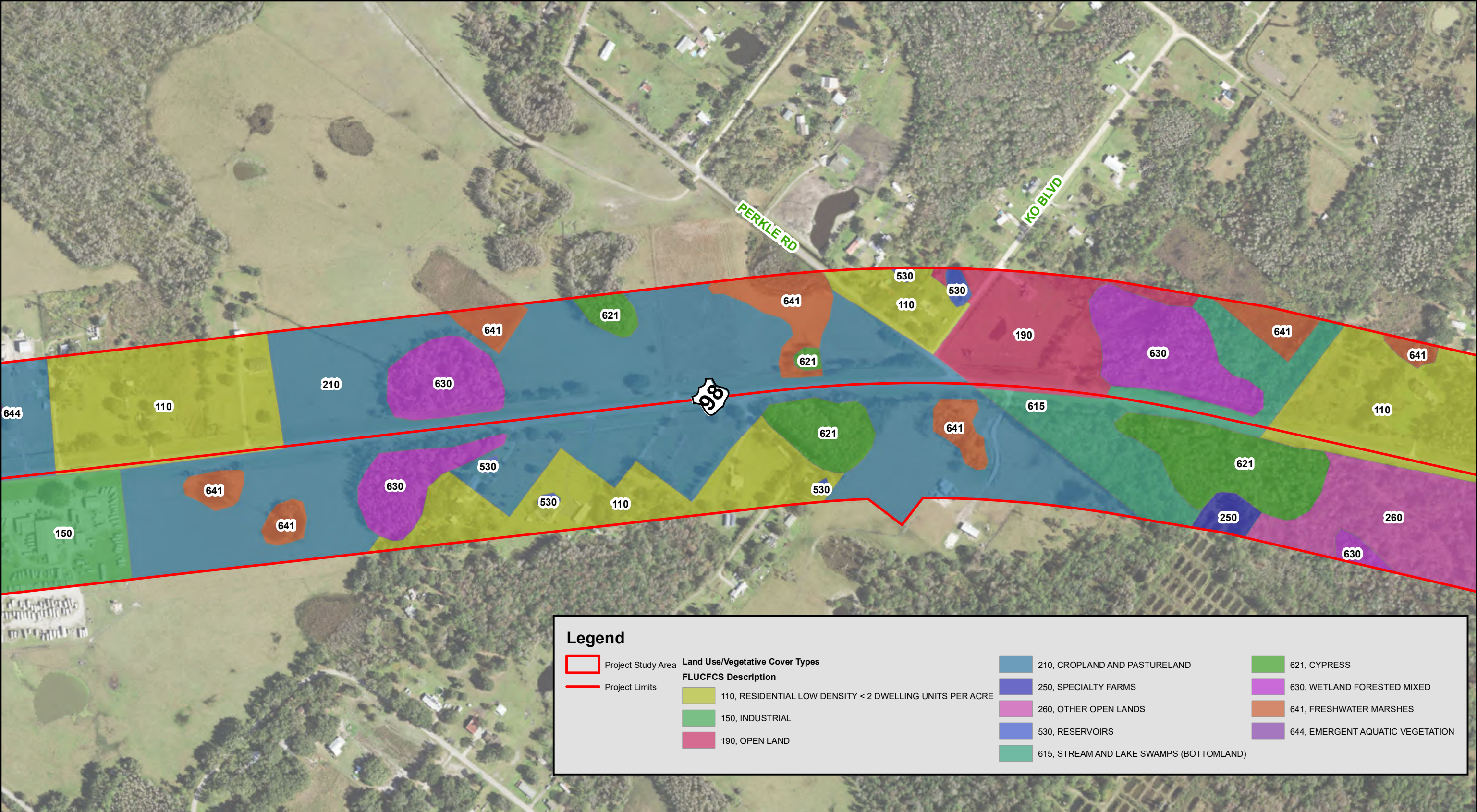
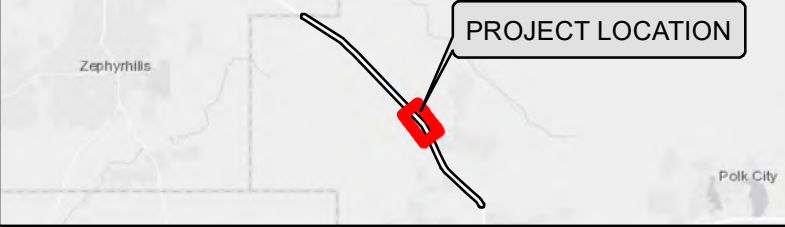


Figure A-1- Land Use/Vegetative Cover
Page 4 of 9
US 98 PD&E Study from From West Socrum Loop Road to CR 54
FPID: 436673-1
Polk County, FL



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Coordinate System: NAD 1983
Florida State Plane West

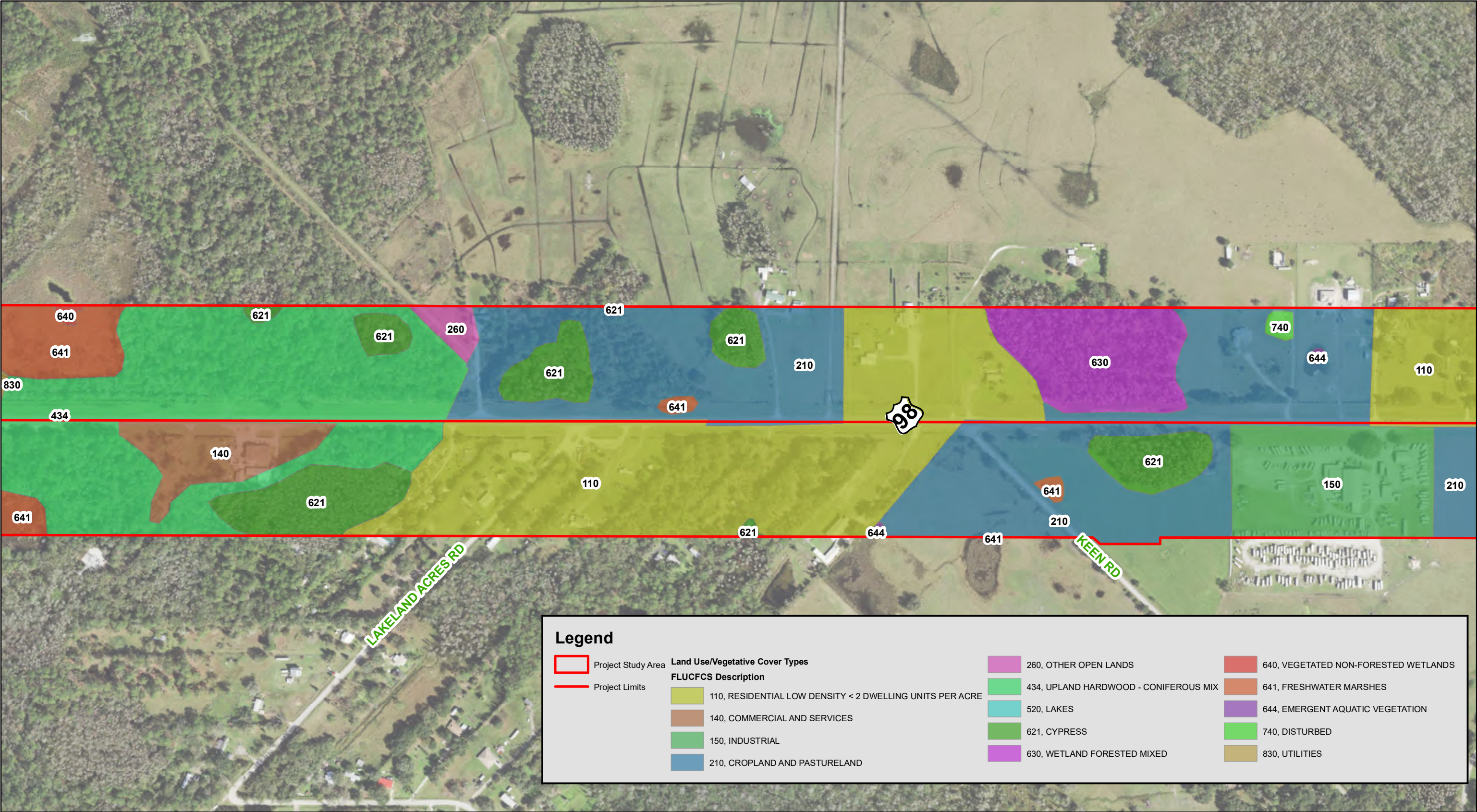
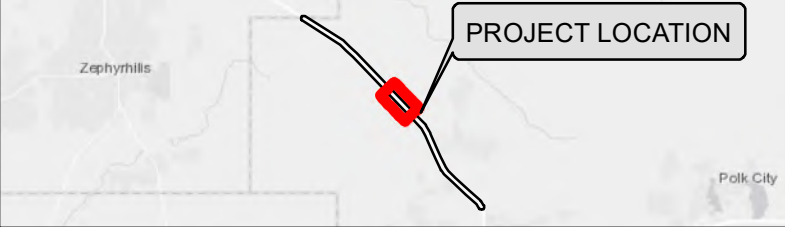


Figure A-1- Land Use/Vegetative Cover
Page 5 of 9
US 98 PD&E Study from From West Socrum Loop Road to CR 54
FPID: 436673-1
Polk County, FL



Data Source:
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Coordinate System: NAD 1983
Florida State Plane West

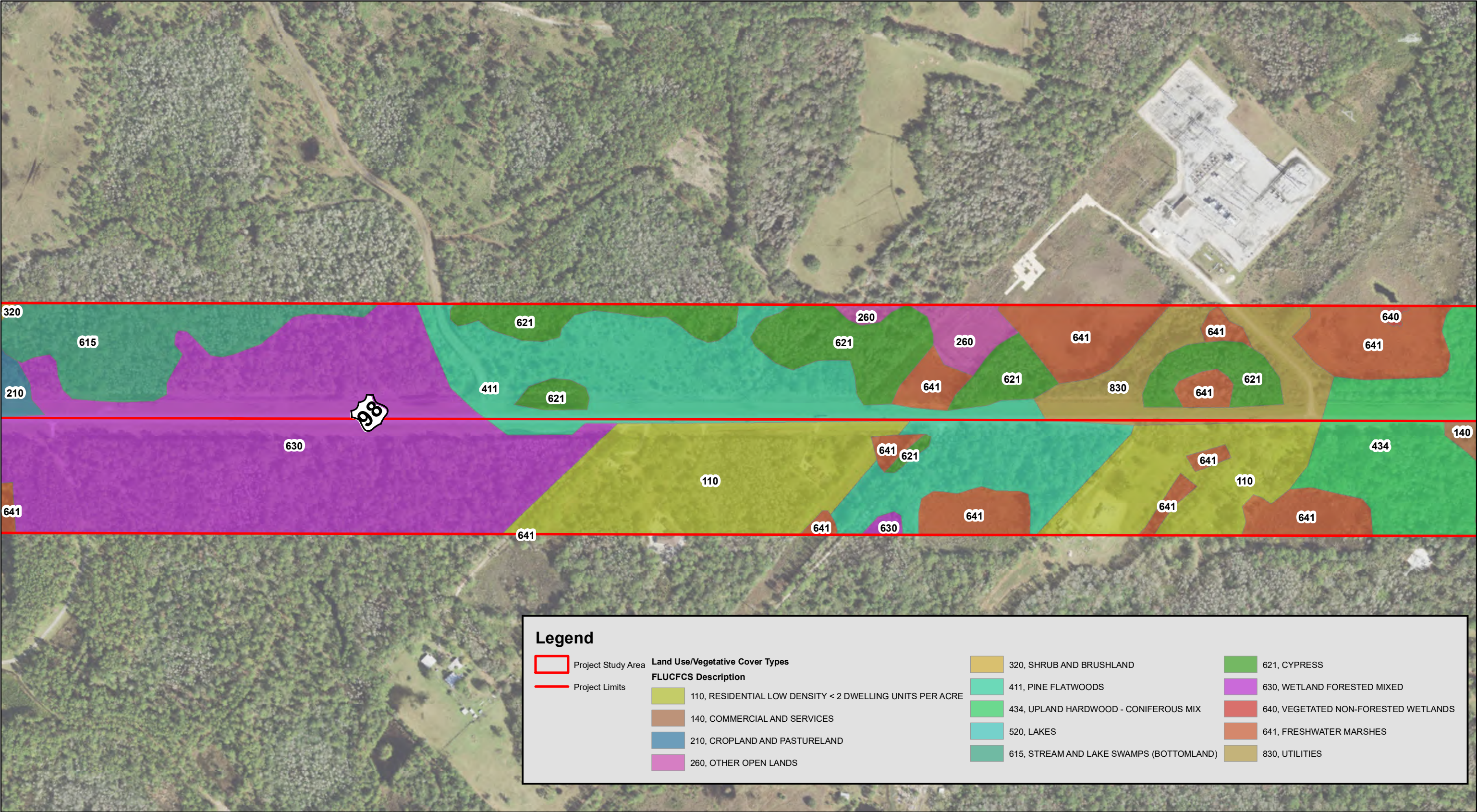
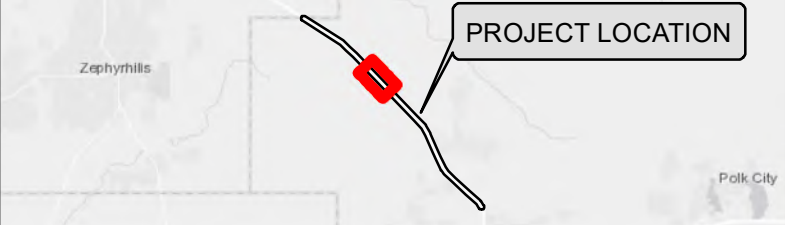


Figure A-1- Land Use/Vegetative Cover
Page 6 of 9
US 98 PD&E Study from From West Socrum Loop Road to CR 54
FPID: 436673-1
Polk County, FL



Data Source:
- FDA, ESRI, SWFWMD
1 inch = 401 feet
0 200 400 Feet
Coordinate System: NAD 1983
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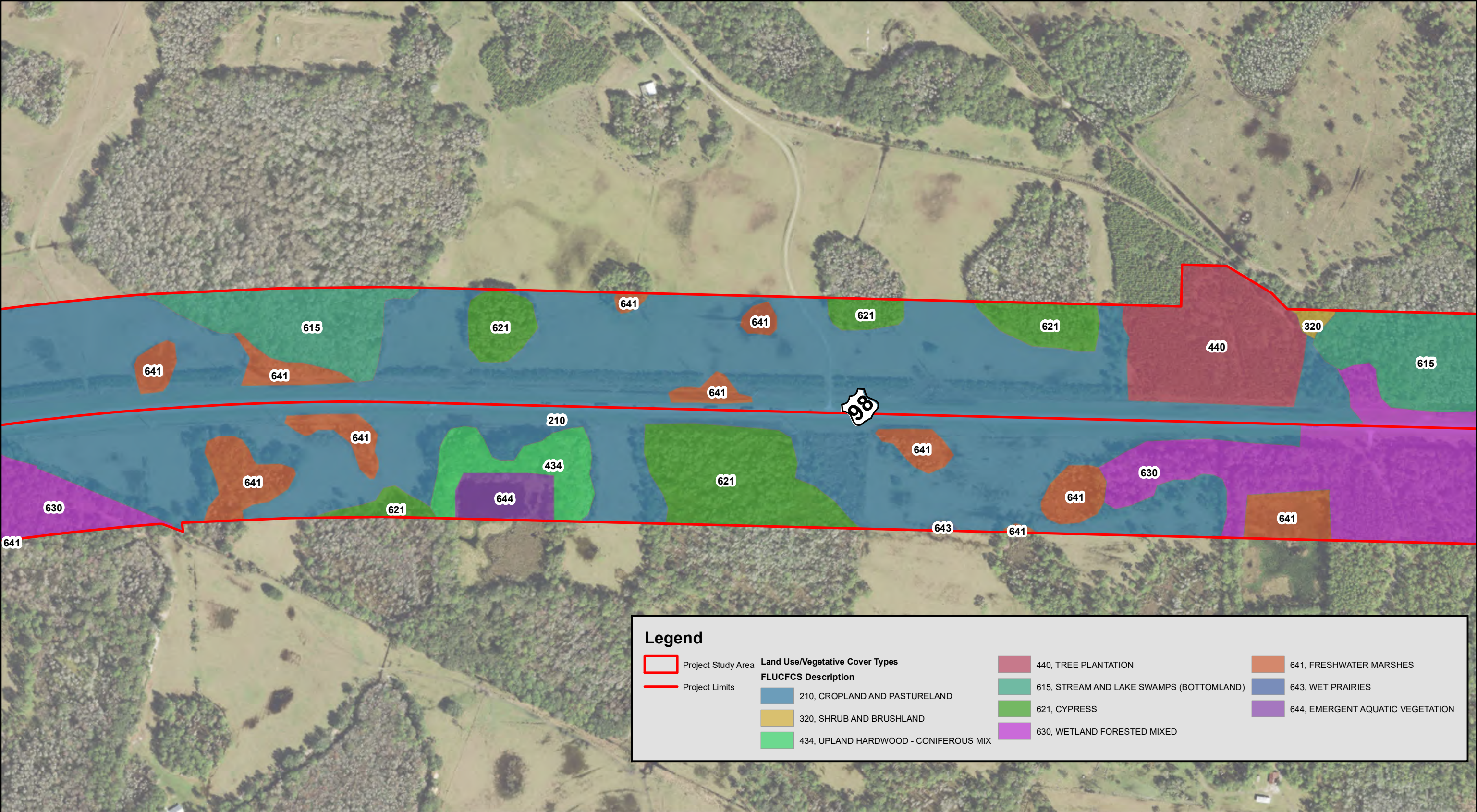
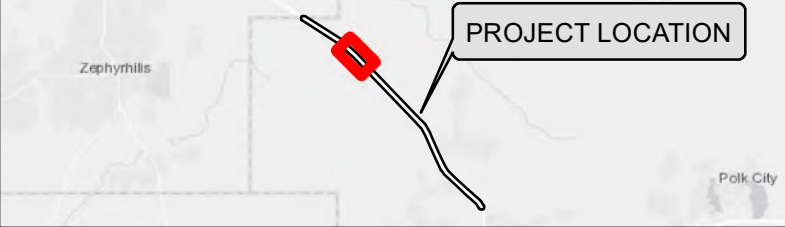
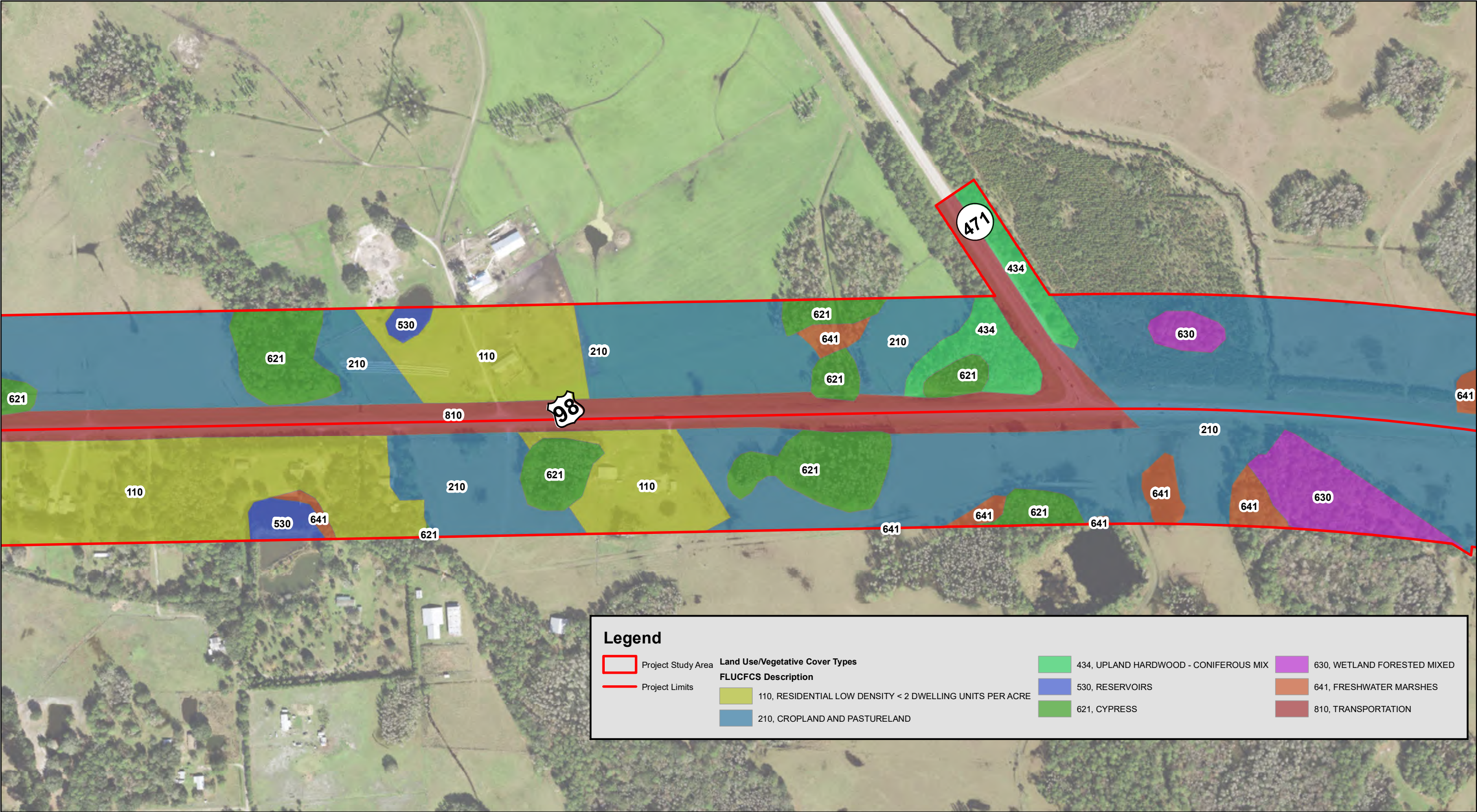


Figure A-1- Land Use/Vegetative Cover
Page 7 of 9
US 98 PD&E Study from From West Socrum Loop Road to CR 54
FPID: 436673-1
Polk County, FL



Data Source:
- FDA, ESRI, SWFWMD
1 inch = 401 feet
0 200 400 Feet
Coordinate System: NAD 1983
Florida State Plane West






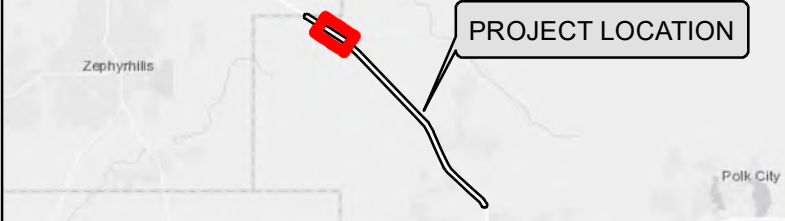
Figure A-1- Land Use/Vegetative Cover

Page 8 of 9

US 98 PD&E Study from From West Socrum Loop Road to CR 54

FPID: 436673-1

Polk County, FL



PROJECT LOCATION

Data Source:
- FDA, ESRI, SWFWMD

1 inch = 401 feet

0 200 400 Feet

Coordinate System: NAD 1983
Florida State Plane West

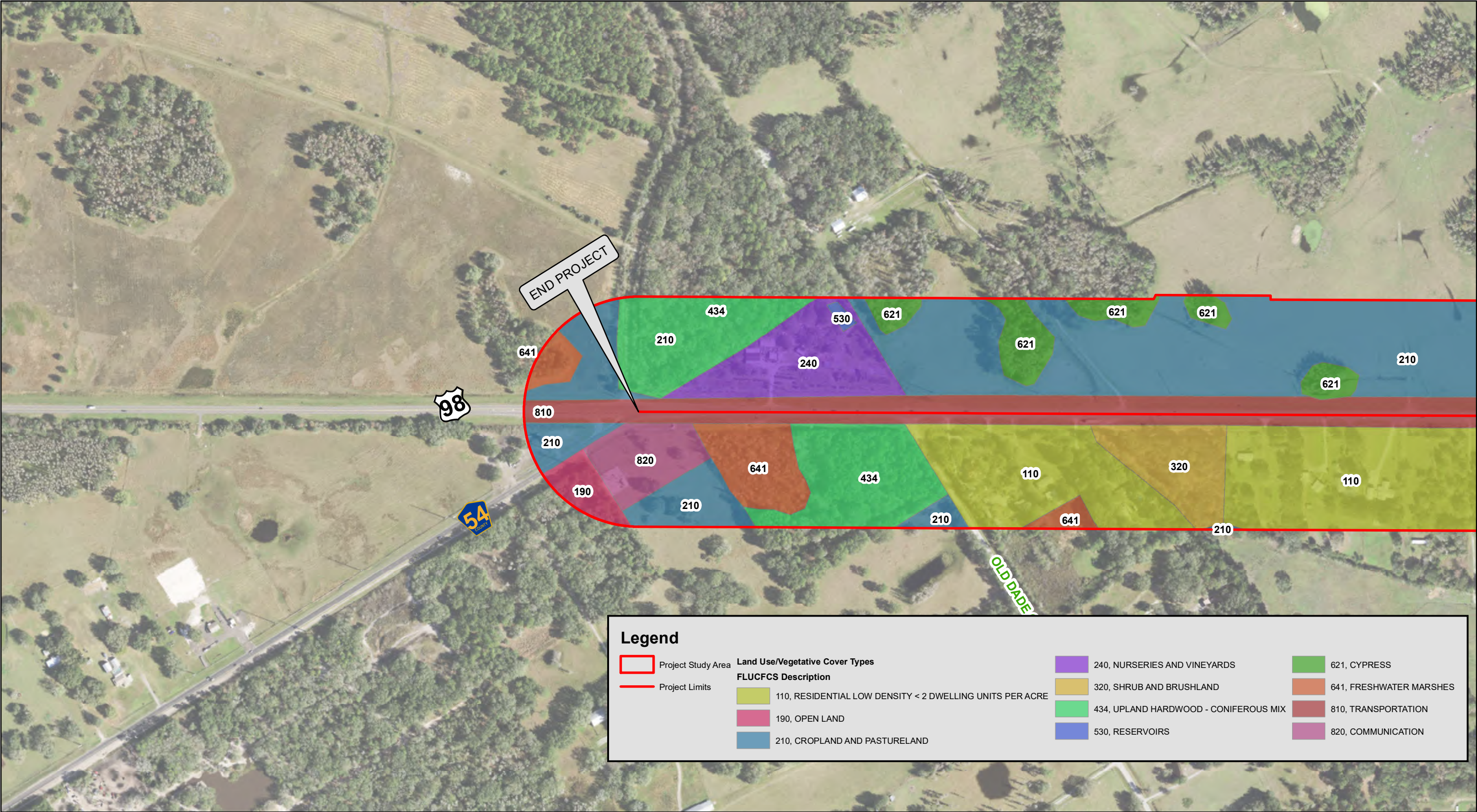
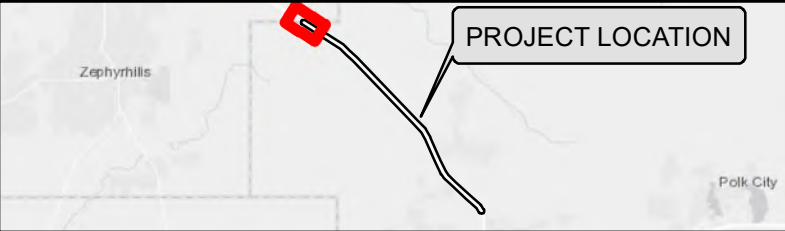


Figure A-1- Land Use/Vegetative Cover
Page 9 of 9
US 98 PD&E Study from From West Socrum Loop Road to CR 54
FPID: 436673-1
Polk County, FL



Data Source:
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1 inch = 401 feet
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Coordinate System: NAD 1983
Florida State Plane West

Cultural Resources Appendix

Contents:

SHPO CRAS Tech Memo Addendum Concurrence Letter

SHPO CRAS and CRAS Tech Memo Concurrence Letter

Section 4(f) Report



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

JARED W. PERDUE, P.E.
SECRETARY

July 1, 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: Transportation Compliance Review Program

**RE: Cultural Resource Assessment Survey
Technical Memorandum Addendum
Stormwater Management Facility (SMF) Sites
SR 35 (US 98) from North of West Socrum Loop Road to South of CR 54
Polk County, Florida
FPID No.: 436673-1; ETDM: 14334**

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study along State Road (SR) 35/US Highway 98 (US 98) in Polk County to evaluate roadway and safety improvements along the corridor. The study limits extend for 8.7 miles from north of West Socrum Loop Road to south of County Road (CR) 54, near the Pasco County line. The study will evaluate the effects of widening this section of US 98 from a two-lane undivided roadway to a four-lane divided roadway and will also assess existing and future traffic operations, access management, and freight mobility. The proposed build alternative will include the construction of stormwater management facilities (SMFs) and floodplain compensation (FPC) sites (hereinafter referred to as pond sites). This is a federally funded project and part of on-going improvements to the US 98 PD&E study. Previously, a Cultural Resource Assessment Survey (CRAS) and a CRAS Technical Memorandum for SMF and FPC sites were prepared in 2021 and both documents were concurred upon by the State Historic Preservation Officer (SHPO) in November 2021. After these documents were prepared, additional design changes were made.

The archaeological APE is defined as the area contained within the footprint of the expanded portion of Pond 4D-1 and Pond 5A. The historical/architectural APE includes the archaeological APE and immediately adjacent properties as contained within 100 feet (ft) of the footprint of each or not obstructed from view by vegetation.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The investigations were carried out in accordance with Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT's PD&E Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003). In

www.fdot.gov

Dr. Timothy Parsons, Director
US 98 PD&E Study, Polk County
FPID No.: 436673-1; ETDM: 14334
July 1, 2022
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addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

Archaeological background research indicated a low probability for the occurrence of historic and/or prehistoric archaeological sites. There are no previously recorded prehistoric archaeological sites within the pond sites but one is within one-half mile, 8PO01537, a lithic scatter that is not eligible for listing in the NRHP. As a result of the field survey, no historic or prehistoric archaeological sites were found. 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 Addendum Technical Memorandum is provided for your review and comment. If you have any questions, please do not hesitate to call me at (863) 519-2495 or email at Jonathon.Bennett@dot.state.fl.us.

Thank you,



Jonathon A. Bennett
Environmental Project Manager
ETDM Coordinator
Florida Department of Transportation, District One
801 North Broadway Avenue
Bartow, Florida 33830

Enclosures: One original copy of the CRAS Addendum Technical Memorandum (June 2022),
One Completed Survey Log, GIS

CC: Jeffrey James (FDOT)
Jeffrey Jacquin, PE (AIM)
Maranda Kles, PhD, RPA (ACI)

Dr. Timothy Parsons, Director
US 98 PD&E Study, Polk County
FPID No.: 436673-1; ETDM: 14334
July 1, 2022
Page 3 of 3

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and ✓ concurs/ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2020-1391F. Or, the SHPO finds the attached document contains insufficient information.

SHPO Comments:

Kelly L. Chase
DSHPO

Digitally signed by Kelly L. Chase, DSHPO
DN: cn=Kelly L. Chase, DSHPO, o, ou,
email=kelly.chase@fldc.state.fl.us,
c=US
Date: 2022.07.06 11:02:55 -0400

7.6.2022

Dr. Timothy Parsons, Director
State Historic Preservation Officer
Florida Division of Historical Resources

Date



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

KEVIN J. THIBAUT, P.E.
SECRETARY

January 18, 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: Transportation Compliance Review Program

**RE: Cultural Resource Assessment Survey
Technical Memorandum Mainline and Ponds
SR 35 (US 98) from North of West Socrum Loop Road to South of CR 54
Polk County, Florida
FPID No.: 436673-1; ETDM: 14334**

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 north of West Socrum Loop Road to south of CR 54 in northern Polk County, a distance of 8.7 miles. The purpose of this PD&E study is to evaluate engineering and environmental data, and document information that will aid the FDOT Office of Environmental Management (OEM) in determining anticipated environmental impacts associated with the proposed project. This study is being conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other related federal and state laws, rules, and regulations.

A Cultural Resource Assessment Survey (CRAS) was performed within the area of potential effect (APE) for the US 98 project. A CRAS Report was prepared for the proposed roadway widening and a CRAS Technical Memorandum was prepared for the proposed offsite drainage facilities. The archaeological APE was defined as the footprint of the existing and proposed right-of-way (ROW) plus an additional 20-ft buffer. The historical/architectural APE includes immediately adjacent parcels where resources within 200 ft of the existing ROW were surveyed along the project corridor.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The investigations were carried out in accordance with Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT's PD&E Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

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Dr. Timothy Parsons, Director
US 98 PD&E Study, Polk County
FPID No.: 436673-1; ETDM: 14334
December 18, 2021
Page 2 of 3

Archaeological background research indicated that two archaeological sites (8PO01538 and 8PO06189) are partially located within the APE, and one (8PO06188) is adjacent to the APE. Based on previous investigations in similar environmental settings, the APE was determined to have a low to moderate potential for the occurrence of aboriginal archaeological sites and a low occurrence for historic archaeological sites. The field investigations resulted in no evidence of the previously recorded sites being found within the APE. Two Archaeological Occurrences (AO) were found in FPC 1B and Pond 3D-1 and one lithic scatter site (8PO08686) was found in FPC 1B. Neither the AOs nor the one prehistoric archaeological site is considered eligible for listing in the NRHP.

Historic background research indicated that one historic resource was previously recorded within the APE. The resource is the circa (ca.) 1930 Neo-Classical Revival style Polk-Pasco County Line Obelisk (8PA03346) located on the northeastern side of US 98 at the intersection of CR 54. The obelisk was recently identified and recorded during the CRAS for the US 98 PD&E study conducted by FDOT District Seven in Pasco County (ACI 2021). As a result of the Pasco County survey, the Obelisk was determined eligible for listing in the NRHP by the State Historic Preservation Officer (SHPO) in November 2021. The Obelisk is eligible at the local level under Criterion A in the areas of Transportation and Local History as a reminder of Polk County's contributions to the state roadway system. A review of relevant historic USGS quadrangle maps, historic aerial photographs, and the Polk County property appraiser's website data revealed the potential for five new historic resources, 46 years of age or older (constructed in 1975 or earlier), within the APE.

The historical/architectural field survey resulted in the identification and evaluation of five historic resources within the APE. These five historic resources include two Masonry Vernacular style buildings (8PO08681 and 8PO08684), two Frame Vernacular style buildings (8PO08682 and 8PO08685), and one Mobile Home (8PO08683) constructed between ca. 1962 and ca. 1974. Furthermore, the historic resource located at 10545 US 98 N (8PO08681) is a ca. 1971 Masonry Vernacular style building and is adjacent to FPC 5B. Overall, the buildings are common examples of their respective architectural styles that have been altered and background research did not reveal any historic associations with significant persons and/or events. Therefore, none of the newly identified historic resources appear eligible for listing in the NRHP, either individually or as part of a historic district. In addition to the five historic resources identified within the APE, the Polk County property appraiser identified four historic resources constructed between ca. 1968 and ca. 1973 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 resources are located at 10285 US Highway 98, 10715 US Highway 98, 12548 US Highway 98, and 10708 Rockridge Road. Based on available information, the resources are probably a typical example of vernacular style buildings or mobile homes; however, the status and condition of the resource is unknown. There is no proposed ROW acquisition from these parcels. Since the buildings are hidden by existing vegetation on the parcel and there is no proposed ROW acquisition, the proposed project should have no effect on the buildings.

Based on the background research and results of the field investigations, no new historic or prehistoric archaeological sites were discovered and no evidence of the two previously recorded sites were found to extend into the APE. The historical/Architectural field survey resulted in the identification and evaluation of five historic resources (8PO08681-8PO08685) within the APE. None of the newly identified historic resources appear eligible for listing in the NRHP, either individually or as part of a historic district.

The Polk-Pasco County Line Obelisk (8PA03346) was determined eligible at the local level under Criterion A in the areas of Transportation and Local History and is located at the northeast

Dr. Timothy Parsons, Director
 US 98 PD&E Study, Polk County
 FPID No.: 436673-1; ETDM: 14334
 December 18, 2021
 Page 3 of 3

intersection of US 98 and CR 54 within the APE. Based on the proposed roadway improvements being performed under Financial Project ID No. 436673-1, all roadway work will end south of CR 54 and away from the Obelisk. As such, 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, that the proposed undertaking will have *no adverse effect* on the Polk-Pasco County Line Obelisk (8PA03346).

The CRAS Report for the roadway widening and the CRAS Technical Memorandum for the proposed drainage sites are provided for your review and comment. If you have any questions, please do not hesitate to call me at (863) 519-2495 or email at Jonathon.Bennett@dot.state.fl.us.



Jonathon A. Bennett
 Environmental Project Manager
 ETDM Coordinator
 Florida Department of Transportation, District One
 801 North Broadway Avenue
 Bartow, Florida 33830

Enclosures: One original copy of the CRAS (November 2021), One original copy of the CRAS Technical Memorandum for Proposed Drainage Facilities (November 2021), Eight FMSF Forms, Two Completed Survey Logs

CC: Jeffrey James (FDOT)
 Jeffrey Jacquin, PE (AIM)
 Maranda Kles, PhD, RPA (ACI)

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and ☒ concurs/ ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2020-1391. Or, the SHPO finds the attached document contains ☐ insufficient information.

SHPO Comments:



Dr. Timothy Parsons, Director
 State Historic Preservation Officer
 Florida Division of Historical Resources

02/16/2022

Date

Section 4(f) Resources

Florida Department of Transportation

SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54

District: FDOT District 1

County: Polk County

ETDM Number: 14334

Financial Management Number: 436673-1-22-01

Federal-Aid Project Number: N/A

Project Manager: David C. Turley

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. Submitted pursuant 49 U.S.C. § 303.

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Resource Attachments 9

Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Gator Creek Reserve	Public park and recreation area.	Wildlife/Water Fowl Refuge	Polk County	No Use	Determination 03-15-2023
Colt Creek State Park	State Park	Park/Rec Area	Florida Department of Environmental Protection	No Use	Determination 03-15-2023
Green Swamp Wilderness Preserve East Tract	Wilderness Preserve	Wildlife/Water Fowl Refuge	Southwest Florida Water Management District	No Use	Determination 03-06-2023
Green Swamp Wilderness Preserve West Tract	Wilderness Preserve	Wildlife/Water Fowl Refuge	Southwest Florida Water Management District	No Use	Determination 03-06-2023

Gator Creek Reserve

Facility Type: Public park and recreation area.

Property Classification: Wildlife/Water Fowl Refuge

Address and Coordinates:

Address: US Highway 98 N, Lakeland, FL, 33809, USA

Latitude: 28.19803 Longitude: -82.00352

Description of Property:

Gator Creek Reserve is a 2,700 acre property under the jurisdiction of Polk County with the main function of the reserve being environmental conservation. It is open between the hours of 6:00 am and 6:30 pm during Standard Time and 5:30 am to 8:00 pm during daylight savings time. The park is open 365 days a year.

Secondary activities include hiking, biking, jogging and butterfly watching; facilities in the reserve include picnic shelters and trails. Gator Creek Reserve falls within the Green Swamp Area of Critical State Concern, a designation protecting a resource of major statewide significance.

Owner/Official with Jurisdiction: Polk County

Relationship Between the Property and the Project

Gator Creek Reserve is a public facility located on the east side of, and accessed via, US 98. The proposed project will not acquire any right-of-way from the reserve; however, the existing US 98 right-of-way along Gator Creek Reserve will be converted to Limited Access (L.A.) right-of-way. This change to L.A. right-of-way will not constitute a use of this Section 4(f) resource and this action will not incorporate land, change access to the resource, or impact the features or attributes (AFAs) of the resource. Polk County was notified of the proposed change in right-of-way designation on October 20, 2022 and no response was received. Access to the reserve will be maintained during and after the construction phase.

Yes No

☐☒

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

Recommended Outcome: No Use

OEM SME Determination Date: 03-15-2023

Colt Creek State Park

Facility Type: State Park

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 16000 State Road 471, Lakeland, FL, 33809, USA

Latitude: 28.28108 Longitude: -82.03138

Description of Property:

Colt Creek State Park is a Florida State Park encompassing over 5,000 acres. It is open from 8:00 am to sundown every day of the year.

Colt Creek State Park is managed by the Florida Department of Environmental Protection and includes a variety of uses. It contains over 15 miles of multi-use trails, shared by hikers, bicyclists and those riding horseback. Other activities include birding, camping, fishing, geo-seeking, paddling, picnicking, gatherings/weddings and wildlife viewing. Facilities in the state park include 27 full-facilities campsites, six tent-only campsites, 10 equestrian campsites that accommodate horse trailers, two primitive campsites, canoe and kayak rentals, and three pavilions at Mac Lake picnic area. The land was primarily purchased for the important role it plays within the floodplain of the Green Swamp region since the water that flows off the property eventually makes its way to four of Florida's major rivers - Withlacoochee, Hillsborough, Peace and Ocklawaha.

Owner/Official with Jurisdiction: Florida Department of Environmental Protection

Relationship Between the Property and the Project

Colt Creek State Park is a Florida State Park located on the east side of SR 471 approximately 0.28 miles north of the intersection of US 98 and SR 471. The property does not directly abut U.S. 98 and the project will not acquire any right-of-way from the State Park. The park is accessed via SR 471; therefore, access to the park will not be impacted during the construction phase.

Yes No

☐☒

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

Recommended Outcome: No Use

OEM SME Determination Date: 03-15-2023

Green Swamp Wilderness Preserve East Tract

Facility Type: Wilderness Preserve

Property Classification: Wildlife/Water Fowl Refuge

Address and Coordinates:

Address: SR-471, Webster, FL, 33597, USA

Latitude: 28.61760 Longitude: -82.05473

Description of Property:

The Green Swamp Wilderness Preserve East Tract is a wilderness preserve encompassing approximately 51,149 acres. It is open daily from sunrise to sunset. The main purpose of the Green Swamp Wilderness Preserve East Tract is as an Environmental Land site for the purpose of protecting important water, wildlife and wilderness resources.

The property is managed by the Southwest Florida Water Management District and includes a variety of secondary uses including over 60 miles of multi-use trails. Additional activities include camping, fishing and hiking.

Owner/Official with Jurisdiction: Southwest Florida Water Management District

Relationship Between the Property and the Project

The Green Swamp Wilderness Preserve East Tract is contiguous to, and east of US 98. The main vehicle access to the Green Swamp Wilderness Preserve East Tract is off of Rock Ridge Road, approximately 10 miles northeast of US 98.

The project will not acquire any right-of-way from the preserve; however, the existing US 98 right-of-way abutting the preserve will be converted to L.A. right-of-way. This change to L.A. right-of-way will not constitute a use of this Section 4(f) resource and this action will not incorporate land or impact the features or attributes of the resource. SWFWMD was notified of the proposed change in right-of-way designation on October 20, 2022, and no response was received. Moreover, given the location described above, vehicular access will not be impacted during the construction phase.

Yes No

☐☒

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

Recommended Outcome: No Use

OEM SME Determination Date: 03-06-2023

Green Swamp Wilderness Preserve West Tract

Facility Type: Wilderness Preserve

Property Classification: Wildlife/Water Fowl Refuge

Address and Coordinates:

Address: 13447 Ranch Rd, Dade City, FL, 33525, USA

Latitude: 28.35375 Longitude: -82.12423

Description of Property:

The Green Swamp Wilderness Preserve West Tract is a wilderness preserve encompassing approximately 37,350 acres. It is open daily from sunrise to sunset. The main purpose of the Green Swamp Wilderness Preserve West Tract is as an Environmental Land site for the purpose of protecting important water, wildlife and wilderness resources.

The property is managed by the Southwest Florida Water Management District and includes a variety of secondary uses including over 65 miles of multi-use trails. Additional activities include bicycling, birding, boating, canoeing/paddling, equestrian uses, hiking and hunting. Facilities include picnic tables, a pavilion and equestrian and primitive campsites.

Owner/Official with Jurisdiction: Southwest Florida Water Management District

Relationship Between the Property and the Project

The main vehicle access to the Green Swamp Wilderness Preserve West Tract is off of River Road, east of US 98 and will not be impacted by the project.

Yes No

☐☒

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

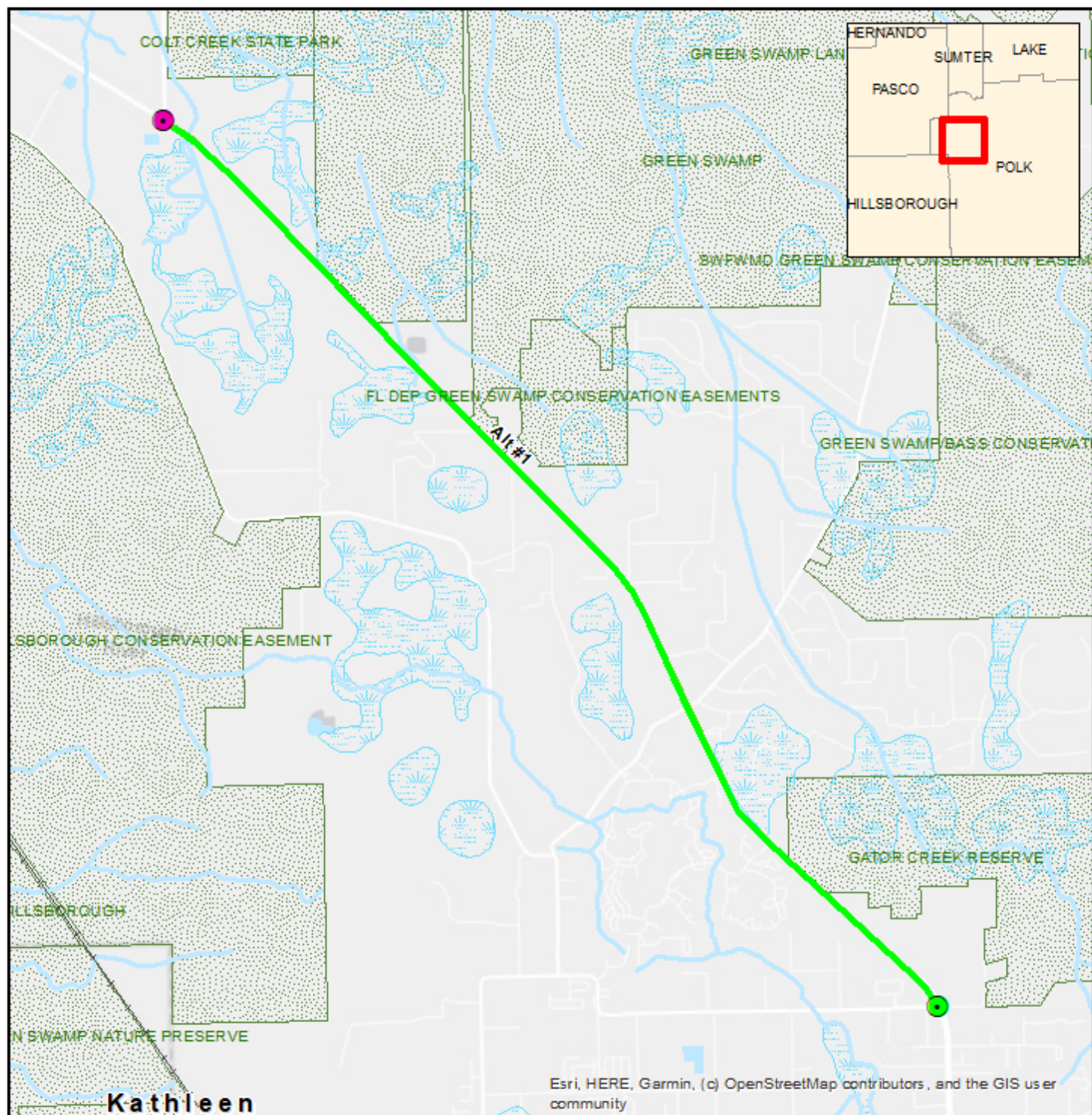
Recommended Outcome: No Use

OEM SME Determination Date: 03-06-2023

Project-Level Attachments

14334_1_Recreational Areas Map_32338

14334_2_Recreational Areas Map_32339



Recreational Areas Map

- Conservation or Recreation Area
- ETDM Alternative Point
- Begin
- End
- ETDM Alternative Segment

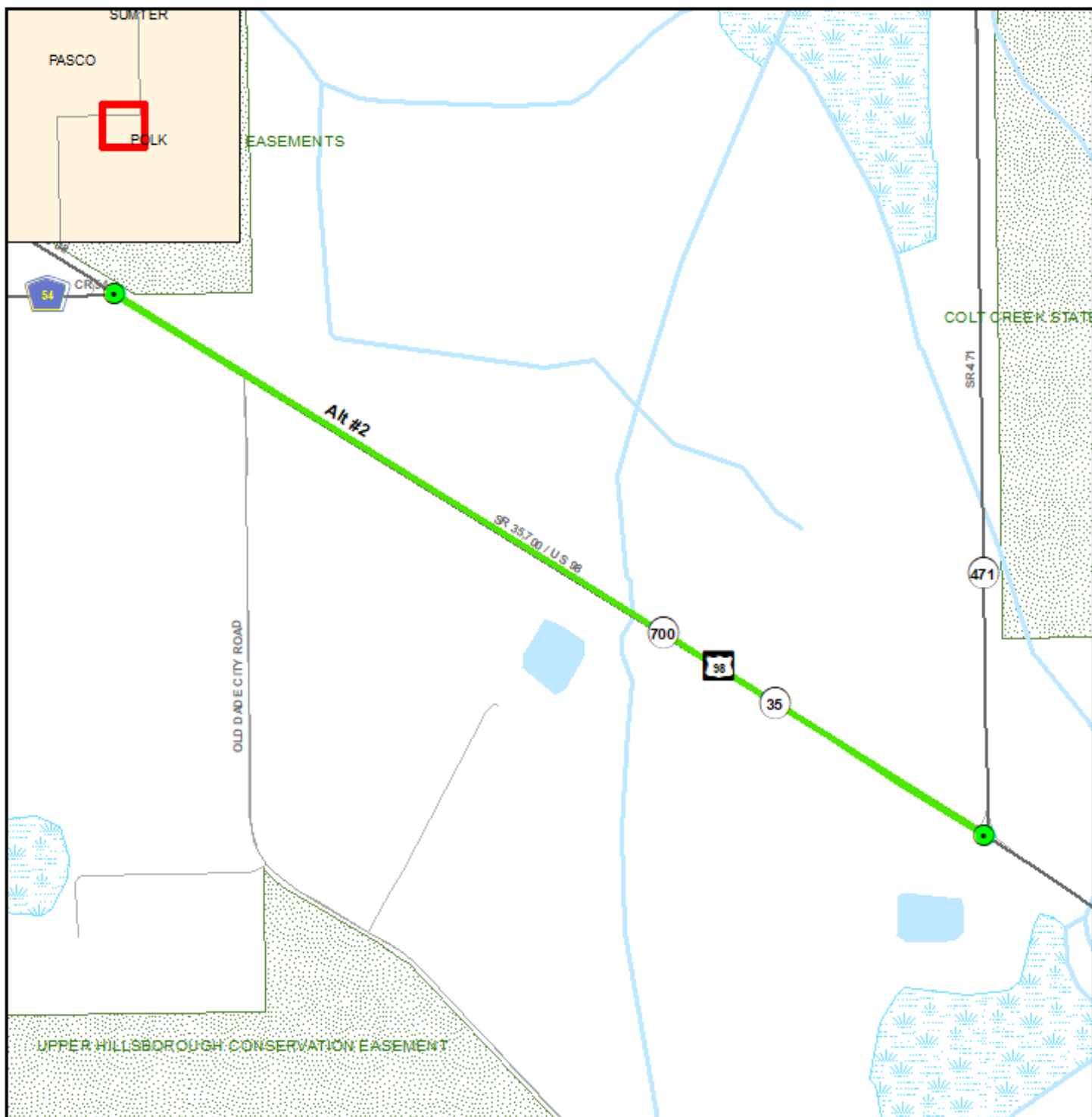
Data Sources:
US Geological Survey
Florida Natural Areas Inventory

0 0.3 0.6 1.2 Miles



ETDM EST





Recreational Areas Map

- ETDM Alternative
- ETDM Alternative Terminus
- ETDM Alternative Eliminated
- Major Road
- Local Road or Trail
- City Limits
- Conservation or Recreation Area

Data Sources:
NAVTEQ
US Geological Survey
Florida Natural Areas Inventory

0 0.05 0.1 0.2 Miles



ETDM EST



Resource Attachments

Gator Creek Reserve

US98_Section_4f_Map_Gator_Creek

Colt Creek State Park

US98_Section_4f_Map_Colt_Creek

Green Swamp Wilderness Preserve East Tract

US98_Section_4f_Map_Green_E

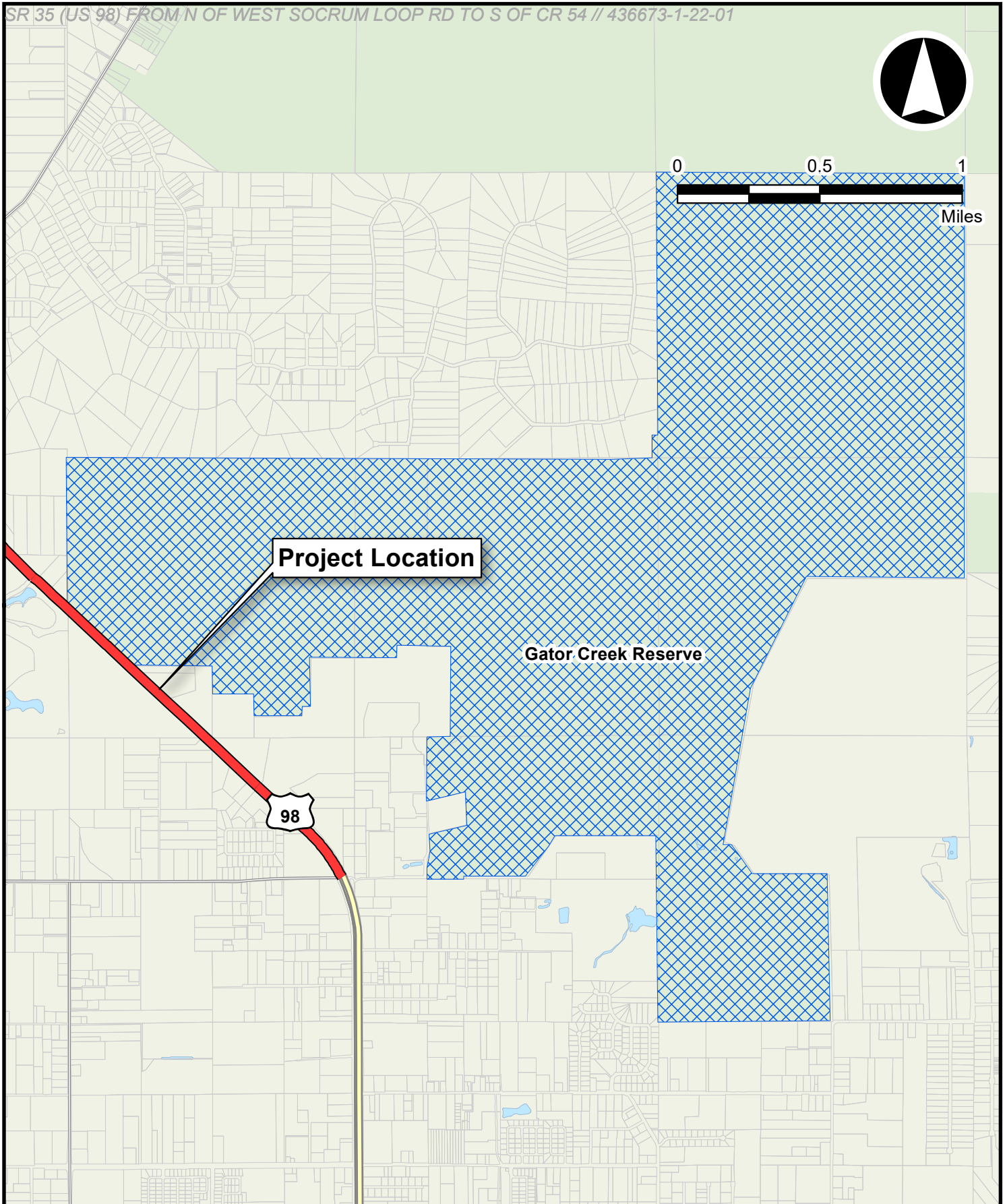
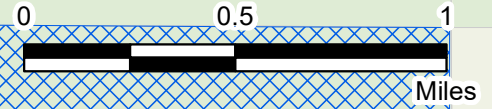
Green Swamp Wilderness Preserve West Tract

US98_Section_4f_Map_Green_W

Gator Creek Reserve

Contents:

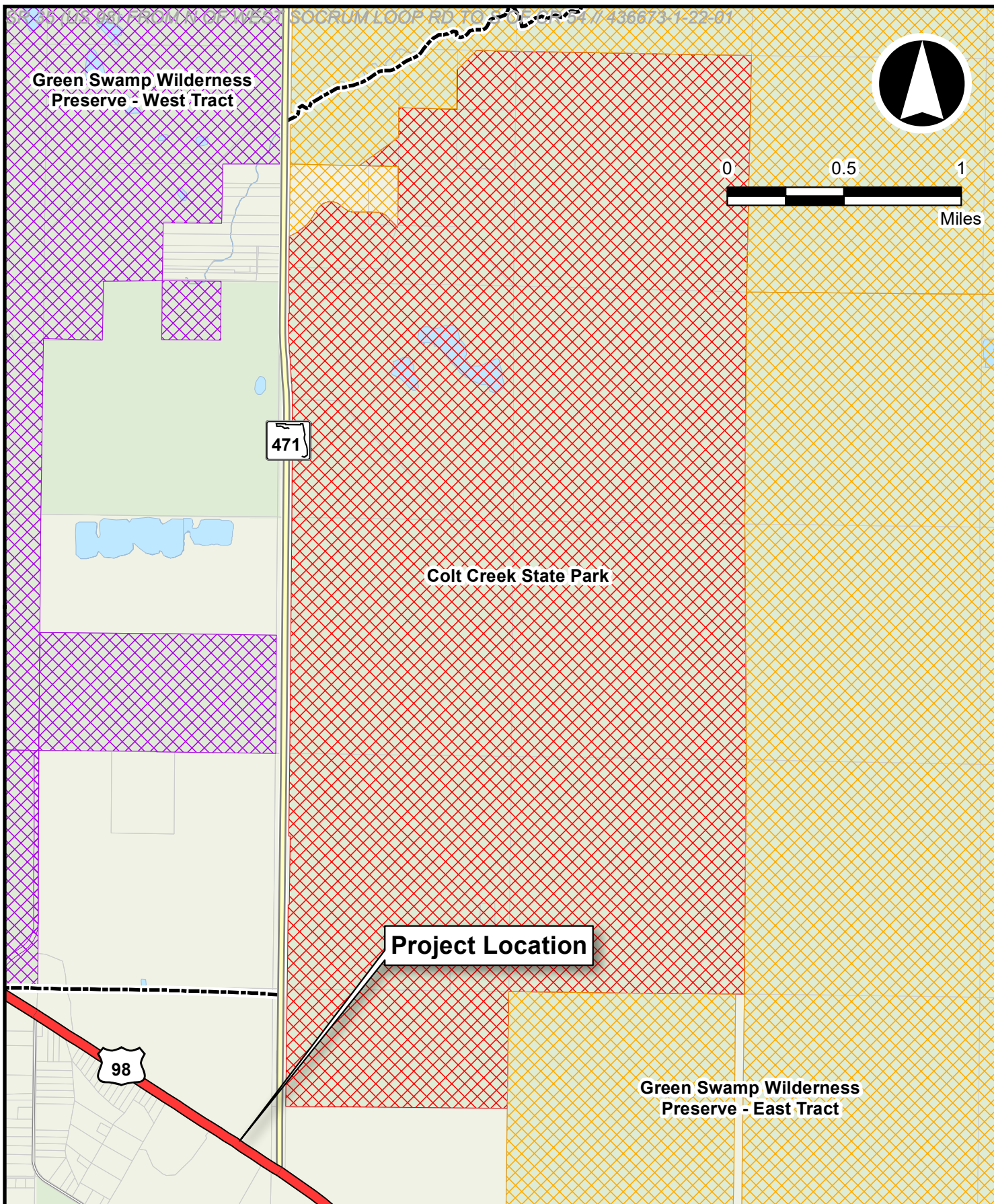
US98_Section_4f_Map_Gator_Creek



Colt Creek State Park

Contents:

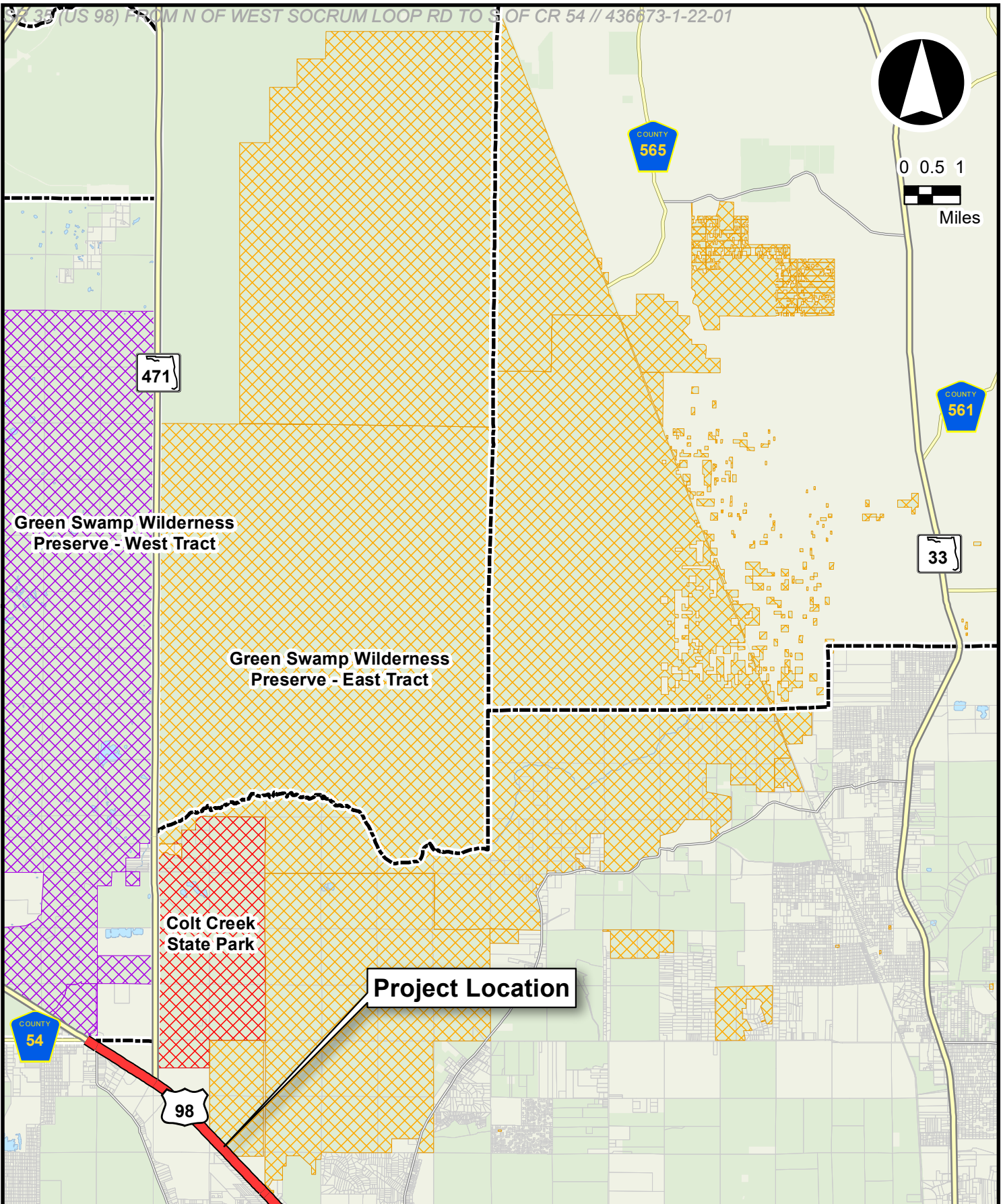
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Green Swamp Wilderness Preserve East Tract

Contents:

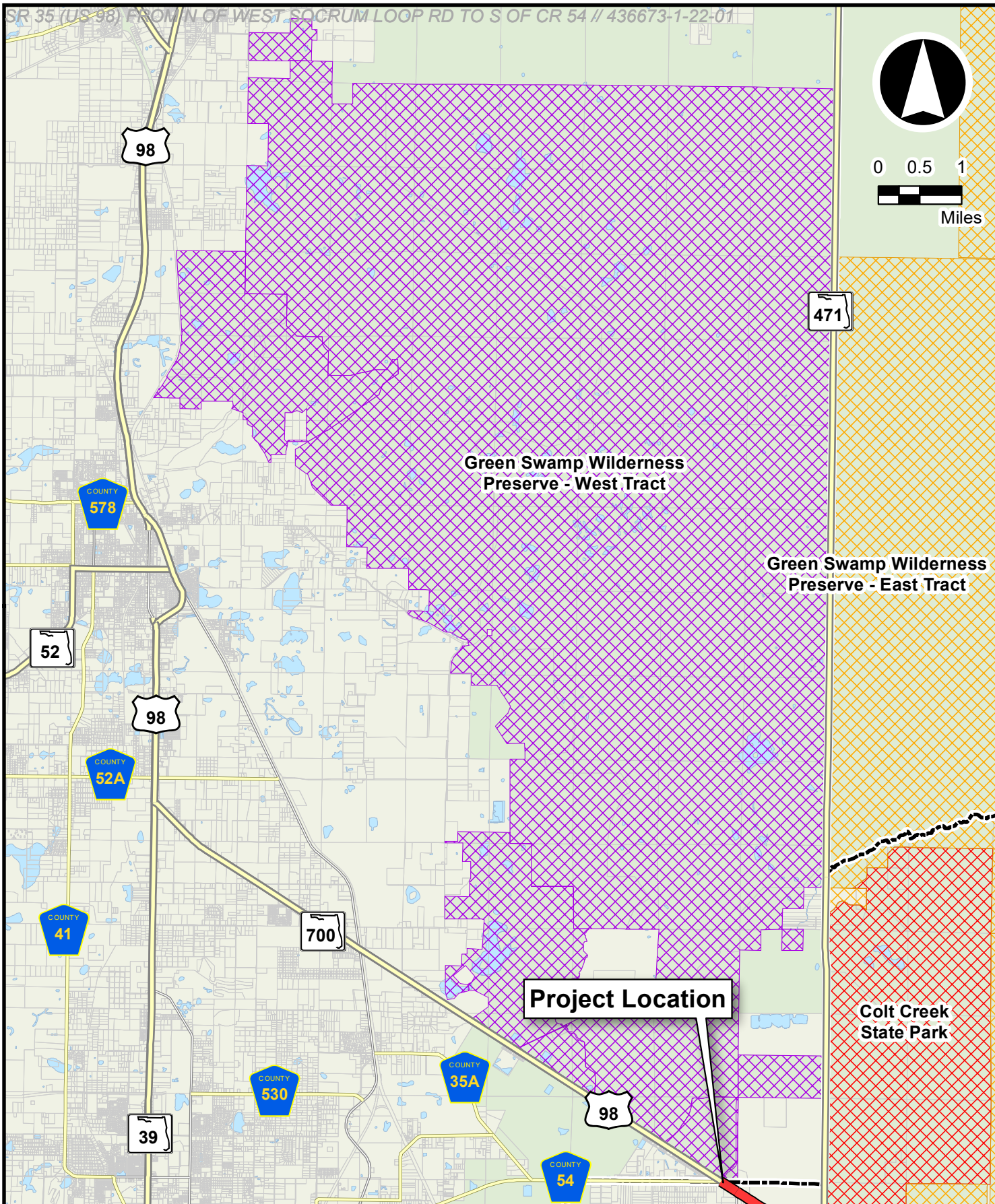
US98_Section_4f_Map_Green_E



Green Swamp Wilderness Preserve West Tract

Contents:

US98_Section_4f_Map_Green_W



Natural Resources Appendix

Contents:

NRE Concurrence - FDACS

NRE Concurrence - NMFS

NRE Concurrence - SWFWMD

NRE Concurrence - FWC

NRE Concurrence - USEPA

NRE Addendum Concurrence - NMFS

NRE Concurrence - USFWS

NRE Addendum Concurrence - FWC

NRE Addendum Concurrence - SWFWMD

NRE Addendum Concurrence - USFWS

Wetlands Map from NRE

Bennett, Jonathon

From: Anderson, Patti <Patti.Anderson@fdacs.gov>
Sent: Thursday, December 9, 2021 3:13 PM
To: Bennett, Jonathon
Cc: Stanley, Jason
Subject: RE: [External] 436673-1 SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54 - NRE MAINLINE

EXTERNAL SENDER: Use caution with links and attachments.

Dear Jonathon,

I see no issues for the state's protected flora. If you need a letter from DPI to confirm this email, please let me know.

Best wishes,

Patti

Patti J. Anderson, Ph.D., Botanist

Division of Plant Industry
Florida Department of Agriculture and Consumer Services
352/395-4701

Patti.Anderson@FDACS.gov

1911 SW 34th Street
Gainesville, FL 32608

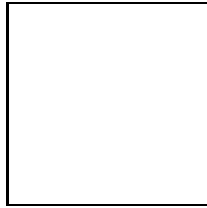
PO Box 147100
Gainesville, FL 32614-7100
www.FDACS.gov

Please note that Florida has a broad public records law (Chapter 119, Florida Statutes). Most written communications to or from state employees are public records obtainable by the public upon request. Emails sent to me at this email address may be considered public and will only be withheld from disclosure if deemed confidential pursuant to the laws of the State of Florida.

Palm Identification tool: <http://idtools.org/id/palms/palmid/>

From: jonathon.bennett@dot.state.fl.us <jonathon.bennett@dot.state.fl.us>
Sent: Thursday, December 9, 2021 2:36 PM
To: cynthia.d.ovdenk@usace.army.mil; fwccconservationplanningservices@myfwc.com; monte.ritter@swfwmd.state.fl.us; somerville.amanetta@epa.gov; chris.stahl@floridadep.gov; veronica.c.beech@usace.army.mil; Kiser, Mark <Mark.Kiser@fdacs.gov>; john_wrublik@fws.gov; michael.b.miller@floridadep.gov
Cc: nicole.monies@dot.state.fl.us; david.turley@dot.state.fl.us; jeffrey.james@dot.state.fl.us; lauren.peters@dot.state.fl.us; david.rydene@noaa.gov; jjacquín@aimengr.com; Anderson, Patti <Patti.Anderson@fdacs.gov>; sean.greene@myfwc.com; tnorman@fallerdavis.com; jose_rivera@fws.gov; mark_a_cantrell@fws.gov; jason.stanly@fdacs.gov; greg.alba@floridadep.gov
Subject: [External] 436673-1 SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54 - NRE MAINLINE

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



Bennett, Jonathon sent you a secure message

[Access message](#)

Please find enclosed the Draft Natural Resources Evaluation (NRE) prepared for the above-referenced project. The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study along State Road 35/US Highway 98 (US 98) in Polk County to evaluate roadway and safety improvements along the corridor.

The study limits extend for 8.7 miles from north of West Socrum Loop Road to south of County Road 54 (CR 54), near the Pasco County line. The study will evaluate the effects of widening this section of US 98 from a two-lane undivided roadway to a four-lane divided roadway and will also assess existing and future traffic operations, access management, and freight mobility.

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 (MOU) dated December 14, 2016, and executed by the Federal Highway Administration and FDOT. This review is also being coordinated with representatives of the National Marine Fisheries Service, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Florida Fish and Wildlife Conservation Commission, Florida Department of Agriculture and Consumer Services, and South Florida Water Management District.

The NRE has been prepared to document and summarize the potential impacts of the mainline widening to natural resources including federal and state protected species, wetlands, and protected lands. This report also documents measures considered to avoid, minimize, and mitigate for potential impacts. Details on the study methodologies and results are provided in the NRE.

A total of 29 federally listed species and 39 state listed species were identified as potentially occurring within the project study area. Additionally, three other species were included in the analysis due to the regulatory protections associated with those species.

As a result of the data collection effort, field reviews and agency coordination, the FDOT has determined that the project will have the following effects determinations for federal and state listed species:

No Effect (Federal Species)

- Florida Panther (*Puma concolor coryi*)
- Florida Grasshopper Sparrow (*Ammodramus savannarum floridanus*)
- Audubon's Crested Caracara (*Caracara cheriway*)
- Federally listed plants

May Affect, Not Likely to Adversely Affect (Federal Species)

- Eastern Indigo Snake (*Drymarchon couperi*)
- Blue-tailed Mole Skink (*Plestiodon egregius lividus*)
- Sand Skink (*Plestiodon reynoldsi*)
- Eastern Black Rail (*Laterallus jamaicensis jamaicensis*)
- Wood Stork (*Mycteria americana*)
- Everglade Snail Kite (*Rostrhamus sociabilis*)

No Effect Anticipated (State Species)

- Short-tailed Snake (*Lampropeltis extenuate*)
- Least Tern (*Sternula antillarum*)
- State listed plants

No Adverse Effect Anticipated (State Species)

- Gopher Tortoise (*Gopherus polyphemus*)
- Florida Pine Snake (*Pituophis melanoleucus mugitus*)
- Florida Sandhill Crane (*Antigone canadensis pratensis*)
- Florida Burrowing Owl (*Athene cunicularia floridana*)
- Little Blue Heron (*Egretta caerulea*)
- Tricolored Heron (*Egretta tricolor*)
- Southeast American Kestrel (*Falco sparverius paulus*)

No Effect Anticipated (Other Protected Species)

- Bald Eagle (*Haliaeetus leucocephalus*)
- Osprey (*Pandion haliaetus*)
- Florida Black Bear (*Ursus americanus floridanus*)

Upon completion of evaluating and selecting the preferred SMF and FPC sites, further assessment of potential impacts to listed species will be conducted of which the results will be provided in an NRE Addendum to this report.

Coordination with the National Marine Fisheries Service (NMFS) during the Efficient Transportation Decision Making (ETDM) process indicated that the proposed project would not directly impact any NMFS trust resources (i.e., Essential Fish Habitat [EFH]). Therefore, EFH was not further evaluated.

The project study area was also evaluated for the presence of federally designated Critical Habitat as defined by Congress in 50 Code of Federal Regulations (C.F.R.) 17. Based on this evaluation, it was determined that no federally designated Critical Habitat is present within the project study area.

The project study area was assessed for the presence of wetlands that may be impacted by proposed project activities. Based on this evaluation, a total of 65 wetlands and 92 other surface water habitats were identified within the existing right-of-way (ROW) within the proposed project limits.

An additional 18 wetlands and three other surface waters were identified within the preliminarily selected SMF and FPC sites during the evaluation of the SMF and FPC site alternatives. Upon completion of evaluating and selecting the preferred SMF and FPC sites, further assessment and delineations will be conducted of which the results will be provided in an addendum to this report.

Potential impacts to federally jurisdictional wetlands and other surface waters include:

- 23.48 acres of direct wetland impacts
- 17.07 acres of secondary wetland impacts
- 1.87 acres of temporary other surface water impacts

Potential impacts to state jurisdictional wetlands and surface waters include:

- 4.41 acres of temporary other surface water impacts

Mitigation to compensate for impacts to wetlands will be in accordance with 373.4137, Florida Statutes (F.S.) to satisfy requirements of Part IV, Chapter 373, F.S. and 33 US Code (U.S.C) Section 1344. Anticipated mitigation requirements to offset wetland impacts resulting from the proposed mainline widening include a total of 2.52 credits (1.21 freshwater forested credits; 1.31 freshwater herbaceous credits) within the Withlacoochee Watershed and 12.41 credits (5.93 freshwater forested credits; 6.48 freshwater herbaceous credits) within the Hillsborough River Watershed. There are several private wetland mitigation banks available that service the Hillsborough River and Withlacoochee Watersheds, are state and federally permitted, and provide wood stork foraging habitat. Each wetland impact will be mitigated dependent on the watershed it occurs in to satisfy state and federal mitigation requirements.

As this project is using Federal funds and in accordance with the MOU previously discussed, the FDOT requests to initiate informal consultation pursuant to Section 7 of the Endangered Species Act, as amended. The FDOT appreciates your involvement with this project and respectfully requests your review comments or written letter of concurrence with the findings presented in the NRE within 30 days. If you have any questions or require additional information, please contact me.

Thank you,

Jonathon A. Bennett
Environmental Project Manager
ETDM Coordinator

Florida Department of Transportation District One
 801 North Broadway Avenue|Bartow, Florida 33830
 PH: (863) 519-2495 EMAIL: Jonathon.Bennett@dot.state.fl.us



Attachments expire on Dec 30, 2021



1 PDF

21-11-30_NRE_436673-1_US98.pdf

This message requires that you sign in to access the message and any file attachments.

Bennett, Jonathon

From: David Rydene - NOAA Federal <david.rydene@noaa.gov>
Sent: Friday, December 10, 2021 3:15 PM
To: Bennett, Jonathon
Subject: Re: 436673-1 SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54 - NRE MAINLINE

EXTERNAL SENDER: Use caution with links and attachments.

NMFS staff has reviewed the Natural Resource Evaluation (NRE) Report for the widening of SR 35 (US 98) from north of West Socrum Loop Road to south of CR 54 (FMN 436673-1-22-01; ETDM 14334) in Polk County, Florida, as part of the project's Project Development and Environment (PD&E) Study. It does not appear that there will be any direct or indirect impacts to NMFS trust resources, including Essential Fish Habitat and species and habitat covered under NMFS's purview by the Endangered Species Act. Since the resources affected are not ones for which NMFS is responsible, we have no comment to provide regarding the NRE.

On Thu, Dec 9, 2021 at 2:36 PM <jonathon.bennett@dot.state.fl.us> wrote:



Bennett, Jonathon sent you a secure message

[Access message](#)

Please find enclosed the Draft Natural Resources Evaluation (NRE) prepared for the above-referenced project. The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study along State Road 35/US Highway 98 (US 98) in Polk County to evaluate roadway and safety improvements along the corridor.

The study limits extend for 8.7 miles from north of West Socrum Loop Road to south of County Road 54 (CR 54), near the Pasco County line. The study will evaluate the effects of widening this section of US 98 from a two-lane undivided roadway to a four-lane divided roadway and will also assess existing and future traffic operations, access management, and freight mobility.

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 (MOU) dated December 14, 2016, and executed by the Federal Highway Administration and FDOT. This review is also being coordinated with representatives of the National Marine Fisheries Service, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Florida Fish and Wildlife Conservation Commission, Florida Department of Agriculture and Consumer Services, and South Florida Water Management District.

The NRE has been prepared to document and summarize the potential impacts of the mainline widening to natural resources including federal and state protected species, wetlands, and protected lands. This report also documents measures considered to avoid, minimize, and mitigate for potential impacts. Details on the study methodologies and results are provided in the NRE.

A total of 29 federally listed species and 39 state listed species were identified as potentially occurring within the project study area. Additionally, three other species were included in the analysis due to the regulatory protections associated with those species.

As a result of the data collection effort, field reviews and agency coordination, the FDOT has determined that the project will have the following effects determinations for federal and state listed species:

No Effect (Federal Species)

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- Wood Stork (*Mycteria americana*)
- Everglade Snail Kite (*Rostrhamus sociabilis*)

No Effect Anticipated (State Species)

- Short-tailed Snake (*Lampropeltis extenuate*)
- Least Tern (*Sternula antillarum*)
- State listed plants

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- Florida Burrowing Owl (*Athene cunicularia floridana*)
- Little Blue Heron (*Egretta caerulea*)
- Tricolored Heron (*Egretta tricolor*)
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Upon completion of evaluating and selecting the preferred SMF and FPC sites, further assessment of potential impacts to listed species will be conducted of which the results will be provided in an NRE Addendum to this report.

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The project study area was also evaluated for the presence of federally designated Critical Habitat as defined by Congress in 50 Code of Federal Regulations (C.F.R.) 17. Based on this evaluation, it was determined that no federally designated Critical Habitat is present within the project study area.

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Thank you,

Jonathon A. Bennett
Environmental Project Manager
ETDM Coordinator

Florida Department of Transportation District One
 801 North Broadway Avenue|Bartow, Florida 33830
 PH: (863) 519-2495 EMAIL: Jonathon.Bennett@dot.state.fl.us

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Attachments expire on Dec 30, 2021



1 PDF

21-11-30_NRE_436673-1_US98.pdf

This message requires that you sign in to access the message and any file attachments.

--

David Rydene, Ph.D.
 Fish Biologist
 National Marine Fisheries Service
 Habitat Conservation Division
 263 13th Avenue South
 St. Petersburg, FL 33701

Office (727) 824-5379

Cell (813) 992-5730

Fax (727) 824-5300

Bennett, Jonathon

From: Monte Ritter <Monte.Ritter@swfwmd.state.fl.us>
Sent: Wednesday, December 22, 2021 1:44 PM
To: Bennett, Jonathon
Cc: Chaz LaRiche
Subject: RE: 436673-1 SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54 - NRE MAINLINE

EXTERNAL SENDER: Use caution with links and attachments.

Jonathon,

The Southwest Florida Water Management District (SWFWMD) has reviewed the Natural Resources Evaluation (NRE) for the referenced project. The SWFWMD concurs with the commitments and implementation measures presented in the NRE.

Please note that as of December 22, 2020, the Florida Department of Environmental Protection (FDEP) was delegated the Federal 404 Permitting. The Environment Resource Permit (ERP) procedure has been modified to allow for joint site inspections with the FDEP to streamline the overall permitting process. As part of the 404 Assumption, the only binding wetland and surface water lines associated with a project can be accomplished through a Formal Wetland Delineation.

Feel free to contact me if you have any questions.

Thank you.

Monte G. Ritter, P.E.
Chief Professional Engineer
Environmental Resource Permit Bureau
Regulation Division
Southwest Florida Water Management District
2379 Broad Street
Brooksville, FL 34604
352-796-7211 x 4351
800-423-1476 x 4351 (Florida only)
Monte.Ritter@swfwmd.state.fl.us



From: jonathon.bennett@dot.state.fl.us <jonathon.bennett@dot.state.fl.us>
Sent: Thursday, December 9, 2021 2:36 PM
To: cynthia.d.ovdenk@usace.army.mil; fwccconservationplanningservices@myfwc.com; Monte Ritter <Monte.Ritter@swfwmd.state.fl.us>; somerville.amanetta@epa.gov; chris.stahl@floridadep.gov; veronica.c.beech@usace.army.mil; mark.kiser@fdacs.gov; john_wrublik@fws.gov; michael.b.miller@floridadep.gov

Cc: nicole.monies@dot.state.fl.us; david.turley@dot.state.fl.us; jeffrey.james@dot.state.fl.us; lauren.peters@dot.state.fl.us; david.rydene@noaa.gov; jjacquín@aimengr.com; patti.anderson@fdacs.gov; sean.greene@myfwc.com; tnorman@fallerdavis.com; jose_rivera@fws.gov; mark_a_cantrell@fws.gov; jason.stanly@fdacs.gov; greg.alba@floridadep.gov

Subject: 436673-1 SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54 - NRE MAINLINE

[EXTERNAL SENDER] Use caution before opening.



Bennett, Jonathon sent you a secure message

[Access message](#)

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Potential impacts to state jurisdictional wetlands and surface waters include:

- 4.41 acres of temporary other surface water impacts

Mitigation to compensate for impacts to wetlands will be in accordance with 373.4137, Florida Statutes (F.S.) to satisfy requirements of Part IV, Chapter 373, F.S. and 33 US Code (U.S.C) Section 1344. Anticipated mitigation requirements to offset wetland impacts resulting from the proposed mainline widening include a total of 2.52 credits (1.21 freshwater forested credits; 1.31 freshwater herbaceous credits) within the Withlacoochee Watershed and 12.41 credits (5.93 freshwater forested credits; 6.48 freshwater herbaceous credits) within the Hillsborough River Watershed. There are several private wetland mitigation banks available that service the Hillsborough River and Withlacoochee Watersheds, are state and federally permitted, and provide wood stork foraging habitat. Each wetland impact will be mitigated dependent on the watershed it occurs in to satisfy state and federal mitigation requirements.


As this project is using Federal funds and in accordance with the MOU previously discussed, the FDOT requests to initiate informal consultation pursuant to Section 7 of the Endangered Species Act, as amended. The FDOT appreciates your involvement with this project and respectfully requests your review comments or written letter of concurrence with the findings presented in the NRE within 30 days. If you have any questions or require additional information, please contact me.

Thank you,

Jonathon A. Bennett
Environmental Project Manager
ETDM Coordinator

Florida Department of Transportation District One
801 North Broadway Avenue|Bartow, Florida 33830
PH: (863) 519-2495 EMAIL: Jonathon.Bennett@dot.state.fl.us

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 Attachments expire on Dec 30, 2021



1 PDF

21-11-30_NRE_436673-1_US98.pdf

This message requires that you sign in to access the message and any file attachments.

Bennett, Jonathon

From: Ganey, Jessica <Jessica.Ganey@MyFWC.com>
Sent: Thursday, January 6, 2022 12:38 PM
To: Bennett, Jonathon
Cc: DiGruttolo, Laura; Cucinella, Josh; Hight, Jason; Conservation Planning Services; Booth, Kristee; McCue, Allie; Lambert, Carla
Subject: FWC's Comments on State Road 35 From North of West Socrum Loop Road to South of County Road 54, Natural Resources Evaluation
Attachments: SR 35 FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54_NRE_46374_01062022.pdf

EXTERNAL SENDER: Use caution with links and attachments.

Please find attached FWC's comments on the above-referenced project. You will **not** receive a hard-copy version of this letter unless requested.

If you wish to reply to our comments, please send your reply to:

ConservationPlanningServices@myFWC.com

Jessica Ganey
Government Operations Consultant II
Office of Conservation Planning Services
850-410-5367



**Florida Fish
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January 6, 2022

Jonathon A. Bennett
Environmental Project Manager
Florida Department of Transportation District One
801 North Broadway Avenue
Bartow, Florida 33830
Jonathon.Bennett@dot.state.fl.us

Re: State Road 35 From North of West Socrum Loop Road to South of County Road
54, Natural Resources Evaluation, Polk County, ETDM # 14334

Dear Mr. Bennett:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the Natural Resources Evaluation (NRE) for the above-referenced project in accordance with Chapter 379, Florida Statutes and Rule 68A-27, Florida Administrative Code. The Florida Department of Transportation's District One is studying the potential environmental effects of widening State Road 35 (US 98) from a two-lane undivided roadway to a four-lane divided roadway from north of West Socrum Loop Road to south of County Road 54, in Polk County.

The NRE was prepared as part of the Project Development and Environment (PD&E) Study (ETDM Number 14334) to document the natural resources analysis and to summarize potential impacts to wetlands, federal and state protected species, and protected habitats within new proposed right-of-way for the proposed roadway widening project. FWC is aware that the stormwater ponds and floodplain compensation areas were not chosen yet, therefore an NRE Update Addendum will be created for those areas at a later date.

FWC staff agrees with the determinations of effect and supports the project implementation measures and commitments for protected species. For specific technical questions regarding the content of this letter, please contact Kristee Booth at (850) 363-6298 or email KristeeBooth@MyFWC.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Hight", is written over a horizontal green line.

Jason Hight, Director
Office of Conservation Planning Services

jh/kb

SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54_NRE_46374_01062022

Bennett, Jonathon

From: Somerville, Amanetta <Somerville.Amanetta@epa.gov>
Sent: Tuesday, January 11, 2022 5:01 PM
To: Bennett, Jonathon
Cc: Kajumba, Ntale
Subject: RE: 14334 SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54 - NRE

EXTERNAL SENDER: Use caution with links and attachments.

Dear Ms. Kelley,

The EPA reviewed the Natural Resource Evaluation (NRE) to develop the 8.7-mile capacity and safety improvements along SR 35 (US 98) from north of West Socrum Loop Road to the south of CR 54 in Polk county. We did not identify any significant environmental impacts from the proposed project. Additionally, the EPA requests future project revisions or updates of environmental documents for the proposed project. If you have questions, please do not hesitate to contact me at the information below.

Amanetta Somerville

U.S. Environmental Protection Agency Region 4
61 Forsyth Street SW. Atlanta, Ga 30303
National Environmental Policy Act Section
Strategic Programs Office
Phone: 404-562-9025
E-mail: somerville.amanetta@epa.gov

From: jonathon.bennett@dot.state.fl.us <jonathon.bennett@dot.state.fl.us>
Sent: Thursday, December 9, 2021 2:36 PM
To: cynthia.d.ovdenk@usace.army.mil; fwconservervationplanningservices@myfwc.com; monte.ritter@swfwmd.state.fl.us; Somerville, Amanetta <Somerville.Amanetta@epa.gov>; chris.stahl@floridadep.gov; veronica.c.beech@usace.army.mil; mark.kiser@fdacs.gov; john_wrublik@fws.gov; michael.b.miller@floridadep.gov
Cc: nicole.monies@dot.state.fl.us; david.turley@dot.state.fl.us; jeffrey.james@dot.state.fl.us; lauren.peters@dot.state.fl.us; david.rydene@noaa.gov; jjacquinn@aimengr.com; patti.anderson@fdacs.gov; sean.greene@myfwc.com; tnorman@fallerdavis.com; jose_rivera@fws.gov; mark_a_cantrell@fws.gov; jason.stanly@fdacs.gov; greg.alba@floridadep.gov
Subject: 436673-1 SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54 - NRE MAINLINE



Bennett, Jonathon sent you a secure message

[Access message](#)

Please find enclosed the Draft Natural Resources Evaluation (NRE) prepared for the above-referenced project. The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study along State Road 35/US Highway 98 (US 98) in Polk County to evaluate roadway and safety improvements along the corridor.

The study limits extend for 8.7 miles from north of West Socrum Loop Road to south of County Road 54 (CR 54), near the Pasco County line. The study will evaluate the effects of widening this section of US 98 from a two-lane undivided roadway to a four-lane divided roadway and will also assess existing and future traffic operations, access management, and freight mobility.

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 (MOU) dated December 14, 2016, and executed by the Federal Highway Administration and FDOT. This review is also being coordinated with representatives of the National Marine Fisheries Service, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Florida Fish and Wildlife Conservation Commission, Florida Department of Agriculture and Consumer Services, and South Florida Water Management District.

The NRE has been prepared to document and summarize the potential impacts of the mainline widening to natural resources including federal and state protected species, wetlands, and protected lands. This report also documents measures considered to avoid, minimize, and mitigate for potential impacts. Details on the study methodologies and results are provided in the NRE.

A total of 29 federally listed species and 39 state listed species were identified as potentially occurring within the project study area. Additionally, three other species were included in the analysis due to the regulatory protections associated with those species.

As a result of the data collection effort, field reviews and agency coordination, the FDOT has determined that the project will have the following effects determinations for federal and state listed species:

No Effect (Federal Species)

- Florida Panther (*Puma concolor coryi*)
- Florida Grasshopper Sparrow (*Ammodramus savannarum floridanus*)
- Audubon's Crested Caracara (*Caracara cheriway*)
- Federally listed plants

May Affect, Not Likely to Adversely Affect (Federal Species)

- Eastern Indigo Snake (*Drymarchon couperi*)
- Blue-tailed Mole Skink (*Plestiodon egregius lividus*)
- Sand Skink (*Plestiodon reynoldsi*)
- Eastern Black Rail (*Laterallus jamaicensis jamaicensis*)
- Wood Stork (*Mycteria americana*)
- Everglade Snail Kite (*Rostrhamus sociabilis*)

No Effect Anticipated (State Species)

- Short-tailed Snake (*Lampropeltis extenuate*)
- Least Tern (*Sternula antillarum*)
- State listed plants

No Adverse Effect Anticipated (State Species)

- Gopher Tortoise (*Gopherus polyphemus*)
- Florida Pine Snake (*Pituophis melanoleucus mugitus*)
- Florida Sandhill Crane (*Antigone canadensis pratensis*)
- Florida Burrowing Owl (*Athene cunicularia floridana*)
- Little Blue Heron (*Egretta caerulea*)
- Tricolored Heron (*Egretta tricolor*)
- Southeast American Kestrel (*Falco sparverius paulus*)

No Effect Anticipated (Other Protected Species)

- Bald Eagle (*Haliaeetus leucocephalus*)
- Osprey (*Pandion haliaetus*)
- Florida Black Bear (*Ursus americanus floridanus*)

Upon completion of evaluating and selecting the preferred SMF and FPC sites, further assessment of potential impacts to listed species will be conducted of which the results will be provided in an NRE Addendum to this report.

Coordination with the National Marine Fisheries Service (NMFS) during the Efficient Transportation Decision Making (ETDM) process indicated that the proposed project would not directly impact any NMFS trust resources (i.e., Essential Fish Habitat [EFH]). Therefore, EFH was not further evaluated.

The project study area was also evaluated for the presence of federally designated Critical Habitat as defined by Congress in 50 Code of Federal Regulations (C.F.R.) 17. Based on this evaluation, it was determined that no federally designated Critical Habitat is present within the project study area.

The project study area was assessed for the presence of wetlands that may be impacted by proposed project activities. Based on this evaluation, a total of 65 wetlands and 92 other surface water habitats were identified within the existing right-of-way (ROW) within the proposed project limits.

An additional 18 wetlands and three other surface waters were identified within the preliminarily selected SMF and FPC sites during the evaluation of the SMF and FPC site alternatives. Upon completion of evaluating and selecting the preferred SMF and FPC sites, further assessment and delineations will be conducted of which the results will be provided in an addendum to this report.

Potential impacts to federally jurisdictional wetlands and other surface waters include:

- 23.48 acres of direct wetland impacts
- 17.07 acres of secondary wetland impacts
- 1.87 acres of temporary other surface water impacts

Potential impacts to state jurisdictional wetlands and surface waters include:

- 4.41 acres of temporary other surface water impacts

Mitigation to compensate for impacts to wetlands will be in accordance with 373.4137, Florida Statutes (F.S.) to satisfy requirements of Part IV, Chapter 373, F.S. and 33 US Code (U.S.C) Section 1344. Anticipated mitigation requirements to offset wetland impacts resulting from the proposed mainline widening include a total of 2.52 credits (1.21 freshwater forested credits; 1.31 freshwater herbaceous credits) within the Withlacoochee Watershed and 12.41 credits (5.93 freshwater forested credits; 6.48 freshwater herbaceous credits) within the Hillsborough River Watershed. There are several private wetland mitigation banks available that service the Hillsborough River and Withlacoochee Watersheds, are state and federally permitted, and provide wood stork foraging habitat. Each wetland impact will be mitigated dependent on the watershed it occurs in to satisfy state and federal mitigation requirements.

As this project is using Federal funds and in accordance with the MOU previously discussed, the FDOT requests to initiate informal consultation pursuant to Section 7 of the Endangered Species Act, as amended. The FDOT appreciates your involvement with this project and respectfully requests your review comments or written letter of concurrence with the findings presented in the NRE within 30 days. If you have any questions or require additional information, please contact me.

Thank you,

Jonathon A. Bennett

Environmental Project Manager

ETDM Coordinator

Florida Department of Transportation District One

801 North Broadway Avenue|Bartow, Florida 33830

PH: (863) 519-2495 EMAIL: Jonathon.Bennett@dot.state.fl.us



Attachments expire on Dec 30, 2021



1 PDF

21-11-30_NRE_436673-1_US98.pdf

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Bennett, Jonathon

From: admin@fla-etat.org
Sent: Monday, August 15, 2022 12:44 PM
To: David.Rydene@noaa.gov
Cc: Bennett, Jonathon; dave.rydene@verizon.net
Subject: Document Review Confirmation for Natural Resources Evaluation Addendum

EXTERNAL SENDER: Use caution with links and attachments.

A review was received for the following:

Event: 436673-1 SR 35 (US 98) from W Socrum Loop Rd to CR 54 - NRE Addendum

Document: Natural Resources Evaluation Addendum

Submitted By: David Rydene

Global: Yes

Comments:

NMFS staff has reviewed the August 2022 Natural Resource Evaluation (NRE) Addendum Report for the widening of SR 35 (US 98) from north of West Socrum Loop Road to south of CR 54 (FMN 436673-1-22-01; ETDM 14334) in Polk County, Florida, as part of the project's Project Development and Environment (PD&E) Study. As was the case with the 2021 Draft NRE, it does not appear that there will be any direct or indirect impacts to NMFS trust resources, including Essential Fish Habitat or species and habitat covered under NMFS's purview by the Endangered Species Act. Since the resources affected are not ones for which NMFS is responsible, we have no comment to provide regarding the NRE.

Bennett, Jonathon

From: Wrublik, John <john_wrublik@fws.gov>
Sent: Friday, January 14, 2022 9:36 AM
To: Bennett, Jonathon
Subject: Concurrence sticker for US 98 from W. Socrum Loop Rd. to CR 54 widening project
Attachments: 20220114_em_signed concurrence sticker_I 0335 US 98 from Socrum to CR 54.pdf

EXTERNAL SENDER: Use caution with links and attachments.

Jonathan,

attached in the Service's concurrence sticker for the U.S. 98 from West Socrum Loop Road to County Road 54 widening project.

Sincerely,

John M. Wrublik
U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960
Office: (772) 469-4282
Fax: (772) 562-4288
email: John_Wrublik@fws.gov

***NOTE:** This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.*

436673-1 SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54 - NRE MAINLINE

jonathon.bennett@dot.state.fl.us

Today at 2:36 PM

1 attachment - Expires: Dec 30, 2021

Please find enclosed the Draft Natural Resources project. The Florida Department of Transportation Development and Environment (PD&E) staff County to evaluate roadway and safety impacts.

The study limits extend for 8.7 miles from SR 54 (CR 54), near the Pasco County line. The US 98 from a two-lane undivided roadway existing and future traffic operations, access.

The environmental review, consultation, and environmental laws for this project are based on U.S.C. §327 and a Memorandum of Understanding (MOU) dated December 14, 2016, and executed by the Federal Highway Administration and FDOT. This review is also being coordinated with representatives of the National Marine Fisheries Service, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Florida Fish and Wildlife Conservation Commission, Florida Department of Agriculture and Consumer Services, and South Florida Water Management District.

The NRE has been prepared to document and summarize the potential impacts of the mainline widening to natural resources including federal and state protected species, wetlands, and protected lands. This report also documents measures considered to avoid, minimize, and mitigate for potential impacts. Details on the study methodologies and results are provided in the NRE.

A total of 29 federally listed species and 39 state listed species were identified as potentially occurring within the project study area. Additionally, three other species were included in the analysis due to the regulatory protections associated with those species.

As a result of the data collection effort, field reviews and agency coordination, the FDOT has determined that the project will have the following effects determinations for federal and state listed species:

No Effect (Federal Species)

- Florida Panther (*Puma concolor coryi*)
- Florida Grasshopper Sparrow (*Ammodramus savannarum floridanus*)
- Audubon's Crested Caracara (*Caracara cheriway*)
- Federally listed plants

May Affect, Not Likely to Adversely Affect (Federal Species)

- Eastern Indigo Snake (*Drymarchon couperi*)



U.S. Fish and Wildlife Service
Florida Ecological Service Office

FWS Log No. 04EF2000-2022-I-0355

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the Florida Ecological Service Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

JOSE RIVERA Digitally signed by JOSE RIVERA
Date: 2022.01.14 08:24:16 -05'00'

José J. Rivera, Division Supervisor, Environmental Review

1/14/2022

Date

[EXTERNAL] 436673-1 SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54 - NRE MAINLINE

jonathon.bennett@dot.state.fl.us <jonathon.bennett@dot.state.fl.us>

Thu 12/9/2021 2:36 PM

To: cynthia.d.ovdenk@usace.army.mil <cynthia.d.ovdenk@usace.army.mil>; Cucinella, Josh <fwcconservationplanningservices@myfwc.com>; monte.ritter@swfwmd.state.fl.us <monte.ritter@swfwmd.state.fl.us>; somerville.amanetta@epa.gov <somerville.amanetta@epa.gov>; chris.stahl@floridadep.gov <chris.stahl@floridadep.gov>; veronica.c.beech@usace.army.mil <veronica.c.beech@usace.army.mil>; Mark Kiser <mark.kiser@fdacs.gov>; Wrublik, John <john_wrublik@fws.gov>; michael.b.miller@floridadep.gov <michael.b.miller@floridadep.gov>
Cc: nicole.monies@dot.state.fl.us <nicole.monies@dot.state.fl.us>; david.turley@dot.state.fl.us <david.turley@dot.state.fl.us>; jeffrey.james@dot.state.fl.us <jeffrey.james@dot.state.fl.us>; lauren.peters@dot.state.fl.us <lauren.peters@dot.state.fl.us>; david.rydene@noaa.gov <david.rydene@noaa.gov>; jjacquín@aimengr.com <jjacquin@aimengr.com>; patti.anderson@fdacs.gov <patti.anderson@fdacs.gov>; sean.greene@myfwc.com <sean.greene@myfwc.com>; tnorman@fallerdavis.com <tnorman@fallerdavis.com>; Rivera, Jose J <jose_rivera@fws.gov>; Cantrell, Mark A <mark_a_cantrell@fws.gov>; jason.stanly@fdacs.gov <jason.stanly@fdacs.gov>; greg.alba@floridadep.gov <greg.alba@floridadep.gov>

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Please find enclosed the Draft Natural Resources Evaluation (NRE) prepared for the above-referenced project. The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study along State Road 35/US Highway 98 (US 98) in Polk County to evaluate roadway and safety improvements along the corridor.

The study limits extend for 8.7 miles from north of West Socrum Loop Road to south of County Road 54 (CR 54), near the Pasco County line. The study will

evaluate the effects of widening this section of US 98 from a two-lane undivided roadway to a four-lane divided roadway and will also assess existing and future traffic operations, access management, and freight mobility.

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 (MOU) dated December 14, 2016, and executed by the Federal Highway Administration and FDOT. This review is also being coordinated with representatives of the National Marine Fisheries Service, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Florida Fish and Wildlife Conservation Commission, Florida Department of Agriculture and Consumer Services, and South Florida Water Management District.

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- Tricolored Heron (*Egretta tricolor*)
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As this project is using Federal funds and in accordance with the MOU previously discussed, the FDOT requests to initiate informal consultation pursuant to Section 7 of the Endangered Species Act, as amended. The FDOT appreciates your involvement with this project and respectfully requests your review comments or written letter of concurrence with the findings presented in the NRE within 30 days. If you have any questions or require additional information, please contact me.

Thank you,

Jonathon A. Bennett
Environmental Project Manager



**Florida Fish
and Wildlife
Conservation
Commission**

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Chairman
Coral Gables

Steven Hudson
Fort Lauderdale

Gary Lester
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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
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800 955-8770 (V)

MyFWC.com

September 7, 2022

Jonathon A. Bennett
Environmental Project Manager
Florida Department of Transportation District One
801 North Broadway Avenue
Bartow, Florida 33830
Jonathon.Bennett@dot.state.fl.us

Re: SR 35 (US 98) From North of West Socrum Loop Road to South of County Road
54 Natural Resources Evaluation Addendum, Polk County

Dear Mr. Bennett:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) Addendum in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Florida Department of Transportation District One (FDOT D1) is studying the potential environmental effects of widening SR 35 (US 98) from a two-lane undivided roadway to a four-lane divided roadway from north of West Socrum Loop Road to south of County Road (CR) 54, in Polk County. An NRE was prepared in December 2021 as part of the Project Development and Environment (PD&E) Study (ETDM Number 14334) to document the natural resources analysis and to summarize potential impacts to wetlands, federal and state protected species, and protected habitats within new proposed right-of-way for the proposed roadway widening project. FWC staff reviewed this document and provided comments to FDOT on January 6, 2022. At that time, FDOT indicated that the stormwater ponds and floodplain compensation areas had not been chosen. The NRE Addendum includes the selection of the proposed stormwater management facility and floodplain compensation sites and provides the results of the additional assessments of potential impacts to listed species and wetlands/other surface water habitats occurring within these sites. FWC staff agrees with the determinations of effect and supports the project implementation measures and commitments for protected species, including the proposed wildlife features.

For specific technical questions regarding the content of this letter, please contact Kristee Booth at (850) 363-6298 or email KristeeBooth@MyFWC.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Hight", is written over a horizontal green line.

Jason Hight, Director
Office of Conservation Planning Services

jh/kb

SR 35 US 98 from north of West Socrum Loop Road to south of CR 54 NRE Addendum_50910_09072022

Bennett, Jonathon

From: admin@fla-etat.org
Sent: Monday, September 12, 2022 7:59 AM
To: Monte.Ritter@swfwmd.state.fl.us
Cc: Bennett, Jonathon
Subject: Document Review Confirmation for Natural Resources Evaluation Addendum

EXTERNAL SENDER: Use caution with links and attachments.

A review was received for the following:

Event: 436673-1 SR 35 (US 98) from W Socrum Loop Rd to CR 54 - NRE Addendum
Document: Natural Resources Evaluation Addendum
Submitted By: Monte Ritter
Global: Yes
Comments:

The Southwest Florida Water Management District (SWFWMD) has reviewed the Natural Resources Evaluation (NRE) Addendum for the referenced project. The SWFWMD concurs with the conclusions presented in the NRE Addendum.

Bennett, Jonathon

From: admin@fla-etat.org
Sent: Monday, August 15, 2022 7:04 AM
To: john_wrublik@fws.gov
Cc: Bennett, Jonathon
Subject: Document Review Confirmation for Natural Resources Evaluation Addendum

EXTERNAL SENDER: Use caution with links and attachments.

A review was received for the following:

Event: 436673-1 SR 35 (US 98) from W Socrum Loop Rd to CR 54 - NRE Addendum

Document: Natural Resources Evaluation Addendum

Submitted By: John Wrublik

Global: Yes

Attachment: <https://www.fla-etat.org/est/servlet/blobViewer?blobID=36719>

Comments:

The Service notes that we have already provided a concurrence sticker for this project as indicated in Appendix A Agency Correspondence of the updated Natural Resources Evaluation for the project. The Service finds that concurrence document (see attached document) is still applicable to the project as currently proposed and further coordination with the Service pursuant to Section 7 of the Endangered Species Act is not needed at this time.

436673-1 SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54 - NRE MAINLINE

jonathon.bennett@dot.state.fl.us

Today at 2:36 PM

1 attachment - Expires: Dec 30, 2021

Please find enclosed the Draft Natural Resources project. The Florida Department of Transportation Development and Environment (PD&E) staff County to evaluate roadway and safety impacts.

The study limits extend for 8.7 miles from SR 54 (CR 54), near the Pasco County line. The US 98 from a two-lane undivided roadway existing and future traffic operations, access.

The environmental review, consultation, and environmental laws for this project are based on U.S.C. §327 and a Memorandum of Understanding (MOU) dated December 14, 2016, and executed by the Federal Highway Administration and FDOT. This review is also being coordinated with representatives of the National Marine Fisheries Service, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Florida Fish and Wildlife Conservation Commission, Florida Department of Agriculture and Consumer Services, and South Florida Water Management District.

The NRE has been prepared to document and summarize the potential impacts of the mainline widening to natural resources including federal and state protected species, wetlands, and protected lands. This report also documents measures considered to avoid, minimize, and mitigate for potential impacts. Details on the study methodologies and results are provided in the NRE.

A total of 29 federally listed species and 39 state listed species were identified as potentially occurring within the project study area. Additionally, three other species were included in the analysis due to the regulatory protections associated with those species.

As a result of the data collection effort, field reviews and agency coordination, the FDOT has determined that the project will have the following effects determinations for federal and state listed species:

No Effect (Federal Species)

- Florida Panther (*Puma concolor coryi*)
- Florida Grasshopper Sparrow (*Ammodramus savannarum floridanus*)
- Audubon's Crested Caracara (*Caracara cheriway*)
- Federally listed plants

May Affect, Not Likely to Adversely Affect (Federal Species)

- Eastern Indigo Snake (*Drymarchon couperi*)



U.S. Fish and Wildlife Service
Florida Ecological Service Office

FWS Log No. 04EF2000-2022-I-0355

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the Florida Ecological Service Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

JOSE RIVERA Digitally signed by JOSE RIVERA
Date: 2022.01.14 08:24:16 -05'00'

José J. Rivera, Division Supervisor, Environmental Review

1/14/2022

Date

[EXTERNAL] 436673-1 SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54 - NRE MAINLINE

jonathon.bennett@dot.state.fl.us <jonathon.bennett@dot.state.fl.us>

Thu 12/9/2021 2:36 PM

To: cynthia.d.ovdenk@usace.army.mil <cynthia.d.ovdenk@usace.army.mil>; Cucinella, Josh <fwcconservationplanningservices@myfwc.com>; monte.ritter@swfwmd.state.fl.us <monte.ritter@swfwmd.state.fl.us>; somerville.amanetta@epa.gov <somerville.amanetta@epa.gov>; chris.stahl@floridadep.gov <chris.stahl@floridadep.gov>; veronica.c.beech@usace.army.mil <veronica.c.beech@usace.army.mil>; Mark Kiser <mark.kiser@fdacs.gov>; Wrublik, John <john_wrublik@fws.gov>; michael.b.miller@floridadep.gov <michael.b.miller@floridadep.gov>
Cc: nicole.monies@dot.state.fl.us <nicole.monies@dot.state.fl.us>; david.turley@dot.state.fl.us <david.turley@dot.state.fl.us>; jeffrey.james@dot.state.fl.us <jeffrey.james@dot.state.fl.us>; lauren.peters@dot.state.fl.us <lauren.peters@dot.state.fl.us>; david.rydene@noaa.gov <david.rydene@noaa.gov>; jjacquín@aimengr.com <jjacquin@aimengr.com>; patti.anderson@fdacs.gov <patti.anderson@fdacs.gov>; sean.greene@myfwc.com <sean.greene@myfwc.com>; tnorman@fallerdavis.com <tnorman@fallerdavis.com>; Rivera, Jose J <jose_rivera@fws.gov>; Cantrell, Mark A <mark_a_cantrell@fws.gov>; jason.stanly@fdacs.gov <jason.stanly@fdacs.gov>; greg.alba@floridadep.gov <greg.alba@floridadep.gov>

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

 FDOT File Transfer Appliance

Bennett, Jonathon sent you a secure message

[Access message](#)

Please find enclosed the Draft Natural Resources Evaluation (NRE) prepared for the above-referenced project. The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study along State Road 35/US Highway 98 (US 98) in Polk County to evaluate roadway and safety improvements along the corridor.

The study limits extend for 8.7 miles from north of West Socrum Loop Road to south of County Road 54 (CR 54), near the Pasco County line. The study will

evaluate the effects of widening this section of US 98 from a two-lane undivided roadway to a four-lane divided roadway and will also assess existing and future traffic operations, access management, and freight mobility.

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 (MOU) dated December 14, 2016, and executed by the Federal Highway Administration and FDOT. This review is also being coordinated with representatives of the National Marine Fisheries Service, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Florida Fish and Wildlife Conservation Commission, Florida Department of Agriculture and Consumer Services, and South Florida Water Management District.

The NRE has been prepared to document and summarize the potential impacts of the mainline widening to natural resources including federal and state protected species, wetlands, and protected lands. This report also documents measures considered to avoid, minimize, and mitigate for potential impacts. Details on the study methodologies and results are provided in the NRE.

A total of 29 federally listed species and 39 state listed species were identified as potentially occurring within the project study area. Additionally, three other species were included in the analysis due to the regulatory protections associated with those species.

As a result of the data collection effort, field reviews and agency coordination, the FDOT has determined that the project will have the following effects determinations for federal and state listed species:

No Effect (Federal Species)

- Florida Panther (*Puma concolor coryi*)
- Florida Grasshopper Sparrow (*Ammodramus savannarum floridanus*)
- Audubon's Crested Caracara (*Caracara cheriway*)
- Federally listed plants

May Affect, Not Likely to Adversely Affect (Federal Species)

- Eastern Indigo Snake (*Drymarchon couperi*)
- Blue-tailed Mole Skink (*Plestiodon egregious lividus*)
- Sand Skink (*Plestiodon reynoldsi*)
- Eastern Black Rail (*Laterallus jamaicensis jamaicensis*)

- Wood Stork (*Mycteria americana*)
- Everglade Snail Kite (*Rostrhamus sociabilis*)

No Effect Anticipated (State Species)

- Short-tailed Snake (*Lampropeltis extenuate*)
- Least Tern (*Sternula antillarum*)
- State listed plants

No Adverse Effect Anticipated (State Species)

- Gopher Tortoise (*Gopherus polyphemus*)
- Florida Pine Snake (*Pituophis melanoleucus mugitus*)
- Florida Sandhill Crane (*Antigone canadensis pratensis*)
- Florida Burrowing Owl (*Athene cunicularia floridana*)
- Little Blue Heron (*Egretta caerulea*)
- Tricolored Heron (*Egretta tricolor*)
- Southeast American Kestrel (*Falco sparverius paulus*)

No Effect Anticipated (Other Protected Species)

- Bald Eagle (*Haliaeetus leucocephalus*)
- Osprey (*Pandion haliaetus*)
- Florida Black Bear (*Ursus americanus floridanus*)

Upon completion of evaluating and selecting the preferred SMF and FPC sites, further assessment of potential impacts to listed species will be conducted of which the results will be provided in an NRE Addendum to this report.

Coordination with the National Marine Fisheries Service (NMFS) during the Efficient Transportation Decision Making (ETDM) process indicated that the proposed project would not directly impact any NMFS trust resources (i.e., Essential Fish Habitat [EFH]). Therefore, EFH was not further evaluated.

The project study area was also evaluated for the presence of federally designated Critical Habitat as defined by Congress in 50 Code of Federal Regulations (C.F.R.) 17. Based on this evaluation, it was determined that no federally designated Critical Habitat is present within the project study area.

The project study area was assessed for the presence of wetlands that may be impacted by proposed project activities. Based on this evaluation, a total of 65 wetlands and 92 other surface water habitats were identified within the existing right-of-way (ROW) within the proposed project limits.

An additional 18 wetlands and three other surface waters were identified within the preliminarily selected SMF and FPC sites during the evaluation of the SMF and FPC site alternatives. Upon completion of evaluating and selecting the preferred SMF and FPC sites, further assessment and delineations will be conducted of which the results will be provided in an addendum to this report.

Potential impacts to federally jurisdictional wetlands and other surface waters include:

- 23.48 acres of direct wetland impacts
- 17.07 acres of secondary wetland impacts
- 1.87 acres of temporary other surface water impacts

Potential impacts to state jurisdictional wetlands and surface waters include:

- 4.41 acres of temporary other surface water impacts

Mitigation to compensate for impacts to wetlands will be in accordance with 373.4137, Florida Statutes (F.S.) to satisfy requirements of Part IV, Chapter 373, F.S. and 33 US Code (U.S.C) Section 1344. Anticipated mitigation requirements to offset wetland impacts resulting from the proposed mainline widening include a total of 2.52 credits (1.21 freshwater forested credits; 1.31 freshwater herbaceous credits) within the Withlacoochee Watershed and 12.41 credits (5.93 freshwater forested credits; 6.48 freshwater herbaceous credits) within the Hillsborough River Watershed. There are several private wetland mitigation banks available that service the Hillsborough River and Withlacoochee Watersheds, are state and federally permitted, and provide wood stork foraging habitat. Each wetland impact will be mitigated dependent on the watershed it occurs in to satisfy state and federal mitigation requirements.

As this project is using Federal funds and in accordance with the MOU previously discussed, the FDOT requests to initiate informal consultation pursuant to Section 7 of the Endangered Species Act, as amended. The FDOT appreciates your involvement with this project and respectfully requests your review comments or written letter of concurrence with the findings presented in the NRE within 30 days. If you have any questions or require additional information, please contact me.

Thank you,

Jonathon A. Bennett
Environmental Project Manager

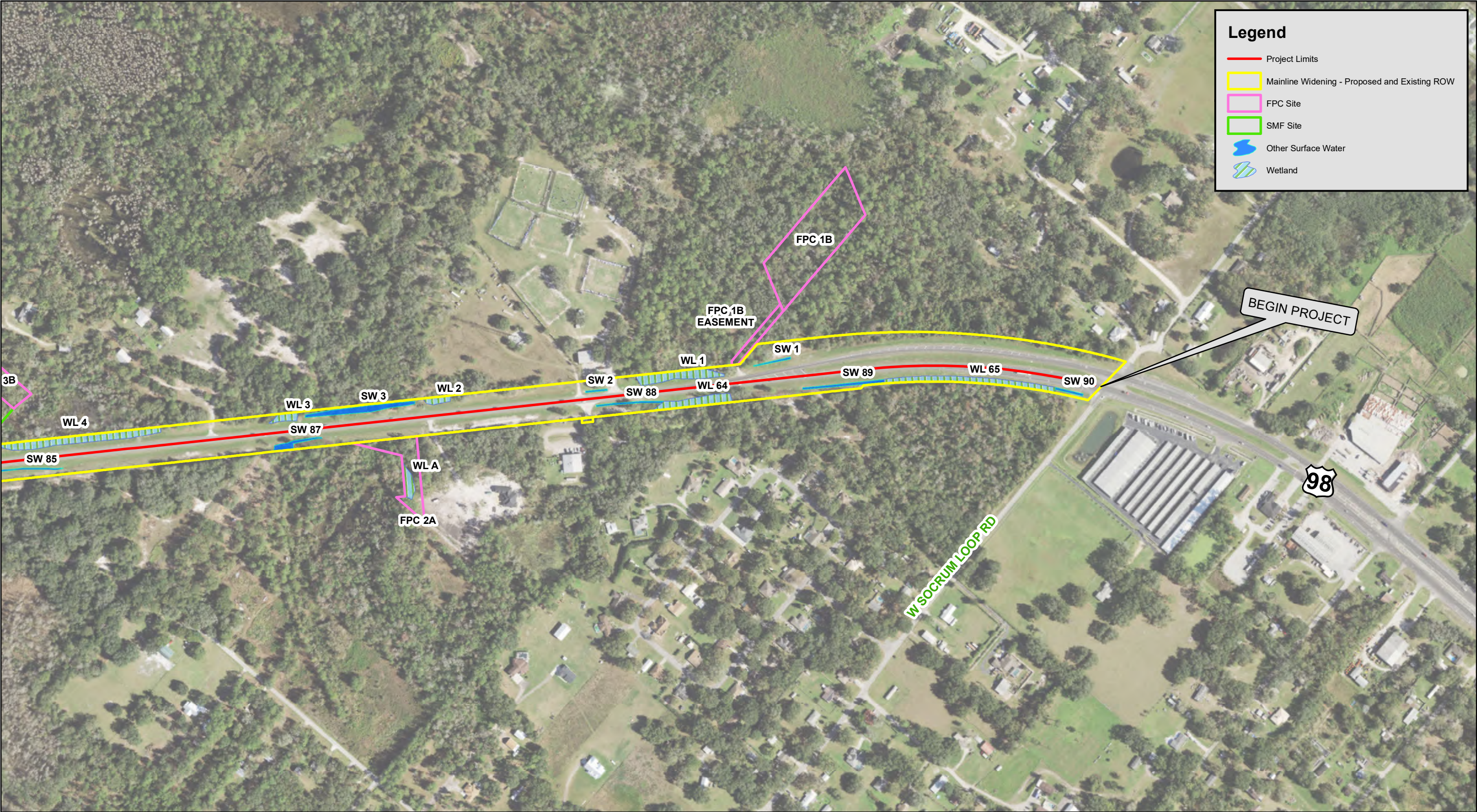
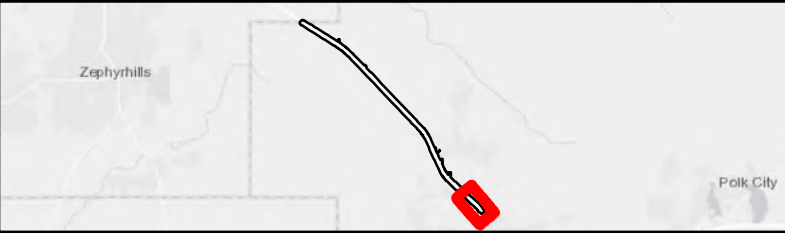


Figure B-6 - Wetlands and Other Surface Waters
Page 1 of 9
US 98 PD&E Study from West Socrum Loop to CR 54
FPID: 436673-1
Polk County, FL



Data Source:
- FDA
- ESRI
1 inch = 400 feet
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Coordinate System: NAD 1983
Florida State Plane West

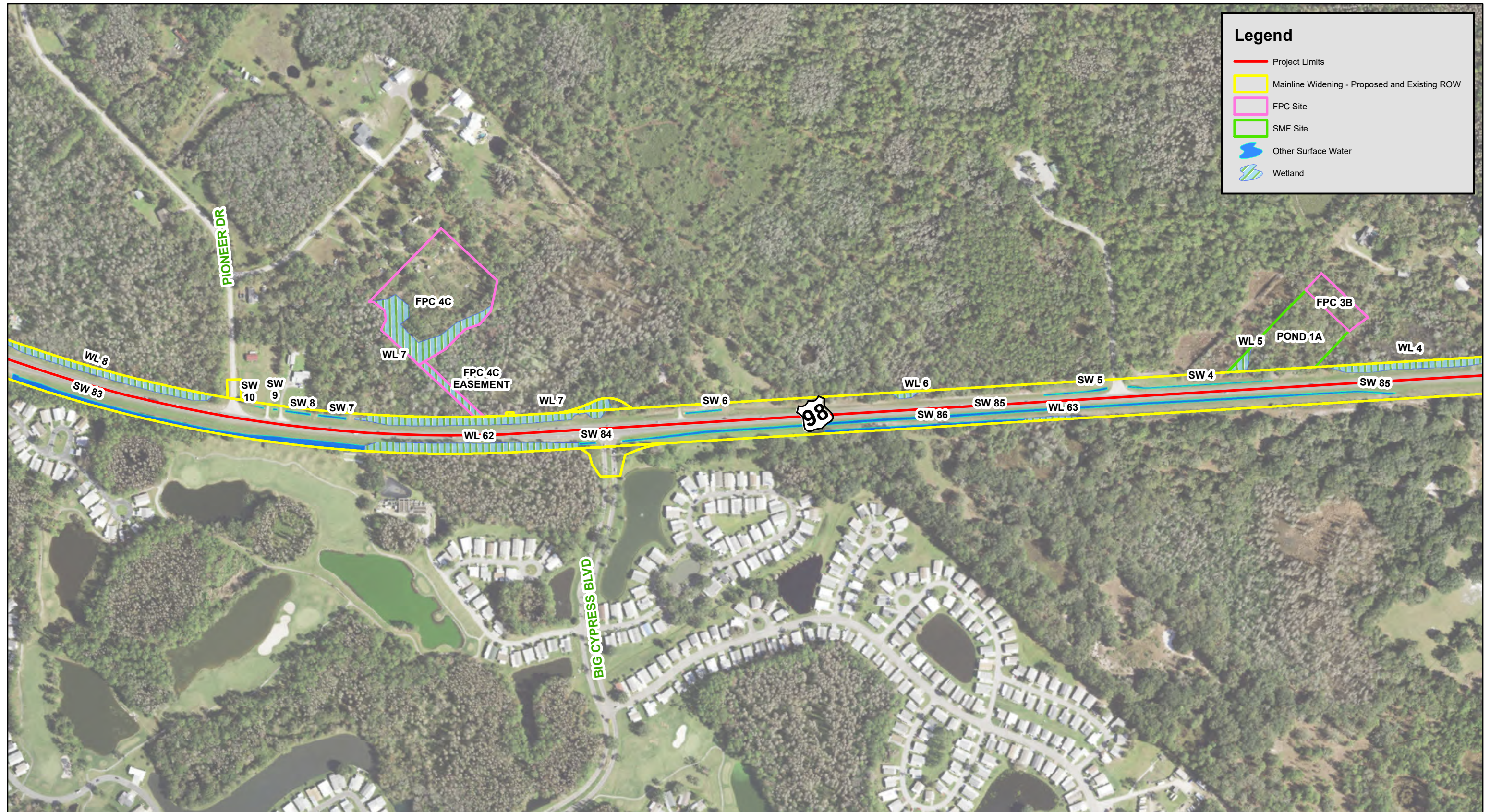


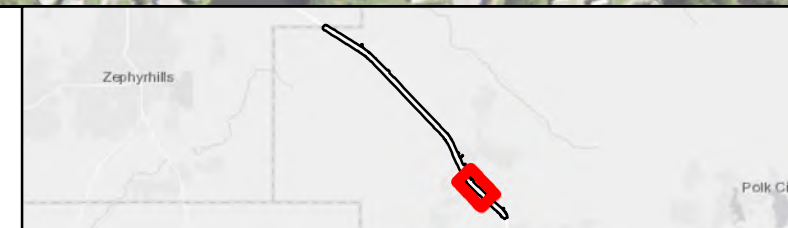
Figure B-6 - Wetlands and Other Surface Waters

Page 2 of 9

US 98 PD&E Study from West Socrum Loop to CR 54

FPID: 436673-1

Polk County, FL



Data Source:

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1 inch = 400 feet

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Florida State Plane West

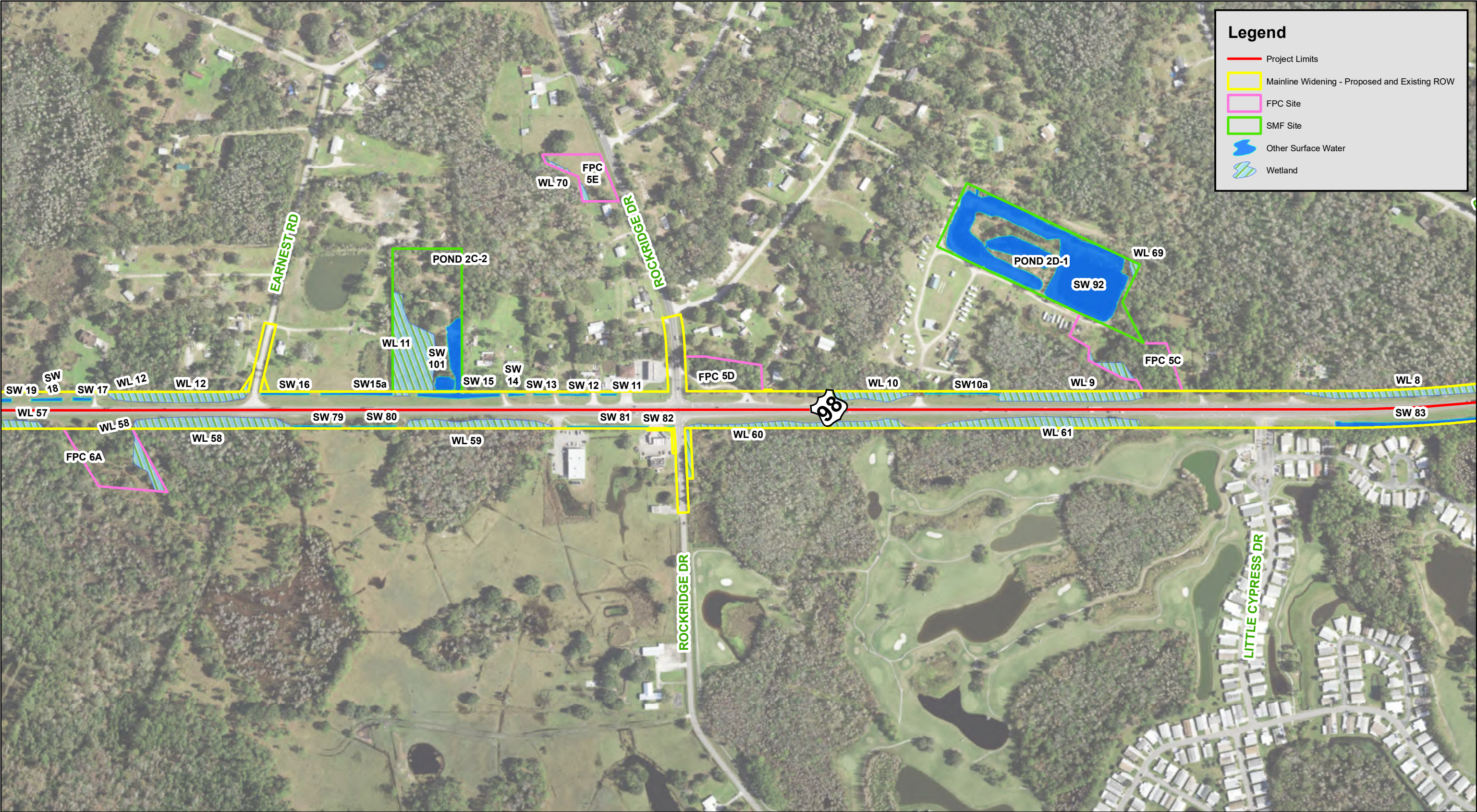


Figure B-6 - Wetlands and Other Surface Waters
Page 3 of 9
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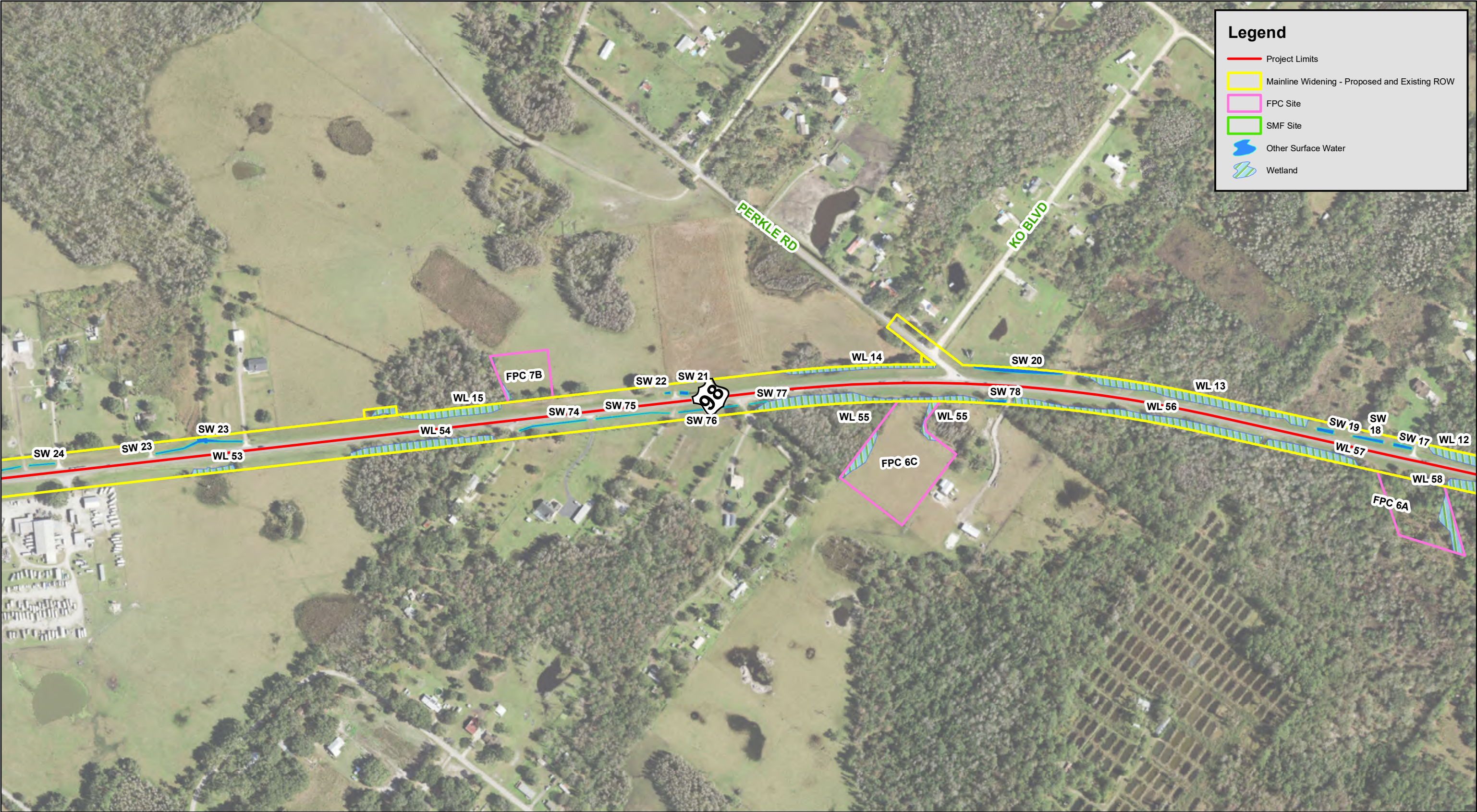


Figure B-6 - Wetlands and Other Surface Waters
Page 4 of 9
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Florida State Plane West

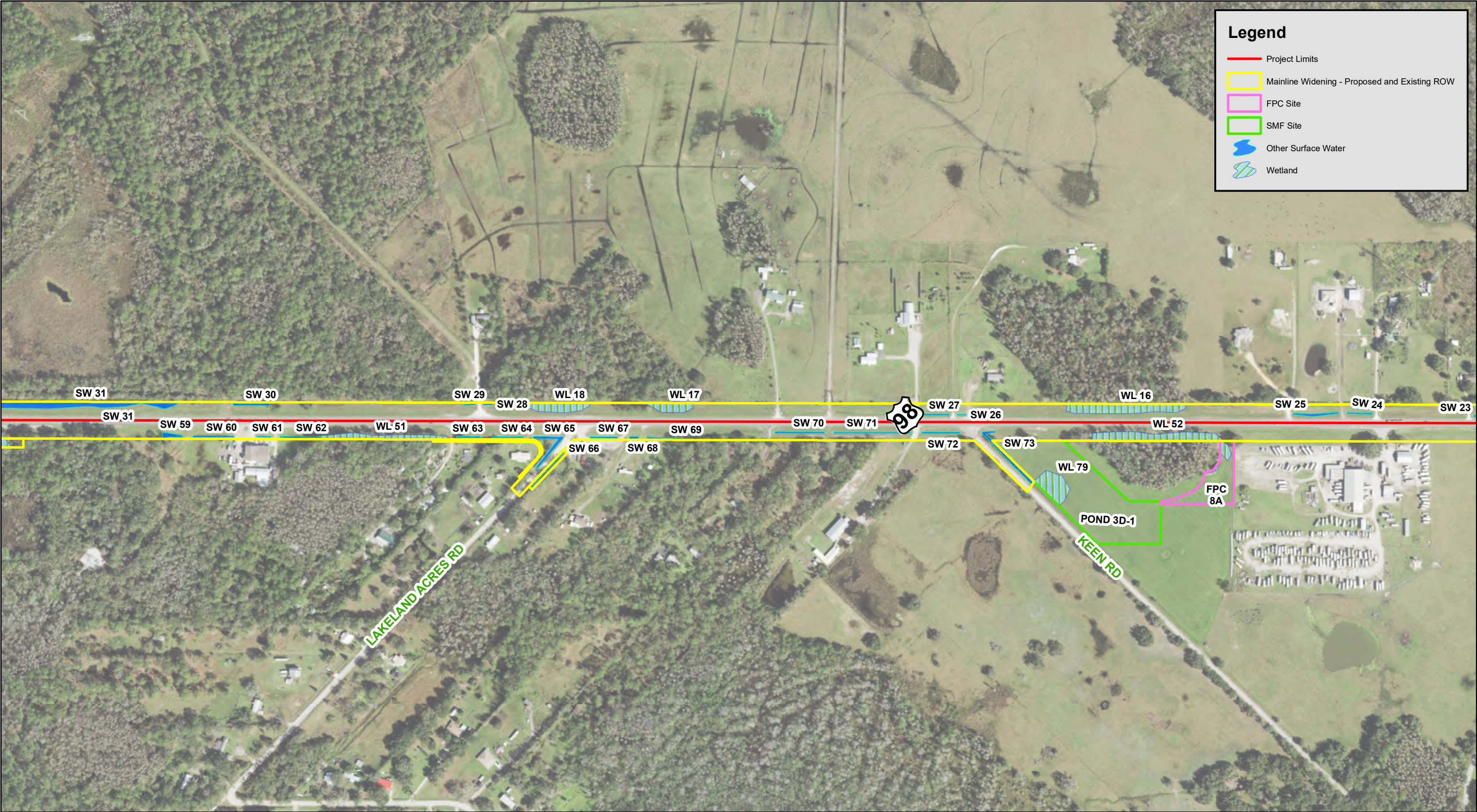


Figure B-6 - Wetlands and Other Surface Waters
Page 5 of 9
US 98 PD&E Study from West Socrum Loop to CR 54
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- ESRI
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Coordinate System: NAD 1983
Florida State Plane West

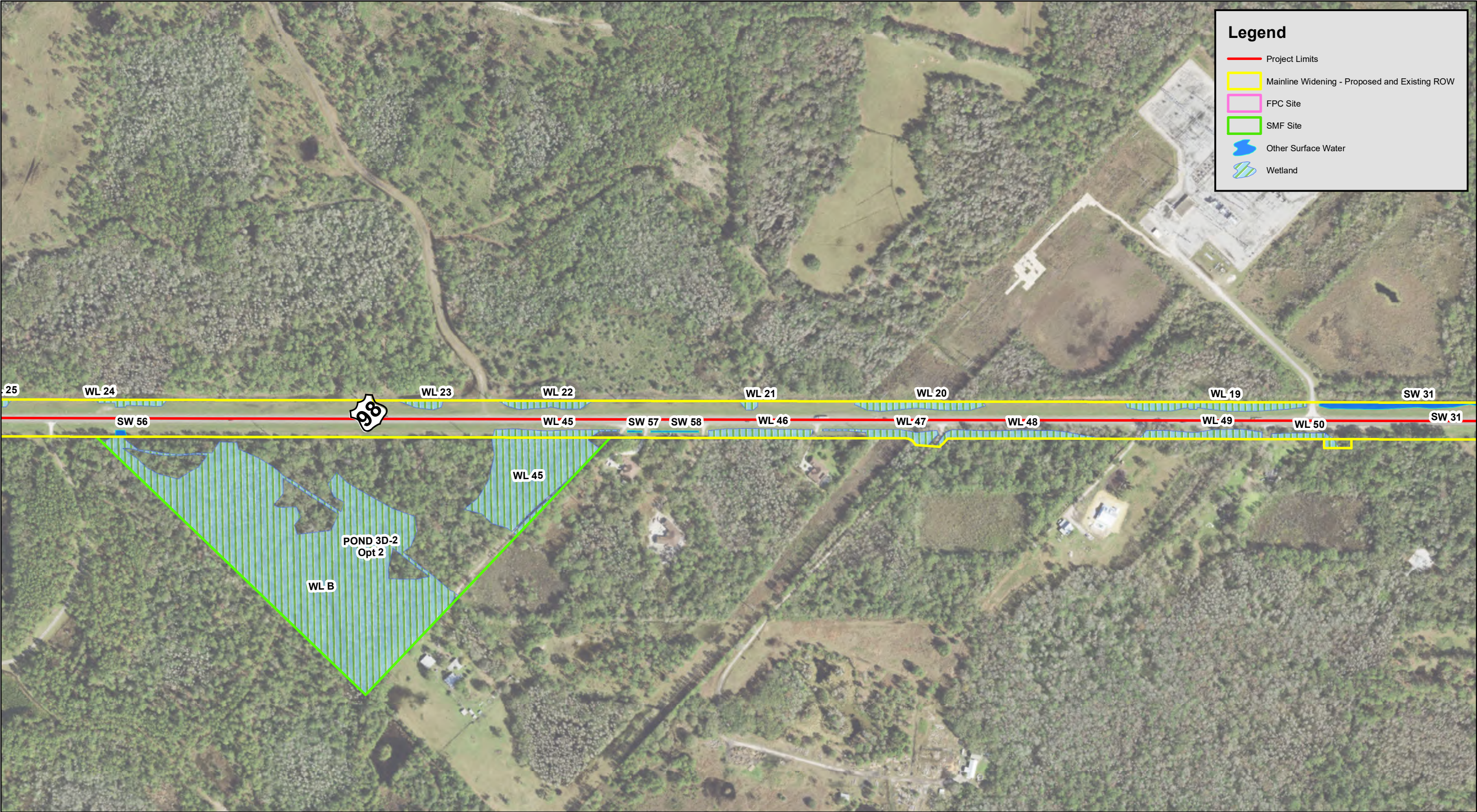


Figure B-6 - Wetlands and Other Surface Waters
Page 6 of 9
US 98 PD&E Study from West Socrum Loop to CR 54
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Polk County, FL



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Florida State Plane West

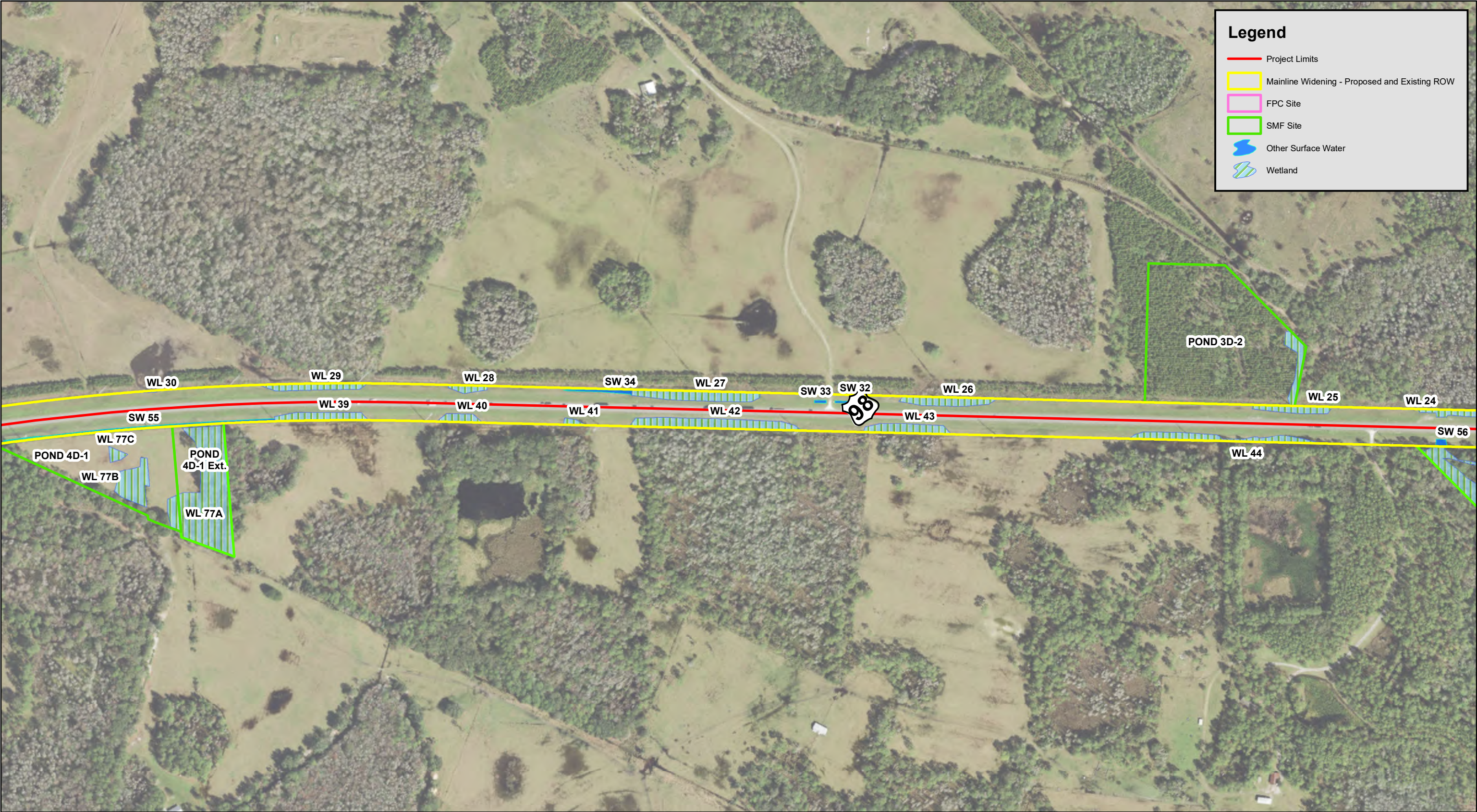
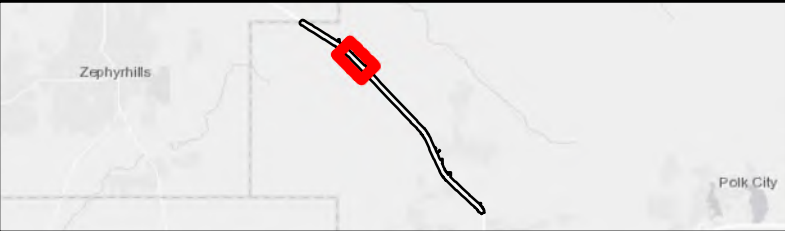


Figure B-6 - Wetlands and Other Surface Waters
Page 7 of 9
US 98 PD&E Study from West Socrum Loop to CR 54
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Polk County, FL



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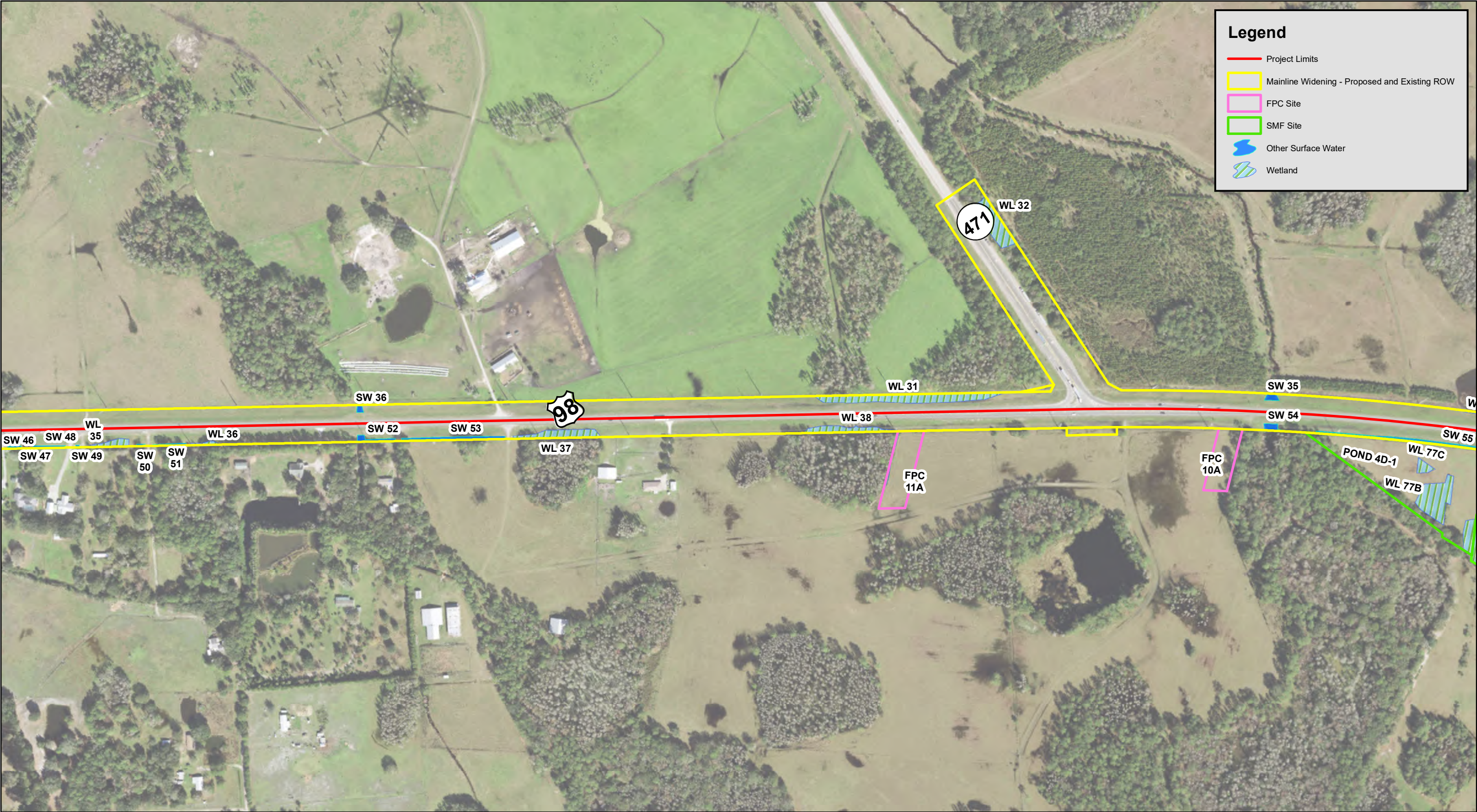
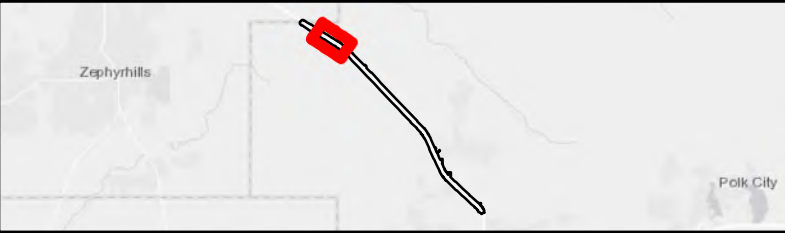


Figure B-6 - Wetlands and Other Surface Waters
Page 8 of 9
US 98 PD&E Study from West Socrum Loop to CR 54
FPID: 436673-1
Polk County, FL



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Figure B-6 - Wetlands and Other Surface Waters
Page 9 of 9
US 98 PD&E Study from West Socrum Loop to CR 54
FPID: 436673-1
Polk County, FL



Data Source:
- FDA
- ESRI
1 inch = 400 feet
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Coordinate System: NAD 1983
Florida State Plane West

Physical Resources Appendix

Contents:

Proposed Noise Barriers Map

Potential Contamination Site Map



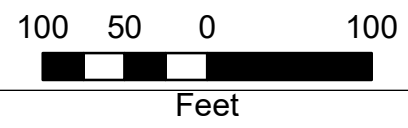
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SR 35 (US 98)
from N. of W. Socrum Loop Rd. to S. of CR 54
Polk County, Florida

LEGEND

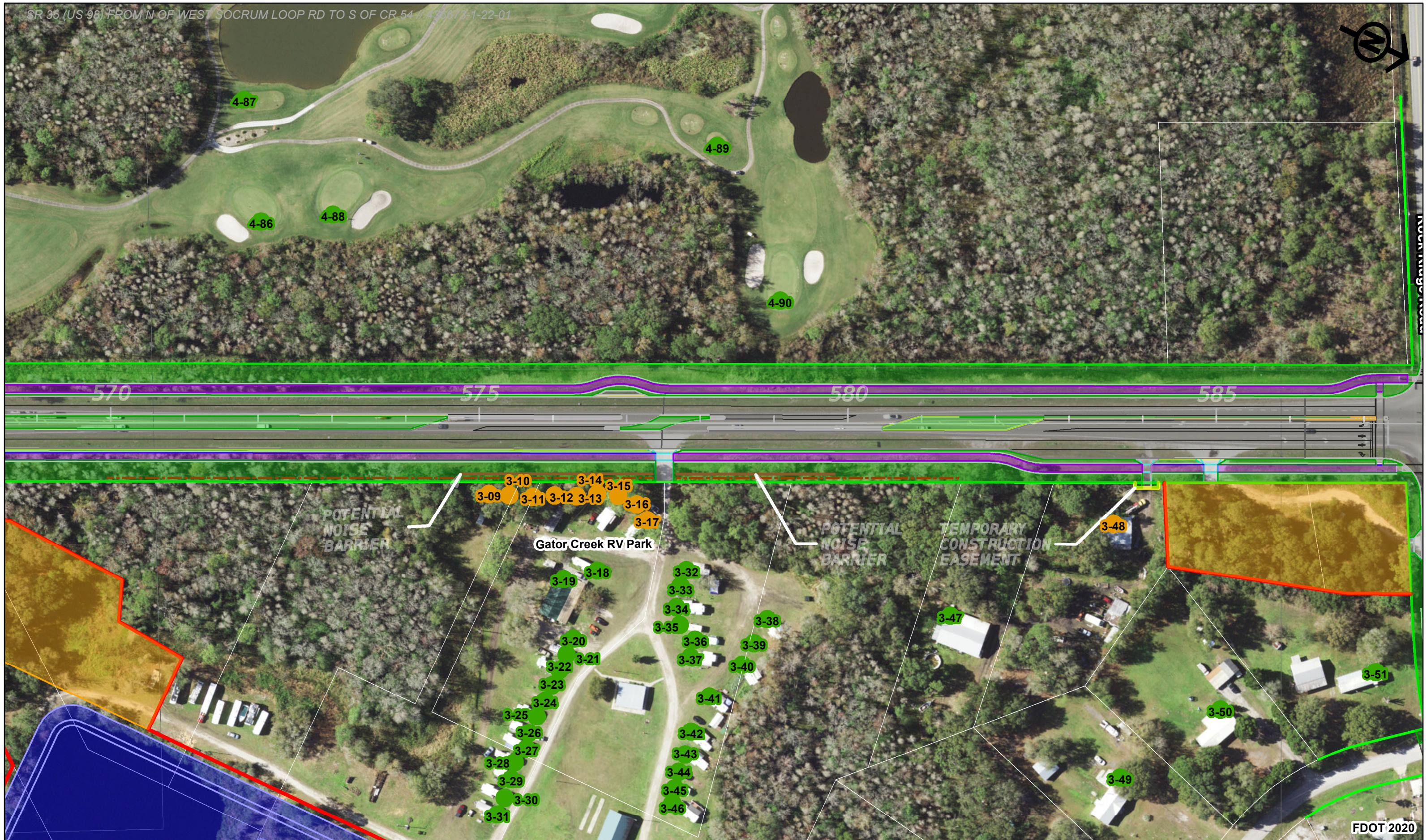
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--- Potentially Feasible and Reasonable Noise Barrier

APPENDIX C AERIALS
(with Concept Plans and Receptor Sites)



FDOT2020



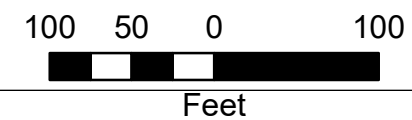
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SR 35 (US 98)
from N. of W. Socrum Loop Rd. to S. of CR 54
Polk County, Florida

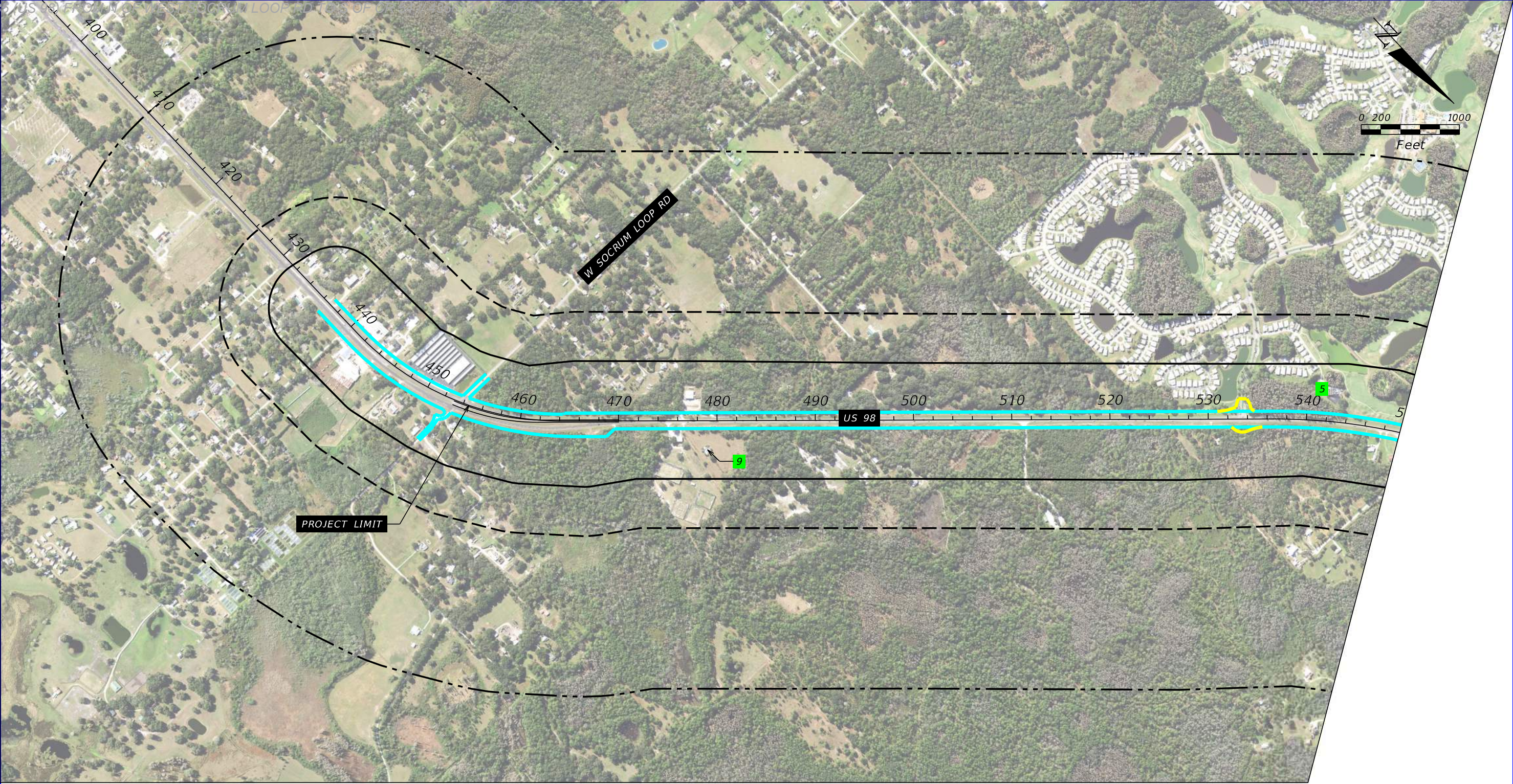
LEGEND

● **No Impact** ● **Impact** ● **Validation**

--- Potentially Feasible and Reasonable Noise Barrier

APPENDIX C AERIALS
(with Concept Plans and Receptor Sites)





- 500 FOOT BUFFER
- 1,000 FOOT BUFFER
- 1/2 MILE BUFFER
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- SITE NO.

GREEN = NO/LOW RISK SITES
- SITE NO.

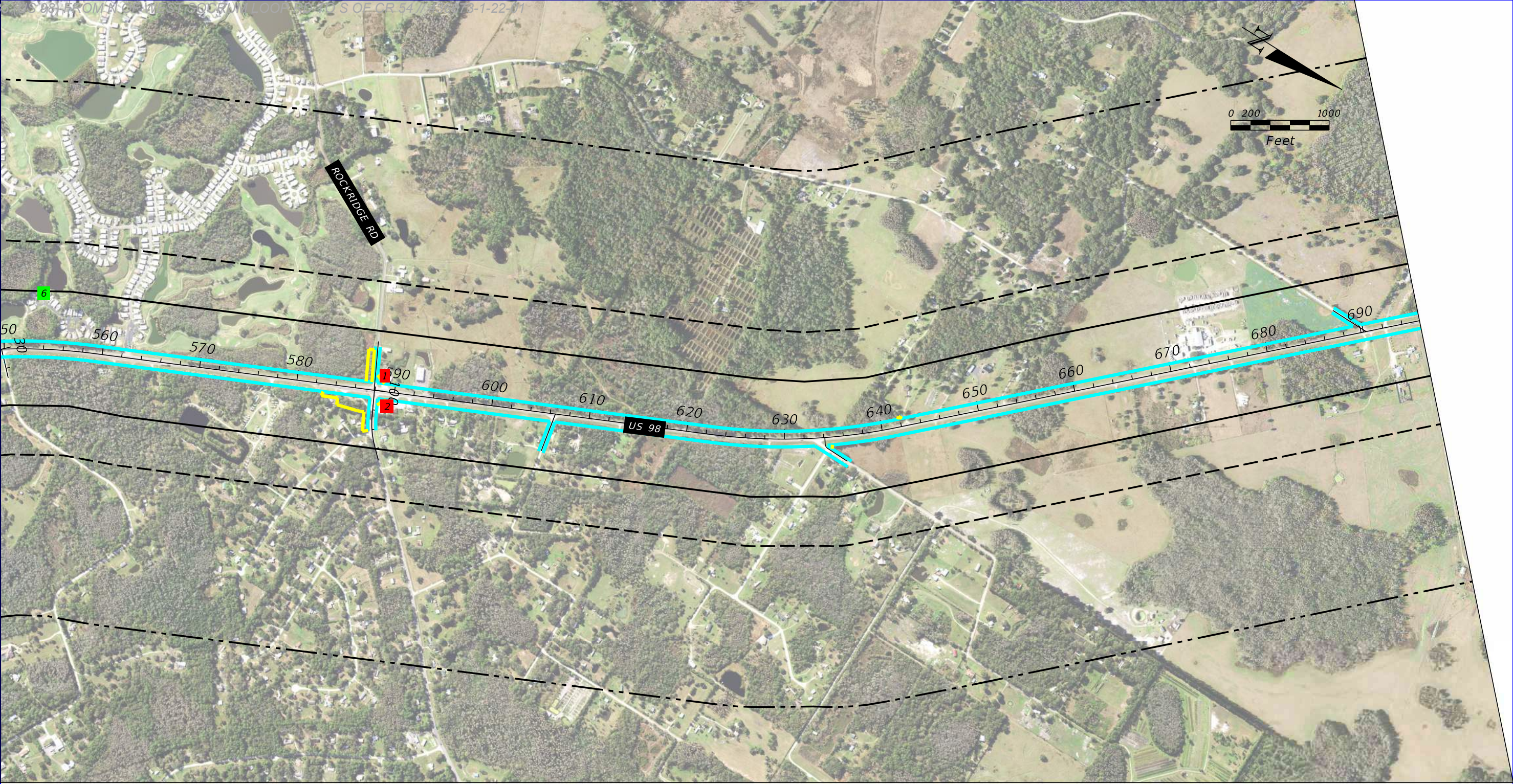
RED = HIGH/MEDIUM RISK SITES

POTENTIAL CONTAMINATION SITES

SOURCE: FDOT SURVEY AND MAPPING

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Page 137 of 185

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			US 98 FROM W SOCRUM LOOP ROAD TO CR 54	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		A-1
			TIERRA PROJECT NO.: 6511-20-268E						
2 Categorical Exclusion					US 98	POLK	436673-1-22-01		



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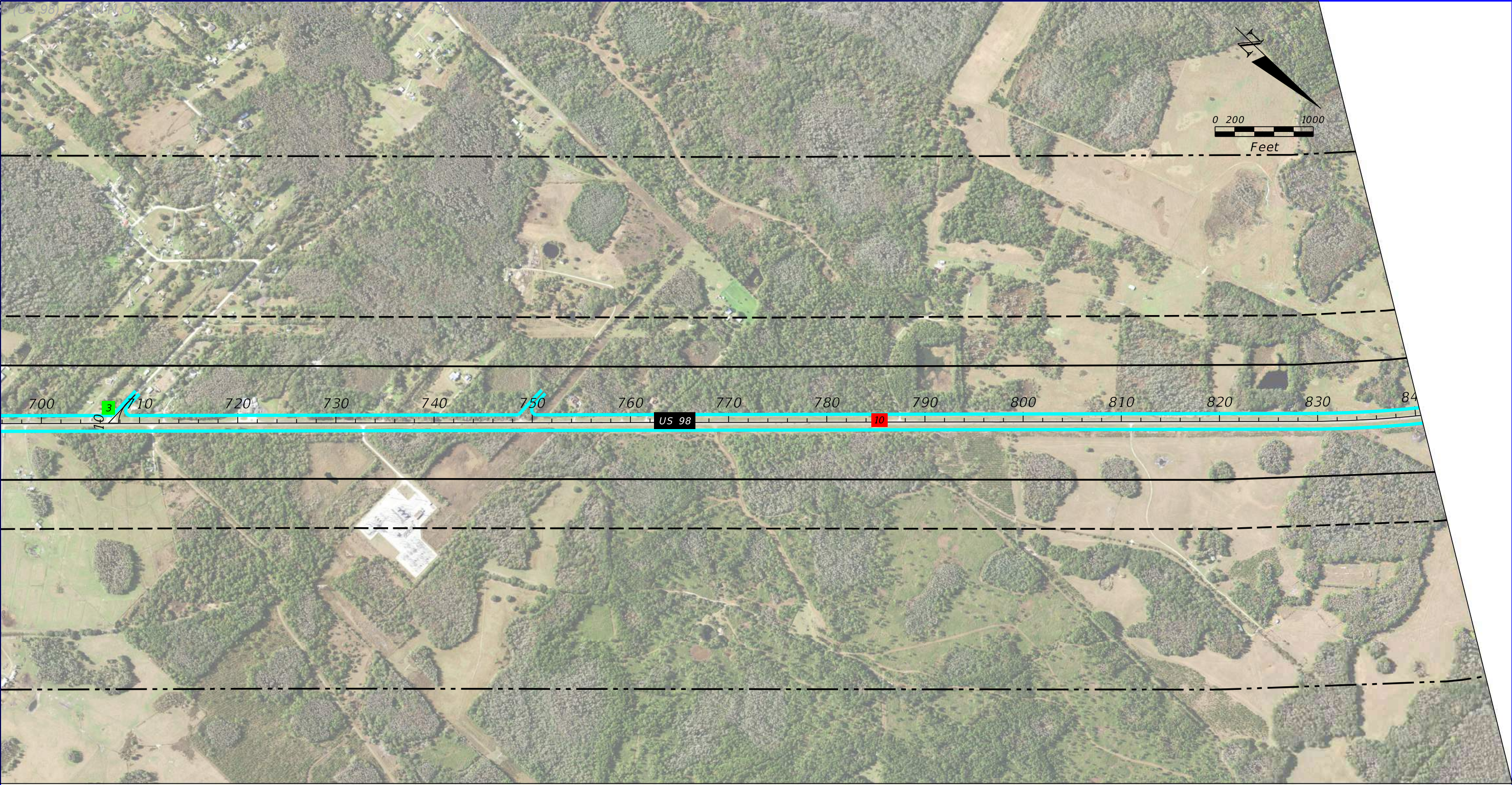
GREEN = NO/LOW RISK SITES
- SITE NO.

RED = HIGH/MEDIUM RISK SITES

POTENTIAL CONTAMINATION SITES

SOURCE: FDOT SURVEY AND MAPPING

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			US 98 FROM W SOCRUM LOOP ROAD TO CR 54	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		A-2
			TIERRA PROJECT NO.: 6511-20-268E						
2 Categorical Exclusion					US-98	POLK	436673-1-22-01		



- 500 FOOT BUFFER

1,000 FOOT BUFFER

1/2 MILE BUFFER
- EXISTING RIGHT OF WAY

PROPOSED RIGHT OF WAY

SITE NO.

GREEN = NO/LOW RISK SITES

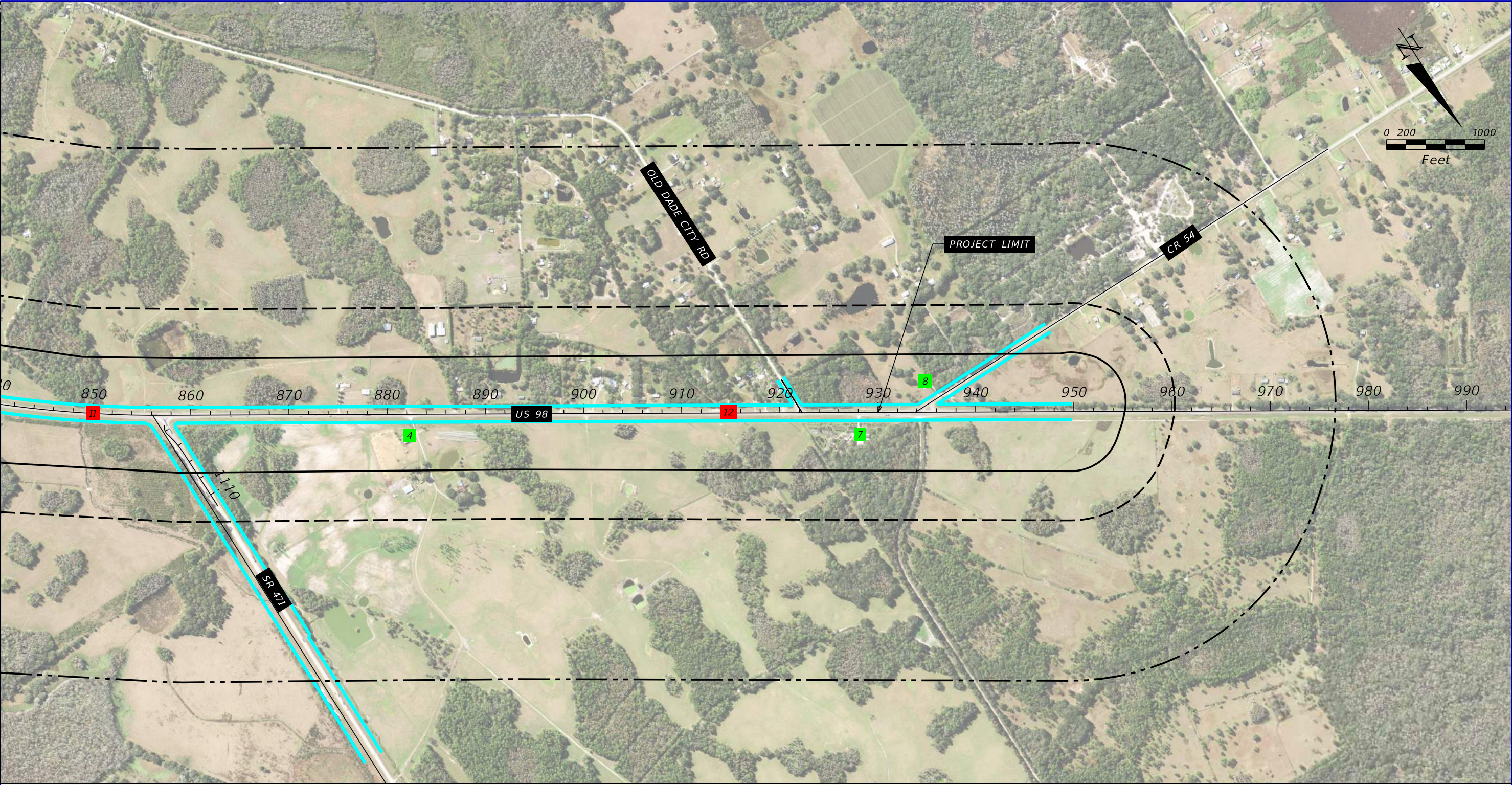
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RED = HIGH/MEDIUM RISK SITES

POTENTIAL CONTAMINATION SITES

SOURCE: FDOT SURVEY AND MAPPING

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			US 98 FROM W SOCRUM LOOP ROAD TO CR 54	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		A-3
			TIERRA PROJECT NO.: 6511-20-268E		US 98	POLK	436673-1-22-01		
2 Categorical Exclusion									Page 139 of 140



- 500 FOOT BUFFER
- EXISTING RIGHT OF WAY
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- PROPOSED RIGHT OF WAY
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GREEN = NO/LOW RISK SITES
- SITE NO.

RED = HIGH/MEDIUM RISK SITES

POTENTIAL CONTAMINATION SITES

SOURCE: FDOT SURVEY AND MAPPING

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6/15/2022

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			US 98 FROM W SOCRUM LOOP ROAD TO CR 54	SHEET NO.
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			TIERRA PROJECT NO.: 6511-20-268E						
2 Categorical Exclusion									
					US-98	POLK	436673-1-22-01		

Public Involvement Appendix

Contents:

Public Hearing Certification

Public Hearing Transcript

PUBLIC HEARING CERTIFICATION

SR 35 (US 98) FROM N OF WEST SOCRUM LOOP RD TO S OF CR 54

Project Development and Environment (PD&E) Study

from North of West Socrum Loop Road to South of CR 54

Polk County, Florida

Financial Management No.: 436673-1-22-01

I certify that a public hearing was conducted on 03/31/2022, beginning at 05:00 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.

David C. Turley

(Name)

October 24, 2022

Date

Project Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on October 24, 2022 1:27:01 PM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43667312201-CE2-D1-Public_Hearing_Transcript-2022-0331.pdf](#)

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IN RE: FPID 436673-1-22-01 US 98 (SR 35) FROM
NORTH OF WEST SOCRUM LOOP RD TO SOUTH
OF CR 54 PD&E STUDY

DATE TAKEN: THURSDAY, MARCH 31, 2022

LOCATION: 8595 US HIGHWAY 98
LAKELAND, FLORIDA 33809

AUDIO FILE: US 98 (SR 35) PROJECT DEVELOPMENT AND
ENVIRONMENT (PD&E) STUDY HYBRID PUBLIC
HEARING

TRANSCRIBED BY: JILLIAN SEIDMAN, CVR-CM, FPR
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1 (Start of proceedings at 3:49 on the audio
2 recording.)

3 MR. TURLEY: Ladies and Gentleman, if we could
4 start having a seat. We're about to start the
5 presentation.

6 Can everybody hear me okay? Can everybody
7 hear me okay?

8 UNIDENTIFIED SPEAKERS: Yes.

9 MR. TURLEY: I'm not used to shoving a mic --
10 I'm sorry. I'm not used to being up top.

11 So, good evening. The Florida Department of
12 Transportation welcomes you to the public hearing
13 for the US 98 or State Road 35 Project Development
14 Environment, or PD&E, Study in Polk County.

15 My name is David Turley; I am the FDOT project
16 manager for this study. Thank you for attending
17 this event in-person or online.

18 FDOT representatives, as well as members of
19 the consultant project team, are available tonight
20 to answer your questions.

21 We would like to thank any elected officials
22 for your attendance and participation in this
23 hearing. We encourage you to sign in with your
24 name and the office you represent for the project
25 record.

1 The purpose of tonight's hearing is to present
2 the proposed improvements and share engineering and
3 environmental analysis conducted to date. The
4 public hearing is also an official forum for
5 members of the public to express their opinions
6 regarding the project recommendations. The public
7 may comment verbally during the hearing tonight or
8 may submit written comments at the hearing by
9 e-mail, by mail, or through the project website by
10 April 14, 2022.

11 This public hearing is using both an in-person
12 and online format. All hearing materials detailing
13 and documenting project analysis and
14 recommendations, such as the project video,
15 environmental and engineering documents, and
16 informational graphics, have been available to the
17 public online since March 24. These materials are
18 also available for viewing at the venue here
19 tonight. Additionally, project engineering and
20 environmental documents are available for the
21 review at the FDOT District One Headquarters at 801
22 North Broadway Avenue in Bartow, Florida 33830 and
23 the Larry R. Jackson Branch Library at 1700 North
24 Florida Ave, Lakeland, Florida 33805, as well as on
25 the project website.

1 In just a moment, we will present the project
2 video for both in-person and online attendees. The
3 project video can also be viewed on the project
4 website listed in your handout.

5 Now, I will read the following information for
6 the record:

7 This is the public hearing for the US 98 or
8 State Road 35 PD&E Study from north of West Socrum
9 Loop Road to south of County Road 54 in Polk
10 County, Florida -- oh, in Polk County, Florida,
11 sorry, Financial Project ID No. 436673-1-22-01.

12 This public hearing is being conducted by the
13 Florida Department of Transportation, with
14 Tallahassee as the approving authority. It is
15 being held at New Life Assembly of God, 8595 US
16 Highway 98 in Lakeland, Florida 33809 on Thursday,
17 March 31, 2022 at six p.m.

18 This project is described as a PD&E Study to
19 identify and evaluate potential impacts that may
20 result from widening US 98 from north of West
21 Socrum Loop Road to south of County Road 54 from
22 two lanes to four lanes. The limits of the
23 improvements are from north of West Socrum Loop
24 Road to south of County Road 54 in Polk County.

25 Throughout the study, the no-build alternative

1 is also considered and assumes no improvements made
2 to the segment of US 98 through the year 2045,
3 except for routine maintenance. The advantages and
4 disadvantages for the no-build alternative are
5 discussed in detail in the project video.

6 The environmental review, consultation, and
7 other actions required by applicable federal
8 environmental laws for the project are being, or
9 have been, carried out by FDOT pursuant to 23
10 U.S.C. 327 and a Memorandum of Understanding dated
11 December 14, 2016, and executed by the Federal
12 Highway Administration and FDOT.

13 As proposed, the improvements would require
14 FDOT to acquire right-of-way to accommodate
15 drainage facilities. The project will not cause
16 any relocation of families or businesses. Existing
17 access to properties along US 98 would change due
18 to the addition of a median north of West Socrum
19 Loop Road. FDOT Right-of-Way and Access Management
20 staff are available here tonight to answer your
21 questions.

22 The hearing is being conducted in accordance
23 with all state and federal laws, as well as the
24 Americans with Disabilities Act of 1990 and Title
25 VI of the Civil Rights Act of 1964 and related

1 statutes. It is also being conducted to meet all
2 applicable executive orders. For a listing of
3 these regulations, please see the hearing display
4 boards here tonight or on the project website.

5 Of anyone here feels they have been
6 discriminated against, they may complete one of the
7 forms located at the sign-in table and mail the
8 completed form to the address listed on the display
9 board. This information is also available online.

10 At this time we will play the project video.

11 (Start of video playback.)

12 MALE VOICE: The Florida Department of
13 Transportation, FDOT, has created this video to
14 help explain the US 98, State Road 35, Project
15 Development and Environment, or PD&E, study process
16 and the preferred alternative available for review
17 and comment during the public hearing for the US 98
18 PD&E Study.

19 The purpose of this PD&E study is to evaluate
20 engineering and environmental data and document
21 information that will aid FDOT District One and the
22 FDOT Office of Environmental Management, or OEM, in
23 determining the type, preliminary design, and
24 location of the proposed improvements. This
25 hearing follows all federal and state rules and

1 regulations. Please see the hearing display boards
2 for specific information.

3 The study begins north of West Socrum Loop
4 Road and extends, approximately, 8.7 miles in Polk
5 County to south of County Road 54. The Department
6 proposes to widen the roadway from two to four
7 lanes.

8 A portion of the roadway is located within the
9 Lakeland urbanized area with the remaining portion
10 located in unincorporated Polk County. US 98 is a
11 north/south urban principal arterial that provides
12 a critical region connection between Polk and Pasco
13 Counties. It is not a Strategic Intermodal System
14 or SIS roadway, but is a designated hurricane
15 evacuation route. This roadway is included in the
16 Polk Transportation Planning Organization's, or
17 TPO's, Regional Freight Network and is the most
18 direct freight route between US 301 in Dad City and
19 I-4 in Lakeland. The need for the proposed
20 improvements for US 98 is indicated in the Polk
21 TPO's 2045 Long Range Transportation Plan, or LRTP,
22 Momentum 2045 as a Tier IV Project; that is, a
23 partially-funded project through 2045. The portion
24 of US 98 from north of West Socrum Loop Road to
25 Rock Ridge Road is also identified in the 2045 LRTP

1 as a bicycle and pedestrian needs priority
2 corridor.

3 Within the projects limits, US 98 is a
4 two-lane undivided roadway with 12-foot travel
5 lanes, four-foot paved shoulders, and an open
6 drainage system in 160 feet of right-of-way.
7 Currently, there are no designated bike lanes or
8 sidewalks within the study corridor, and the posted
9 speed limit is 60 miles per hour. The adjacent
10 land uses are primarily low density rural
11 residential development, conservation/public lands,
12 recreational, agricultural, and open space.

13 The preferred alternative for US 98 results in
14 a four-lane divided roadway throughout the project
15 limits. The typical section for the portion os US
16 98 from north of West Socrum Loop Road to Rock
17 Ridge Road includes 12-foot travel lanes, curb and
18 gutter along the inside and outside edges of
19 pavement, a 22-foot grassed median, and ten-foot
20 shared-use paths on both sides of the roadway. A
21 speed limit of 45 miles per hours is proposed for
22 this 2.3-mile section of the project.

23 The typical section for the portion of US 98
24 from Rock Ridge Road to County Road 54 includes
25 11-foot travel lanes, four-foot paved shoulders

1 with curb and gutter on the inside, ten-foot
2 outside shoulders, five feet paved, and a 30-foot
3 grassed median. A speed limit of 55 miles per hour
4 is proposed for this 6.4-mile section of the
5 project.

6 Both typical sections can be accommodated
7 within the existing right-of-way. Stormwater
8 runoff will be collected and conveyed to stormwater
9 management facilities that will be constructed
10 along the corridor and impacts to adjacent
11 floodplains will mitigated through the construction
12 of floodplain compensation sites. Approximately,
13 59 acres of right-of-way is required to accommodate
14 the stormwater management facilities and floodplain
15 compensation sites.

16 Roundabouts are proposed at the intersection
17 of US 98 and Big Cypress Boulevard and at the
18 intersection of US 98 and State Road 471. The
19 roundabouts have been designed to accommodate the
20 large semi-trucks that travel through the corridor
21 and will enhance safety by encouraging lower
22 traveling speeds through these sections of US 98.
23 Additional benefits of roundabouts when compared to
24 signalized intersections include up to a 90-percent
25 reduction in fatalities, a 76-percent reduction in

1 injury crashes, and 75-percent fewer vehicle and
2 pedestrian conflict points.

3 Throughout the study, a no-build alternative
4 is also considered. The no-build alternative
5 assumes that no improvements are made to US 98
6 through the year 2045 except for routine
7 maintenance. There are advantages and
8 disadvantages to the no-build alternative.

9 Advantages of the no-build alternative
10 include:

11 No convenience to traffic flow due to
12 construction; no right-of-way acquisition, design,
13 or construction costs; and no direct effects to
14 adjacent natural and human environments.

15 Disadvantages include:

16 Increased traffic congestion causing increased
17 road user costs due to travel delay; not consistent
18 with the local transportation plans; increased
19 potential for vehicular crashes due to congested
20 lanes and intersections; increased evacuation times
21 and emergency vehicle response times; increased
22 potential for crashes between vehicles and
23 pedestrians or bicyclists due to the absence of
24 sidewalks and bicycle lanes; and increased vehicle
25 emission pollutants due to higher levels of traffic

1 congestion.

2 The no-build alternative remains a valid
3 option and will continue to be evaluated until the
4 completion of this study.

5 Environmental and socioeconomic factors
6 relating to the proposed improvements were
7 evaluated in accordance with the National
8 Environmental Policy Act of 1969, as amended, and
9 other federal requirements. The evaluation
10 considered the effects of widening US 98 on:

11 Threatened and endangered species; wetlands
12 and floodplains; water quality and stormwater
13 management and permitting; air quality; noise;
14 contamination; cultural and historic resources;
15 land use; construction effects; aesthetics;
16 farmland; and right-of-way requirements and
17 relocations.

18 Please refer to your handout and display
19 boards for more details on these items.

20 Threatened and endangered species are allowed
21 special protection under the Endangered Species Act
22 of 1973, as amended, and Florida Statutes. FDOT
23 assessed species within the project limits, and
24 through ongoing coordination with US Fish &
25 Wildlife Service, has determined that the project

1 may affect but it not likely to adversely affect
2 the existence of certain federally listed
3 threatened or endangered species. The animal
4 species include:

5 The Eastern Indigo Snake, the Blue-tailed Mole
6 Skink, the Sand Skink the Eastern Black Rail, the
7 Wood Stork, and the Everglade Snail Kite.

8 In addition, no adverse effect is anticipated
9 for the following state listed threatened or
10 endangered species:

11 The Gopher Tortoise, the Florida Pine Snake,
12 the Florida Sandhill Crane, the Florida Burrowing
13 Owl, the Little Blue Heron, the Tricolored Heron,
14 and the Southeast American Kestrel.

15 Coordination with US Fish & Wildlife Service
16 regarding the final status of these species is
17 ongoing. If the preferred alternative is approved
18 by the Office of Environmental Management, FDOT
19 District One will continue to work closely with
20 environmental agencies in future phases of the
21 improvements to meet all environmental permitting
22 requirements.

23 Wetlands and floodplains within the project
24 limits were evaluated in accordance with Executive
25 Orders 11990, "Protection of Wetlands," and 11988,

1 "Floodplain Management." The proposed improvements
2 may impact an estimated 48.8 acres of wetlands and
3 4.8 acres of surface waters. Compensatory
4 mitigation for this project will be accomplished
5 through the purchase of wetland mitigation bank
6 credits and through other mitigation options that
7 satisfy state and federal requirements. The
8 proposed improvements result in 19.6-acre feet of
9 floodplains impacts. Compensation for these
10 floodplain impacts will be provided in floodplain
11 compensation sites proposed along the corridor.

12 The effect of traffic noise associated with
13 the proposed improvements was evaluated as part of
14 the study. Noise-sensitive sites along the project
15 corridor may hear traffic noise levels that
16 approach or exceed noise abatement criteria
17 established by the Federal Highway Administration.
18 Noise abatement measures were considered to reduce
19 the perceived increase in noise levels. These
20 measures include traffic system management,
21 alignment modifications, property acquisition, land
22 use controls, and noise barriers. Noise barriers
23 were found to be a cost reasonable and feasible
24 abatement measure for the impacted noise-sensitive
25 sites at two different locations along US 98. The

1 two locations where the noise barrier systems are
2 potentially cost reasonable and feasible are just
3 south of Cypress Lakes Community's Little Cypress
4 Drive entrance and along the Gator Creek RV Park.

5 A review will be performed during the final
6 design phase to identify potential and
7 noise-sensitive sites that may have received a
8 building permit subsequent to the noise study but
9 prior to the project's date of public knowledge.
10 If you'd like more information regarding traffic
11 noise, please speak with one of our noise
12 specialists here tonight.

13 Results of the environmental contamination
14 screening showed that two sites were ranked high
15 for potential contamination, four sites were ranked
16 medium for potential contamination, and eight sites
17 were ranked low for potential contamination. For
18 the sites that are ranked low for contamination, no
19 further action is required at this time. For the
20 sites with a risk ranking of high or medium, the
21 FDOT project manager and the District Contamination
22 Impact Coordinator will coordinate on further
23 actions during the final design phase that must be
24 taken to address contamination issues. Before
25 construction, specially-trained crews will address

1 contamination in these areas, as required.
2 Locations of these sites are shown in the concept
3 plans.

4 A cultural resource assessment survey, or
5 CRAS, was prepared in accordance with Section 106
6 of the National Historic Preservation Act of 1966,
7 as amended. Research and field testing have
8 indicated that the proposed improvement will have
9 no effect on the surrounding historic resources.
10 Historic resource coordination was conducted with
11 the State Historic Preservation Officer, and
12 concurrence with the project findings was granted
13 on February 26, 2022.

14 This project is not expected to change future
15 land use patterns on US 98 nor result in adverse
16 impacts to water quality or air quality. Minimal
17 construction effects are expected. Adding
18 shared-use paths along US 98 from West Socrum Loop
19 Road to north of Rock Ridge Road is expected to
20 enhance the aesthetics, mobility, and safety of the
21 area.

22 This project will not cause any relocation of
23 families or businesses. All right-of-way
24 acquisition will be conducted in accordance with
25 Florida Statute 339.09 and the Federal Uniform

1 Relocation Assistance and Real Property Acquisition
2 Policies Act of 1970, commonly known as the Uniform
3 Act. The right-of-way specialists who are
4 supervising this program are here tonight and will
5 be happy to answer your questions.

6 An evaluation matrix has been provided in the
7 displays and in the handout. This matrix shows a
8 detailed comparison of the preferred alternative
9 and the no-build alternative including potential
10 effects to the social, cultural, natural, and
11 physical environments. It also identifies
12 preliminary costs. The Department's preliminary
13 estimate of total project cost is 131 million
14 dollars.

15 The Department anticipates completion of this
16 PD&E study by late 2022. The detailed study
17 schedule is available in the display documents and
18 in the handout.

19 The initial design phase is currently
20 underway, and the project will move to final design
21 and construction following this study. FDOT's
22 five-year work program includes funding for the
23 right-of-way phase in fiscal year 2022 and the
24 project is a candidate for construction phase
25 funding in a future year.

1 We encourage you to review the project
2 information, provide comment at the virtual or
3 in-person event, through the website, by email, or
4 by mail, postmarked or sent by April 14, 2022, to
5 David C. Turley, 801 North Broadway Avenue, Bartow,
6 Florida 33830.

7 Technical documents with project information
8 are also available for review at the Larry R.
9 Jackson Branch Library, 1700 North Florida Avenue,
10 Lakeland, Florida 33805 and at the FDOT District
11 One Headquarters, 801 North Broadway Avenue,
12 Bartow, Florida 33830 until April 14, 2022. You
13 may also visit the project website at
14 www.swflroads.com/us98/socrumlo0ptocr54 to view the
15 project documents on the website.

16 The environmental review, consultation, and
17 other actions required by applicable federal
18 documents for this project are being, or have been,
19 carried out by the Florida Department of
20 Transportation, or FDOT, pursuant to 23 United
21 States Code Section 327 and a Memorandum of
22 Understanding dated December 14, 2016 and executed
23 by the Federal Highway Administration and FDOT.

24 And as this and other projects move forward,
25 FDOT asks you to do your job when it comes to work

1 zone safety. Be alert, expect anything to occur
2 when entering a work zone; don't tailgate,
3 unexpected stops frequently occur in work zones;
4 don't speed in the work zone, note the posted speed
5 limits in and around the work zone; don't change
6 lanes in the work zone, any time saved just isn't
7 worth the risk; minimize distractions, avoid
8 changing radio stations and using cell phones while
9 driving in the work zone; expect the unexpected,
10 keep an out for workers and equipment.

11 Thank you for your interest and participation
12 in the US 98 Project Development and Environment
13 study public hearing and for tasking time to watch
14 this project video. And remember, drive safe.
15 Florida's future depends on it.

16 (End of video playback.)

17 MR. TURLEY: In a moment, we will have a
18 ten-minute intermission before we begin the
19 testimony portion of the hearing.

20 If you would like to make a verbal comment
21 here tonight, fill out a speaker card and hand it
22 to a project team member, if you have not done so
23 already. If you are attending virtually and would
24 like to make a comment, send a message in the
25 questions pane of the online meeting. We will call

1 your name in the order received, starting with all
2 speakers attending in person, followed by all
3 speakers attending virtually. Please limit your
4 comments to three minutes. If you have filled out
5 a speaker's card, please give it to anyone with a
6 name tag during the intermission.

7 The time is 6:25 or 6:26, sorry. We will
8 resume at 6:36.

9 (Intermission.)

10 MR. TURLEY: All right. Ladies and gentlemen,
11 we will now begin the public testimony portion of
12 the hearing.

13 The comment period for this hearing will
14 remain open 14 days after this live event, until
15 April 14, 2022. Anyone wishing to submit written
16 statements or other exhibits in place of or in
17 addition to oral statements, may do so. You have
18 until April 14, 2022 to postmark or submit comments
19 to become part of the official hearing transcript.
20 Please see your handout, the display boards, or the
21 project website for contact and mailing
22 information.

23 We will not be responding to questions or
24 comments during the oral testimony. Our focus
25 tonight is recording your verbal comments.

1 However, we will post a summary of the comments
2 received, and their responses, on the project
3 website, approximately, 30 days following the close
4 of the comment period. If you would like to have
5 additional discussion regarding the project, you
6 may contact the FDOT project manager, David Turley,
7 at the information listed on your handout and on
8 the website.

9 In-person speakers, please direct all comments
10 clearly into the microphone and toward the hearing
11 moderator at all times. This will ensure that your
12 comments are captured accurately for the project
13 record.

14 Please limit your comment to three minutes. A
15 project staff member will signal when you have a
16 minute left and signal a second time when your time
17 is up. Once again, we are not responding to
18 questions or comments during the testimony.

19 We will now call on those who have registered
20 to speak in person. We will start -- oh. We will
21 start with Tom Palmer.

22 MR. PALMER: Hi. Good evening. I'm Tom
23 Palmer. I'm chair -- (Indiscernible) -- Sierra
24 Club Group here in Polk County.

25 Our main concern is making sure there's

1 adequate wildlife crossings, especially for
2 wetlands, invertebrates and herps.

3 We'd also like to, you know, comment that the
4 report says it's low occurrence for --
5 (Indiscernible) -- and they're actually found at
6 Colt Creek State Park and at Alligator Creek, so
7 there may be other places. It has to be the right
8 time of year and the right time of day. The
9 flowers don't open until late afternoon, so we just
10 -- that's our main thing.

11 We are skeptical where the speed limits will
12 be observed and so that's another issue, but if the
13 wildlife crossings are adequately designed, perhaps
14 that will help. Thank you.

15 MR. TURLEY: Thank you.

16 MR. PALMER: Oh, one more thing. Also, we
17 really think it would be an improvement to your
18 review process if you used iNet observation in
19 addition to -- (Indiscernible) -- occurrence
20 reports because it'll get you a more complete
21 picture of what species are out there. Thank you.

22 MR. TURLEY: Thank you.

23 Al Greulich.

24 MR. GREULICH: Hello. First, let me thank you
25 for making this available. This is the first

1 debate of this kind I've ever been to and your
2 staff is super polite and very well-dressed, I
3 might say. Really, nice, nice affair.

4 I'm a life-long Polk County resident and have
5 driven US 98 on this stretch of highway for over 50
6 years, since I was a young teenager. There have
7 been many, many sightings I've made of wildlife on
8 both sides of the road. It cuts through the
9 western heart of the Green Swamp. First Wood Stork
10 I ever saw was along the side of the road.

11 I am for the four-lane option. I'm also
12 concerned, as Tom is, about the wildlife
13 underpasses. I see there's five of them proposed,
14 but only one with a 12-foot clearance. I would
15 really like to see -- and so would wildlife, if
16 they could speak for themselves -- for all the
17 clearances to be 12 feet. There's gonna be panther
18 reintroductions in this area eventually, and
19 they're gonna need them.

20 Deer's gonna get them. My mom had a collision
21 with a deer once, and it's not a pretty sight.
22 That's not to say that they're gonna prevent
23 crashes between deer and cars, but they might
24 somehow reduce them.

25 The wildlife needs these very, very badly. As

1 everyone knows, the Green Swamp is the largest
2 natural area left in Central Florida, an area of
3 critical state concern, full of wildlife. The
4 population of this state is just growing faster
5 than any region in the country practically,
6 especially our Polk County area, so there's just
7 going to be more and more people. It's great
8 that's it's going to be four lanes. That's my
9 desire that it be four lanes, but my big concern is
10 these wildlife underpasses, all five of them, be
11 elevated to 12 feet, every single one of them.

12 I'm also all for the roundabouts. The
13 roundabout at the intersection of State Road 33 and
14 Deen Still Boulevard has saved many, many, many
15 lives. That was a bloody, bloody place. There
16 can't be a fatality hardly at a roundabout. So
17 let's go ahead and go with these roundabouts. It's
18 an absolutely terrific idea.

19 The speed limits are appropriate. This is
20 going to prevent head-on collisions and frustrated
21 drivers and everything else to four lane it, but
22 the wildlife passes are absolutely necessary and
23 the roundabouts are absolutely necessary. We've
24 lost enough lives to COVID. We don't need losing
25 anymore to car wrecks.

1 MR. TURLEY: Thank you for your comment.

2 Marian Ryan.

3 MS. RYAN: I'll waive. You don't need to hear
4 the same thing again.

5 MR. TURLEY: Okay. Ray Barthelemy. Was I
6 even close?

7 MR. BARTHELEMY: Ray Barthelemy. I'm in
8 Cypress Lakes.

9 MR. TURLEY: Yes, sir.

10 MR. BARTHELEMY: I'm glad that they're doing
11 the four lanes because I've seen a lot of potential
12 accidents, so that's one of the most important
13 things you did.

14 The rotary or roundabout in the front of the
15 main gate is a bad idea. I've seen so many times
16 the cars going around roundabouts and especially
17 big trucks coming down the road, there's a lot of
18 them coming down there and it's gonna be a backup
19 situation. I've seen it right on one of the --
20 Route 38, I think it is, or 35 that you just put
21 one in there. When I went by on Rock Ridge and I
22 seen the trucks all backed up behind there where,
23 you know, one car goes through and one car goes
24 through. So anyhow, I think it's gonna be a bad
25 idea in front of the park anyhow and especially

1 with some big rigs going through there.

2 But other than that -- And I hope you don't
3 put the rotary there because you did some bad
4 things downtown by putting the -- going for that
5 one mile or single lane downtown where you put them
6 cinder blocks or whatever, the concrete slabs
7 there. I seen people going right over there when I
8 was driving down. I go whoops. I back off, and
9 they go right over there because they don't see
10 them. That was one of the worst ideas you guys had
11 to try and make that into a single lane. So I hope
12 you don't do the rotary the same way, all right?

13 Thank you.

14 MR. TURLEY: Thank you for your comment.

15 Rick Alford.

16 MR. ALFORD: Hi. Good evening. Thank you for
17 giving us the opportunity to come and speak with
18 you today. I don't know if I'm speaking for folks
19 here or not, but one of the things is we've grown
20 up from the days of dirt roads connecting forts
21 along 98. So we've seen all the transitions that
22 have occurred over the decades. The change to the
23 road at 98 hasn't stopped our problems. The
24 problem still exist, and they're going to grew even
25 if you add lanes. It's not the lanes, and it's not

1 the growth. It's the mentality of the driver. So
2 what we've asked is is the State of Florida get
3 involved in how do you change the mentality of the
4 driver?

5 And an example of that, this gentleman just
6 talked about Cypress Lakes. Turn lanes are being
7 used for passing lanes. We can't stop that because
8 we have no way to control it.

9 So I'm speaking for all these folks that are
10 sitting here is we're looking for safety. Safety
11 being how can we successfully merge ingress and
12 egress from Highway 98 North? And right now it's a
13 challenge. That challenge is just gonna grow.
14 It's not gonna change for us.

15 In the last project of 98, we have a property
16 that's at a property corner of intersecting roads
17 that used to have a deceleration lane. That
18 deceleration lane was -- or, I'm sorry --
19 acceleration lane. That acceleration lane was
20 taken away from us because it didn't seem like we
21 had a need. We have business along 98 North that
22 have slow-moving vehicles that merge in and out of
23 traffic. That traffic right now is a challenge on
24 times during the day to be able to get in and out
25 of; that's your morning and your evening traffics,

1 high-volume traffic times. We have to cross those
2 lanes of traffic, okay. So the four-lane process
3 ties in with the other southern project, and that's
4 where we have the initial concerns.

5 So roundabouts will be good to stop and start
6 processes, going and shuffling traffics. It's not
7 going to change the mentality. So we would like
8 for you to focus on how we, as homeowners, folks
9 that are involved in the local business corridor,
10 have the ability to be able to have a chance to get
11 in and out of the highway without taking risk of
12 our life on a day-by-day basis and that just con --
13 that is growing beyond leaps and bounds.

14 The other thing I'd like to say is the noise
15 has grown with it, and the noise is going to grow
16 worse. So if you're thinking about noise barrier,
17 that noise barrier should not be only for large
18 developments. At all should be for that single
19 homeowner that we have intermixed inside of the
20 business sector. Thank you for your time.

21 MR. TURLEY: Thank you, sir.

22 John Wilson.

23 MR. WILSON: Pass. Well, all right.

24 John Wilson. I live on the southern end of
25 the project, very close to the southern rotary.

1 Tagging onto the previous questions and concerns
2 about the rotary, my question is volume, sound
3 volume. We know it's going to pick up because
4 you're going to have engines doing engine braking.
5 We're going to be going from a proposed 45 miles an
6 hour down to 15 to 20 for that rotary. So there's
7 not only going to be a backup of traffic at there,
8 but for all the homes that are anywhere near there,
9 you're going to have a lot higher volume and I've
10 already spoken to people tonight in that field and
11 the studies do not take that into effect now or in
12 the future, as far as I understand. I don't want
13 to misspeak for anyone who's here tonight. But so
14 far none of the studies take into effect any engine
15 braking, and that's going to be excessively higher.
16 That's all I really had to say.

17 MR. TURLEY: Thank you, sir.

18 Now we will call on those attending online.
19 Oh, wait. Is there anyone else who would like to
20 speak that hasn't spoken yet?

21 (No response.)

22 MR. TURLEY: Seeing no hands, now we will call
23 upon those attending online who have signed up to
24 speak.

25 UNIDENTIFIED FEMALE SPEAKER: We do not have

1 anyone online requesting to speak.

2 MR. TURLEY: Alrighty. Once again, written
3 statements and exhibits in place or in addition to
4 oral statements will be accepted and recorded as
5 part of this hearing if postmarked or sent by 14
6 days after the hearing, or by April 14, 2022.

7 After the comment period closes, the project
8 team will compile all comments, and together with
9 the engineering and environmental work that has
10 been done, make a final recommendation that we will
11 submit to the FDOT, Office of Environmental
12 Management for approval. We will publish the
13 approval of the preferred alternative in the
14 Lakeland Ledger and post the approval on the
15 project website.

16 The verbatim transcript of this hearing's oral
17 proceedings, together with all written statements
18 or exhibits received and all studies, displays, and
19 informational material presented with this hearing
20 will be made available for public inspection, and
21 copying at the FDOT District One Headquarters, 801
22 North Broadway Avenue, Bartow, Florida 33830.

23 Thank you for attending this public hearing
24 and providing your input into this project. It is
25 now 6:51. And I hereby officially close the public

1 hearing for US 98 or State Road 35 PD&E Study from
2 north of West Socrum Loop Road to south of County
3 Road 54 in Polk County, Florida.

4 Thank you again, and have a good evening.

5 UNIDENTIFIED FEMALE SPEAKER: And to all of
6 our online attendees, we thank you for joining us.
7 Have a good evening.

8 (Thereupon, the proceedings were concluded at
9 6:51 p.m.)

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C E R T I F I C A T E

I, Jillian Seidman, a Florida Professional Reporter, do hereby certify that I was authorized to and did transcribe the foregoing proceedings and that the transcript is a true and accurate record to the best of my ability.

Dated this 14th day of April, 2022.



JILLIAN SEIDMAN, CVR-CM, FPR
Florida Professional reporter

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