

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**TYPE 2 CATEGORICAL EXCLUSION  
 DETERMINATION FORM**

650-050-11  
 ENVIRONMENTAL MANAGEMENT  
 09/15

**1. PROJECT DESCRIPTION AND PURPOSE AND NEED**

**a. Project Information**

County: Polk County  
 Project Name: US 92 FROM COUNTY LINE ROAD TO WABASH AVENUE  
 Project Limits: County Line Road to Wabash Avenue  
 Project Numbers:

|                      |                      |             |
|----------------------|----------------------|-------------|
| 3192                 | 433558-1-22-01       | 3992-039-P  |
| ETDM (if applicable) | Financial Management | Federal-Aid |

**Project Location Map Documentation:**

- [Attachment 2](#)

**b. Proposed Improvements:**

SEE ATTACHMENT 4 - 1.b. - PROPOSED IMPROVEMENTS, pgs. 4-6.

**c. Purpose and Need:**

SEE ATTACHMENT 4 - 1.c. - PURPOSE AND NEED, pgs. 7-9.

**d. Project Planning Consistency:**

| Currently Adopted CFP-LRTP | COMMENTS   |                         |                   |                |   |
|----------------------------|--|-------------------------|-------------------|----------------|---|
| Yes                        | This project is included in the Transportation Planning Organization (TPO) (adopted June 9, 2016) and Cost Feasible Plan (CFP) of the Polk TPO's 2040 Long Range Transportation Plan (LRTP). |                         |                   |                |   |
| PHASE                      | Currently Approved TIP   | Currently Approved STIP | TIP/STIP \$       | TIP/STIP FY    | COMMENTS  |
| PE (Final Design)          | Y  | Y                       | \$\$4.45M/\$4.45M | 2019-2020/2019 | Adopted Work Program (Federal Funds), Anticipated funding in FY 2019. Polk TPO CFP in FY 2019-2020.           |
| R/W                        | Y  | Y                       | \$\$1.43M/\$3.36K | 2021-2025/2021 | Adopted Work Program (Federal Funds), Anticipated funding in FY 2021. Polk TPO CFP in FY 2021-2025.           |
| Construction               | N  | N                       | \$\$38.90M        | 2026-2030      | Adopted Work Program (State and Federal Funds), Anticipated funding in FY 2099. Polk TPO CFP in FY 2026-2030. |

**\* Include pages from current TIP/STIP/LRTP**

**Project Plan Consistency Documentation:**

- [Attachment 1](#)

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**2. COOPERATING AGENCY**

US Army Corps of Engineers

**3. ENVIRONMENTAL ANALYSIS**

| Issues/Resources  | Significant Impacts?*    |                                     |                                     |                                     | Supporting Information** |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
|   | Yes                      | No                                  | Enhance                             | NoInv                               |                          |
| <b>A. SOCIAL &amp; ECONOMIC</b>   |                          |                                     |                                     |                                     |                          |
| 1. Social   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>A1 pgs. 10-12 [3]</u> |
| 2. Economic   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | _____                    |
| 3. Land Use Changes   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>A3 pgs. 12-13 [3]</u> |
| 4. Mobility   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | _____                    |
| 5. Aesthetic Effects  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>A5 pg. 13 [3]</u>     |
| 6. Relocation Potential   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>A6 pgs 13-15 [3]</u>  |
| 7. Farmlands  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | _____                    |
| <b>B. CULTURAL</b>  |                          |                                     |                                     |                                     |                          |
| 1. Section 4(f)   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <u>B2 pg. 16 [3]</u>     |
| 2. Historic Sites/Districts   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>B2 pgs. 16-17 [3]</u> |
| 3. Archaeological Sites   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>B3 pg. 17 [3]</u>     |
| 4. Recreation Areas   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | _____                    |
| <b>C. NATURAL</b>   |                          |                                     |                                     |                                     |                          |
| 1. Wetlands and Other Surface Waters  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>C1 pgs. 18-19 [3]</u> |
| 2. Aquatic Preserves and Outstanding FL Waters  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | _____                    |
| 3. Water Quality and Quantity   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>C3 pg. 19 [3]</u>     |
| 4. Wild and Scenic Rivers   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | _____                    |
| 5. Floodplains  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>C5 pgs. 19-21 [3]</u> |
| 6. Coastal Zone Consistency   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | _____                    |
| 7. Coastal Barrier Resources  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | _____                    |
| 8. Protected Species and Habitat  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>C8 pgs. 21-22 [3]</u> |
| 9. Essential Fish Habitat   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | _____                    |
| <b>D. PHYSICAL</b>  |                          |                                     |                                     |                                     |                          |
| 1. Highway Traffic Noise  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>D1 pgs. 23-24 [3]</u> |
| 2. Air Quality  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>D2 pg. 25 [3]</u>     |
| 3. Contamination  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>D3 pgs. 25-26 [3]</u> |
| 4. Utilities and Railroads  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>D4 pgs. 26-27 [3]</u> |
| 5. Construction   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <u>D5 pgs. 27-28 [3]</u> |
| 6. Bicycles and Pedestrians   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <u>D6 pg. 28 [3]</u>     |
| 7. Navigation   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | _____                    |
| a. <input checked="" type="checkbox"/> A USCG Permit IS NOT required.<br>b. <input type="checkbox"/> 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 referenced attachment(s).

\*\* Supporting Information is documented in the referenced attachment(s).

**E. ENGINEERING ANALYSIS SUPPORT**

- [Attachment 4](#)

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**F. ANTICIPATED PERMITS**

Environmental Resource Permit (ERP) Noticed General or Standard General Permit - SWFWMD; Section 404, Dredge and Fill Permit - USACE; National Pollutant Discharge Elimination System (NPDES) Permit - FDEP; Gopher Tortoise Relocation Permit - FFWCC

**4. COMMITMENTS - ADDITIONAL INFORMATION**

SEE ATTACHMENT 3 - 4. COMMITMENTS, pgs. 1-2 for full listing.

**5. PUBLIC INVOLVEMENT**

1.  A public hearing is not required.
2.  A public hearing will be held N/A. This draft document is publicly available and comments can be submitted to FDOT until N/A.  
District Contact Information: N/A.
3.  A public hearing was held on 04/13/2017 and the transcript is available.  
- [Attachment 5](#)
4.  An opportunity for a public hearing was afforded and was documented N/A .

**6. DISTRICT DETERMINATION**

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

|   |                                 |
|---|---------------------------------|
| <u>Jonathon Adam Bennett</u><br>FDOT Project Manager            | <u>October 12, 2017</u><br>Date |
| <u>Gwen G. Pipkin</u><br>FDOT Environmental Manager or Designee | <u>October 12, 2017</u><br>Date |

**7. OFFICE OF ENVIRONMENTAL MANAGEMENT CONCURRENCE**

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 this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

*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 12/14/2016 and executed by the Federal Highway Administration and FDOT.*

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November 27, 2017

Jason Watts  
Director of the Office of Environmental Management or  
Designee

Date

**8. SUPPORTING INFORMATION**

- 1 [43355812201-CE2-D1-17-10-12\\_US92\\_Type\\_2\\_CE\\_Planning\\_Cons-2017-1012.pdf](#)
- 2 [43355812201-CE2-D1-US\\_92\\_CE\\_v03\\_2017-03-22\\_Project\\_Location\\_Map-2017-0530.pdf](#)
- 3 [43355812201-CE2-D1-US\\_92\\_Type\\_2\\_CE\\_Support\\_Doc\\_REV\\_11-14-17-2017-1114.pdf](#)
- 4 [43355812201-CE2-D1-US92\\_PER\\_2017-10-12\\_Signed\\_with\\_Appendices-2017-1012.pdf](#)
- 5 [43355812201-CE2-D1-US\\_92\\_Transcript\\_Certification\\_Full\\_signed-2017-0530.pdf](#)

***TYPE 2 CE SUPPORT  
DOCUMENT***

***US 92 FROM COUNTY LINE ROAD  
TO WABASH AVENUE***

***FPID: 433558-1-22-01***

#### 4. COMMITMENTS

The Department is committed to the following measures to minimize impacts to the human and natural environment:

1. Wood stork: With approval by the U.S. Fish and Wildlife Service, the FDOT will commit to mitigate for wetland impacts within a wood stork Core Foraging Area of one or more of the five wood stork colonies within an 18.6-mile radius of the project site. This mitigation should also prevent a net loss of essential habitat function for the state-listed wading bird species using the project area.
2. Eastern indigo snake: USFWS's most current version of the *Standard Protection Measures for Eastern Indigo Snake* will be adhered to during construction of the project.
3. Gopher tortoise and commensal species: A gopher tortoise resurvey within the construction limits will be performed prior to construction per current FWC guidelines. FDOT will secure any relocation permits needed for this species during the project development and construction phases of the project and relocate gopher tortoises prior to construction. Species commensal with gopher tortoise burrows, such as the Florida pine snake and short-tailed snake, will be handled in accordance with FWC guidelines.
4. The FDOT is committed to further consideration of noise barrier systems during the project final design phase(s) at the nine locations listed below contingent upon the following:
  1. Detailed noise analyses during the final design process supports the need for, and the feasibility and reasonableness of, providing abatement;
  2. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
  3. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
  4. Safety and engineering aspects, as related to the roadway user and the adjacent property owner, have been reviewed and any conflicts or issues resolved.

##### Noise Barrier Systems located on the north side of US 92:

- Oakwood Mobile Home Park (between Stations 106+00 and 109+00, five impacted sites benefited)
- Single Family Homes and Holiday Park (between Stations 136+00 and 147+00, 22 impacted sites benefited)
- Meadowbrook (between Stations 148+00 and 161+00, 26 impacted sites benefited)
- Pine Grove Mobile Home Park and Woodall's Mobile Home Village (between Stations 215+50 and 228+00, 16 impacted sites benefited)

##### Noise Barrier Systems located on the south side of US 92:

- Evergreen Motel and Mobile Home Park (between Stations 51+00 and 56+00, 15

- impacted sites benefited)
- Chapman's, Melody Acres and Parkway Mobile Home Parks (between Stations 84+50 and 102+00, 31 impacted sites benefited)
  - Amick Properties and Single Family Homes (between Stations 103+00 and 107+00, eight impacted sites benefited)
  - Friendship Village (between Stations 149+00 and 154+00, nine impacted sites benefited)
  - Single Family Home and Shangri-La Mobile Home Park (between Stations 181+50 and 188+00, 26 impacted sites benefited).
5. 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 noise study but prior to the date of public knowledge (i.e., the date that the environmental document has been approved by OEM). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then those sensitive sites will be evaluated for traffic noise and abatement considerations.

*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding (MOU) dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.*

*NOTE: Supporting documentation was prepared prior to the MOU execution. Determinations made prior to the MOU by FHWA are noted as such throughout and are adopted by FDOT.*



## 1.b. PROPOSED IMPROVEMENTS

US 92 is classified as an Urban Other Principal Arterial that extends from County Line Road to Wabash Avenue in Polk County. This study corridor is an emergency evacuation route and is also designated as a Regional Freight Mobility Corridor in the 2012 Tampa Bay Regional Strategic Freight Plan. US 92 is a two-lane undivided facility with 12-foot travel lanes (one in each direction) and 12-foot shoulders (5-feet paved). The majority of the existing right-of-way width along US 92 is 100 feet. Stormwater runoff is collected in roadside swales. With the exception of the west leg of the Wabash Avenue intersection and along the Family Dollar property, there are no existing pedestrian facilities on US 92 within the project limits. The posted speed limit for the portion of US 92 between County Line Road and Airport Road/Galloway Road is 55 miles per hour (mph), while the posted speed limit for the portion between Airport Road/Galloway Road and Wabash Avenue is 45 mph.

There are four bridges and seven culverts within the project limits. Two of the bridges are concrete flat slab bridges. Bridge No. 160117 is located over Hamilton Branch while Bridge No. 160026 is located over Winston Creek. Both of these structures are considered to be functionally obsolete due to their substandard shoulder width and non-crash tested barriers. The other two bridges (No. 160241 and No. 160242) are single span concrete AASHTO beam bridges that carry the Polk Parkway (SR 570) over US 92 just to the west of Clark Road. Both of these bridges are in good condition. The seven culverts range in size from 24-inch diameter pipes to an 8-foot by 3-foot concrete box. A full discussion of the existing roadway conditions can be found in Section 2.0 of the *Preliminary Engineering Report (PER)* prepared under separate cover. Figure 1 illustrates the total project length of approximately 4.1 miles.

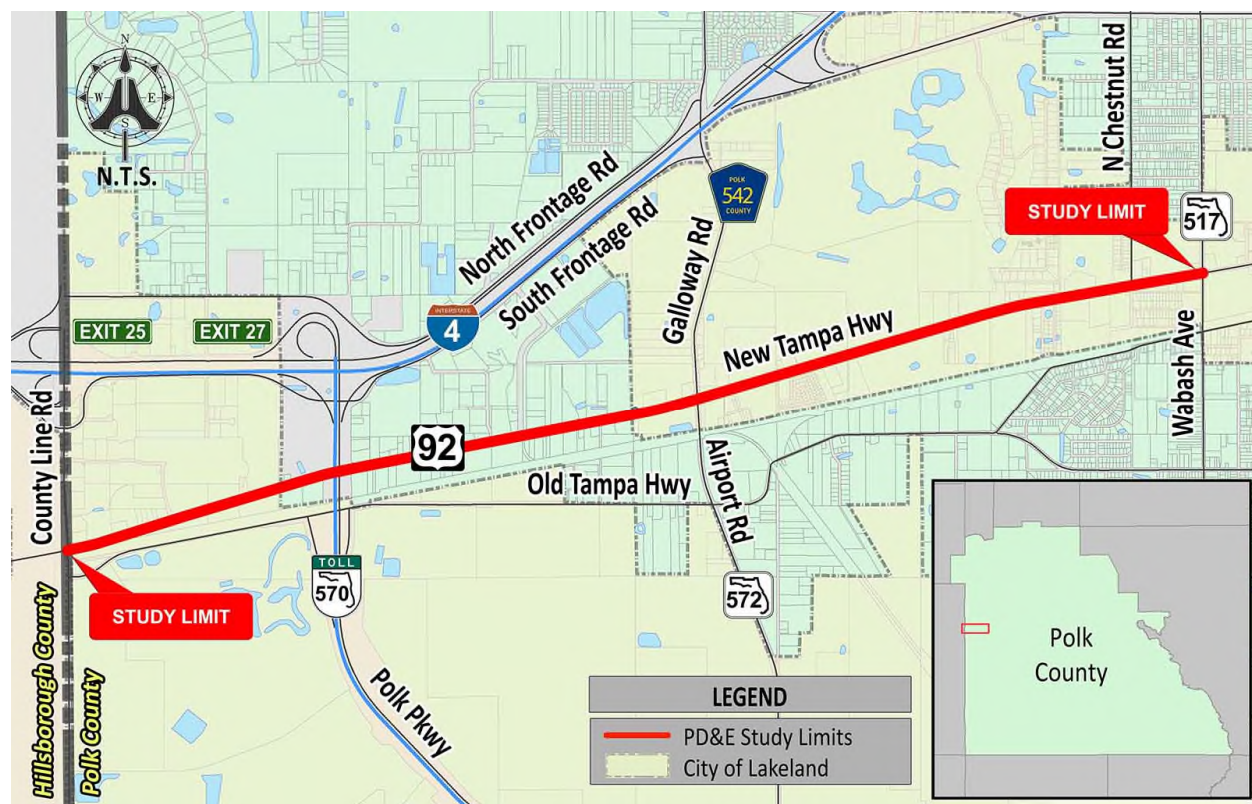


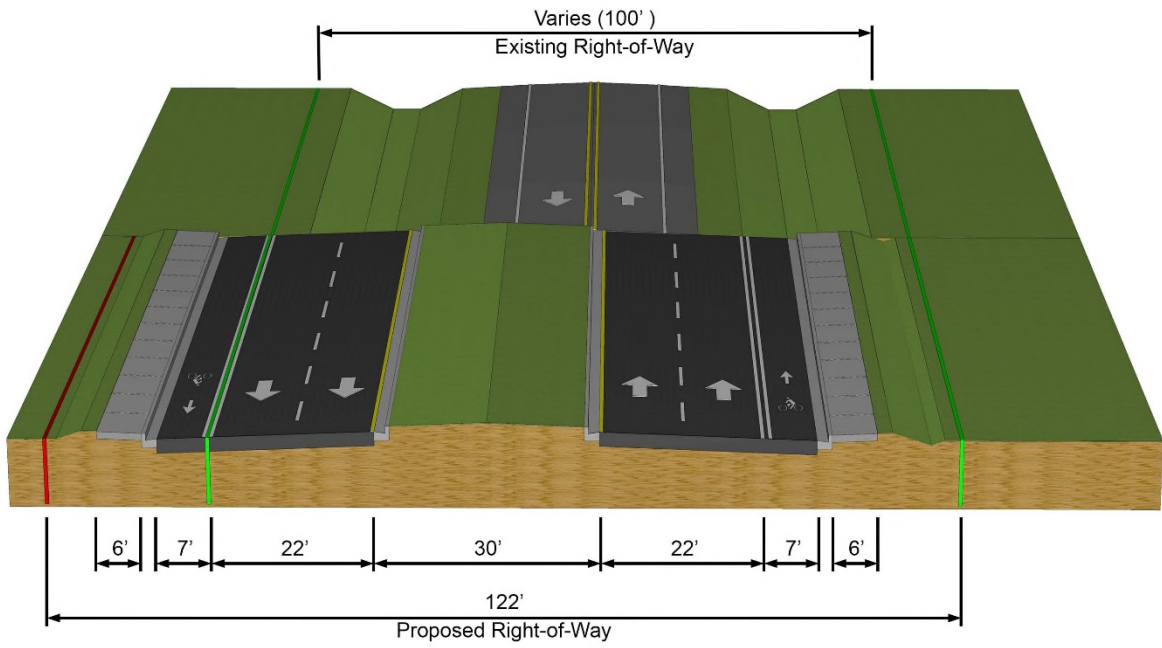
Figure 1 Project Location Map

The need for the proposed improvements is supported by the traffic analysis conducted during the Project Development and Environment (PD&E) study and documented in the *Design Traffic Technical Memorandum* (August 2016) prepared under separate cover. Future traffic volumes on US 92 from County Line Road to Wabash Avenue are projected to increase with the predicted growth in population and employment in Polk County. The analysis of the No-Build Alternative indicates that the mainline roadway segments in the existing year (2014) operate at Level of Service (LOS) B and by 2020 are projected to operate at LOS C in both directions of travel. The No-Build Alternative analysis also indicates that by the design year (2040) the overall facility is projected to operate at LOS F in the eastbound direction during the AM peak hour and in the westbound direction during the PM peak hour.

The Build analysis indicates that the overall facility is expected to operate at LOS C or better during both the AM and PM peak hours in both the eastbound and westbound directions of travel. A full discussion of alternatives evaluated is provided in Section 4.0 of the *Preliminary Engineering Report* (PER), prepared under separate cover for this project. The development of a new corridor is not considered a viable alternative. By utilizing the existing corridor, adverse effects to the adjacent land uses will be minimized.

The Optimized Northern Alternative is selected as the Recommended Alternative to widen US 92 from two lanes to four lanes. The proposed typical section involves constructing four new travel lanes, without saving the existing pavement. The Optimized Northern Alternative consists of a northern typical section for US 92 that includes four 11-foot travel lanes, curb and gutter, and a 30-foot grass median as illustrated in **Figure 2**. Six-foot sidewalks and seven-foot buffered bicycle lanes will accommodate pedestrian and bicycle traffic along the corridor. The design speed for this urban typical section is 50 mph. A total of 122 feet of right-of-way is needed to accommodate the proposed improvements. The Recommended Alternative will require an additional 22 feet of right-of-way. The northern widening pertains to the majority of the project limits except for two locations. The alignment shifts to widening along the existing alignment under the Polk Parkway bridges to minimize impacts and shifts to the south at the east end of the project (from Twin Lakes Circle East to Wabash Avenue) to minimize impacts to residential communities and their internal circulation roadways. The additional right-of-way needed for the widening of US 92 will result in the relocation of five residences and two businesses. Additional proposed right-of-way needed to accommodate offsite stormwater management facilities and floodplain compensation sites will not result in any residential or business relocations. The majority of the right-of-way will be acquired from the north side of US 92.

The Recommended Alternative was presented to the public for comment at the public hearing held on April 13, 2017. Concept plans for the Recommended Alternative are located in **Appendix B**.



**Figure 2 Recommended Alternative Typical Section**

## 1.c. PURPOSE AND NEED

The purpose of this project is to increase the capacity of US 92 from County Line Road to Wabash Avenue in order to achieve an acceptable Level of Service (LOS) on the facility in the future condition. While the roadway currently operates at an acceptable LOS, conditions will deteriorate below standards if no improvement occurs by 2035 as the roadway will have insufficient capacity to accommodate the projected travel demand. The need for the project is based on the following primary and secondary criteria:

### **PRIMARY CRITERIA**

#### ***CAPACITY/TRANSPORTATION DEMAND: Improve Level of Service***

The project is anticipated to improve traffic operations along US 92 by increasing operational capacity to address future travel demand and congestion projected as a result of both population and employment growth and increased regional travel within the project corridor and Polk County.

Based on Zdata derived from the Polk County Transportation Model for Traffic Analysis Zones encompassing the project corridor:

- Population is projected to grow from 10,967 in 2007 to 23,019 in 2035 (3.9% annual growth).
- Employment is projected to grow from 6,771 in 2007 to 16,260 in 2035 (5.0% annual growth rate).

This growth may be attributed to the number of active and proposed Developments of Regional Impact and Planned Unit Developments present in western Polk County and eastern Hillsborough County.

Likewise, according to the 2010 U.S. Census Bureau data and projections developed for Polk County as part of the Polk Transportation Planning Organization's (TPO) 2035 Mobility Vision Plan [the Polk TPO's Long Range Transportation Plan (LRTP)]:

- Population is projected to grow from 602,095 in 2010 to 1,032,274 in 2035 (2.9% annual growth rate).
- Employment is projected to grow from 243,351 in 2010 to 472,710 in 2035 (3.8% annual growth rate).

The existing and future traffic conditions for the US 92 project corridor are as follows:

- Existing Conditions-  
*US 92 Roadway Segment/ 2012 AADT (1)/ 2012 Truck AADT (1)/ 2012 LOS (2)*
  - County Line Road to SR 570 [2 Lanes Undivided]/ 9,100/ 1,329 (14.6%)/ C
  - SR 570 to Airport Road [2 Lanes Undivided]/ 9,600/ 1,152 (12.0%)/ C
  - Airport Road to Wabash Avenue [2 Lanes Undivided]/ 15,000/ 1,620 (10.8%)/ C
- Future Conditions (No-Build)-  
*US 92 Roadway Segment/ 2035 AADT (3)/ 2035 Truck AADT (4)/ 2035 LOS (2)*
  - County Line Road to SR 570 [2 Lanes Undivided]/ 34,400/ 5,022 (14.6%)/ F

- SR 570 to Airport Road [2 Lanes Undivided]/ 26,700/ 3,204 (12.0%)/ F
- Airport Road to Wabash Avenue [2 Lanes Undivided]/ 37,100/ 4,007 (10.8%)/ F
  
- Future Conditions (Build)-
  - US 92 Roadway Segment/ 2035 AADT (3)/ 2035 Truck AADT (4)/ 2035 LOS (2)*
  - County Line Road to SR 570 [4 Lanes Divided]/ 34,400/ 5,022 (14.6%)/ C
  - SR 570 to Airport Road [4 Lanes Divided]/ 26,700/ 3,204 (12.0%)/ C
  - Airport Road to Wabash Avenue [4 Lanes Divided]/ 37,100/ 4,007 (10.8%)/ C

Sources:

(1) 2012 AADT volumes and 2012 Truck AADT volumes (calculated from 2012 Truck Percentages) derived from 2012 FDOT Florida Transportation Information.

(2) LOS derived from the FDOT 2012 Quality/Level of Service Handbook: Generalized Annual Average Daily Volumes – Table 1 Sate Signalized Arterials – Class I.

(3) 2035 AADT volumes derived from the 2035 Cost Feasible Network of the Polk County Transportation Model.

(4) 2035 Truck AADT volumes are based on the assumption that future truck traffic percentages are consistent with the 2012 existing percentages.

Without the proposed widening, the volume-to-capacity ratio for the project segment will exceed 1.25. It is important to note that a roadway is deemed deficient if the volume-to-capacity ratio exceeds 0.9 as it has surpassed its designated service volume and LOS standard. As such, conditions along the roadway will continue to deteriorate resulting in LOS F by year 2035; in turn, this will contribute to high levels of congestion and delays. The proposed improvement is anticipated to meet the mobility needs of the area by alleviating future congestion on the corridor and maintaining important east-west access between Hillsborough County and Polk County.

## **SECONDARY CRITERIA**

### ***AREA WIDE NETWORK/SYSTEM LINKAGE: Improve Traffic Mobility and Transportation Network Access***

Classified as an Urban Other Principal Arterial, the US 92 corridor provides access between the downtown Lakeland area and industrial developments/freight activity centers concentrated in western Polk County (such as the West Lakeland Industrial Area) and eastern Hillsborough County. Given the presence of the City of Lakeland Enterprise Zone immediately east of the project, the area surrounding the corridor is composed primarily of industrial and commercial activities (including the Publix Industrial/Regional Distribution Center, Rooms To Go, Advance Auto Parts, and Ruthven Commerce Center). In addition, three Planned Unit Developments and two Developments of Regional Impact (Flagler/Lakeland Central Park and Publix Corporate Headquarters) are located to the west and south of the project. The Lakeland Linder Airport is also located to the south. Further, a CSX rail line runs parallel to the US 92 corridor.

As this roadway connects to other regional transportation network facilities (such as County Line Road, SR 570, Airport Road, and eventually I-4), it is critical in facilitating the east-west movement of local and regional traffic (including truck traffic as a designated truck route of Polk County and

regional freight mobility corridor of Central Florida); it also provides parallel east-west service to I-4 in northern Polk County. Overall, the widening is anticipated to:

- Enhance east-west access and regional mobility between Downtown Lakeland and areas targeted for development, particularly accommodating traffic of the West Lakeland Industrial Area;
- Improve the viability of US 92 as a parallel east-west alternative to I-4 by reducing travel delay;
- Complement other area transportation improvements (including the extension of Wabash Avenue and intersection enhancements at County Line Road and Wabash Avenue); and
- Enhance freight mobility and access as US 92 links to other recognized freight facilities.

### ***SAFETY: Enhance Safety Conditions***

The actual five-year average crash rate (i.e., crashes per million vehicle miles traveled) for this project corridor, along with the statewide five-year average crash rate for similar facilities (Suburban 2-3 Lanes 2-Way Divided Paved), was obtained from the Florida Department of Transportation Safety Office. During the five-year period from 2008 to 2012, the actual crash rate was equal to 3.047 while the statewide crash rate was equal to 1.711. This data reveals that the average crash rate for the US 92 project corridor exceeds the statewide average crash rate for similar facilities by 78.1%. By increasing vehicular capacity, a reduction in crash rates is anticipated due to dispersion of traffic.

US 92 is additionally part of the emergency evacuation route network designated by the Florida Division of Emergency Management, as well as the network established by Polk County. As this roadway connects to other major arterials designated on the state evacuation route network (including SR 570, Airport Road, and I-4), as well as existing and future areas of development, the widening of US 92 to four lanes will be critical in:

- Facilitating east-west traffic movement and the number of residents that can be evacuated during an emergency event in northern Polk County and eastern Hillsborough County;
- Improving access for emergency responders; and
- Enhancing access to facilities of the state evacuation route network.

### ***MODAL INTERRELATIONSHIPS: Enhance Mobility Options and Multi-Modal Access***

Notable pedestrian and bicycle traffic was observed in the field as facilities accommodating pedestrians, bicyclists, and transit users exist in the area; a transit dependent population is also present. While paved shoulders occur on both sides of US 92, no sidewalks are present. Citrus Connection Route 45 currently operates along US 92 connecting industrial and commercial activities in western Polk County to Downtown Lakeland. It should be noted that US 92 is a designated transit-oriented corridor as commuter rail is planned to operate along the parallel CSX rail line; in addition, a park-n-ride lot is proposed at I-4 and County Line Road. The widening of US 92 is anticipated to enhance pedestrian/bicycle/transit access and circulation as it will account for and incorporate sidewalks, bicycle lanes, and future transit improvements.

### 3. ENVIRONMENTAL ANALYSIS

#### A. SOCIAL & ECONOMIC

##### A.1. Social

###### *Community Services*

There are two religious facilities located within the study corridor. The Lugar de Restauracion Church of God of Prophecy (formally New Beginnings Church) is located east of Clark Road and the Shree Swaminarayan Temple is located west of Murray Drive. Both of these religious facilities are located on the north side of US 92 where right-of-way will be required for the roadway improvements. Although access may change with the implementation of a Corridor Access Management Plan, the project will not affect existing social resources.

The nearest police station is the Lakeland Police Department located at 219 North Massachusetts Avenue, Lakeland, Florida. The Lakeland Fire Department has seven stations located throughout the city limits. The nearest fire station to the study limits is Station 7 located at 3150 Drane Field Road, Lakeland, Florida. The nearest hospital is Lakeland Regional Medical Center located at 1324 Lakeland Hills Boulevard, Lakeland, Florida, approximately 6 miles away. The next closest hospital is South Florida Baptist Hospital located at 301 North Alexander Street, Plant City, Florida, approximately 7.3 miles away. The proposed widening of US 92 will improve emergency response times and access for the people living and working in the project limits. Access to these facilities will be maintained with minimal disruption during construction, and the project construction contractors will be required by the FDOT's *Standard Specifications for Road and Bridge Construction* to maintain access for emergency services to all adjacent properties throughout construction. Construction will be coordinated with all municipalities within the project limits to minimize disruption to local communities. The affected entities and local residents will further be notified during public involvement efforts in the project design and construction phases.

###### *Controversy Potential*

A comprehensive *Public Involvement Program* (PIP) (March 2014) was prepared and initiated at the start of the study. This program was implemented in compliance 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 CFR 771.

The project was screened through the Efficient Transportation Decision Making (ETDM) process and no major issues or disputes were noted by the regulatory agencies. The project was screened through the ETDM Environmental Screening Tool (EST) (ETDM Project Number 3192) and the *Programming Screen Summary Report*, prepared under separate cover, was published on September 1, 2014 and re-published on May 31, 2017 with the approved Class of Action. Of the 21 issues examined, Contamination received a Degree of Effect (DOE) of "Substantial" and a DOE of "Moderate" was received for ten categories (Social; Relocation Potential; Aesthetic

Effects; Section 4(f) Potential; Historic and Archaeological Sites; Wetlands; Water Quality and Quantity; Wildlife and Habitat; Noise; and Infrastructure). The public and officials (elected and appointed) have been kept informed about the project through the use of meetings, newsletters, and a project website.

The Advance Notification package was mailed to the Florida State Clearinghouse and local and federal agencies on May 9, 2014, in accordance with Governor's Executive Order 95-359 – Florida State Clearing House and President's Executive Order 12372 – Intergovernmental Review of Federal Programs. The comments received through the Advance Notification process were limited to respective agency permitting requirements and identified minimizing impacts to residences along the project with proposed widening improvements. There were no adverse comments regarding the proposed roadway improvements and all comments have been addressed in the appropriate sections of this report.

An Alternatives Public Meeting was held on April 28, 2016, at the Lakeland Center in Lakeland, to present the proposed alignment alternatives for US 92 and preliminary project information. A total of 35 citizens and one elected official signed in at the meeting. All attendees were given the opportunity to provide written comments at the meeting or within the 10-day comment period. Two comments were received at the meeting and three comments were received during the 10-day comment period following the meeting. The comments included questions about business access and U-turns and concerns about potential business impacts to the Silver Moon Drive-In.

The study team presented to the Polk County Transportation Planning Organization (TPO) Board on August 11, 2016 to provide an overview of the project, the alternatives evaluated and a summary of the Alternatives Public Meeting.

A Public Hearing was held on April 13, 2017, at the Lakeland Center in Lakeland, to present the Recommended Alternative and the project findings. A total of 58 citizens signed in at the meeting and there were no elected officials in attendance. During the public testimony period, five citizens gave oral statements. Seven comments were received at the hearing and seven during the 10-day comment period following the hearing, ending April 24, 2017. Of those fourteen comments, four comments were in favor of the roadway widening, one comment was in favor of adding sidewalks to the existing two-lane road, five comments expressed concern about access to businesses with the addition of a median, three comments expressed concerns about noise barriers, one comment was in favor of a separate turn lane for Silver Moon Drive-In, one comment had a question about a potential pond location, one comment expressed concern about proposed right-of-way impacting business parking, two comments had questions about project funding, and one comment was in favor of future street lighting. The *Public Hearing Transcript Certification* (May 2017) package with the public hearing transcript will be submitted to the Office of Environmental Management (OEM) with this document.

A final project newsletter will be sent to the property owners and interested citizens to announce the final approval (i.e., Location and Design Concept Acceptance) of the environmental document.

### **Non-Discrimination Considerations**

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*Executive Order 12898, Federal Actions to Address Environmental Justice in Minority*



*Populations*, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status. No minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above. Therefore, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a – FHWA Actions to Address Environmental justice in Minority Populations and Low-Income Populations, no further Environmental Justice analysis is required.

No comment has been received during this study regarding conflicts with Title VI of the Civil Rights Act of 1964 or related statutes. Furthermore, the project is not anticipated to negatively affect community resources important to elderly persons, disabled individuals, non-drivers, transit-dependent individuals, or minorities.

### **Community Cohesion**

This proposed action is not expected to result in significant changes to community cohesion. There is no potential for isolating neighborhoods. In fact, this project will increase the transportation options for residents with the additional of bicycle lanes and sidewalks throughout the corridor.

Considering the comprehensive public outreach program and minimal effects to social resources, the Recommended Alternative is expected to have no significant impact on the social aspects of this project.

### **A.3. Land Use Changes**

A majority of the study corridor is located within the City of Lakeland city limits with isolated areas located within unincorporated Polk County. Existing land uses adjacent to US 92 include a mixture of residential, commercial, and light industrial/warehousing. The residential land uses consist primarily of mobile home communities. The mobile home communities located on the south side of US 92 from east to west include the Evergreen Mobile Home Park (MHP), Hibiscus Gardens, Chapman's MHP, Melody Acres, Parkway MPH, Friendship Village, and Shangri-La MHP. The mobile home communities located on the north side of US 92 from east to west include Green Village (formally Opportunity Villa), Oakwood MHP, Holiday Park, Meadowbrook, Lakeland Palms MHP, Imperial Manor, Pine Grove MHP, and Woodall's MHP. The predominant commercial and light industrial/warehousing land uses include the Lakeland Regional Industrial Park, Advance Auto Parts distribution facility, Ruthven Commerce Center, Publix Supermarket regional distribution center, and the Maxpak packaging facility. The Publix Supermarket distribution center includes a deli and produce facility, dairy facility, bakery facility and a warehouse and distribution facility. A majority of these land uses are located on the north side of US 92; however, the Publix bakery and Maxpak packaging facility are located on the south side of US 92. Other commercial/service land uses located within the study corridor include the Publix Employees Federal Credit Union, Silver Moon Drive-In, Pallet Depot, a Family Dollar store, three small motels,

as well as several gas stations/convenience stores and automotive sales/service businesses.

The future land use designation in the project area within unincorporated Polk County and the City of Lakeland consists of business park, commercial, industrial and residential. Since the future land use is consistent with the existing land use, it is anticipated that much of the study area will retain its character over the comprehensive planning period. The existing and future land use along the project corridor, primarily industrial and commercial, will continue to be supported as well as enhanced as the proposed widening will increase travel mobility and access for nearby residents and future and current businesses. The proposed widening of US 92 is consistent with the Polk TPO Adopted 2040 Long Range Transportation Plan and Cost Feasible Plan. Therefore, the Recommended Alternative is expected to enhance land use changes.

#### **A.5. AESTHETIC EFFECTS**

Approximately one-half of the project corridor is adjacent to residential properties. Residents of the communities located along the project corridor are likely to have an interest in the visual appearance of the corridor, as well as a preference for corridor beautification. Specific aesthetic and landscaping needs may be determined during the final design phase of the project.

Visual impacts associated with clearing and grubbing, storage of construction materials and establishment of temporary construction facilities may occur, but are expected to be minimal and temporary in nature. With the exceptions noted previously, project work will occur within right-of-way under State ownership/control which has generally been subjected to prior construction, use and maintenance activities. Project work on the new/additional ROW will generally occur on minor portions of previously developed/cleared private properties immediately adjacent to US 92. Limited staging of construction materials and equipment on-site may be necessary; however, this will be temporary. All temporarily disturbed areas will be restored to existing or better condition after the completion of construction activities. Therefore, the Recommended Alternative will have no significant impacts.

#### **A.6. RELOCATION POTENTIAL**

In accordance with Part 2, Chapter 9 of the FDOT's *PD&E Manual, a Conceptual Stage Relocation Plan (CSR)* (May 2017), prepared under separate cover, was completed to identify community characteristics, analyze the impact of the project on the community and to identify residences and businesses that would be impacted by the project and any special relocation needs.

The majority of the existing right-of-way width along US 92 is 100 feet. The Recommended Alternative will require an additional 22 feet of right-of-way mainly on the north side of US 92 except for two locations. The alignment shifts to widening along the existing alignment under the Polk Parkway bridges to minimize impacts and shifts to the south at the east end of the project (from Twin Lakes Circle East to Wabash Avenue) to minimize impacts to residential communities and their internal circulation roadways. The additional right-of-way needed for the widening of US 92 will result in the relocation of five residences and two businesses. Additional right-of-way for offsite stormwater management facilities and floodplain compensation sites will not result in any residential or business relocations. No handicapped or disabled residential occupants are

expected to be displaced as a result of the Recommended Alternative. Concept plans showing the locations of residential and business relocations are included in **Appendix B**. The Recommended Alternative, including proposed relocations, was displayed at the April 13, 2017 Public Hearing, for public review and comment.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the FDOT will carry out a Right-of-Way and Relocation Program in accordance with Section 339.09, F.S. and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the FDOT has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the Relocation Assistance and Payments Program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex or national origin.

All tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project.
- Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market, as determined by the department.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$31,000 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$7,200, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

The brochures that describe in detail FDOT's Relocation Assistance Program and Right-of-Way Acquisition Program are "*Residential Relocation Under the Florida Relocation Assistance Program*", "*Relocation Assistance Business, Farms and Non-profit Organizations*", "*Sign*

*Relocation Under the Florida Relocation Assistance Program*, *“Mobile Home Relocation Assistance”*, and *“Relocation Assistance Program Personal Property Moves”*. All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

Therefore, based on the implementation of this program, the Recommended Alternative is expected to have no significant impacts.

## ATTACHMENT B – CULTURAL IMPACTS

### B.1. SECTION 4(f)

The Cultural Resource Assessment Survey (CRAS) identified three eligible historic resources that are protected under Section 4(f): the Polk County Line Obelisk (8HI5328); the Silver Moon Drive-In Resource Group (8PO7950) and its five contributing resources (8PO6530, 8PO7951-7954); and the Publix Corporate Headquarters (8PO7894). Following a Section 106 Effects Evaluation and traffic noise analysis, it was determined that the project would have *no adverse effect* to the Silver Moon Drive-In Resource Group; and *no effect* for the Polk County Line Obelisk and the Publix Corporate Headquarters. A “No Involvement” determination was made since there will be no permanent acquisition of land from these resources; no temporary occupancies of land that are adverse in terms of the statute’s preservation purpose; and no proximity impacts which significantly impair the protected functions of the properties.

### B.2. HISTORIC SITES/DISTRICTS

A Cultural Resource Assessment Survey (CRAS) was conducted in accordance with requirements set forth in the National Historic Preservation Act of 1966, as amended, and Chapter 267, F.S.. The investigations were carried out in conformity with Part 2, Chapter 12 (recently renumbered to Chapter 8) (Archaeological and Historical Resources) of the FDOT PD&E Manual and the standards contained in the Florida Division of Historical Resources’ (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003; FDOT 1999). In addition, the survey met the specifications set forth in Chapter 1A-46, Florida Administrative Code (FAC).

The CRAS included background research and a field survey, including a review of the Florida Master Site File (FMSF) and National Register of Historic Places (NRHP). The assessment indicated that eight historic resources (50 years of age or older) were previously recorded within the Area of Potential Effect (APE) defined as the 250 feet north and south of the existing centerline and within the view shed of the pond alternatives. The Polk County Line Obelisk (8HI5328) is eligible for the NRHP at the local level under Criterion A in the areas of Transportation and Local History. The Silver Moon Drive-In Resource Group (8PO7950), with these five contributing resources (8PO6530, 8PO7951-7954), is considered eligible for the NRHP at the state level under Criterion A in the areas of Entertainment/Recreation, Social History, and for its contributions to Florida’s development of highway culture, and under Criterion C in the area of Architecture.

Aside from the newly recorded Silver Moon Drive-In Resource Group and contributing structures, historical field survey resulted in the identification of 107 newly recorded historic resources (50 year of age or older). One of these resources, the Publix Corporate Headquarters (8PO7894), is considered eligible for the NRHP at the state level under Criterion A in the areas of Commerce and Florida history, under Criterion B for its association with George W. Jenkins, and under Criterion C in the area of Architecture. All of the other buildings, resource groups, and linear resources represent commonly occurring types of architecture and/or engineering for the locale, and none is associated with significant historical events or persons.

In summary, there are three significant cultural resources within the US 92 project APE: the Polk

County Line Obelisk (8HI5328); the Silver Moon Drive-In Resource Group (8PO7950) and its five contributing resources (8PO6530, 8PO7951-7954); and the Publix Corporate Headquarters (8PO7894). The CRAS report (September 2014), prepared under separate cover, was submitted to the Federal Highway Administration (FHWA) on October 22, 2014 for review and transmittal to the State Historic Preservation Officer (SHPO). FHWA found the CRAS complete and sufficient on November 3, 2014. FHWA transmitted the CRAS report to the SHPO, who found the CRAS report complete and sufficient on December 5, 2014. The 2014 concurrence letter signed by FHWA and SHPO for the CRAS is included in **Appendix C**.

Consistent with Part 2, Chapter 12 (recently renumbered to Chapter 8) of the FDOT's PD&E Manual, a *Section 106 Consultation Case Study Report* (March 2017) was prepared for this project, under separate cover. The objective of the report is to evaluate the potential effects (primary and secondary) of the proposed undertaking to the three eligible historic properties located within the project APE. In consultation with the SHPO, the FDOT Office of Environmental Management (OEM) has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 to the three eligible historic resources considered eligible for listing in the NRHP located within the APE. Findings suggest *no adverse effect* to the Silver Moon Drive-In Resource Group; and *no effect* for the Polk County Line Obelisk and the Publix Corporate Headquarters.

The *Section 106 Consultation Case Study Report* was submitted to SHPO on March 17, 2017 and the OEM on March 23, 2017 for review. SHPO found the report complete and sufficient on April 21, 2017 and the FDOT OEM accepted the report on April 27, 2017. The concurrence letter signed by SHPO and FDOT OEM acceptance are included in **Appendix C**. The Recommended Alternative is expected to have no significant impact on historic sites/districts.

### **B.3. ARCHAEOLOGICAL SITES**

A CRAS was conducted in accordance with requirements set forth in the *National Historic Preservation Act of 1966, as amended, and Chapter 267, F.S.*. The investigations were carried out in conformity with Part 2, Chapter 12 (recently renumbered to Chapter 8) (Archaeological and Historical Resources) of the FDOT PD&E Manual and the standards contained in the Florida Division of Historical Resources' (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003; FDOT 1999). In addition, the survey met the specifications set forth in Chapter 1A-46, Florida Administrative Code (FAC).

Background research and a review of the FMSF and the NRHP indicated that eight archaeological sites have been recorded within one mile of the project, but none are contained within the APE. The site location predictive model for the region indicated a variable potential for archaeological sites within the study corridor and pond alternatives. As a result of this survey, no archaeological sites were discovered.

The CRAS report (September 2014), prepared under separate cover, was submitted to FHWA on October 22, 2014, for review and transmittal to SHPO. FHWA found the CRAS complete and sufficient on November 3, 2014. FHWA transmitted the CRAS report to the SHPO, who found the CRAS report complete and sufficient on December 5, 2014. The 2014 concurrence letter signed by FHWA and SHPO is included in **Appendix C**. The Recommended Alternative is expected to have no significant impact on archaeological sites.

## ATTACHMENT C – NATURAL ENVIRONMENT

### C.1. WETLANDS AND OTHER SURFACE WATERS

In accordance with *Executive Order 11990, Protection of Wetlands, dated May 23, 1977, US Department of Transportation Order 56601.A, Preservation of the Nation's Wetlands, dated August 24, 1978*, and FDOT's PD&E Manual, Part 2, Chapter 18, Wetlands and Surface Waters, a *Natural Resources Evaluation (NRE)* (March 2017), was prepared under separate cover as part of this PD&E study. The purpose of this evaluation was to assure the protection, preservation, and enhancement of wetlands to the fullest extent practicable.

Wetland resources within the project study area were initially identified through the review of several mapping resources. Subsequent to the review of all available reference materials, field reconnaissance efforts were conducted during which each wetland was classified and characterized. Field reviews identified a total of 15 wetlands, 4 surface waters, and 7 other surface water habitats within the project study area. These community types include wetland scrub, freshwater marshes, stream and lake swamps, wetland forested mixed, creeks, reservoirs, and drainage features (e.g., ditches). There are no wetlands or surface waters designated as Outstanding Florida Waters (OFW) within the project study area. These wetlands are located adjacent to and/or within the existing roadway right-of-way and were previously disturbed by urban development, roadway construction, maintenance activities, and the invasion of nuisance and exotic species. Generally, a majority of the impacted wetlands have average to above average Uniform Mitigation Assessment Method (UMAM) scores, which reflects the varying nature of disturbance within these natural systems.

The Recommended Alternative, including stormwater management and floodplain compensation sites, may impact approximately 6.45 acres of wetlands, 0.19 acres of surface waters, and 0.03 acres of other surface waters. The stormwater management and floodplain compensation site design is anticipated to result in an additional potential impact to wetlands totaling 5.29 acres and surface waters totaling 0.14 acres. The Recommended Alternative will result in an estimated UMAM functional loss (FL) of 3.79 units for wetland impacts and 0.11 units for surface water impacts. UMAM analysis was not completed for stormwater management facilities and floodplain compensation sites, this analysis will be completed during design.

The proposed project was evaluated for potential wetland impacts in accordance with Executive Order 11990, Protection of Wetlands. Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and the proposed action includes all practicable measures to minimize impacts to wetlands which may result from such use.

The project study area is located within the service areas of the Hillsborough River Mitigation Bank (HRMB) and the North Tampa Mitigation Bank (NTMB). Both banks are within the Hillsborough River drainage basin and service portions of Hillsborough, Pasco, and Polk Counties. The HRMB is located in the central portion of Pasco County and the NTMB is located in Hillsborough County. The status of available mitigation banks and credits will be re-assessed

as this project moves forward into design and permitting. All UMAM scores, UMAM calculations, preliminary wetland lines and determinations discussed are subject to revisions and approval by regulatory agencies during the permitting process. The exact type of mitigation used to offset wetland impacts from the proposed US 92 roadway improvements will be coordinated with the USACE and the SWFWMD during the permitting phase(s) of this project.

The NRE was submitted to the USACE on March 13, 2017. The transmittal letter and April 14, 2017 email correspondence with USACE are located in **Appendix D**.

Wetland impacts that result from the construction of this project will be mitigated pursuant to 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373 and 33 U.S.C. 1344.

Therefore, the Recommended Alternative will have no significant impact on wetlands.

### **C.3. WATER QUALITY AND QUANTITY**

The project is located within the Hillsborough River watershed, which is within the jurisdiction of the Southwest Water Management District (SWFWMD). There are no Outstanding Florida Waters (OFW) in the project limits. The US 92 project includes four basins within the Hillsborough River watershed. These include the Itchepackesassa Creek, Wiggins Prairie, Lake Hunter Outlet, and Winston Drain. Itchepackesassa Creek is verified impaired for dissolved oxygen, nutrients and fecal coliform and Lake Hunter Outlet is verified impaired for dissolved oxygen. For impaired water bodies, there can be no increase in nutrient loadings for nitrogen and phosphorous between the pre and post conditions. Therefore, pond sites within Basin 3 and 6 were designed using impaired criteria. Under existing conditions, the roadway drains through roadside ditches to the seven existing cross drains and two existing flat slab bridges within the project limits.

The stormwater runoff from US 92 for the Recommended Alternative will be collected and conveyed to stormwater facilities by curb and gutter. The water quality treatment will be achieved through the construction of offsite wet ponds, which will require the acquisition of additional right-of-way. There are six sub-basins delineated along the project. One pond alternative for each sub-basin was analyzed. Design criteria from SWFWMD and FDOT were used to determine the size of each preliminary pond site. The proposed stormwater facilities design will include, at a minimum, the quantity requirements for water quality impacts as required by the SWFWMD and will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during construction. In accordance with Part 2, Chapter 20 (recently renumbered to Chapter 11) of the FDOT's PD&E Manual, a *Water Quality Impact Evaluation* (WQIE) (dated January 2017) was prepared under separate cover for the project. Therefore, the Recommended Alternative is expected to have no significant impact on water quality and quantity.

### **C.5. FLOODPLAINS**

In accordance with Part 2, Chapter 24 (recently renumbered to Chapter 13) of the FDOT's PD&E Manual, a *Location Hydraulic Report* (October 2016) was prepared under separate cover for the project.



The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for Polk County was reviewed and indicates that a majority of the project lies outside of the FEMA 100-year floodplain designation or Flood Zones and is within Zone X. There are 100-year floodplain boundaries located throughout the corridor and adjacent to US 92, on both sides of the road. These areas are designated as Zone AE floodplains (floodplain boundaries in which 100-year flood elevations have been established) and Zone A (floodplain boundaries in which the 100-year floodplain base elevation has not been determined). The project crosses Itchepackesassa Creek which is designated as FEMA floodplain Zone AE and a FEMA designated floodway. The FEMA floodway is located where Hamilton Branch (Bridge Number 160117) crosses US 92. The floodway elevation is 127 feet (NGVD 29) on the north side of US 92 and 128 feet (NGVD 29) on the south side. The project also impacts areas designated as Zone A.

The SWFWMD developed a draft model for the Itchepackesassa Creek watershed in order to revise the 100-year floodplain elevations in Polk County and to update the FEMA FIRM. The model is in draft status and will not be finalized due to lack of funds. However, the draft model is the best available information and was used to determine the floodplain elevations within the project area for this PD&E study. The model was used to simulate the hydrologic response of the watershed and route stormwater through the natural and man-made features of the basin for the 100-year/24-hour storm event.

City of Lakeland personnel were contacted to acquire information related to past flooding problems along the project corridor. According to a City Construction and Maintenance representative, there is flooding on the south side of US 92 from Chestnut Road to Wabash Avenue. Near Twin Lakes Circle, the woods (wetlands) on both sides of the roadway have risen to the edge of the pavement during heavy rains, but have not overtopped US 92. Just east of Meadowbrook Avenue, US 92 almost flooded at the Winston Creek bridge, and water did flood Gober Street in the mobile home park to the west. There have also been issues between McCue Road and Kraft Road, north of US 92. Kraft Road and the railroad trestle were under water and the building at the adjacent fertilizer plant had one foot of water in it.

The study analysis shows the potential for 13.39 acre-feet of floodplain impacts as a result of the Recommended Alternative. Three floodplain compensation sites will be required for the floodplain impacts located along the project corridor. Floodplain compensation sites were sized using the 100-year elevations from the Draft Itchepackesassa Watershed model. Hamilton Branch is considered a regulatory floodway; therefore, a FEMA No-Rise Certification will be required during the design phase of this study. During the final design phase of the project, appropriate steps will be taken to minimize the floodplain impacts. This project may affect the 100-year floodplain in three different ways:

1. Transverse impacts resulting from cross drain extensions and bridge replacements.
2. Longitudinal impacts resulting from the road widening in areas of 100-year floodplain.
3. Impacts due to stormwater management facilities located adjacent to wetland and storage areas.

The proposed cross drains and floodplain compensation areas will perform hydraulically in a manner equal to or greater than the existing condition, and surface water elevations are not

expected to increase upstream or downstream of the project limits. This project will have a minimal impact on the existing floodplains within and adjacent to this roadway improvement project. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or in emergency evacuation routes. Therefore, it has been determined that this encroachment will have no significant impact on floodplains.

## **C.8. PROTECTED SPECIES AND HABITAT**

The project area was evaluated for potential impacts to threatened and endangered plant and animal species in accordance with 50 CFR 402.12, Section 7(c) of the Endangered Species Act of 1973, as amended; by Rules 39-25.002, 39-27.002 and 39-27.011 of the Wildlife Code of the State of Florida (Chapter 39, FAC); the *Migratory Bird Treaty Act*, *Bald and Golden Eagle Protection Act*; Part 2, Chapter 27 of the FDOT PD&E Manual (recently renumbered to Chapter 16) and Chapters 5B-40 and 68A-27 of the F.A.C. The evaluation included literature review, database searches, and field assessments of the project area to identify the potential occurrence of protected species and/or presence of federal-designated critical habitat. The purpose of this evaluation was to document current environmental conditions along the corridor and potential impacts to wildlife, habitat, or listed species; evaluate the project area's current potential to support species listed as endangered, threatened or of special concern; identify current permitting and regulatory agency coordination requirements for the project; and request comments from regulatory agencies with jurisdiction over the study.

*A Natural Resources Evaluation (NRE)* (March 2017) was prepared under separate cover as part of consultation required under Section 7 of the Endangered Species Act of 1973, as amended, and per the requirements of Part 2, Chapter 27 (recently renumbered to Chapter 16) of the FDOT PD&E Manual. A total of 15 federal or state listed protected species were identified as having the potential to occur within the project study area. Project environmental scientists conducted field reviews of the project study area during July 2014. The evaluation included coordination with the U.S. Fish and Wildlife Service (USFWS), the Florida Fish and Wildlife Conservation Commission (FFWCC), and the Florida Natural Areas Inventory (FNAI). Based on evaluation of collected data and field reviews, the federal- and state-listed species discussed below were observed as having the potential to occur within or adjacent to the project area. An effect determination was then made for each of these federal- and state-listed species based on an analysis of the potential impacts of the proposed project on each species.

The FDOT has determined that the project “*may affect, but is not likely to adversely affect*” the following federally listed species: American alligator, Eastern indigo snake, wood stork and bald eagle. In addition, the project “*may affect, but is not likely to adversely affect*” the following state listed species: Florida pine snake, gopher tortoise, short-Tailed Snake, Florida burrowing owl, Florida sandhill crane, southeastern American kestrel, little blue heron, roseate spoonbill, tricolored heron, and Sherman’s fox squirrel. The project will have “no effect” on the state listed least tern.

The NRE was submitted to the USFWS and FFWCC on March 13, 2017. The concurrence letters from USFWS, dated March 16, 2017 and FFWCC, dated March 20, 2017, are located in

## Appendix F.

FDOT's commitments addressing listed and protected species are discussed in the commitments section (**Section 4**) and are not repeated here. Therefore, based on adherence to these commitments, this project is expected to have no significant impacts.

## ATTACHMENT D – PHYSICAL IMPACTS

### D.1. HIGHWAY TRAFFIC NOISE

A *Noise Study Report* (December 2016) was prepared under separate cover following FDOT procedures that comply with Title 23 Code of Federal Regulations (CFR), Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. The evaluation uses methodologies established by FDOT and documented in the PD&E Manual, Part 2, Chapter 17 (recently renumbered to Chapter 18). The prediction of traffic noise levels with and without the roadway improvements was performed using the Federal Highway Administration's (FHWA's) Traffic Noise Model (TNM-Version 2.5).

The proposed widening of US 92 from two to four lanes is predicted to result in traffic noise levels ranging from 59.5 dB(A) to 76.4 dB(A). For the Recommended Alternative, noise levels were predicted at 507 noise sensitive sites located adjacent to US 92. Of the 507 noise sensitive sites evaluated, 229 residences are predicted to experience future noise levels that approach or exceed 66 dB(A), the Noise Abatement Category (NAC) for Activity Category B representing residences. Similarly, 53 non-residential noise sensitive sites are predicted to experience future noise levels that approach or exceed 66 dB(A), the NAC for Activity Category C and 51 dB(A), the NAC for Activity Category D. None of the evaluated sites will experience a substantial increase [15 dB(A) or more] of traffic noise as a result of the proposed widening.

Noise abatement measures, including noise barriers, were evaluated for the 282 noise sensitive sites. A total of 22 noise barriers were evaluated. Noise barrier systems consisting of several barriers of the same height were the most common configuration modeled in this analysis due to numerous driveway access points that would cause breaks in a continuous barrier. Depending on the physical location and proximity of the impacted noise sensitive sites to the breaks in the barrier, the effectiveness of the barrier reduction provided with each barrier system varied between locations. Noise barriers could potentially provide at least the minimum required noise reduction for a cost below the reasonable limit of \$42,000 per benefited receptor in nine areas. The potentially cost reasonable and feasible noise barriers are predicted to benefit 158 impacted noise sensitive sites at nine different locations along US 92.

The FDOT is committed to further consideration of noise barrier systems during the project final design phase(s) at the nine locations listed below contingent upon the following:

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

### Noise Barrier Systems located on the north side of US 92:

- Oakwood Mobile Home Park (between Stations 106+00 and 109+00, five impacted sites benefited)
- Single Family Homes and Holiday Park (between Stations 136+00 and 147+00, 22 impacted sites benefited)
- Meadowbrook (between Stations 148+00 and 161+00, 26 impacted sites benefited)
- Pine Grove Mobile Home Park and Woodall's Mobile Home Village (between Stations 215+50 and 228+00, 16 impacted sites benefited)

### Noise Barrier Systems located on the south side of US 92:

- Evergreen Motel and Mobile Home Park (between Stations 51+00 and 56+00, 15 impacted sites benefited)
- Chapman's, Melody Acres and Parkway Mobile Home Parks (between Stations 84+50 and 102+00, 31 impacted sites benefited)
- Amick Properties and Single Family Homes (between Stations 103+00 and 107+00, eight impacted sites benefited)
- Friendship Village (between Stations 149+00 and 154+00, nine impacted sites benefited)
- Single Family Home and Shangri-La Mobile Home Park (between Stations 181+50 and 188+00, 26 impacted sites benefited).

Noise abatement measures were evaluated for all noise sensitive sites identified as impacted by the Recommended Alternative. It was determined that traffic system management techniques, alignment modifications and property acquisition, and noise barriers are not reasonable abatement measures. Land use controls were identified as a feasible and cost reasonable solution to mitigate for future traffic noise levels that can be used by local officials in future land use planning. The *Noise Study Report* for this project is available in the project file.

A land use review will be performed during the future project Design phase to identify all noise sensitive sites that may have received a building subsequent to the noise study but prior to the project's Date of Public Knowledge. The date that the Type 2 Categorical Exclusion is approved will be the Date of Public Knowledge. If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then those sensitive sites will be evaluated for traffic noise and abatement considerations. There was no ongoing construction observed during various field reviews performed to establish existing land use; however, this is subject to change at any time.

During the construction phase of the proposed project, short-term noise may be generated by construction equipment and activities. The construction noise will be temporary at any location and will be controlled by adherence to provisions documented in the most recent edition of the *FDOT Standard Specifications for Road and Bridge Construction*.

Based on the traffic noise analysis, the consideration of noise barriers to mitigate traffic noise impacts, and the consideration of construction noise impacts, the Recommended Alternative is expected to have no significant impact on potential noise sensitive sites.

## D.2. AIR QUALITY

The project is located in an area which is designated attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to this project.

This project is expected to improve traffic flow by adding capacity to relieve congestion, which should reduce operational greenhouse gas emissions.

Construction-phase air quality impacts will be short-term and will primarily be in the form of emissions from diesel-powered construction equipment and dust from construction activities. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* as directed by the FDOT Project Engineer.

Therefore, the Recommended Alternative is expected to have no significant impact on air quality.

## D.3. CONTAMINATION

A Level I contamination evaluation was conducted for the study and a *Contamination Screening Evaluation Report* (CSER) (April 2016) was prepared under separate cover pursuant to FHWA's Technical Advisory T 6640.8A and the FDOT PD&E Manual, Part 2 Chapter 22 (recently renumbered to Chapter 20). A Level I assessment was conducted to identify and evaluate sites containing hazardous materials, petroleum products, or other sources of potential environmental contamination along the US 92 project corridor.

Based on a document and site review, four (4) sites ranked "High", thirteen (13) sites ranked "Medium", twenty (20) sites ranked "Low". For the sites ranked "Low", no further action is required at this time. These sites/facilities have the potential to impact the proposed project, but based on select variables these have been determined to have low risk to the project at this time. Variables that may change the risk ranking 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, assessment of these facilities shall be conducted.

For those locations with a risk ranking of "Medium" or "High", including any proposed stormwater treatment ponds and/or floodplain compensation sites outside the FDOT right-of-way, Level II screening will be conducted during the design phase if it is determined during the project's design that its construction activities could be in their vicinity. Currently, the Recommended Alternative will require right-of-way from all sites except for four (4) "Medium"-ranked sites.

If dewatering will be necessary during construction, a SFWMD Water Use Permit will be required. The Contractor will be responsible for obtaining and ensuring compliance with any necessary dewatering permit(s). Any dewatering operations in the vicinity of potentially contaminated areas shall be limited to low-flow, short-term operations. A dewatering plan may be necessary to avoid potential contamination plume exacerbation.

Additionally, Section 120, Excavation and Embankment – Subarticle 120.1.2, Unidentified Areas of Contamination of the FDOT *Standard Specifications for Road and Bridge Construction* will be provided in the project construction documents. This specification requires that in the event that any hazardous material or suspected contamination is encountered during construction, or if any spills caused by construction-related activities should occur, the Contractor shall be instructed to stop work immediately and notify the District One Environmental Management Office, as well as the appropriate regulatory agencies for assistance.

The potential 4 “High” and 13 “Medium” ranking sites identified and any newly-identified sites will be evaluated further during the project design phase(s), including Level II testing as necessary. Future project design plans will contain marked contamination polygons and general notes as applicable. The FDOT will oversee any remediation activities necessary.

Based on 1) the future completion of Level II field screening for the “High” and “Medium” risk-ranked sites identified, 2) the completion of contamination remediation activities as determined necessary (following future testing activities), and 3) the inclusion of the appropriate contamination demarcation in the construction plans, the Recommended Alternative is expected to have no significant impact on contamination.

#### **D.4. UTILITIES AND RAILROADS**

Overhead and buried utilities extend along both sides of US 92 from County Line Road to Wabash Avenue. The utility companies were contacted by email on October 13, 2014, to identify the locations and types of utilities within the project limits. Plan sheets were mailed to the companies with a request to identify the location(s) of existing facilities and planned facilities. The existing utilities include overhead electric, overhead cable, buried communication lines (coaxial and fiber optic), gas, water, and sewer. The list of utility agencies/owners known to operate utilities within the project corridor include:

- Bright House Networks
- City of Lakeland – Electric, Fiber Optics/Telecom, Traffic, Wastewater, and Water
- City of Plant City
- Florida Turnpike Enterprise
- Kinder Morgan/Central Florida Pipeline
- Level 3 Communications
- TECO-Peoples Gas
- Verizon

Widening US 92 will require relocations of existing utilities. Cost estimates will be determined in the final design phase. The FDOT’s coordination with potentially affected utility owners will continue as necessary throughout the future project design and construction phases. Project design will seek to avoid and minimize impacts to existing utilities to the extent feasible within the roadway right-of-way.

The US 92 project is located north of the CSX Transportation A-Line. The CSX A-Line is parallel to US 92 and there are three spur lines from the CSX A-Line that cross US 92 within the project

limits. The locations of the three spur lines are east of County Line Road, east of Kraft Road, and west of Publix Gate 8/10. All locations are single track crossings. Although the number of train crossings at two of the three spur locations are less than or equal to two trains per day, the spur line located to the east of Kraft Road currently has 13 train crossings per day. The Recommended Alternative will have no significant impact on utilities or railroad.

## **D.5. CONSTRUCTION**

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

The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's *Standard Specifications for Road and Bridge Construction*.

Noise and vibration effects will be 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.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with the most current edition of the FDOT's *Standard Specifications for Road and Bridge Construction*, "Prevention, Control, and Abatement of Erosion and Water Pollution," and through the use of best management practices (BMP).

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.

Maintenance of traffic and sequence of construction will be planned and scheduled so as 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 business persons can make other accommodations. All 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 and logging complaints about project activity.

Access to local properties, businesses and residences will be maintained to the extent practical through controlled construction scheduling and the implementation of the project's specific Traffic



Control Plan(s) and implementation of the 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.

#### **D.6. BICYCLES AND PEDESTRIANS**

The existing five-foot paved shoulder along US 92 serves as an undesignated bicycle lane. With the exception of the west leg of the Wabash Avenue intersection and along the Family Dollar property, there are no existing pedestrian facilities on US 92 within the project limits. There is an existing five-foot sidewalk along the north side of US 92 at Wabash Avenue that extends to the west for approximately 140 feet. Similarly, there is an existing six-foot sidewalk on the south side of US 92 that extends to the west for approximately 500 feet. There is an existing five-foot sidewalk along the north side of US 92 on the Family Dollar property which is located west of Meadowbrook Avenue.

The Recommended Alternative includes improvements for bicycles and pedestrians. The proposed typical section provides a six-foot sidewalk and a seven-foot buffered bicycle lane on both sides of the roadway. The sidewalk and bicycle facilities in the project will be designed and constructed to comply with the Americans with Disabilities Act (ADA) of 1990, as amended. The sidewalks will meet ADA requirements for access, width, and grade. Therefore, the level of effects is enhance.

## **Appendix A – Project Planning Consistency**

| RIGHT OF WAY / MANAGED BY FDOT      |                  |          |          |                  |                  |                  |          |                   |
|-------------------------------------|------------------|----------|----------|------------------|------------------|------------------|----------|-------------------|
| DDR -DISTRICT DEDICATED REVENUE     | 0                | 0        | 0        | 4,064,168        | 2,849,084        | 5,922,420        | 0        | 12,835,672        |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0                | 0        | 0        | 245,811          | 491,623          | 491,622          | 0        | 1,229,056         |
| <b>Item 431641 2 Totals:</b>        | <b>6,895,534</b> | <b>0</b> | <b>0</b> | <b>4,309,979</b> | <b>3,340,707</b> | <b>6,414,042</b> | <b>0</b> | <b>20,960,262</b> |

| Fund  | <2017          | 2017             | 2018     | 2019     | 2020     | 2021     | >2021    | All Years        |
|---|----------------|------------------|----------|----------|----------|----------|----------|------------------|
| Item Number: 431772 1 Project Description: COW CAMP ROAD BRIDGE NO. 160400 OVER ROSALIE/ZIPPRER CANAL *NON-SIS* |                |                  |          |          |          |          |          |                  |
| District: 01 County: POLK Type of Work: BRIDGE REPLACEMENT Project Length: .001 L RTP: 1-3                      |                |                  |          |          |          |          |          |                  |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT   |                |                  |          |          |          |          |          |                  |
| BRTZ -FED BRIDGE REPL - OFF SYSTEM  | 150,650        | 0                | 0        | 0        | 0        | 0        | 0        | 150,650          |
| CONSTRUCTION / MANAGED BY FDOT  |                |                  |          |          |          |          |          |                  |
| ACBZ -ADVANCE CONSTRUCTION (BRTZ)   | 0              | 1,710,162        | 0        | 0        | 0        | 0        | 0        | 1,710,162        |
| ENVIRONMENTAL / MANAGED BY FDOT   |                |                  |          |          |          |          |          |                  |
| ACBZ -ADVANCE CONSTRUCTION (BRTZ)   | 0              | 20,000           | 0        | 0        | 0        | 0        | 0        | 20,000           |
| <b>Item 431772 1 Totals:</b>  | <b>150,650</b> | <b>1,730,162</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,880,812</b> |
| <b>Project Total:</b>   | <b>150,650</b> | <b>1,730,162</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,880,812</b> |

| Fund   | <2017    | 2017           | 2018           | 2019     | 2020     | 2021     | >2021    | All Years      |
|--|----------|----------------|----------------|----------|----------|----------|----------|----------------|
| Item Number: 433260 1 Project Description: NEW YORK CYCLE TRACK (LIME STREET) FROM SIKES BLVD TO NEW YORK AVENUE *NON-SIS* |          |                |                |          |          |          |          |                |
| District: 01 County: POLK Type of Work: BIKE PATH/TRAIL Project Length: .000 L RTP: 2-5                                    |          |                |                |          |          |          |          |                |
| PRELIMINARY ENGINEERING / MANAGED BY CITY OF LAKE LAND   |          |                |                |          |          |          |          |                |
| LF -LOCAL FUNDS  | 0        | 115,307        | 0              | 0        | 0        | 0        | 0        | 115,307        |
| TALU -TRANSPORTATION ALTS- >200K   | 0        | 1,000          | 0              | 0        | 0        | 0        | 0        | 1,000          |
| CONSTRUCTION / MANAGED BY CITY OF LAKE LAND  |          |                |                |          |          |          |          |                |
| SA -STP, ANY AREA  | 0        | 0              | 1,000          | 0        | 0        | 0        | 0        | 1,000          |
| TALU -TRANSPORTATION ALTS- >200K   | 0        | 0              | 529,762        | 0        | 0        | 0        | 0        | 529,762        |
| <b>Item 433260 1 Totals:</b>   | <b>0</b> | <b>116,307</b> | <b>530,762</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>647,069</b> |
| <b>Project Total:</b>  | <b>0</b> | <b>116,307</b> | <b>530,762</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>647,069</b> |

| Fund   | <2017          | 2017     | 2018     | 2019     | 2020     | 2021     | >2021    | All Years      |
|--|----------------|----------|----------|----------|----------|----------|----------|----------------|
| Item Number: 433268 1 Project Description: FT FRASER TRL EXT FROM SR 540 -WINTER LK RD TO COMBEE RD -LAKE LAND *SIS* |                |          |          |          |          |          |          |                |
| District: 01 County: POLK Type of Work: CORRIDOR/SUBAREA PLANNING Project Length: 1.892 L RTP: 2-5                   |                |          |          |          |          |          |          |                |
| P D & E / MANAGED BY FDOT  |                |          |          |          |          |          |          |                |
| -TOTAL OUTSIDE YEARS   | 743,784        | 0        | 0        | 0        | 0        | 0        | 0        | 743,784        |
| <b>Item 433268 1 Totals:</b>   | <b>743,784</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>743,784</b> |

|  |                |                  |          |          |          |          |          |                  |
|--|----------------|------------------|----------|----------|----------|----------|----------|------------------|
| Item Number: 433268 2 Project Description: FT FRASER TRAIL EXTENSION FM SR540/WINTER LK RD TO COMBEE RD- LAKE LAND *SIS* |                |                  |          |          |          |          |          |                  |
| District: 01 County: POLK Type of Work: BIKE PATH/TRAIL Project Length: .946 L RTP: 2-5                                  |                |                  |          |          |          |          |          |                  |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT  |                |                  |          |          |          |          |          |                  |
| SU -STP, URBAN AREAS > 200K  | 0              | 1,250,000        | 0        | 0        | 0        | 0        | 0        | 1,250,000        |
| <b>Item 433268 2 Totals:</b>   | <b>0</b>       | <b>1,250,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,250,000</b> |
| <b>Project Total:</b>  | <b>743,784</b> | <b>1,250,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,993,784</b> |

| Fund  | <2017            | 2017     | 2018     | 2019     | 2020     | 2021     | >2021    | All Years        |
|---|------------------|----------|----------|----------|----------|----------|----------|------------------|
| Item Number: 433558 1 Project Description: US 92 FROM COUNTY LINE ROAD TO WABASH AVENUE *NON-SIS* |                  |          |          |          |          |          |          |                  |
| District: 01 County: POLK Type of Work: PD&E/EMO STUDY Project Length: 4.131 L RTP: 1-3           |                  |          |          |          |          |          |          |                  |
| P D & E / MANAGED BY FDOT   |                  |          |          |          |          |          |          |                  |
| -TOTAL OUTSIDE YEARS  | 2,864,203        | 0        | 0        | 0        | 0        | 0        | 0        | 2,864,203        |
| <b>Item 433558 1 Totals:</b>  | <b>2,864,203</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2,864,203</b> |

|   |   |   |   |           |   |           |   |           |
|---|---|---|---|-----------|---|-----------|---|-----------|
| Item Number: 433558 2 Project Description: US 92 FROM COUNTY LINE ROAD TO WABASH AVENUE *NON-SIS* |   |   |   |           |   |           |   |           |
| District: 01 County: POLK Type of Work: ADD LANES & RECONSTRUCT Project Length: 4.131 L RTP: 1-3  |   |   |   |           |   |           |   |           |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT   |   |   |   |           |   |           |   |           |
| CM -CONGESTION MITIGATION - AQ  | 0 | 0 | 0 | 522,062   | 0 | 0         | 0 | 522,062   |
| SA -STP, ANY AREA   | 0 | 0 | 0 | 3,927,938 | 0 | 0         | 0 | 3,927,938 |
| RIGHT OF WAY / MANAGED BY FDOT  |   |   |   |           |   |           |   |           |
| CM -CONGESTION MITIGATION - AQ  | 0 | 0 | 0 | 0         | 0 | 1,947,311 | 0 | 1,947,311 |

| Roadway Projects and Costs (Present Day Cost) |                      |   |                       |  |                            |                            |                          |                |           |                          |                |           |                          |                |           |                          |                  |           |                          |
|---|----------------------|---|-----------------------|--|----------------------------|----------------------------|--------------------------|----------------|-----------|--------------------------|----------------|-----------|--------------------------|----------------|-----------|--------------------------|------------------|-----------|--------------------------|
| Project Details                               |                      |   |                       |  |                            |                            | PD&E                     |                |           | Project Engineering      |                |           | ROW                      |                |           | Construction             |                  |           | Total                    |
| Project Tier                                  | ID/FPN               | Facility                                    | From                  | To                                     | No. of Existing Lanes      | Project Type               | Cost (\$PDC in millions) | Funding Source | YOE       | Cost (\$PDC in millions) | Funding Source | YOE       | Cost (\$PDC in millions) | Funding Source | YOE       | Cost (\$PDC in millions) | Funding Source   | YOE       | Cost (\$PDC in millions) |
| I (Committed)                                 | 329                  | SR 570 (Polk Parkway)*                      | S/O CR 546            | N/O Eastern Toll Plaza                 | 2                          | Interstate                 | -                        | -              | -         | 4.00                     | Turnpike       | Committed | -                        | -              | -         | 32.00                    | Turnpike         | Committed | 36.00                    |
|   | <b>Tier I Totals</b> |   |                       |  |                            |                            |                          | <b>0.00</b>    |           |                          | <b>4.00</b>    |           |                          | <b>0.00</b>    |           |                          | <b>32.00</b>     |           |                          |
| II (Cost Feasible in 2019-2030)               | 26                   | SR 542 (Dundee Rd)                          | Buckeye Loop Rd       | US 27                                  | 2                          | Roadway - Widening         | 2.07                     | OA             | Completed | 6.20                     | OA             | Completed | 17.39                    | OA             | Completed | 41.32                    | OA               | 2019-2020 | 66.97                    |
|   | 42                   | SR 400 (I-4) "I-4 BEYOND THE ULTIMATE"      | W. of US 27           | E. of CR 532                           | 6                          | Interstate                 | -                        | SIS            | -         | 3.10                     | SIS            | Committed | 24.00                    | SIS            | 2019-2020 | 146.00                   | SIS              | 2019-2020 | 173.10                   |
|   | 64                   | US 92 (New Tampa Hwy)                       | Hillsborough Co/L     | Wabash Ave                             | 2                          | Roadway - Widening         | 1.95                     | OA             | Underway  | 4.45                     | OA             | 2019-2020 | 1.43                     | OA             | 2021-2025 | 38.90                    | OA               | 2026-2030 | 46.73                    |
|   | 89B                  | SR 33**                                     | Old Combee Road       | University Blvd (excludes interchange) | 2                          | Roadway - Widening         | 0.95                     | OA             | Underway  | 2.84                     | OA             | Completed | 0.00                     | OA             | 2019-2020 | 18.95                    | OA               | 2021-2025 | 22.74                    |
|   | 96                   | US 17/92 (Hinson Ave)                       | 10th St               | 17th St                                | 2                          | Roadway - Widening         | 0.16                     | OA             | Committed | 0.48                     | OA             | Committed | 1.30                     | OA             | 2021-2025 | 3.21                     | OA               | 2021-2025 | 5.15                     |
|   | 98C                  | US 27                                       | Presidents Dr         | SR 60                                  | 4                          | Roadway - Widening         | -                        | SIS            | -         | 0.78                     | SIS            | Committed | 5.57                     | SIS            | Committed | 47.00                    | SIS              | 2019-2020 | 53.35                    |
|   | 112                  | Wabash Ave Extension                        | Harden Blvd           | Ariana St                              | -                          | Roadway - New Construction | 1.41                     | Local          | Completed | 1.05                     | Local          | Underway  | 4.98                     | Local          | 2021-2025 | 12.50                    | Multiple Sources | 2021-2025 | 19.94                    |
|   | 114                  | Wabash Ave                                  | US 92 (Memorial Blvd) | 10th St                                | 2                          | Roadway - New Construction | 0.28                     | Local          | 2021-2025 | 0.85                     | Local          | 2021-2025 | 0.00                     | Local          | 2026-2030 | 5.64                     | Local            | 2026-2030 | 6.76                     |
|   | 115                  | Wabash Ave Extension                        | 10th St               | Interstate Drive                       | -                          | Roadway - New Construction | 0.41                     | Local          | Completed | 1.24                     | Local          | Underway  | 1.70                     | Local          | Underway  | 3.57                     | Local            | 2021-2025 | 6.92                     |
|   | 153                  | I-4   | at SR 557             |  | 6                          | Interchange                | -                        | SIS            | -         | 0.04                     | SIS            | Committed | -                        | SIS            | -         | 55.78                    | SIS              | 2019-2020 | 55.82                    |
|   | 305                  | Crews Lake Road/E.F. Griffin Road Connector | Crews Lake Road       | E.F. Griffin Road                      | -                          | Roadway - New Construction | 0.44                     | Developer      | Committed | 1.32                     | Developer      | Committed | 0.53                     | Developer      | Committed | 8.79                     | Developer        | 2021-2025 | 11.08                    |
|   | 310                  | Crevasse - Lakeland Park Drive Connector    | Union Drive           | Lakeland Park Drive                    | -                          | Roadway - New Construction | 0.41                     | Local          | Completed | 1.24                     | Local          | Underway  | 1.50                     | Local          | Committed | 5.90                     | Local            | Committed | 1.65                     |
| 312A  | North Ridge Trail    | Deen Still Road                             | Four Corners Blvd     | -                                      | Roadway - New Construction | 0.84                       | -                        | Completed      | 2.53      | -                        | Completed      | 16.45     | -                        | Completed      | 11.85     | Multiple Sources         | 2021-2025        | 31.67     |                          |

**Polk Parkway Footnote**

\* This project includes the Braddock Road/Polk Parkway Interchange project which includes an improved 2-lane facility on Braddock Road between Polk Parkway and CR 655 with ROW for 4 lanes.

**SR 33 Footnote**

\*\* This project also includes the PD&E and Design phases for the Interstate 4 at SR 33 Interchange. Future funding for Row and CST of the interchange will ultimately be allocated from FDOT's SIS Cost-Feasible Plan.

| Legend of Funding Sources                            |  |
|--|--|
| OA = Other Arterial funds (State & Federal)          | IF District = Impact Fee District (Local)        |
| TMA = Transportation Management Area funds (Federal) | TRIP = Transportation Regional Incentive Program |
| SIS = Strategic Intermodal System funds              | TALL = Transportation Alternatives- <200k        |
| Turnpike = Florida's Turnpike Enterprise Funds       | TALT = Transportation Alternatives- Any Area     |
| Local = Local funds                                  | TALU = Transportation Alternatives- >200k        |



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Federal Aid Management Office **James Jobe - Manager**

## STIP Project Detail and Summaries Online Report

| Selection Criteria         |                     |
|----------------------------|---------------------|
| Approved STIP              | Detail Report       |
| Financial Project:433558 2 | Related Items Shown |

| HIGHWAYS   |                                  |  |               |      |                  |                                |       |                   |
|--|----------------------------------|--|---------------|------|------------------|--------------------------------|-------|-------------------|
| <b>Item Number:</b> 433558 1                     |                                  | <b>Project Description:</b> US 92 FROM COUNTY LINE ROAD TO WABASH AVENUE |               |      |                  |                                |       |                   |
| <b>District:</b> 01                              | <b>County:</b> POLK              | <b>Type of Work:</b> PD&E/EMO STUDY                                      |               |      |                  | <b>Project Length:</b> 4.131MI |       |                   |
|  |                                  | <b>Fiscal Year</b>   |               |      |                  |                                |       |                   |
| <b>Phase / Responsible Agency</b>                |                                  | <2017  | 2017          | 2018 | 2019             | 2020                           | >2020 | All Years         |
| <b>P D &amp; E / MANAGED BY FDOT</b>             |                                  |  |               |      |                  |                                |       |                   |
| <b>Fund Code:</b>                                | ACSU - ADVANCE CONSTRUCTION (SU) | 67,943   | 23,266        |      |                  |                                |       | 91,209            |
|  | SU - STP, URBAN AREAS > 200K     | 2,773,220  |               |      |                  |                                |       | 2,773,220         |
| <b>Phase: P D &amp; E Totals</b>                 |                                  | <b>2,841,163</b>   | <b>23,266</b> |      |                  |                                |       | <b>2,864,429</b>  |
| <b>Item: 433558 1 Totals</b>                     |                                  | <b>2,841,163</b>   | <b>23,266</b> |      |                  |                                |       | <b>2,864,429</b>  |
|  |                                  |  |               |      |                  |                                |       |                   |
| <b>Item Number:</b> 433558 2                     |                                  | <b>Project Description:</b> US 92 FROM COUNTY LINE ROAD TO WABASH AVENUE |               |      |                  |                                |       |                   |
| <b>District:</b> 01                              | <b>County:</b> POLK              | <b>Type of Work:</b> ADD LANES & RECONSTRUCT                             |               |      |                  | <b>Project Length:</b> 4.131MI |       |                   |
|  |                                  | <b>Fiscal Year</b>   |               |      |                  |                                |       |                   |
| <b>Phase / Responsible Agency</b>                |                                  | <2017  | 2017          | 2018 | 2019             | 2020                           | >2020 | All Years         |
| <b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b> |                                  |  |               |      |                  |                                |       |                   |
| <b>Fund Code:</b>                                | CM - CONGESTION MITIGATION - AQ  |  |               |      | 522,062          |                                |       | 522,062           |
|  | SA - STP, ANY AREA               |  |               |      | 3,927,938        |                                |       | 3,927,938         |
| <b>Phase: PRELIMINARY ENGINEERING Totals</b>     |                                  |  |               |      | <b>4,450,000</b> |                                |       | <b>4,450,000</b>  |
|  |                                  |  |               |      |                  |                                |       |                   |
| <b>RIGHT OF WAY / MANAGED BY FDOT</b>            |                                  |  |               |      |                  |                                |       |                   |
| <b>Fund Code:</b>                                | CM - CONGESTION MITIGATION - AQ  |  |               |      |                  | 1,855,998                      |       | 1,855,998         |
|  | SA - STP, ANY AREA               |  |               |      |                  | 1,508,795                      |       | 1,508,795         |
| <b>Phase: RIGHT OF WAY Totals</b>                |                                  |  |               |      |                  | <b>3,364,793</b>               |       | <b>3,364,793</b>  |
| <b>Item: 433558 2 Totals</b>                     |                                  |  |               |      | <b>4,450,000</b> | <b>3,364,793</b>               |       | <b>7,814,793</b>  |
| <b>Project Totals</b>                            |                                  | <b>2,841,163</b>   | <b>23,266</b> |      | <b>4,450,000</b> | <b>3,364,793</b>               |       | <b>10,679,222</b> |
| <b>HIGHWAYS Totals</b>                           |                                  | <b>2,841,163</b>   | <b>23,266</b> |      | <b>4,450,000</b> | <b>3,364,793</b>               |       | <b>10,679,222</b> |
| <b>Grand Total</b>                               |                                  | <b>2,841,163</b>   | <b>23,266</b> |      | <b>4,450,000</b> | <b>3,364,793</b>               |       | <b>10,679,222</b> |

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James Jobe: [james.jobe@dot.state.fl.us](mailto:james.jobe@dot.state.fl.us) or call 850-414-4448

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**Appendix B – Concept Plans for the Recommended  
Alternative**

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- R RESIDENTIAL RELOCATION
- XXXXX SURFACE WATERS
- XXXXX WETLANDS
- 10 POTENTIAL MEDIUM & HIGH CONTAMINATION



**US 92 PD&E STUDY**  
**FROM COUNTY LINE RD TO WABASH AVE**  
 FINANCIAL PROJECT ID: 433558-1-22-01 COUNTY: POLK

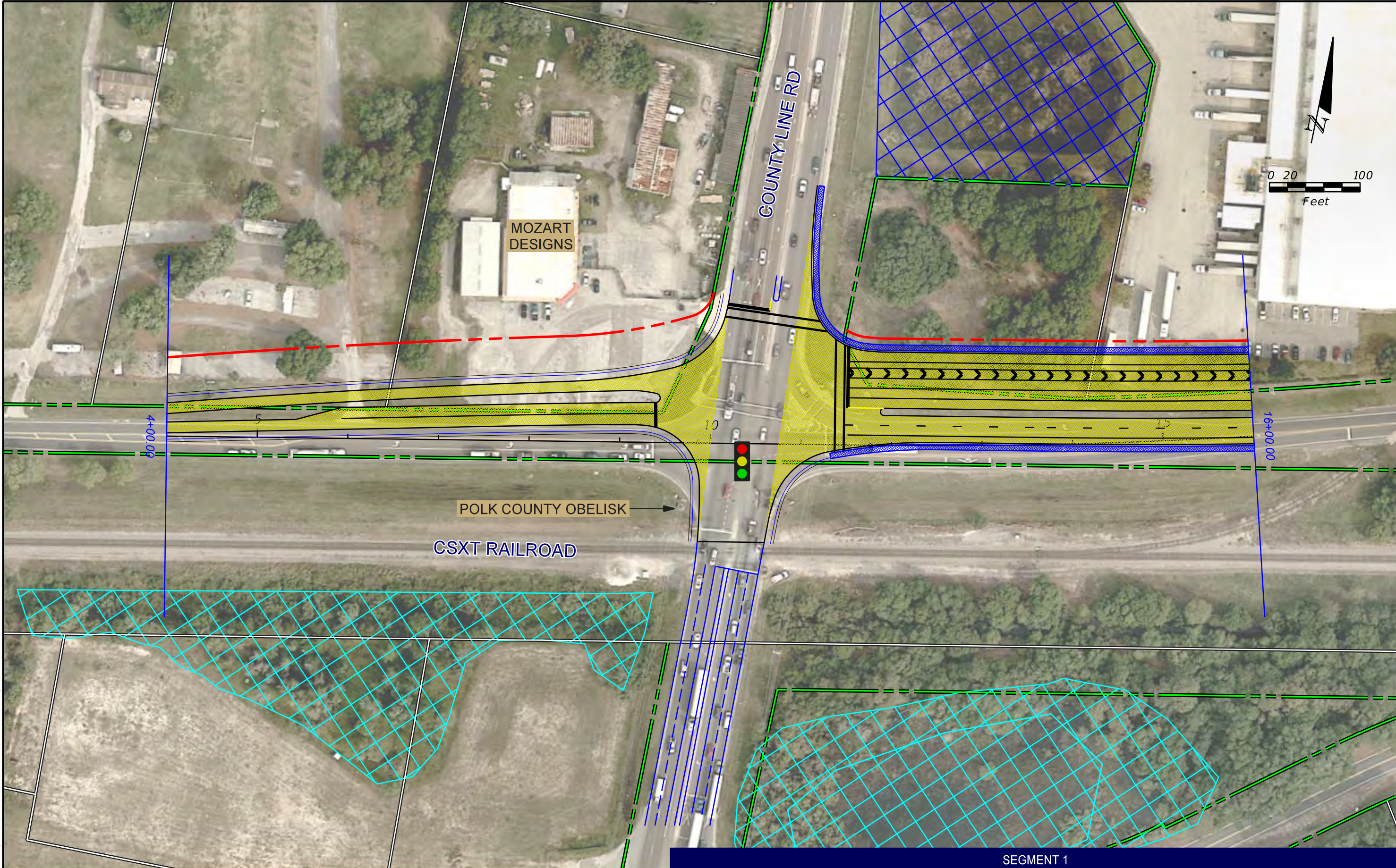


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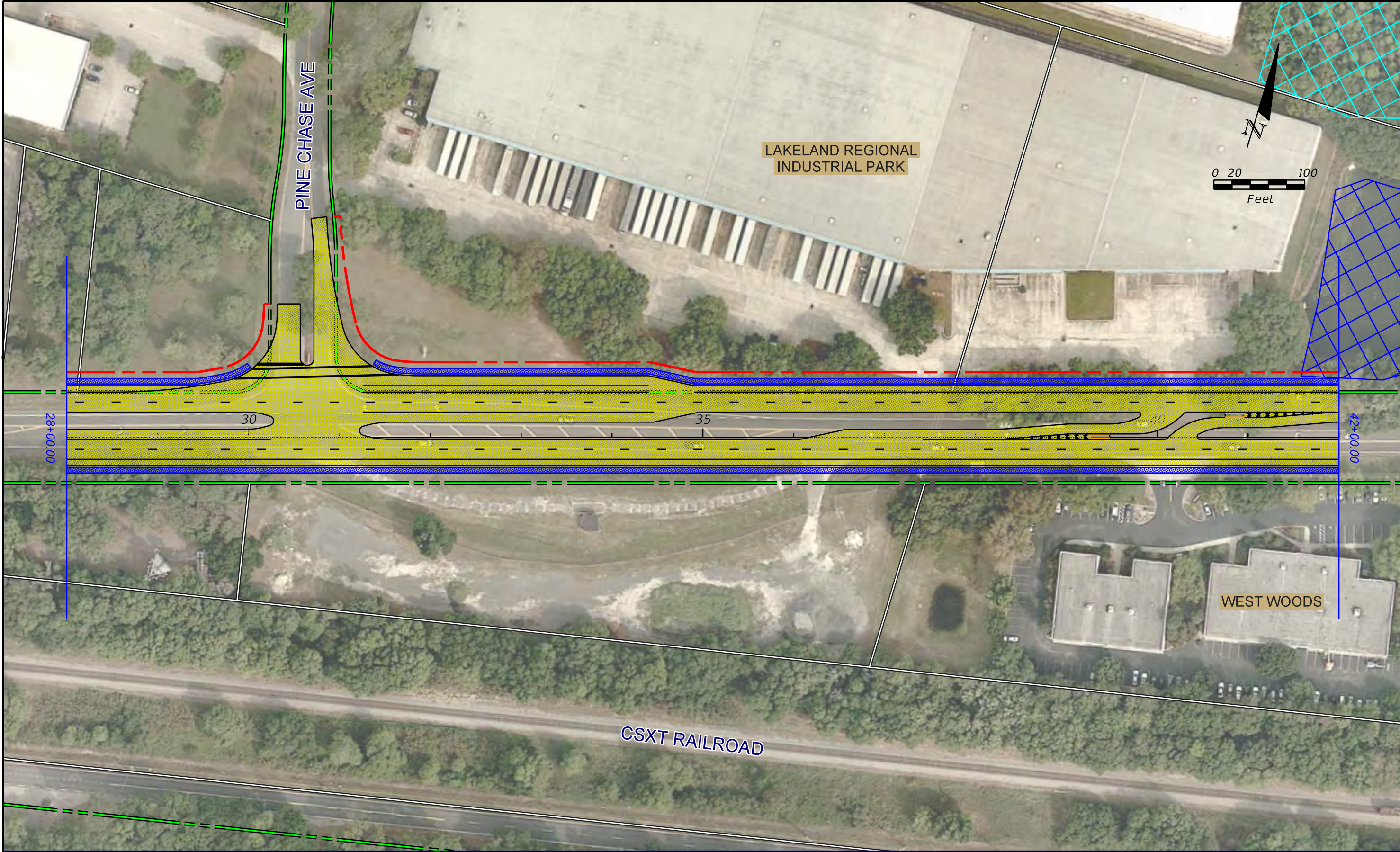
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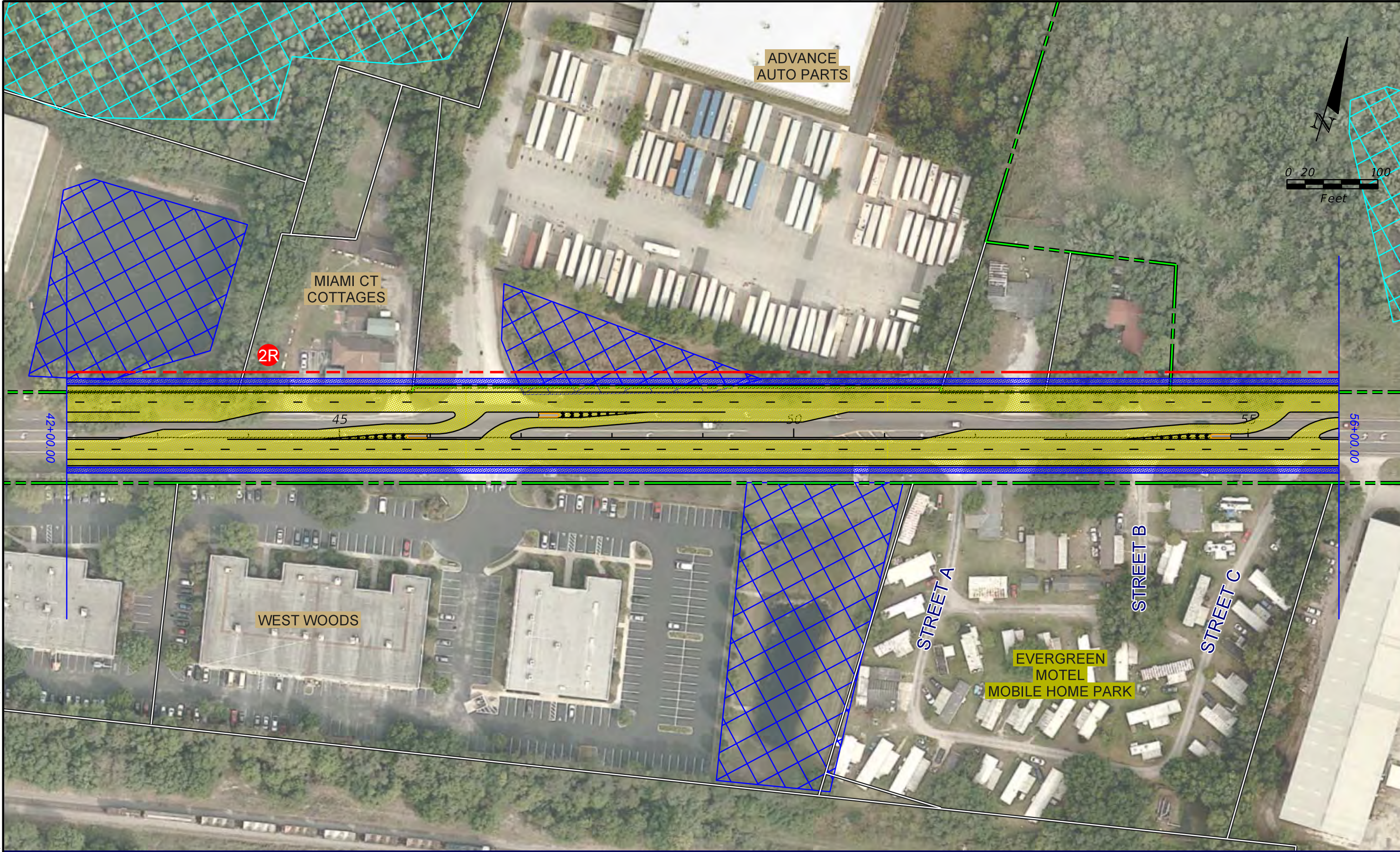
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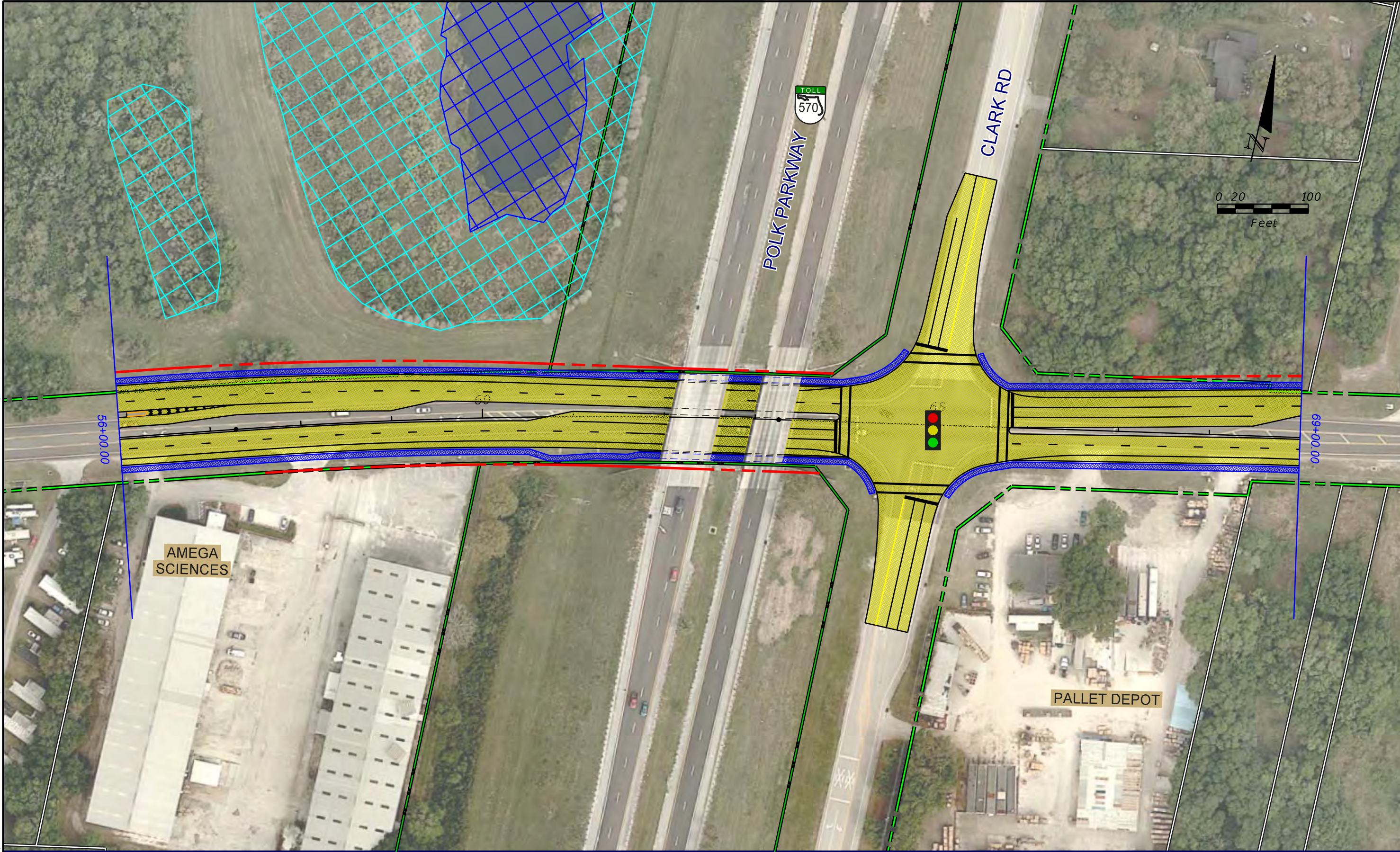
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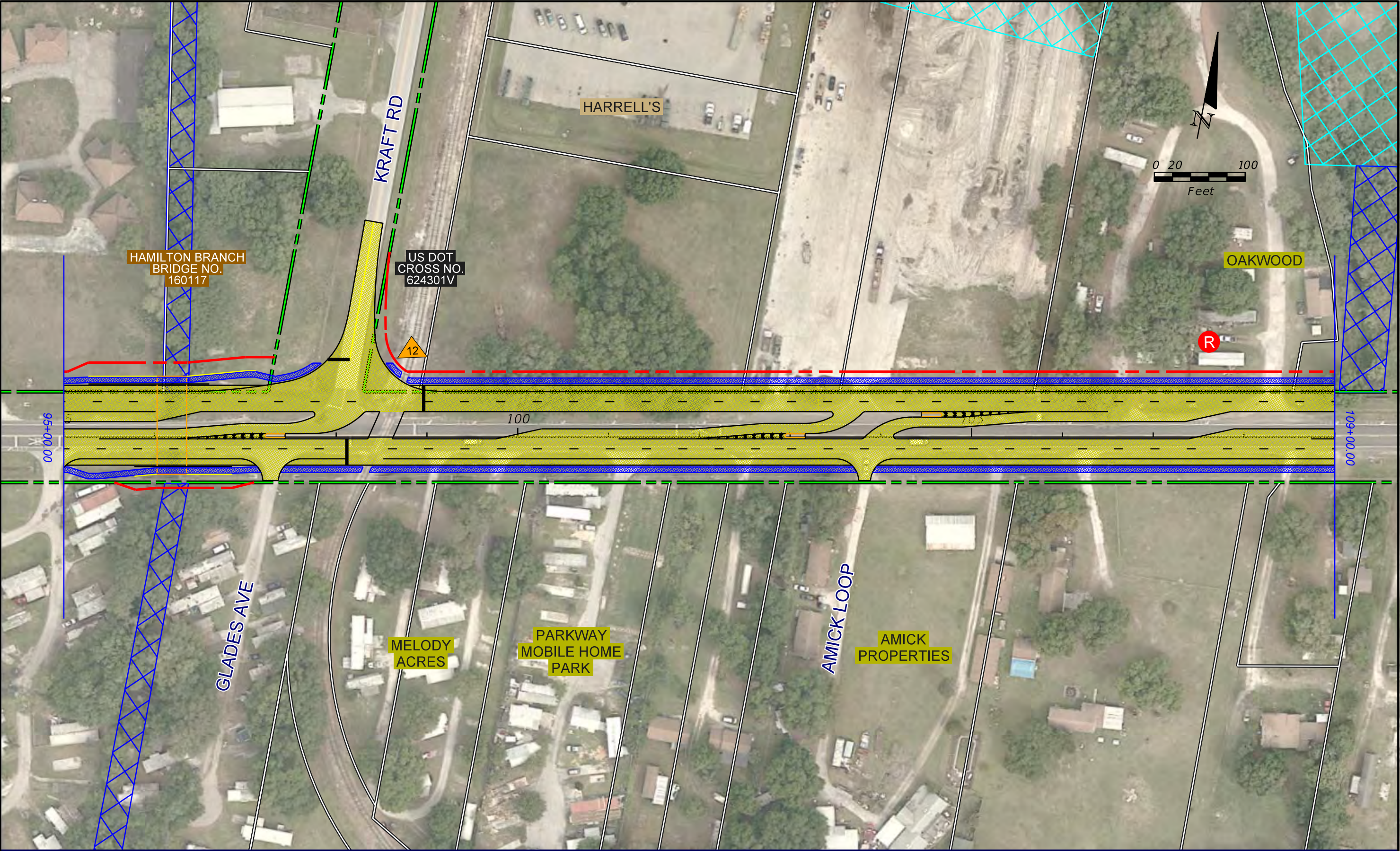
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- NOISE RECEPTOR

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- R** RESIDENTIAL RELOCATION
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- WETLANDS
- ▲ POTENTIAL MEDIUM & HIGH CONTAMINATION



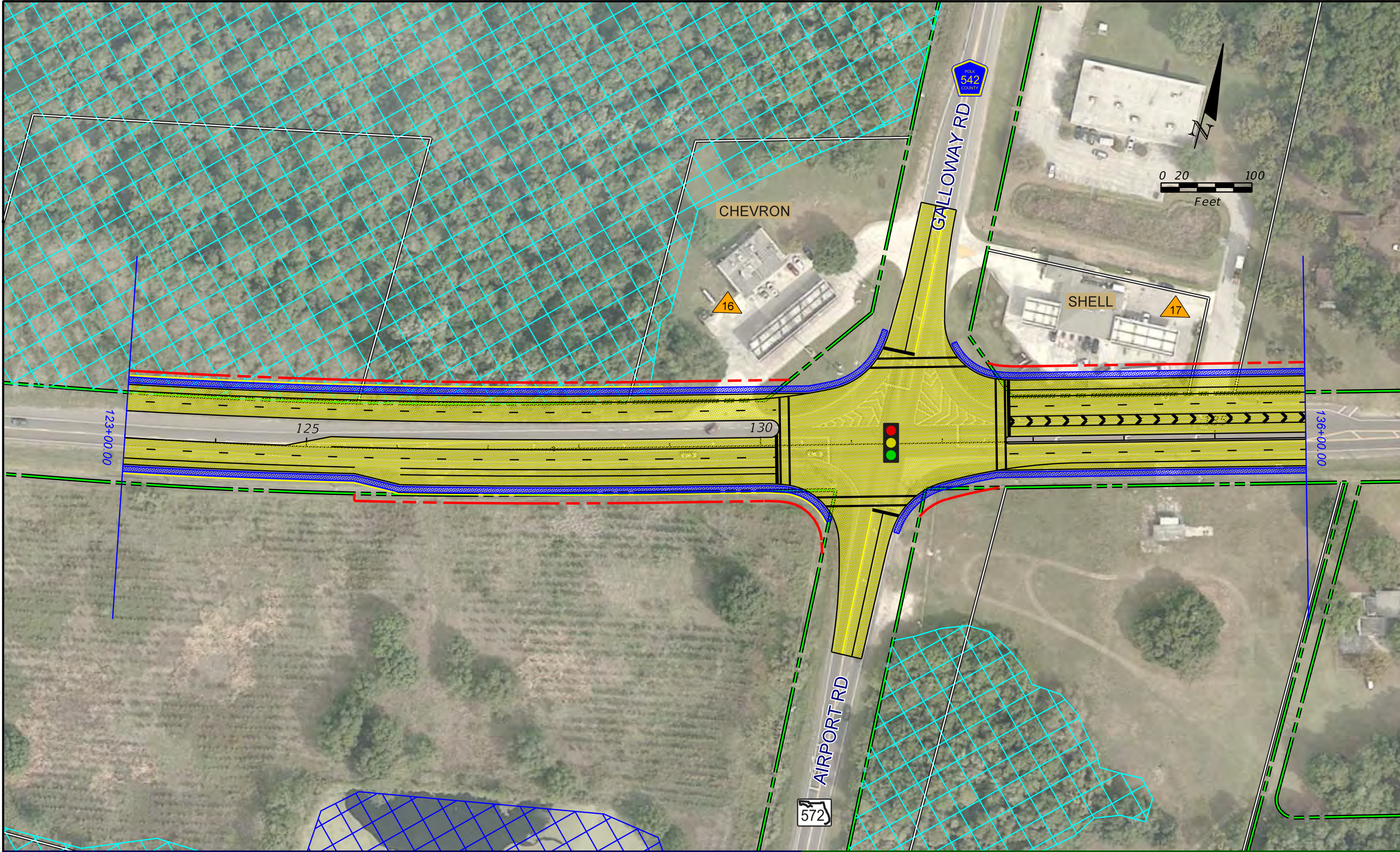
**US 92 PD&E STUDY**  
**FROM COUNTY LINE RD TO WABASH AVE**  
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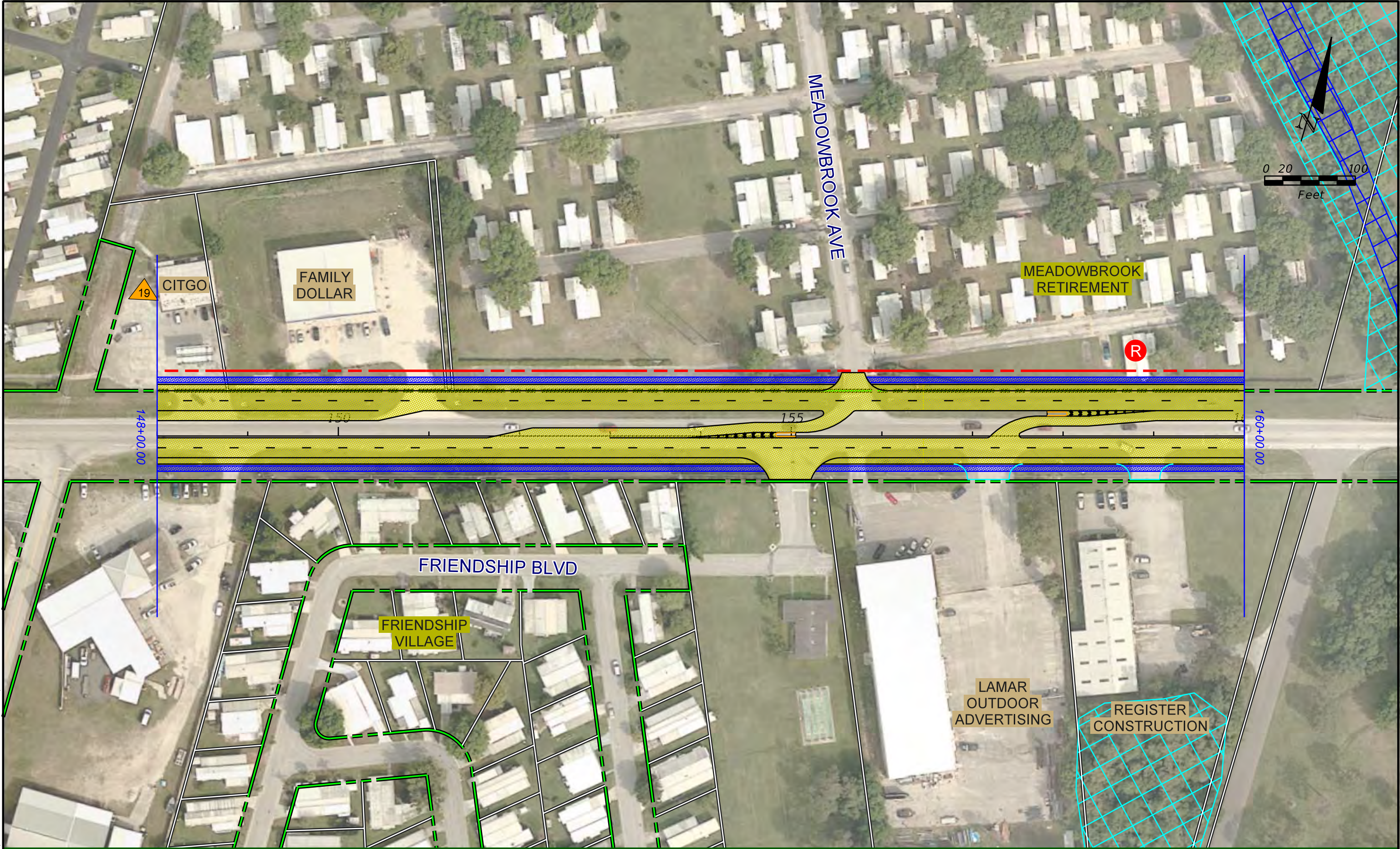
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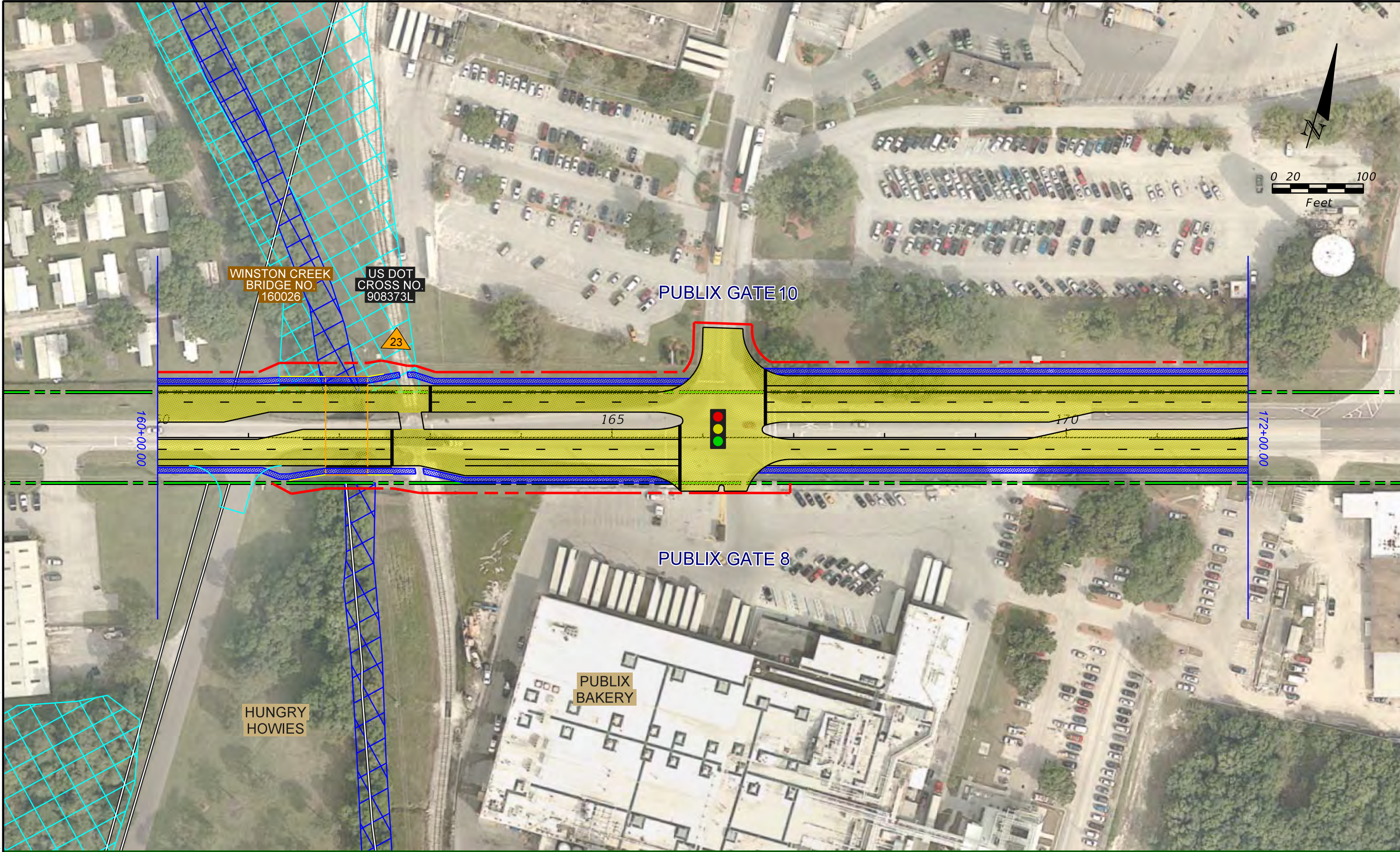
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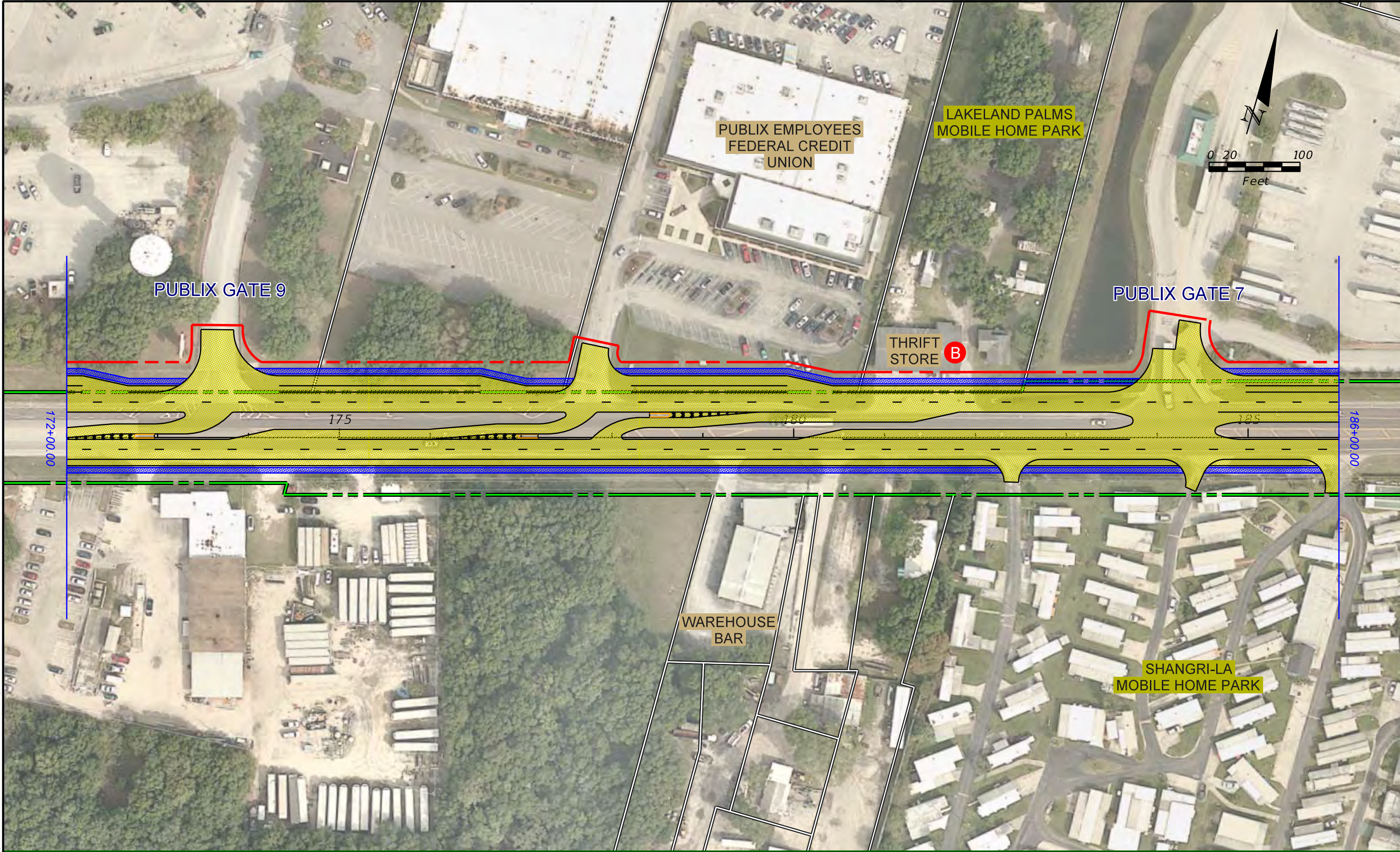
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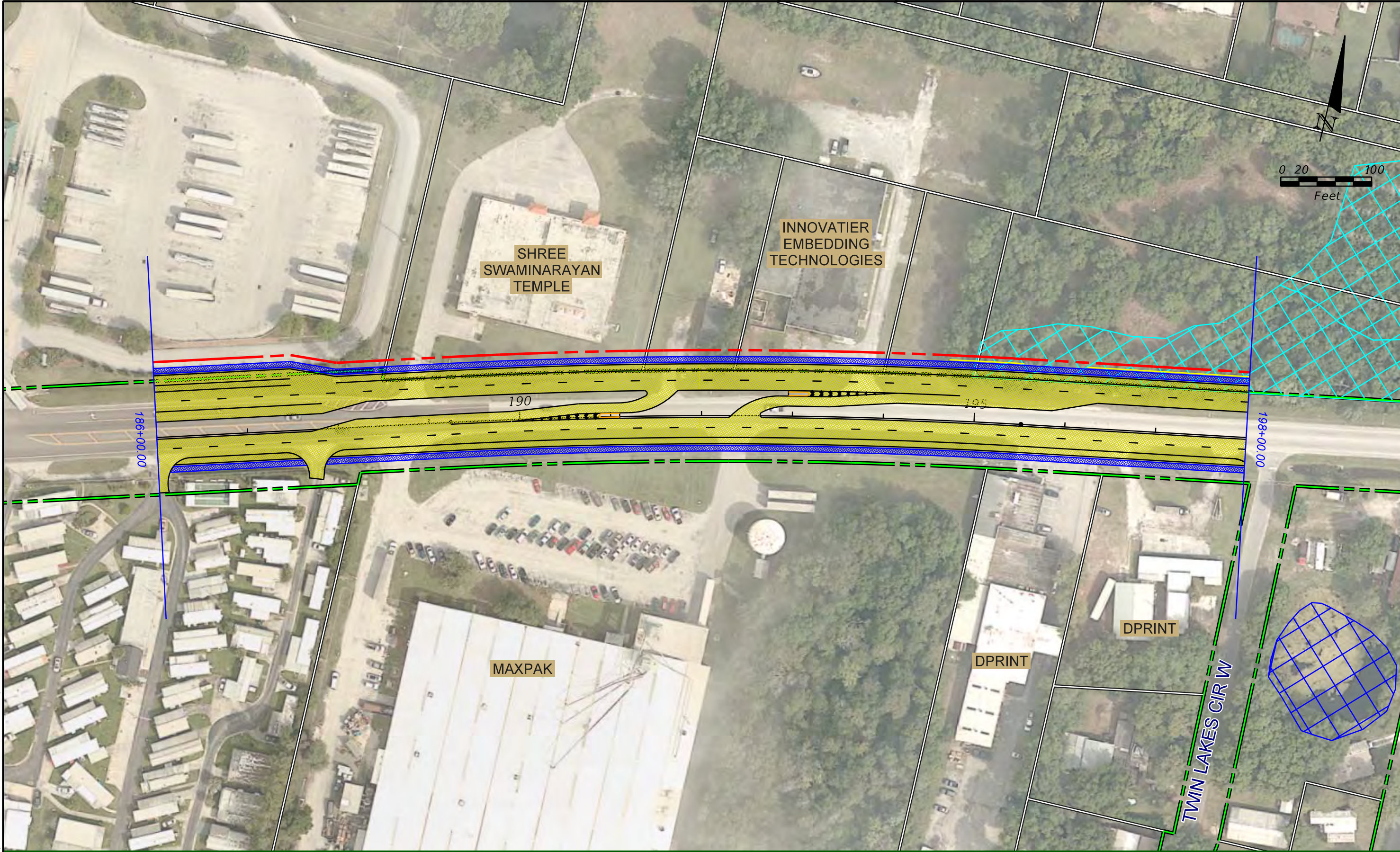
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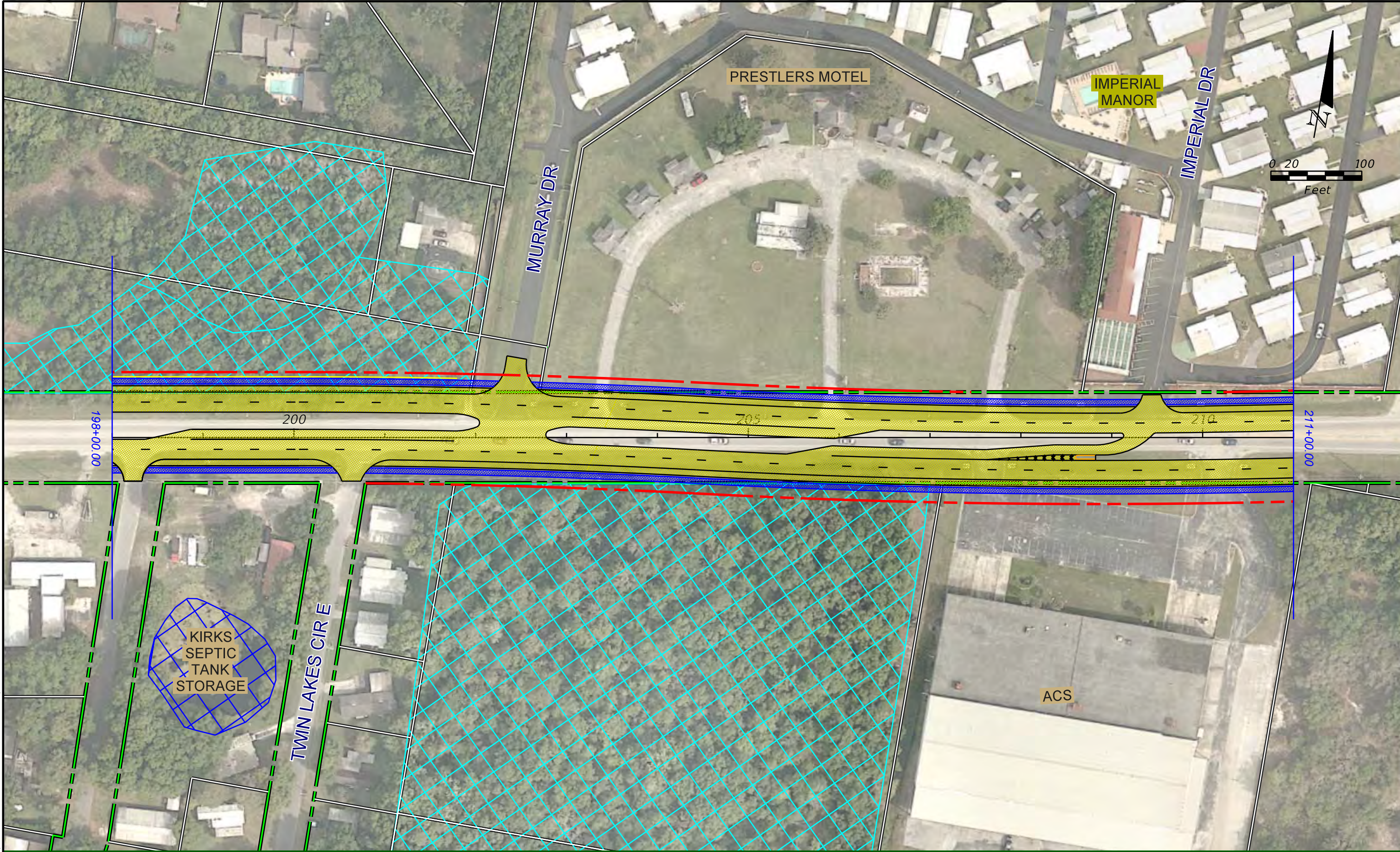
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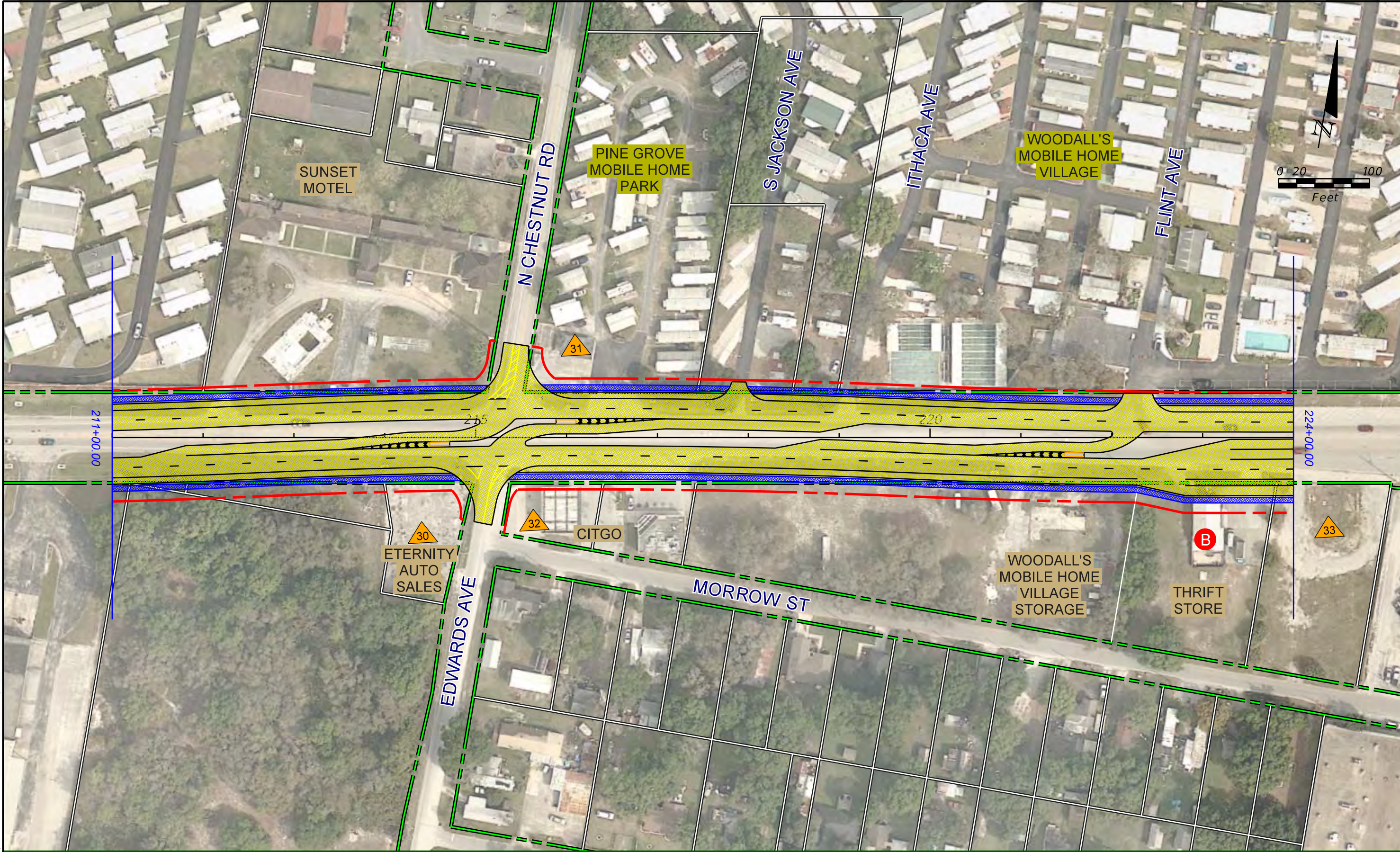


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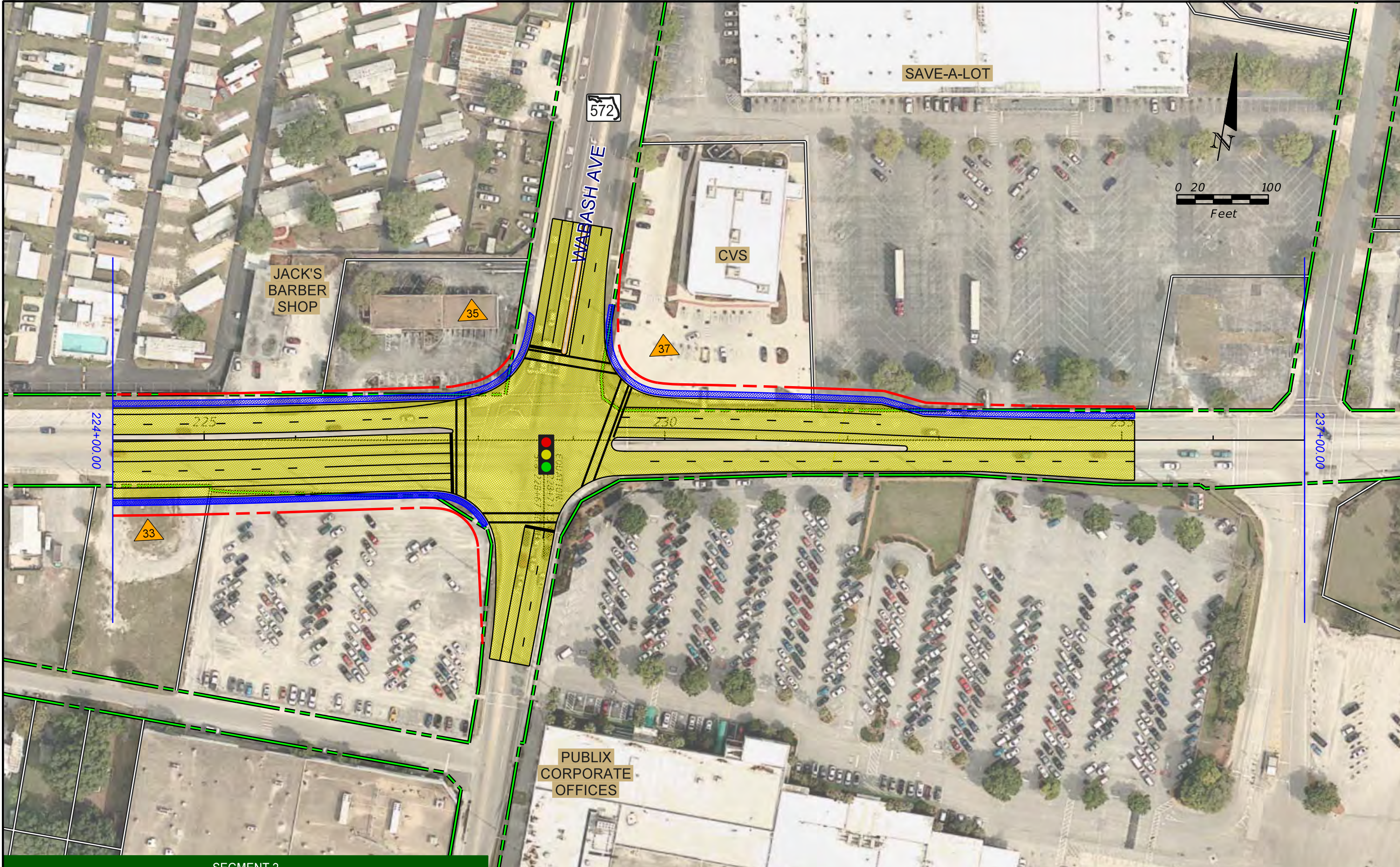
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**Appendix C – Cultural Resources Assessment Survey  
Agency Concurrence Documentation**



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

801 North Broadway  
Bartow, FL 33830

ANANTH PRASAD, P.E.  
SECRETARY

October 22, 2014

Ms. Cathy Kendall  
Federal Highway Administration  
545 John Knox Road, Suite 200  
Tallahassee, FL 32303

RE: Cultural Resource Assessment Survey  
Project Development and Environment (PD&E) Study  
US 92 from County Line Road to Wabash Avenue  
Polk County, Florida  
FPID No.: 433558-1-22-01  
FAP: Not assigned

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HISTORICAL RESOURCES  
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Dear Ms. Kendall:

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study to evaluate the proposed widening of United States (US) Highway 92 (US 92) in northern Polk County from a two-lane undivided roadway to a four-lane divided roadway. The study begins at County Line Road (Polk-Hillsborough County Line) and ends at Wabash Avenue. The project is 4.1 miles (mi) in length with an existing right-of-way (ROW) width of approximately 100 feet (ft) for the majority of the project. This study also includes 10 pond site alternatives: one Regional Pond Alternative (RPA), three Floodplain Compensation (FPC) sites, and six Stormwater Management Facilities (SMF). As part of the PD&E study, a Cultural Resource Assessment Survey (CRAS) was prepared to comply with federal and state regulations. For the purpose of the CRAS, the archaeological area of potential effect (APE) was defined as the existing US 92 ROW (approximately 100 ft) and the area contained within each of the 10 pond alternatives. The historical/architectural APE was defined as the archaeological APE, structures within 250 ft of the centerline of the existing US 92 ROW, and within the viewshed of the pond alternatives.

The purpose of the CRAS was to locate and identify historic or archaeological sites within or immediately adjacent to the APE and to assess the significance of such sites in terms of eligibility for listing in the National Register of Historic Places (NRHP).

Enclosed you will find the CRAS Report. The following documents are attached:

- One bound copy of the CRAS final report and one CD containing a .pdf version of the report (for FHWA); and
- One SHPO package containing an unbound copy of the report, loose FMSF forms (one demolished building letter, eight updated FMSF forms, and 111 new FMSF forms for historic resources), a Survey Log, and a CD containing a .pdf version of the report, forms, and log.

The field work was conducted in accordance with the FDOT's PD&E Manual and the research plan and field methodology follows the standards and guidelines of the Florida Division of Historical Resources *Cultural Resource Management Standards and Operational Manual*.

Background research and a review of the Florida Master Site File (FMSF) and the NRHP indicated that eight archaeological sites have been recorded within one mile of the project, but none is contained within the archaeological APE. The site location predictive model for the region indicated a variable potential for archaeological sites within the study corridor and pond alternatives. As a result of this survey, no archaeological sites were discovered.

Historical background research, including a review of the FMSF and NRHP, indicated that eight historic resources (50 years of age or older) were previously recorded within the historical/architectural APE. These include the Polk County Line Obelisk (8HI5328), three Frame Vernacular style residences (8PO3997, 8PO3999, and 8PO4000), one Bungalow style residence (8PO3998), the Silver Moon Drive-In (8PO6530), FDOT Bridge No. 160026 (8PO4012), and the South Florida Railroad (8PO7219), which extends along the south of, and nearly parallel to, US 92. One of the residences, 8PO3999, is no longer extant. The other three residences (8PO3997, 8PO3998, and 8PO4000) and the bridge (8PO4012) were determined ineligible for listing in the NRHP by the Florida State Historic Preservation Officer (SHPO) (Kammerer 1995). Their FMSF forms were updated as part of this survey to record changes in the building materials, and due to their common design and lack of historical associations, remain ineligible for listing in the NRHP. The existing FMSF form for the South Florida Railroad (8PO7219) was updated to include the portions of the railroad within the historical/architectural APE. Previously recorded sections of this resource either have not been evaluated due to insufficient information or have been evaluated as ineligible for the NRHP (FMSF). Because the three segments within the project APE represent only a small section of the entire railroad, there is insufficient information to determine NRHP eligibility.

The Polk County Line Obelisk (8HI5328) previously was determined ineligible for listing in the NRHP by the SHPO (Kammerer 1993). However, based on new information discovered as part of this survey, it is the opinion of ACI's architectural historian that the obelisk is eligible for the NRHP at the local level under Criterion A in the areas of Transportation and Local History.

8PO6530, recorded as the Silver Moon Drive-In, has not been evaluated by the SHPO. Per coordination with the SHPO, the entire complex has been newly recorded as a resource group (8PO7950), the FMSF number 8PO6530 has been designated as the original movie screen, and the other historic resources within the complex have been newly recorded as historic buildings/structures (8PO7951-7954). The Silver Moon Drive-In (8PO7950), with these five contributing resources (8PO6530, 8PO7951-7954), is considered eligible for the NRHP at the state level under Criterion A in the areas of Entertainment/Recreation, Social History, and for its contributions to Florida's development of highway culture, and under Criterion C in the area of Architecture.

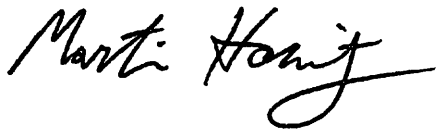
Aside from the newly recorded Silver Moon Drive-In resource group and contributing structures, historical field survey resulted in the identification of 107 newly recorded historic resources (50 years of age or older). These resources include 12 building complexes (8PO7792-7797 and 8PO7799-7804), 92 buildings (8PO7804-7894 and 8PO7955), two linear resources (8PO7791 and 8PO7798), and one bridge (8PO7790). One of these resources, the Publix Corporate Headquarters (8PO7894), is considered eligible for the NRHP at the state level under Criterion A in the areas of Commerce and Florida history, under Criterion B for its association with George W. Jenkins, and under Criterion C in the area of Architecture. All of the other buildings, resource groups, and linear resources represent commonly occurring types of architecture and/or engineering for the locale, and none is associated with significant historical events or persons. Therefore, it is the opinion of ACI's architectural historian that none of these is eligible for listing in the NRHP.

Ms. Cathy Kendall, Federal Highway Administration  
Cultural Resource Assessment Survey, PD&E Study  
US 92 from County Line Road to Wabash Avenue  
Polk County, Florida  
FPID No.: 433558-1-22-01  
FAP: Not assigned  
October 22, 2014  
Page 3 of 4

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

Please process the attached report and accompanying documentation and then forward to the SHPO for their concurrence. The second copy of the report is for your files. If you have any questions, or if I may be of assistance, please contact me at (863) 519-2805 or [martin.horwitz@dot.state.fl.us](mailto:martin.horwitz@dot.state.fl.us).

Sincerely,



Martin Horwitz  
Environmental Project Manager

Enclosures

|                    |      |
|--------------------|------|
| CC: Gwen Pipkin    | FDOT |
| Tony Sherrard      | FDOT |
| Erik Fleming, P.E. | AIM  |
| Marion Almy        | ACI  |

The FHWA finds the attached Cultural Resources Assessment Survey complete and sufficient and  approves/  does not approve the above recommendations and findings. Or, the FHWA finds the attached contains  insufficient information.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

*Please also see email and parcel map for additional documentation of the Public Capital Headquarters site (SP07894).*

*/s/ [Signature]*  
Ms. Cathy Kendall  
Federal Highway Administration

*11/3/14*  
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Survey complete and sufficient and  concurs/  does not concur with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number ~~2014-5000~~ **5019**. Or, the SHPO finds the attached contains  insufficient information.

SHPO Comments:

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

*[Signature]*  
Mr. Robert E. Bendus  
State Historic Preservation Officer  
Florida Division of Historical Resources

*12/5/14*  
Date



## **Appendix D – Section 106 Concurrence Documentation**



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

801 North Broadway Avenue  
Bartow, FL 33830

RACHEL D. CONE  
INTERIM SECRETARY

March 17, 2017

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

Attention: Alyssa McManus, Transportation Compliance Review Program

**Re: Section 106 Consultation Case Study Report  
US 92 Project Development and Environment (PD&E)  
From County Line Road to Wabash Avenue  
Polk County, Florida  
Financial Project ID No.: 433558-1-22-01  
Federal Aid Project No.: N/A**

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT), District 1, is planning improvements to portions of the US 92 corridor from County Line Road to Wabash Avenue in Polk County, Florida. The total project length is approximately 4.1 miles. The scope of work for this project includes capacity improvements consisting of widening US 92 as well as implementing bicycle lanes and sidewalks on both sides of the roadway. Improvements include the transition from two to four-lanes in the beginning west end of the project, and then transitioning from four to five lanes at the east end of the project. The proposed widening of US 92 holds the existing southern ROW line and widens to the north which requires approximately 22 feet of proposed ROW along the north side of US 92. The northern widening pertains to the majority of the project limits except for two locations. The alignment shifts to widening along the existing alignment under the Polk Parkway bridges to minimize impacts and shifts to the south at the east end of the project (from Twin Lakes Circle East to Wabash Avenue) to minimize impacts to residential communities and their internal circulation roadways.

Enclosed is one (1) copy of the Section 106 Consultation Case Study Report, Polk County, Florida (February 2017) that was prepared for the above referenced project and a CD containing a PDF file of this document.

At the request of the FDOT, District 1, Archaeological Consultants, Inc. (ACI) prepared a Cultural Resource Assessment Survey (CRAS) in October 2014 as part of the PD&E Study. All significant historic properties identified within the US 92 PD&E Study project area of potential effect (APE) are located on the south side of US 92. The Optimized Northern Alternative is the Preferred Build Alternative for this project shifting north of the existing roadway and avoiding any significant

Timothy A. Parsons, Ph.D., Director  
US 92 Project Development and Environment (PD&E)  
From County Line Road to Wabash Avenue  
Polk County, Florida  
Financial Project ID No.: 433558-1-22-01  
February 28, 2017  
Page 2 of 3

historic properties.

As a result of the CRAS, three (3) significant cultural resources that are eligible for listing in the National Register of Historic Places (NRHP) were identified within the US 92 project APE. These significant historic properties include: the Polk County Line Obelisk (8HI05328), the Silver Moon Drive-In Resource Group (8PO07950) and its five contributing resources (8PO06530, 8PO07951-07954), and the Publix Corporate Headquarters (8PO07894). The Federal Highway Administration (FHWA) approved the recommendations and findings on November 3, 2014, and the State Historic Preservation Office (SHPO) concurred on December 5, 2014.

The objective of this Draft Section 106 Consultation Case Study Report is to evaluate the potential effects (primary and secondary) of the proposed undertaking to the three historic properties located within the project Area of Potential Effect (APE) as identified above. In consultation with the SHPO and FHWA, FDOT has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 and has determined that the project will have **no adverse effect** on the NRHP-eligible Silver Moon Drive-In Resource Group (8PO07950) and its five contributing resources (8PO06530, 8PO07951-07954), **no effect** on the Polk County Line Obelisk (8HI05328), and **no effect** on the Publix Corporate Headquarters (8PO07894), as discussed in the enclosed document.

I am requesting your concurrence with our evaluation that the **US 92 improvements** project will have *no adverse effect* on any resources listed or considered eligible for listing in the NRHP.

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

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

If you have any questions, or if I may be of assistance, please contact me at (863) 519-2805 or Vivianne.Cross@dot.state.fl.us.

Sincerely,



Vivianne Cross  
Environmental Project Manager

Enclosures

CC: Gwen Pipkin, FDOT  
Erik Fleming, AIM

Marlon Bizerra, FDOT  
Marion Almy, ACI

Timothy A. Parsons, Ph.D., Director  
US 92 Project Development and Environment (PD&E)  
From County Line Road to Wabash Avenue  
Polk County, Florida  
Financial Project ID No.: 433558-1-22-01  
February 28, 2017  
Page 3 of 3

The Florida State Historic Preservation Officer (SHPO)/Florida Division of Historical Resources (FDHR) finds the attached Cultural Resource Assessment Reconnaissance Survey and Effects Determination Technical Memorandum complete and sufficient and  concurs/  does not concur with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2014-5019 B. Or, the SHPO/FDHR finds the attached Technical Memorandum contains \_\_\_\_\_ insufficient information.


SHPO/FDHR Comments:

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*For*  Deputy SHPO  
Timothy A. Parsons, Ph.D., Director  
State Historic Preservation Officer  
Florida Division of Historical Resources

4/21/2017  
Date

# Submittal Report

Financial Project: 433558-1-22-01  
Submittal Phase: PD&E  
Received Date: 3/23/2017  
Grace Period: 0  
Status: OPEN  
Create User Id: PD101GP

Submittal Type: REPORT  
Submittal Staff Type: CONSULTANT  
Response Due Date: 5/23/2017  
District: FIRST  
Create Date: 3/23/2017  
Last Update: 3/23/2017  
Last Update User Id: PD101GP

## Description:

US 92 CL to Wabash Case Study Report  
with SHPO Transmittal Letter

## Assignments:

| Name                   | Assignment  | Due Date              | Status              | Comments                      |
|------------------------|---|-----------------------|---------------------|-------------------------------|
| Gwen Pipkin            | IN-HOUSE PROJECT MANAGER  | 4/13/2017             | ACTIVE              | 0                             |
| Katasha Cornwell       | LEAD REVIEWER   | 4/13/2017             | ACTIVE              | 3                             |
| <b>No</b>              | <b>Status</b>   | <b>Current Holder</b> | <b>Reference</b>    | <b>Categories</b>             |
| 1                      | RESPONSE ACCEPTED   |                       | Case Study Report   | ENVIRONMENTAL MANAGEMENT OFF. |
| <b>Created By</b>      | <b>Created On</b>   | <b>Version</b>        | <b>Delegate For</b> |                               |
| Katasha Cornwell       | 4/12/2017   | 1                     |                     |                               |
|                        | Page i - 4th paragraph - last sentence - strike OEM from sentence.  |                       |                     |                               |
|                        | Page i - first sentence in last paragraph on the page - strike OEM from sentence.   |                       |                     |                               |
|                        | Page 4 - first line - strike OEM from sentence.   |                       |                     |                               |
|                        | Page 38 - strike OEM from first sentence.   |                       |                     |                               |
|                        | Page 39 - Strike OEM from 4th sentence and change it to FDOT.   |                       |                     |                               |
|                        | Page 39 - Strike OEM from last sentence.  |                       |                     |                               |
| KIMBERLY WARREN        | 4/27/2017   | 1                     |                     |                               |
|                        | As per our discussion and with SHPO's recent concurrence on 4/21/17 with the findings in the Case Study Report, we are not going to make these edits. |                       |                     |                               |
| Katasha Cornwell       | 4/27/2017   | 1                     |                     |                               |
|                        | Response Accepted & Comment Closed  |                       |                     |                               |
| <b>No</b>              | <b>Status</b>   | <b>Current Holder</b> | <b>Reference</b>    | <b>Categories</b>             |
| 3                      | RESPONSE ACCEPTED   |                       | Append. C           | ENVIRONMENTAL MANAGEMENT OFF. |
| <b>Created By</b>      | <b>Created On</b>   | <b>Version</b>        | <b>Delegate For</b> |                               |
| Katasha Cornwell       | 4/12/2017   | 1                     |                     |                               |
|                        | Cover page of NSR - add standard NEPA Assignment statement.   |                       |                     |                               |
| KIMBERLY WARREN        | 4/27/2017   | 1                     |                     |                               |
|                        | As per our discussion and with SHPO's recent concurrence on 4/21/17 with the findings in the Case Study Report, we are not going to make these edits. |                       |                     |                               |
| Katasha Cornwell       | 4/27/2017   | 1                     |                     |                               |
|                        | Response Accepted & Comment Closed  |                       |                     |                               |
| <b>No</b>              | <b>Status</b>   | <b>Current Holder</b> | <b>Reference</b>    | <b>Categories</b>             |
| 4                      | RESPONSE ACCEPTED   |                       | Draft letter        | ENVIRONMENTAL MANAGEMENT OFF. |
| <b>Created By</b>      | <b>Created On</b>   | <b>Version</b>        | <b>Delegate For</b> |                               |
| Katasha Cornwell       | 4/12/2017   | 1                     |                     |                               |
|                        | Letter to Tim Parsons - page 2, second paragraph: strike FHWA from second sentence to be consistent with the report.                                  |                       |                     |                               |
| KIMBERLY WARREN        | 4/27/2017   | 1                     |                     |                               |
|                        | As per our discussion and with SHPO's recent concurrence on 4/21/17 and sign-off on the letter, we are not going to make this edit.                   |                       |                     |                               |
| Katasha Cornwell       | 4/27/2017   | 1                     |                     |                               |
|                        | Response Accepted & Comment Closed  |                       |                     |                               |
| <b>KIMBERLY WARREN</b> | <b>CONSULTANT PROJECT MANAGER</b>   | <b>5/23/2017</b>      | <b>ACTIVE</b>       | <b>0</b>                      |
| <b>Roy Jackson</b>     | <b>REVIEWER</b>   | <b>4/13/2017</b>      | <b>ACTIVE</b>       | <b>0</b>                      |
| <b>Thu-Huong Clark</b> | <b>LEAD REVIEWER</b>  | <b>4/13/2017</b>      | <b>ACTIVE</b>       | <b>0*</b>                     |

**Appendix E – Wetland Evaluation Agency  
Coordination/Concurrence Documentation**



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

801 North Broadway  
Bartow, FL 33830

**RACHEL D. CONE**  
INTERIM SECRETARY

March 13, 2017

Ms. Tarrie Ostrofsky  
US Army Corps of Engineers  
Jacksonville District  
4400 PGA Boulevard  
Suite 500  
Palm Beach Garden, Florida 34410

**Re:           Coordination of Natural Resources Evaluation  
              US 92 PD&E Study  
              From County Line Road to Wabash Avenue  
              Financial Project ID: 433558-1-22-01  
              ETDM No.: 3192  
              Polk County, Florida**

Dear Ms Ostrofsky,

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the widening of US 92 from the Polk/Hillsborough County Line to Wabash Avenue in Lakeland, Polk County, Florida. The purpose of this PD&E study is to evaluate engineering and environmental data and document information that will aid FDOT District One (District) and the Office of Environmental Management (OEM) in determining the type, preliminary design and location of the proposed improvements. The study was conducted in order to meet the requirements of the National Environmental Policy Act (NEPA) and other related federal and state laws, rules and regulations.

The attached Natural Resources Evaluation (NRE) is being prepared as a part of this PD&E study. This report reviews the possible project related impacts to wetlands, and federal- and state-listed protected species. It also identifies measures to avoid, minimize and mitigate for any potential impacts resulting from construction and management of improvements to US 92.

We are seeking your written concurrence with our evaluation of wetlands within the project area as described in the attached NRE. As a result of the data collection effort, field reviews, and agency coordination, the District has concluded that impacts will occur to nine wetland and three surface water



Ms. Tarrie Ostrofsky  
US 92 PD&E Study  
Polk County, Florida  
FPID No.: 433558-1-22-01  
March 13, 2017  
Page 2 of 2

systems for a total of 6.45 acres of wetland impacts and 0.22 acres of surface water impacts. The total functional loss associated with these impacts using the Uniform Mitigation Assessment Method (UMAM) is 3.90 units. Impacts will result from roadway widening and the creation of stormwater management facilities. There is no practicable alternative to the proposed construction in wetlands and the proposed action includes all practicable measures to avoid and minimize harm to wetlands.

The FDOT respectfully requests your review comments or a letter of concurrence with the findings of this document within 30 days. If you have any questions, please contact me at 863.519.2495 or [Jonathon.Bennett@dot.state.fl.us](mailto:Jonathon.Bennett@dot.state.fl.us).

Sincerely,



Jonathon A. Bennett  
Environmental Project Manager

Cc: Gwen G. Pipkin, FDOT  
Ron Miedema, EPA  
David Rydene, NMFS  
Chaz LaRiche, SWFWMD  
Erik Fleming, AIM  
Mark Easley, KCA

## Erik Fleming

---

**From:** Mark Easley <Mark.Easley@kisingercampo.com>  
**Sent:** Friday, April 14, 2017 4:01 PM  
**To:** Ostrofsky, Tarrie L CIV USARMY CESAJ (US)  
**Cc:** Erik Fleming  
**Subject:** RE: Us 92 from County Line Road to Wabash Avenue (FPID: 433558-1-22-01) - Natural Resources Evaluation Review

Tarrie,

Thanks for providing comments on the NRE developed for the US 92 from County Line Road to Wabash Avenue project. I have provided responses to your comments in red below.

Please note that the project is presently in the PD&E phase and the information you requested below will be provided as the project progresses into the Design/Permitting project phase.

Please give me a call if you have any questions or would like to discuss the project or the NRE.

Thanks,

ME



**Mark Easley**  
**Senior Project Manager - Environmental Services**

Email: [Mark.Easley@kisingercampo.com](mailto:Mark.Easley@kisingercampo.com)  
Work: 813.871.5331 ext 4144  
201 N. Franklin St., Suite 400, Tampa, FL 33602

-----Original Message-----

**From:** Ostrofsky, Tarrie L CIV USARMY CESAJ (US) [mailto:Tarrie.L.Ostrofsky@usace.army.mil]  
**Sent:** Monday, April 10, 2017 9:53 AM  
**To:** Mark Easley <Mark.Easley@kisingercampo.com>  
**Subject:** RE: Us 92 from County Line Road to Wabash Avenue (FPID: 433558-1-22-01) - Natural Resources Evaluation Review

Good Morning Mark:

I have reviewed the PD&E document. Following are a few comments:

1. The report does not include wetland delineation forms. According to the information provided, it would appear that the findings are accurate. However, without wetland delineation forms, it is difficult to provide a thorough evaluation of the wetland findings within the document. Wetland delineation forms should be provided with a permit application, if one is submitted to the Corps. **Wetland delineation forms and agency field reviews of the project corridor will be**

**conducted during the project's Design / Permitting phase. This information will be provided as part of the environmental permit applications submitted to both the USACE and SWFWMD.**

2. Not related to the wetland delineation: The project is within the consultation area for skinks; however, evaluation of skinks is not included in the ESA species section. I also see comments in the ETDM document that FHWA and SWFWMD indicated the same regarding skinks. Has the site been evaluated for potential effects on skinks? **The project area does not meet the requirements of sand skinks (i.e., elevation or soils). As a result, the skinks were not considered a species of concern for the project. We have received a concurrence letter from John Wrublik of the USFWS for the determinations in the NRE. This information will be provided as part of the environmental permit application submitted to the USACE during the project's Design/Permitting phase.**

3. Not related to the wetland delineation: It appears that there may be potential cultural resources within the proposed project area. Has the FHWA reviewed the CRAS and made a determination on the findings and/or coordinated with the SHPO? **The project corridor does contain cultural resources. Coordination with the SHPO has been completed and they have provided concurrence with the findings of the project's CRAS. This information will be provided as part of the environmental permit application submitted to the USACE during the project's Design/Permitting phase.**

Thank you,

Tarrie

Tarrie Ostrofsky  
U.S. Army Corps of Engineers  
Jacksonville District - Regulatory Division Palm Beach Gardens Office  
4400 PGA Blvd., Suite 500  
Palm Beach Gardens, FL 33410-6557  
561-472-3519

-----Original Message-----

From: Mark Easley [mailto:Mark.Easley@kisingercampo.com]  
Sent: Monday, March 13, 2017 8:39 PM  
To: Ostrofsky, Tarrie L CIV USARMY CESAJ (US)  
Cc: Miedema.Ron@EPA.gov; David Rydene - NOAA Federal (david.rydene@noaa.gov); Chaz LaRiche; Bennett, Jonathon; Pipkin, Gwen G (Gwen.Pipkin@dot.state.fl.us)  
Subject: [EXTERNAL] Us 92 from County Line Road to Wabash Avenue (FPID: 433558-1-22-01) - Natural Resources Evaluation Review

Tarrie,

Please find attached a copy of the FDOT transmittal letter and Natural Resources Evaluation for the US 92 from Hillsborough/Polk County Line to Wabash Avenue PD&E study. As outlined in the transmittal letter, we would ask that you review the attached document and provide comments or concurrence with its wetland findings. Please note that this document is part of a PD&E study and the impacts and functional losses shown are approximate. Final agency action will not be requested until the project's design and permit phase.

If you have any questions or would like to discuss the attached information, please call Jonathon Bennett at 853.519.2495 or me at the phone number below.

Thanks,

ME

Files attached to this message

| Filename   | Size | Checksum (SHA1) |    |
|--|------|-----------------|----|
| 17-03-13 US 92 - Draft Natural Resources Evaluation - ACOE submittal.zip |      |                 | 85 |
| MB_e02e6fc1100177e706db1ff50174fcf0257e6f46                              |      |                 |    |

Please click on the following link to download the attachments:

Blocked<https://fta.kcaeng.com/message/eeBGnCMhhqMidhaLF7a86b>  
<Blocked<https://fta.kcaeng.com/message/eeBGnCMhhqMidhaLF7a86b>>

This email or download link can be forwarded to anyone.

The attachments are available until: Wednesday, 12 April.

Message ID: eeBGnCMh

KCA Logo

Mark Easley  
Senior Project Manager - Environmental Services

Email: [Mark.Easley@kisingercampo.com](mailto:Mark.Easley@kisingercampo.com) <<mailto:Mark.Easley@kisingercampo.com>>

Work: 813.871.5331 ext 4144

201 N. Franklin St., Suite 400, Tampa, FL 33602

CONFIDENTIALITY NOTE: This communication may be privileged and confidential. It should not be disseminated to others. If received in error, please immediately reply that you have received this communication in error and then delete it. Thank you.

**Appendix F – Species Assessment Agency  
Coordination/Concurrence Documentation**



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

801 North Broadway  
Bartow, FL 33830

RACHEL D. CONE  
INTERIM SECRETARY

March 13, 2017

Mr. John Wrublik  
U.S. Fish and Wildlife Service  
1339 20<sup>th</sup> Street  
Vero Beach, Florida 32960

**Re:                   Coordination of Natural Resources Evaluation  
                          US 92 PD&E Study  
                          From County Line Road to Wabash Avenue  
                          Financial Project ID: 433558-1-22-01  
                          ETDM No.: 3192  
                          Polk County, Florida**

Dear Mr. Wrublik,

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the widening of US 92 from the Polk/Hillsborough County Line to Wabash Avenue in Lakeland, Polk County, Florida. The purpose of this PD&E study is to evaluate engineering and environmental data and document information that will aid FDOT District One (District) and the Office of Environmental Management (OEM) in determining the type, preliminary design and location of the proposed improvements. The study was conducted in order to meet the requirements of the National Environmental Policy Act (NEPA) and other related federal and state laws, rules and regulations.

The attached Natural Resources Evaluation (NRE) is being prepared as a part of this PD&E study. This report reviews the possible project related impacts to wetlands, and federal- and state-listed protected species. It also identifies measures to avoid, minimize and mitigate for any potential impacts resulting from construction and management of improvements to US 92.

We are seeking your written concurrence with our "Determination of Affect" for the federally-protected species identified and discussed in the attached NRE. As a result of the data collection effort, field reviews, and agency coordination, the District has concluded the following for federally-protected species that have the potential to be found within the project area.

Mr. John Wrublik, USFWS  
US 92 PD&E Study  
Polk County, Florida  
FPID No.: 433558-1-22-01  
March 13, 2017  
Page 2 of 2

**May affect, but is not likely to adversely affect**

American Alligator  
(*Alligator mississippiensis*)

Eastern indigo snake  
(*Drymarchon corais couperi*)

Wood stork  
(*Mycteria americana*)

Bald eagle  
(*Haliaeetus leucocephalus*)

The FDOT respectfully requests your review comments or a letter of concurrence with the findings of this document within 30 days. If you have any questions, please contact me at 863.519.2495 or [Jonathon.Bennett@dot.state.fl.us](mailto:Jonathon.Bennett@dot.state.fl.us).

Sincerely,



Jonathon A. Bennett  
Environmental Project Manager

Cc: Gwen G. Pipkin, FDOT  
Jane Chabre, FWC  
Erik Fleming, AIM  
Mark Easley, KCA



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

801 North Broadway  
Bartow, FL 33830

RACHEL D. CONE  
INTERIM SECRETARY

March 13, 2017

Mr. John Wrublik  
U.S. Fish and Wildlife Service  
1339 20<sup>th</sup> Street  
Vero Beach, Florida 32960




U.S. Fish and Wildlife Service  
1339 20<sup>th</sup> Street  
Vero Beach, Florida 32960  
772-562-3909 Fax 772-562-4288

FWS Log No. 04EF 2000-2014-CPA-0188

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 South Florida Ecological Service Office.

**Re: Coordination of Natural Resources  
US 92 PD&E Study  
From County Line Road to Wabash Avenue  
Financial Project ID: 433558-1-  
ETDM No.: 3192  
Polk County, Florida**

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.

  
FOR Roxanna Hinzman, Field Supervisor

3/16/2017  
Date

Dear Mr. Wrublik,

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the widening of US 92 from the Polk/Hillsborough County Line to Wabash Avenue in Lakeland, Polk County, Florida. The purpose of this PD&E study is to evaluate engineering and environmental data and document information that will aid FDOT District One (District) and the Office of Environmental Management (OEM) in determining the type, preliminary design and location of the proposed improvements. The study was conducted in order to meet the requirements of the National Environmental Policy Act (NEPA) and other related federal and state laws, rules and regulations.

The attached Natural Resources Evaluation (NRE) is being prepared as a part of this PD&E study. This report reviews the possible project related impacts to wetlands, and federal- and state-listed protected species. It also identifies measures to avoid, minimize and mitigate for any potential impacts resulting from construction and management of improvements to US 92.

We are seeking your written concurrence with our "Determination of Affect" for the federally-protected species identified and discussed in the attached NRE. As a result of the data collection effort, field reviews, and agency coordination, the District has concluded the following for federally-protected species that have the potential to be found within the project area.





*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

801 North Broadway  
Bartow, FL 33830

RACHEL D. CONE  
INTERIM SECRETARY

March 13, 2017

Ms. Jane Chabre  
Conservation Services Coordinator  
Florida Fish and Wildlife Conservation Commission  
620 South Meridian Street  
Tallahassee, Florida 32399

**Re:                   Coordination of Natural Resources Evaluation  
                          US 92 PD&E Study  
                          From County Line Road to Wabash Avenue  
                          Financial Project ID: 433558-1-22-01  
                          ETDM No.: 3192  
                          Polk County, Florida**

Dear Ms. Chabre,

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the widening of US 92 from the Polk/Hillsborough County Line to Wabash Avenue in Lakeland, Polk County, Florida. The purpose of this PD&E study is to evaluate engineering and environmental data and document information that will aid FDOT District One (District) and the Office of Environmental Management (OEM) in determining the type, preliminary design and location of the proposed improvements. The study was conducted in order to meet the requirements of the National Environmental Policy Act (NEPA) and other related federal and state laws, rules and regulations.

The attached Natural Resources Evaluation (NRE) is being prepared as a part of this PD&E study. This report reviews the possible project related impacts to wetlands, and federal- and state-listed protected species. It also identifies measures to avoid, minimize and mitigate for any potential impacts resulting from construction and management of improvements to US 92.

We are seeking your written concurrence with our "Determination of Affect" for the state-protected species identified and discussed in the attached NRE. As a result of the data collection effort, field reviews, and agency coordination, the District has concluded the following for state-protected species that have the potential to be found within the project area.

Ms. Jane Chabre  
US 92 PD&E Study  
Polk County, Florida  
FPID No.: 433558-1-22-01  
March 13, 2017  
Page 2 of 2

**No effect**

Least Tern  
(*Sterna antillarum*)

**May affect, but is not likely to adversely affect**

Florida pine snake  
(*Pituophis melanoleucus mugitis*)

little blue heron  
(*Egretta caerulea*),

Gopher tortoise  
(*Gopherus polyphemus*)

roseate spoonbill  
(*Platalea ajaja*), and

Short-Tailed Snake  
(*Lampropeltis extenuate*)

tricolored heron  
(*Egretta tricolor*)

Florida burrowing owl  
(*Athene cunicularia floridana*)

Sherman's fox squirrel  
(*Sciurus niger shermani*)

Florida sandhill crane  
(*Grus canadensis pratensis*)

Bald eagle  
(*Haliaeetus leucocephalus*)

Southeastern American kestrel  
(*Falco sparverius paulus*)

The FDOT respectfully requests your review comments or a letter of concurrence with the findings of this document within 30 days. If you have any questions, please contact me at 863.519.2495 or [Jonathon.Bennett@dot.state.fl.us](mailto:Jonathon.Bennett@dot.state.fl.us).

Sincerely,



Jonathon A. Bennett  
Environmental Project Manager

Cc: Gwen G. Pipkin, FDOT  
John Wrublik, USFWS  
Erik Fleming, AIM  
Mark Easley, KCA



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MyFWC.com

March 20, 2017

Jonathon Bennett  
Environmental Project Manager  
Florida Department of Transportation (FDOT) District One  
801 North Broadway Avenue  
Bartow, FL 33830  
[Jonathon.Bennett@DOT.state.fl.us](mailto:Jonathon.Bennett@DOT.state.fl.us)

Re: US 92 from County Line Road to Wabash Avenue PD&E Study, Polk County,  
Natural Resources Evaluation Report

Dear Mr. Bennett:

The Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Natural Resources Evaluation Report (NRER) for the above-referenced project. The NRER was prepared as part of the PD&E Study for the proposed project. In June 2014 we reviewed this project via the Efficient Transportation Decision Making (ETDM) process as ETDM 3192. We provide the following comments and recommendations for your consideration in accordance with Chapter 379, Florida Statutes, and Rule 68A-27, Florida Administrative Code (F. A. C.).

The project involves four-laning a two-lane section of US 92 between the Hillsborough/Polk County line and Wabash Avenue, a distance of approximately 4.13 miles. The project vicinity primarily consists of urbanized lands, with a small amount of mixed hardwood/coniferous uplands and both wooded and herbaceous wetlands.

The NRER evaluated potential project impacts to 14 wildlife species classified under the Endangered Species Act as Federally Endangered (FE) or Threatened (FT), or by the State of Florida as Threatened (ST) or Species of Special Concern (SSC). Included were: American alligator (*Alligator mississippiensis* [FT based on similarity of appearance to the American crocodile]), Eastern indigo snake (*Drymarchon corais couperi* [FT]), wood stork (*Mycteria americana* [FT]), gopher tortoise (*Gopherus polyphemus* [ST]), Florida pine snake (*Pituophis melanoleucas mugitus* [ST]), short-tailed snake (*Stilosoma extenuatum* [ST]), least tern (*Sterula antillarum* [ST]), Southeastern American kestrel (*Falco sparverius paulus* [ST]), Florida sandhill crane (*Antigone canadensis pratensis* [ST]), Florida burrowing owl (*Athene cunicularia floridana* [ST]), little blue heron (*Egretta caerulea* [ST]), tri-colored heron (*Egretta tricolor* [ST]), roseate spoonbill (*Platalea ajaja* [ST]), and Sherman's fox squirrel (*Sciurus niger shermani* [SSC]).

Also evaluated was the bald eagle, which was delisted by state and federal agencies, but this species remains protected under state rule in Section 68A-16.002, F.A.C., and by the federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d).

Project biologists made a finding of "no effect" for the least tern due to a lack of suitable habitat for this species within the project area. For all the other federally and state-listed species plus the bald eagle, their findings were "may affect, but is not likely to adversely affect". We agree with these determinations.

We support the project commitments for protected species, which include the following:

1. With approval by the U.S. Fish and Wildlife Service, the FDOT will commit to mitigate for wetland impacts within a wood stork Core Foraging Area of one or more of the five wood stork colonies within an 18.6-mile radius of the project site. This mitigation should also prevent a net loss of essential habitat function for the state-listed wading bird species potentially using the project area.
2. The standard FDOT Construction Precautions for the Eastern Indigo Snake will be followed during construction.
3. A gopher tortoise re-survey within the construction limits will be performed prior to construction per current FWC guidelines. FDOT will secure any relocation permits needed for this species during the project development and construction phases of the project and relocate gopher tortoises prior to construction. Species commensal with gopher tortoise burrows, such as the Florida pine snake and short-tailed snake, will be handled in accordance with FWC guidelines.

For gopher tortoise survey methodology and permitting guidance, we recommend that FDOT refer to the FWC's Gopher Tortoise Permitting Guidelines (Revised January 2017) at: <http://www.myfwc.com/license/wildlife/gopher-tortoise-permits/>.

Thank you for the opportunity to review the NRER for the US 92 project in Polk County. If you need further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or at [FWCConservationPlanningServices@MyFWC.com](mailto:FWCConservationPlanningServices@MyFWC.com). If you have specific technical questions regarding the content of this letter, contact Brian Barnett at (772) 579-9746 or email [brian.barnett@MyFWC.com](mailto:brian.barnett@MyFWC.com).

Sincerely,



Jennifer D. Goff  
Land Use Planning Program Administrator  
Office of Conservation Planning Services

jdg/bb  
ENV 1-13-2  
US 92 from County Line Road to Wabash Avenue\_32652\_032017

cc: Mark Easley, [Mark.Easley@kisingercampo.com](mailto:Mark.Easley@kisingercampo.com)]