Type 2 Categorical Exclusion

US 92 PD&E Study
from County Line Road to Wabash Avenue
Polk County

Financial Project ID: 433558-1-22-01
Federal Aid Project No.: TBD
ETDM No.: 3192

March 2017
1. GENERAL INFORMATION
   County: Polk
   Project Name: US 92 Project Development and Environment Study
   Project Limits: From County Line Road to Wabash Avenue
   Project Numbers: 3192 433558-1-22-01 N/A

2. PROJECT PURPOSE AND NEED
   a. Purpose and Need:

      See Attachment 1.

   b. Proposed Improvements:

      See Attachment 2.

   c. Project Planning Consistency:

      | Currently Adopted CFP- | COMMENTS |
      |------------------------|----------|
      | LRTP | 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). |

<table>
<thead>
<tr>
<th>PHASE</th>
<th>Currently Approved TIP</th>
<th>Currently Approved STIP</th>
<th>TIP/STIP $</th>
<th>TIP/STIP FY</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE (Final Design)</td>
<td>Y</td>
<td>Y</td>
<td>$4.45M/$4.45M</td>
<td>2019-2020/2019</td>
<td>State and Federal</td>
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<tr>
<td>R/W</td>
<td>Y</td>
<td>Y</td>
<td>$1.43M/$3.36K</td>
<td>2021-2025/2021</td>
<td>State and Federal</td>
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<tr>
<td>Construction</td>
<td>Y</td>
<td>N</td>
<td>$38.90M</td>
<td>2026-2030</td>
<td>State and Federal</td>
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M – Million
K – Thousand

The LRTP/TIP/STIP/SIS excerpts are included in Appendix A.
3. CLASS OF ACTION

a. Class of Action:  
[X] Type 2 Categorical Exclusion  
[ ] Section 4(f) Evaluation  
[ ] Section 106 Consultation  
[X] Endangered Species Biological Assessment

b. Other Actions:

[X] Type 2 Categorical Exclusion

[ ] Section 4(f) Evaluation

[ ] Section 106 Consultation

[ ] Endangered Species Biological Assessment

c. Public Involvement:

1. [ ] A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.

2. [X] A public hearing will be held on April 13, 2017 and a transcript is included. Approval of this determination constitutes location and design concept acceptance for this project.

[ ] An opportunity for a public hearing was afforded and a certification of opportunity is included. Approval of this determination constitutes acceptance of the location and design concepts for this project.

3. [ ] A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.

[ ] An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.

d. Cooperating Agency: [X] USACE  
[ ] USCG  
[ ] FWS  
[ ] EPA  
[ ] NMFS  
[ ] None

4. REVIEWER'S SIGNATURES

FDOT Project Manager

/ _______________________________/   __/.___/   ________________
                                    Date

FDOT Environmental Administrator or Designee

/ _______________________________/   __/.___/   ________________
                                    Date

5. FDOT OEM CONCURRENCE

Director or Designee

/ _______________________________/   __/.___/   ________________
                                    Date
6. IMPACT EVALUATION

Impact Determination

<table>
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<tr>
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Topical Categories

**Basis for Decision***

A. SOCIAL & ECONOMIC
1. Land Use Changes
   - [ ] [X] [ ] [ ] See Attachment A.1
2. Community Cohesion
   - [ ] [ ] [ ] [X]
3. Relocation Potential
   - [ ] [X] [ ] [ ] See Attachment A.3
4. Community Services
   - [ ] [X] [ ] [ ] See Attachment A.4
5. Nondiscrimination Considerations
   - [ ] [ ] [X] [ ] See Attachment A.5
6. Controversy Potential
   - [ ] [X] [ ] [ ] See Attachment A.6
7. Scenic Highways
   - [ ] [ ] [ ] [X] See Attachment A.8
8. Farmlands
   - [ ] [ ] [X] [ ] See Attachment A.8

B. CULTURAL
1. Section 4(f)
   - [ ] [ ] [X] [ ] See Attachment B.1
2. Historic Sites/Districts
   - [ ] [X] [ ] [ ] See Attachment B.2
3. Archaeological Sites
   - [ ] [ ] [X] [ ] See Attachment B.3
4. Recreation Areas
   - [ ] [ ] [ ] [X]

C. NATURAL
1. Wetlands
   - [ ] [X] [ ] [ ] See Attachment C.1
2. Aquatic Preserves
   - [ ] [ ] [X] [ ] See Attachment C.3
3. Water Quality
   - [ ] [X] [ ] [ ] See Attachment C.3
4. Outstanding FL Waters
   - [ ] [ ] [ ] [X] See Attachment C.6
5. Wild and Scenic Rivers
   - [ ] [ ] [ ] [X] See Attachment C.6
6. Floodplains
   - [ ] [X] [ ] [ ] See Attachment C.6

b. FHWA has determined that a Coast Guard Permit IS required in accordance with 23 CFR 650, Subpart H.

C. NATURAL
1. Coastal Zone Consistency
   - [ ] [ ] [ ] [X] See Attachment C.9
2. Coastal Barrier Resources
   - [ ] [ ] [ ] [X]
3. Wildlife and Habitat
   - [ ] [X] [ ] [ ] See Attachment C.9
4. Essential Fish Habitat
   - [ ] [ ] [ ] [X]

D. PHYSICAL
1. Noise
   - [ ] [X] [ ] [ ] See Attachment D.1
2. Air Quality
   - [ ] [ ] [X] [ ] See Attachment D.2
3. Construction
   - [ ] [X] [ ] [ ] See Attachment D.3
4. Contamination
   - [ ] [X] [ ] [ ] See Attachment D.4
5. Aesthetic Effects
   - [ ] [ ] [X] [ ] See Attachment D.5
6. Bicycles and Pedestrians
   - [ ] [ ] [X] [ ] See Attachment D.6
7. Utilities and Railroads
   - [ ] [X] [ ] [ ] See Attachment D.7
8. Navigation
   - [ ] [ ] [ ] [X]

a. FHWA has determined that a Coast Guard Permit IS NOT required in accordance with 23 CFR 650, Subpart H.
b. FHWA has determined that a Coast Guard Permit IS required in accordance with 23 CFR 650, Subpart H.

*Impact Determination: Sig = Significant; NotSig = Not significant; None = Issue present, no impact; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment.*
E. PERMITS REQUIRED

It is currently anticipated that the following permits will be required for this project:

<table>
<thead>
<tr>
<th>Permits/Licenses</th>
<th>Issuing Agency</th>
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<tbody>
<tr>
<td>Environmental Resource Permit (ERP)</td>
<td>Southwest Florida Water Management District (SWFWMD)</td>
</tr>
<tr>
<td>Noticed General or Standard General Permit</td>
<td></td>
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<tr>
<td>Section 404, Dredge and Fill Permit</td>
<td>U.S. Army Corps of Engineers (USACE)</td>
</tr>
<tr>
<td>National Pollutant Discharge Elimination System (NPDES) Permit</td>
<td>Florida Department of Environmental Protection (FDEP)</td>
</tr>
<tr>
<td>Gopher Tortoise Relocation Permit</td>
<td>Florida Fish and Wildlife Conservation Commission (FWC)</td>
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7. COMMITMENTS AND RECOMMENDATIONS

COMMITMENTS
Commitments for this project will be included at the conclusion of the public hearing so that public comments can be considered.

RECOMMENDATIONS
Based on engineering and environmental factors and comments received from the public, FDOT recommends the Optimized Northern Alternative to meet the documented purpose and need for this project. 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. 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 Optimized Northern Alternative will result in the relocation of two business and five residences.

The proposed typical section involves constructing four new travel lanes, without saving the existing pavement. With two exceptions, the Optimized Northern Alternative widens to the north side of the existing roadway. The widening shifts to the existing alignment under the Polk Parkway bridges to minimize impacts to the existing structures. At the east end of the project from Twin Lakes Circle East to Wabash Avenue, the alignment shifts to the south to minimize impacts to residential communities and their internal circulation roadways. The Optimized Northern Alternative was selected as the Recommended Alternative.
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: Determinations made prior to the MOU by FHWA are noted as such throughout and are adopted by FDOT.
ATTACHMENT 1 – 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 2040 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 widening (four-laning) of US 92 is needed to provide additional capacity to accommodate the future travel demand projected for the study corridor. The increased daily and peak hour traffic volumes expected to occur on US 92 are the result of the population and employment growth projected to occur both in the vicinity of the study corridor, as well as in areas to the west (Hillsborough County) and east (downtown Lakeland) of the study corridor.

The 2014 AADT volumes range between 10,300 vehicles per day (vpd) and 16,300 vpd, while the 2014 daily truck volumes range between 9.5% and 11.9% of the AADT volumes. The existing facility is currently operating at LOS B during the peak periods; however, the design year (2040) AADT volumes are projected to range between 36,800 vpd and 39,500 vpd and the existing two-lane undivided facility is projected to operate at LOS E and F during the peak periods. If US 92 is widened to a four-lane divided facility, LOS C or better operations are projected to occur during the peak periods. The proposed improvement is expected to meet the mobility needs of the area by alleviating future congestion within the study corridor and maintaining an acceptable LOS for vehicles (including trucks) traveling between Hillsborough County and downtown Lakeland via this roadway.

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). US 92 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, was obtained from the FDOT 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 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 on the state evacuation route network.

**Modal Interrelationships: Enhance Mobility Options and Multi-Modal Access**

Notable pedestrian and bicycle traffic was observed in the corridor since a transit dependent population is also present. While paved shoulders exist on both sides of US 92, no sidewalks are present except at the west leg of the Wabash Avenue intersection and along the Family Dollar property. 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 and 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 will enhance pedestrian/bicycle/transit access and circulation since it will incorporate sidewalks, bicycle lanes, and future transit improvements.
ATTACHMENT 2 – PROPOSED IMPROVEMENTS

2.1. Existing Conditions

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 not included in the FDOT’s Strategic Intermodal System (SIS). Figure 1 illustrates the total project length of approximately 4.1 miles.

A majority of the study corridor is located within the City of Lakeland city limits. US 92 includes a mixture of residential, commercial, and light industrial/warehousing land uses. The residential land uses consist primarily of mobile home communities. The majority of the existing right-of-way width is 100 feet. US 92 is a two-lane undivided facility with 12-foot travel lanes (one in each direction) and 12-foot shoulders (5-feet paved). 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

Figure 1 Project Location Map
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.

The Final Design Traffic Technical Memorandum (August 2016) prepared under separate cover, documents the mainline roadway level of service (LOS) and Annual Average Daily Traffic (AADT) for the year 2040. 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.

2.2. Proposed Improvements

The need for the proposed improvements is supported by the traffic analysis conducted during the Project Development and Environment (PD&E) study. 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 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 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 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. With two exceptions, the Recommended Alternative widens to the north side of the existing roadway. The widening shifts to the existing alignment under the Polk Parkway bridges to minimize impacts to the existing structures. At the east end of the project from Twin Lakes Circle East to Wabash Avenue, the alignment shifts to the south to minimize impacts to residential communities and their internal circulation roadways. The Recommended Alternative will require an additional 22 feet of right-of-way. The additional right-of-way needed for the widening of US 92 will result in the relocation of five residences and two businesses. Right-of-way will also be needed to accommodate offsite stormwater facilities. The proposed right-of-way for stormwater facilities 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. Concept plans for the Recommended Alternative are located in Appendix B.

The Recommended Alternative typical section for US 92 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.
The Recommended Alternative will be presented to the public for comment at the public hearing to be held on April 13, 2017.
A.1 LAND USE CHANGES

A majority of the study corridor is located within the City of Lakeland city limits. Existing land uses adjacent to US 92 include a mixture of residential, commercial, and light industrial/warehousing land uses. 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.

There are also two religious facilities located within the study corridor. The Lugar de Restauracion Church of God of Prophecy (formally New Beginnings Church) is located on the north side of US 92 to the east of Clark Road and the Shree Swaminarayan Temple is located on the north side of US 92 to the west of Murray Drive.

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 Recommended Alternative will not adversely affect future land uses within the project limits. The proposed widening of US 92 is consistent with the Polk TPO Adopted 2040 Long Range Transportation Plan and Cost Feasible Plan. Therefore, the level of effect is not significant for land use changes.

A.3 RELocation POTENTIAL

In accordance with Part 2, Chapter 9 of the FDOT’s PD&E Manual, a Conceptual Stage Relocation Plan (CSRP), prepared under separate cover, was developed 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 Recommended Alternative will require an additional 22 feet of right-of-way mainly on the north side of US 92. The additional right-of-way needed for the widening of US 92 will result in the relocation of five residences and two businesses. Right-of-way will also be needed to accommodate offsite stormwater facilities. The proposed right-of-way for stormwater facilities will not result in any residential or business relocations. No handicapped or disabled residential occupants are expected to be displaced. 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
The Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The FDOT provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least a 90-day 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 him/herself obtained and has the right of possession of replacement housing, or that FDOT has offered the relocatee decent, safe and sanitary housing which is within his/her 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 $22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed $5,250, 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 level of effect is expected to be not significant.

A.4 COMMUNITY SERVICES

There are two religious facilities located within the study corridor. The Lugar de Restauracion Church of God of Prophecy (formerly 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. The level of effect is anticipated to be not significant for community services.

A.5 NON-DISCRIMINATION CONSIDERATIONS

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, 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, at this time. Furthermore, the project is not anticipated to negatively affect community resources important to elderly persons, disabled individuals, non-drivers, transit-dependent individuals, or minorities. The level of effect is none.

A.6 CONTROVERSY POTENTIAL

A comprehensive Public Involvement Program (PIP) was prepared and initiated at the start of the study. This program was implemented in compliance with the FDOT PD&E Manual; Section
The project was evaluated 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) as ETDM Number 3192. The Programming Screen Environmental Technical Advisory Team (ETAT) review was initiated on May 9, 2014 and completed on June 23, 2014. The Programming Screen Summary Report was re-published on October 2, 2014. Of the 21 issues examined, Contamination received a Degree of Effect (DOE) of Substantial and Social, Relocation Potential, Aesthetic Effects, Section 4(f) Potential, Historic and Archaeological Sites, Wetlands, Water Quality and Quantity, Wildlife and Habitat, Noise, and Infrastructure a DOE of Moderate. The public and officials (elected and appointed) have been kept informed about the project through the use of meetings (Kickoff notifications, Alternatives Public Meeting, Public Hearing planned for April 13, 2017 and stakeholder meetings), newsletters, and a project website.

An Advance Notification package was completed for this project and mailed to the Florida State Clearinghouse and local and federal agencies on May 9, 2014, in accordance with Executive Order 95-359.

An Alternatives Public Meeting was held on April 28, 2016 from 5:00 PM to 7:00 PM at the Lakeland Center in Lakeland. The purpose of the Alternatives Public Meeting was to provide interested people information on the roadway widening alternatives developed to date and to allow the public the opportunity to comment. No formal presentation was made, but a project video was shown continuously. The video included an overview of the PD&E study process, a description of the alternatives being considered, the estimated project costs and discussion regarding the overall project schedule. The materials on display and handed out at the workshop were uploaded to the project website for public viewing.

The Alternatives Public Meeting was attended by 35 citizens. All attendees were given the opportunity to provide written comments at the meeting or within a 10-day comment period. A total of five comment forms were received at the meeting and during the 10-day comment period following the meeting, ending Monday, May 9, 2016. Below is a summary of the written comments received and the number of times the same comment was made. Multiple comments may have been made on one comment form.

1. Prefer northern alignment: 1 comment
2. Oppose proposed widening: 1 comment
3. Concerns about access to business: 3 comments
   a. Access to Kirk’s Septic Tank Inc. (including center turn lane from Publix Credit Union to Wabash Ave): 1
   b. Access to Harrell’s (including median “cut-out” in front of Harrell’s): 1
   c. Access to 2690 and 2710 New Tampa Highway: 1
4. Safety concerns about drivers making U-turns: 1 comment
5. Utility concerns: 1 comment
6. Concerns about business impacts to Silver Moon Drive-In: 1 comment
A public hearing is scheduled for April 13, 2017 at the Lakeland Center in Lakeland. Information will be included at the conclusion of the public hearing.

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. Therefore, the level of effect is expected to be not significant.

A.8 FARMLANDS

The United States Department of Agriculture (USDA) oversees the Farmland Protection Policy Act (FPPA). The FPPA’s ultimate goal is to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses. For purposes of implementing FPPA, farmland is defined as prime or unique farmlands or farmland that is determined by the state or unit of local government agency to be farmland of statewide or local importance. FDOT submitted a *Farmland Conversion Impact Rating Form* (AD-1006) requesting determination of involvement with prime, unique, statewide or locally important farmland. The project is located within the Urbanized Area of Lakeland; however, a small area of the transition back to the existing roadway is located within the Urbanized Area of Tampa – St. Petersburg. No farmlands are located adjacent to the project corridor based on the Future Land Use Maps included in the comprehensive plans for Polk County (2030) and Hillsborough County (2040).

Based on Section 28.2.1. of the PD&E Manual, the project is excluded from FPPA coordination with Natural Resources Conservation Services (NRCS). Therefore, the level of effect is none.
ATTACHMENT B - CULTURAL IMPACTS

B.1 SECTION 4(f) LANDS

The project was examined for potential Section 4(f) resources in accordance with Section 4(f) of the Department of Transportation Act of 1966 (Title 49, U.S.C., Section 1653 (f), amended and recodified in Title 49, U.S.C. Section 303, in 1983). Section 4(f) requires that prior to the use of any land from a publicly owned park, recreation area, wildlife or waterfowl refuge, or land from a historic property on or eligible for inclusion in the National Register of Historic Places (NRHP) for transportation purposes, it must be documented that there are no prudent or feasible alternatives which avoid such “use” and that the project includes all possible planning to minimize harm to the Section 4(f) resources.

The proposed improvements are adjacent to the NRHP eligible Silver Moon Drive-In Resource Group. As part of the project development process and in accordance with Section 4(f) of the Department of Transportation Act of 1966, FDOT is seeking comments from the public concerning the effects of the project on the activities, features and attributes of this resource. FDOT Office of Environmental Management (OEM) intends to make a *de minimus* impact determination on this resource.

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, Florida Statutes (FS). The investigations were carried out in conformity with Part 2, Chapter 12 (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).

Historical background research, including a review of the Florida Master Site File (FMSF) and NRHP, 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 viewshed 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 (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 eight significant cultural resources within the US 92 project APE; the Polk County Line Obelisk (8HI5328), the Silver Moon Drive-In (8PO7950) and its five contributing resources (8PO6530, 8PO7951-7954), and the Publix Corporate Headquarters (8PO7894).

The CRAS (September 2014) was submitted to FHWA on October 22, 2014, for review and transmittal to the State Historic Preservation Office (SHPO). FHWA found the CRAS complete and sufficient on November 3, 2014 and SHPO found the CRAS complete and sufficient on December 5, 2014.

The 2014 concurrence letters signed by FHWA and SHPO are included in Appendix C.

Consistent with Part 2, Chapter 13 of the FDOT’s PD&E Manual, a Section 106 Consultation Case Study Report was prepared for this project. The objective of the 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).

In consultation with the SHPO and FHWA, FDOT has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 to the three 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 concurrence letters with OEM and SHPO will be included in Appendix D.

### 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, Florida Statutes (FS). The investigations were carried out in conformity with Part 2, Chapter 12 (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 is 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 (September 2014) 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 and SHPO found the CRAS complete and sufficient on December 5, 2014.

The 2014 concurrence letters signed by FHWA and SHPO are included in Appendix C.
C.1 WETLANDS

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.

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 Waterways within the project study area.

The Recommended Alternative will affect approximately 6.45 acres of wetlands, 0.19 acres of surface waters, and 0.03 acres of other surface waters. Although unavoidable wetland impacts will occur as a result of the proposed build alternative, 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.

These wetlands were also subjected to a functional assessment using the Uniform Mitigation Assessment Method (UMAM). The UMAM, per Chapter 62-345, FAC, is a state and federally-approved method used to assess wetlands in the State of Florida. UMAM was developed by the FDEP and the water management districts to determine the amount of mitigation required to offset adverse impacts to wetlands. The methodology was designed to assess functions provided by wetlands, the amount those functions are reduced by a proposed impact, and the amount of mitigation necessary to offset the proposed functional losses. This method is also used to determine the degree of improvement in ecological value that will be created by proposed mitigation activities. The estimated total numeric value of functions to fish and wildlife lost as a result of construction of the Recommended Alternative is 3.90.

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.

Therefore, the Recommended Alternative’s effects on wetlands will be not significant.

The NRE was submitted to the USACE on March 13, 2017. The transmittal letter is located in Appendix E.

C.3 WATER QUALITY

The project is located within the Hillsborough River watershed, which is within the jurisdictions of the Southwest Water Management District (SWFWMD). There are no Outstanding Florida Water’s (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 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’s effects on water quality will be not significant.

C.6 FLOODPLAINS

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

The project site is located on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for Polk County. The project crosses Itchepackesassa Creek which is designated as FEMA floodplain Zone AE and a FEMA designated floodway. Zone AE are areas of the 100-year floodplain where the base flood elevation has been determined. The areas designated as Zone A are areas of the 100-year floodplain where the base flood elevation has not been determined. 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 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 project may impact 13.4 acre-feet of floodplain 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. During the final design phase of the project, every step 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 backwater surface elevations are not expected to increase. As a result, there will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or in emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

C.9 WILDLIFE AND HABITAT

The project area was evaluated for potential occurrences of federal- and state-listed protected plant and animal species in accordance with Section 7 of the Endangered Species Act of 1973, as amended, and Chapters 5B-40 and 68A-27 of the F.A.C. 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). The evaluation also 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. Field evaluations of the project area were conducted by project biologists in July 2014.

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. A *Natural Resources Evaluation* (NRE) (March 2017) was prepared under separate cover as part of the requirements of Part 2, Chapter 27 of the FDOT *PD&E Manual*.

FDOT determined that the proposed widening of US 92 “may affect, but is not likely to adversely affect” the Bald eagle (*Haliaeetus leucocephalus*). The project “may affect, but is not likely to adversely affect” the federally listed American Alligator (*Alligator mississippiensis*), Eastern indigo snake (*Drymarchon corais couperi*), Wood stork (*Mycteria americana*), and the Bald eagle (*Haliaeetus leucocephalus*). The proposed project will have “no effect” on the state listed Least Tern (*Sternula antillarum*). In addition, the project “may affect, but is not likely to adversely affect” the Florida pine snake (*Pituophis melanoleucus mugitis*), Gopher tortoise (*Gopherus polyphemus*), Short-Tailed Snake (*Lampropeltis extenuate*), Florida burrowing owl (*Athene cunicularia floridana*), Florida sandhill crane (*Grus canadensis pratensis*), Southeastern American kestrel (*Falco sparverius paulus*), little blue heron (*Egretta caerulea*), roseate spoonbill (*Platalea ajaja*), tricolored heron (*Egretta tricolor*), and Sherman’s fox squirrel (*Sciurus niger shermani*).

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, 2107, are located in Appendix F.
ATTACHMENT D - PHYSICAL IMPACTS

D.1 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. The prediction of traffic noise levels with and without the roadway improvements was performed using the FHWA’s Traffic Noise Model (TNM-Version 2.5).

For the Recommended Alternative, noise levels were predicted at 507 noise sensitive sites located adjacent to US 92. The existing and no-build condition traffic noise levels are predicted to range from 53.3 dB(A) to 71.4 dB(A), and from 54.5 dB(A) to 73.7 dB(A) respectively. The proposed build alternative is predicted to result in traffic noise levels ranging from 59.5 dB(A) to 76.4 dB(A). Of the 507 noise sensitive sites evaluated, 229 residences are predicted to experience future noise levels with the proposed widening of US 92 that approach, meet or exceed the Noise Abatement Category (NAC) for Activity Category B. Similarly, 53 non-residential noise sensitive sites are predicted to experience future noise levels that approach or exceed the NAC for Activity Categories C and D.

Two receptors, 2-03 and 2-04, representing church buildings at the Lugar de Restauracion Church of God of Prophecy (formally New Beginnings Church) are classified as Activity Category D, and therefore have an interior evaluation location. Following FHWA guidance, interior noise levels were estimated by subtracting 25 and 20 dB(A) respectively from the exterior noise levels predicted by TNM to account for exterior to interior reduction provided by the building structures. The building structure at receptor 2-03 is masonry and receptor 2-04 is considered light frame. Only receptor 2-03 which represents the wooden framed church building is predicted to approach or exceed the NAC for Activity Category D at this location.

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. The maximum increase between the existing condition/no-build alternative and the proposed build alternative is 8.6 dB(A) at receptor 4-56.

Noise abatement measures were evaluated for the 282 noise sensitive sites that are predicted to experience future noise levels that approach, meet or exceed the NAC with the proposed widening of US 92. It was determined that traffic system management techniques, alignment modifications and property acquisition are not reasonable abatement measures. Land use controls were identified as a feasible abatement measure that could be used in the future by local officials to minimize the permitting and construction of incompatible land uses along the US 92 corridor. Additionally, noise barriers located along the proposed right-of-way line were evaluated in TNM for heights ranging from 8 feet to 22 feet in 2-foot increments (with one exception evaluated at the 15-foot height to maximize cost efficiency). For a particular height, the length of a barrier was optimized to minimize cost while trying to maintain the required 5 dB(A) reduction at two or more impacted noise sensitive sites and a 7 dB(A) reduction at one impacted noise sensitive site. Noise barriers were found to be a cost reasonable and feasible abatement measure for the impacted noise sensitive sites at nine different locations along US 92.

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. The nine locations where noise barrier systems are potentially cost reasonable and feasible are as follows:

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

- Oakwood Mobile Home Park (between Stations 106+00 and 109+00)
- Single Family Homes and Holiday Park (between Stations 136+00 and 147+00)
- Meadowbrook (between Stations 148+00 and 161+00)
- Pine Grove Mobile Home Park and Woodall’s Mobile Home Village (between Stations 215+50 and 228+00)

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

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

Because of the elapsed time between when the noise study was performed and when Location and Design Concept Acceptance will be granted by FDOT Office of Environmental Management (date of public knowledge), the potential exists for additional building permits to be granted subsequent to this study. Any noise analysis performed during the design phase of this project will include a review of building permit dates.

The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise-impacted locations listed above contingent upon the following conditions:

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.

A land use review will be performed during the future project design phase(s) to ensure that all noise-sensitive land uses that have received a building permit prior to the project’s Date of Public Knowledge are evaluated. The date that the FDOT OEM approves the Type 2 Categorical Exclusion will be the Date of Public Knowledge.

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 level of effect is not significant 
for potential noise impacts.

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 
compliance requirements do not apply to this project.

Under the National Environmental Policy Act (NEPA), detailed environmental analysis should be 
focused on issues that are significant and meaningful to decision-making (Title 40 CFR 1500.1(b), 1500.2(b), 1500.4(g), and 1501.7). The FHWA has concluded, based on the nature of GHG emissions and the exceedingly small potential GHG impacts of the proposed action, that the GHG emissions from the proposed action will not result in "reasonably foreseeable significant adverse impacts on the human environment" (40 CFR 1502.22(b)). The GHG emission from the project build alternatives will be insignificant, and will not play a meaningful role in a determination of the environmentally preferable alternative or the selection of the Recommended Alternative. More detailed information on GHG emissions “is not essential to a reasoned choice among reasonable alternatives” (40 CFR 1502.22(a)) or to making a decision in the best overall public interest based on a balanced consideration of transportation, economic, social, and environmental needs and impacts (23 CFR 771.105(b)).

This document does not incorporate an analysis of the greenhouse gas (GHG) emissions or 
climate change effects of each of the alternatives because the greenhouse gas emissions can only be quantified at a regional level, and the project-level effect of GHG emissions is miniscule. Because of the insignificance of the GHG impacts, those local impacts will not be meaningful to a decision on the environmentally preferable alternative or to a choice among alternatives. For these reasons, no alternatives-level GHG analysis has been performed for this project.

Construction-phase air quality impacts will be temporary 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’s level of effect for potential air quality impacts is none.

D.3 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 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 a 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.

Therefore, the Recommended Alternative’s level of effect for construction is not significant.

**D.4 CONTAMINATION**

A *Level I Contamination Screening Evaluation Report* (CSER) (April 2016) has been prepared under separate cover pursuant to FHWA’s Technical Advisory T 6640.8A and the FDOT PD&E Manual, Part 2 Chapter 22. 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 9 project corridor.
Of the thirty-nine (39) sites along the corridor investigated, four (4) sites ranked “High”, thirteen (13) sites ranked “Medium”, twenty (20) sites ranked “Low”, and the remaining two (2) sites ranked “No” potential for contamination concerns. For the sites ranked “No” for potential contamination, no further action is recommended. These sites have been evaluated and determined not to have any potential environmental risk to the proposed project at this time.

For the 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.

Additionally, Section 120, Excavation and Embankment – Subartic120.1.2, 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 level of effects is expected to be not significant.

D.5 AESTHETIC EFFECTS

A majority of the study corridor is located within the City of Lakeland city limits. 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 standards. Specific aesthetic and landscaping needs will be determined during the final design phase of the project. With the addition of sidewalks to the corridor, the Recommended Alternative level of effect is not significant for the project area.

The residential land uses consist primarily of mobile home communities. The majority of the existing right-of-way width is 100 feet. US 92 is a two-lane undivided facility with 12-foot travel lanes (one in each direction) and 12-foot shoulders (5-feet paved). 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.

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. All temporarily disturbed areas will be restored to existing or better condition after the completion of construction activities. Therefore, the level of effects has been determined to be none.

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.

Citrus Connection currently provides transit (bus) service throughout a majority of the study corridor. Route 45 currently has 16 bus stops located within the study corridor and all of these are located on the north side of US 92.

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 none.

D.7 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 utilities or railroad impacts.
Appendix A – Project Planning Consistency
## Fund: DDR - DISTRICT DEDICATED REVENUE

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## APPENDIX A

### Roadway Projects and Costs (Present Day Cost)

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**Tier I** (Cost Feasible in 2019-2030)

**Legend of Funding Sources**

- OA = Other Arterial funds (State & Federal)
- TMA = Transportation Management Area funds (Federal)
- TIS = Strategic Intermodal System funds
- Turnpike = Florida’s Turnpike Enterprise Funds
- Local = Local funds

- IF District = Impact Fee District (Local)
- TRIP = Transportation Regional Incentive Program
- TALL = Transportation Alternatives- <200k
- TALT = Transportation Alternatives- Any Area
- TALU = Transportation Alternatives- >200k

---

**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.

---

**Polk Parkway**

- **SR 542 (Dundee Rd)**
  - Buckeye Loop Rd
  - US 27
  - 2
  - Roadway-Widening
  - 2.07
  - OA
  - Completed
  - 17.39
  - OA
  - Completed
  - 41.32
  - OA
  - 2019-2020
  - 66.97

- **SR 400 (I-4) "I-4 BEYOND THE ULTIMATE"**
  - W. of US 27
  - E. of CR 532
  - 6
  - Interstate
  - -
  - SIS
  - 3.10
  - SIS
  - Committed
  - 146.00
  - SIS
  - 2019-2020
  - 173.10

- **US 52 (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

- **SR 33**
  - Old Combee Road
  - University Blvd (excludes interchange)
  - 2
  - Roadway-Widening
  - 0.95
  - OA
  - Underway
  - 2.84
  - OA
  - Completed
  - 18.95
  - OA
  - 2021-2025
  - 22.74

- **US 17/92 (Hinson Ave)**
  - 10th St
  - 17th St
  - 2
  - Roadway-Widening
  - 0.36
  - OA
  - Completed
  - 0.48
  - OA
  - Completed
  - 3.21
  - OA
  - 2021-2025
  - 5.15

- **US 27**
  - Presidents Dr
  - SR 60
  - 4
  - Roadway-Widening
  - -
  - SIS
  - -
  - SIS
  - Completed
  - 47.00
  - SIS
  - 2019-2020
  - 53.35

- **Wabash Ave Extension**
  - Harden Blvd
  - Ariana St
  - -
  - Roadway-New Construction
  - 1.43
  - Local
  - Completed
  - 1.05
  - Local
  - Underway
  - 4.98
  - Local
  - 2021-2025
  - 12.50
  - Local
  - 2026-2030
  - 19.94

- **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

- **Wabash Ave Extension**
  - 10th St
  - Interstate Drive
  - -
  - Roadway-New Construction
  - 0.43
  - Local
  - Completed
  - 1.24
  - Local
  - Underway
  - 1.70
  - Local
  - Underway
  - 3.57
  - Local
  - 2021-2025
  - 6.92

- **I-4**
  - at SR 557
  - 6
  - Interchange
  - -
  - SIS
  - -
  - SIS
  - Completed
  - -
  - SIS
  - -
  - 55.78
  - SIS
  - 2019-2020
  - 55.82

- **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

- **Croswell - Lakeland Park Drive Connector**
  - Union Drive
  - Lakeland Park Drive
  - -
  - Roadway-New Construction
  - 0.41
  - Local
  - Completed
  - 1.24
  - Local
  - Underway
  - 1.50
  - Local
  - Completed
  - 5.90
  - Local
  - Completed
  - 1.65

- **North Ridge Trail**
  - Deen Still Rd
  - Four Corners Blvd
  - -
  - Roadway-New Construction
  - 0.84
  - -
  - Completed
  - 2.53
  - -
  - Completed
  - 16.45
  - -
  - Completed
  - 11.85
  - 4.68
  - 3.59
  - 3.58
  - Multiple Sources IF Dist A TRIP Ad Valorem
  - 2021-2025
  - 31.67
### Project Summary

**Transportation System:** INTRASTATE STATE HIGHWAY  
**Description:** US 92 FROM COUNTY LINE ROAD TO WABASH AVENUE  
**Type of Work:** ADD LANES & RECONSTRUCT  
**Item Number:** 433558-2  
**Length:** 4.131

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**Item Total:** $4,450,000 | $3,364,793
Appendix B – Concept Plans for the Recommended Alternative
Appendix C – Cultural Resources Assessment Survey
Agency Concurrence Documentation
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

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 viewedshed 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.

www.dot.state.fl.us
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.
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.

Sincerely,

[Signature]

Martin Horwitz  
Environmental Project Manager

Enclosures

CC: Gwen Pipkin  
Tony Sherrard  
Erik Fleming, P.E.  
Marion Almy  

FDOT  
FDOT  
AIM  
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 attached parcel map for additional documentation of the Kirby Complete Hudgens site (SPO 7849).

/\  
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-S005079. Or, the SHPO finds the attached contains ___ insufficient information.

SHPO Comments:

/\  
Mr. Robert E. Bendus  
State Historic Preservation Officer  
Florida Division of Historical Resources

12/5/14  
Date
Appendix D – Section 106 Concurrence Documentation
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

www.fdot.gov
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
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 __________. Or, the SHPO/FDHR finds the attached Technical Memorandum contains __________ insufficient information.

SHPO/FDHR Comments:

________________________________________

________________________________________

________________________________________

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

Date
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

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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.

Sincerely,

[Signature]

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
Appendix F – Species Assessment Agency Concurrence
Documentation
March 13, 2017

Mr. John Wrublik
U.S. Fish and Wildlife Service
1339 20th 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.

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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.

Sincerely,

[Signature]
Jonathon A. Bennett
Environmental Project Manager

Cc: Gwen G. Pipkin, FDOT
    Jane Chabre, FWC
    Erik Fleming, AIM
    Mark Easley, KCA
March 13, 2017

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

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

Dear Mr. Wrublik,

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We are seeking your written concurrence with our “Determination of Afftect” 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.

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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.

www.fdot.gov
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.

Sincerely,

Jonathan A. Bennett
Environmental Project Manager

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

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 melanoleucus 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 FWCCConservationPlanningServices@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.

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