

STATE ENVIRONMENTAL IMPACT REPORT

**SR 62 Realignment
Project Development and Environment Study
Erie Road and SR 62 Improvements
Manatee County, Florida**

**Financial Project ID: 444429-1-22-01
FDOT JPA 445308-1-58-01
MC Project No: 850-609406**

**Federal-Aid Project Number: N/A
ETDM Number: N/A**

Prepared for:



Florida Department of Transportation District One
801 North Broadway Avenue
Bartow, Florida 33830

September 2021

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1. PROJECT DESCRIPTION AND PURPOSE AND NEED:

a. Project Information:

Project Name: SR 62 Realignment PD&E Study

Project Limits: SR 62 from US 301 (STA. 100+26.00) to SR 62 east of US 301 (STA. 121+73.74)

County: Manatee

ETDM Number (If applicable): N/A

Financial Management Number: 444429-1-22-01 and 445308-1-58-01

Project Manager: Patrick Bateman, PE

b. Proposed Improvements:

The project area for the SR 62 at US 301 Realignment Project extends along US 301 from 0.13 miles south of the intersection of US 301 and Erie Road to the existing SR 62 and US 301 intersection and along the realigned portion of SR 62, 0.26 miles east of US 301. The selected build alternative involves reconstructing the intersection at US 301 and Erie Road to include a new two-lane roadway alignment, connecting to the existing SR 62, 0.26 miles east of the current US 301 intersection. It will also change access to the old SR 62 alignment and 81st Street East.

A northbound right turn lane will be added to US 301 for eastbound travel on the new SR 62. The existing bi-directional center turn lane on US 301 will be changed to a northbound left turn lane onto Erie Road, and a southbound left turn lane onto the new SR 62 alignment. The new SR 62 alignment will include two twelve-foot through lanes, five-foot paved shoulders, and an open drainage system. At the intersection approach, there will be dedicated left and right turn lanes and a five-foot bicyclist keyhole for westbound travel. The intersection will include new traffic signals, sidewalks, crosswalks, pedestrian signals, and light poles. SR 62 is currently posted at 60 mph but will be reduced to 40 mph in this new alignment segment.

The existing SR 62 roadway from US 301 to 0.12 miles east of US 301 will remain to serve existing residential properties and driveways located along this section. At the east end, the existing SR 62 will turn south to tie into the new SR 62 alignment at a T intersection. The remaining existing SR 62 pavement will be removed, and three driveways will be extended to meet the realigned SR 62 roadway. A stormwater pond is proposed to be constructed north of the realigned SR 62 roadway and south of the existing SR 62 roadway. Originally and as depicted in the public hearing exhibits, a raised median was proposed to be installed at the existing SR 62 and US 301 intersection to eliminate future eastbound turns onto old SR 62 from southbound US 301 traffic and southbound turns onto US 301 from old SR 62. Since the public hearing, Manatee County and FDOT have agreed that the raised median will not be constructed. Instead, the gore at this intersection will be striped to alert drivers that this intersection is not the intended location for the turning movements to and from US 301 and SR 62. This realignment project does not include the roadway improvements along Erie Road

from 121st Avenue East to US 301 since it is an off-system roadway. Manatee County plans to add left and right turn lanes for eastbound travel on Erie Road.

A project concept layout illustrating the proposed improvements is found in **Figure 1**.

c. Purpose and Need:

The current intersection at SR 62 and US 301 is geometrically insufficient. Semi-trucks are unable to make the 90 degree turn between US 301 and SR 62 without experiencing pavement off-tracking. Correcting this issue by modifying the existing SR 62 and US 301 intersection would result in significant impacts to the northeast and southeast quadrant parcels. In addition, Manatee County has recently constructed Parrish Community High School at the southeast corner of Martha Road and Erie Road. School traffic flow would be improved if the existing tightly spaced intersections/potential signals were modified. This improvement would also encourage motorists to use Erie Road to and from the school instead of other neighborhood side streets. Therefore, realignment of SR 62 will provide smoother travel movement for school traffic as vehicles would be able to directly cross US 301 from SR 62 to Erie Road instead of making a turning movement.

d. Project Planning Consistency:

The planning consistency is split into two Financial Management (FM) numbers, 444429-1 for the PD&E phase and 445308-1 for the design and construction phase. **Table 1** below details the funding years for each phase/FM number. The planning consistency data was derived from the FDOT Work Program.

Table 1: Planning Consistency

Currently Adopted CFP-LRTP	COMMENTS				
No	The Sarasota-Manatee Metropolitan Planning Organization (MPO) adopted the 2045 Long-Range Transportation Plan (LRTP) on October 26, 2020. However, this project is not found in the 2045 LRTP. This project is included in the MPO's fiscal year (FY) 2020/21 – 2024/25 Transportation Improvement Program (TIP) that was adopted on April 20, 2020 and amended February 22, 2021. All planning consistency documents are included in Appendix B.				
PHASE	TIP/STIP	Currently Approved	\$	FY	COMMENTS
PE (Final Design)	TIP	Yes	\$3,424 \$3,424	<2021 All Years	The cost estimate difference between the TIP and STIP for all years is less than 20%; this meets Planning Consistency.
PE (Final Design)	STIP	Yes	\$3,424 \$3,424	<2021 All Years	
R/W	TIP	No	N/A	N/A	N/A
R/W	STIP	No	N/A	N/A	N/A
Construction	TIP	Yes	\$2,105,000 \$1,500,000 \$3,605,000	<2021 2025 All Years	The cost estimate difference between the TIP and STIP for all years is less than 20%; this meets Planning Consistency.
Construction	STIP	Yes	\$59 \$2,104,941 \$1,500,000 \$3,605,000	<2021 2021 >2024 All Years	

Current TIP/STIP/LRTP pages are found in **Appendix B*

2. ENVIRONMENTAL ANALYSIS

Issues/Resources	*Substantial Impacts?				**Supporting Information
	Yes	No	Enhance	No Inv	
A. SOCIAL and ECONOMIC					
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A.1</u>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A.2</u>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A.3</u>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A.4</u>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A.5</u>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
B. CULTURAL					
1. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment B.1</u>
2. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment B.2</u>
3. Recreational Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment B.3</u>
C. NATURAL					
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
2. Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
3. Water Quality and Stormwater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment C.3</u>
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
5. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
6. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
7. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment C.7</u>
8. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>
D. PHYSICAL					
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D.1</u>
2. Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D.2</u>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D.3</u>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D.4</u>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D.5</u>
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D.6</u>
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>N/A</u>

*Substantial Impacts? Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; No Inv = Issue absent, no involvement.

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

3. ANTICIPATED PERMITS

- Individual Dredge and Fill Permit-USACE
- Nationwide Permit-USACE
- Bridge Permit-USCG
- Environmental Resource Permit - Southwest Florida Water Management District (SWFWMD)
- Not Applicable

4. ENGINEERING ANALYSIS

An Engineering analysis was conducted through a review of the 90% roadway plans received on August 27, 2019 from Manatee County. A northbound right turn lane will be added to US 301 at the realigned SR 62/Erie Road intersection. The new SR 62 alignment will include a westbound left turn lane, through lane, and right turn lane at the intersection of US 301. A keyhole bike lane will be added to the north side of SR 62 within the project area. Improvements to Erie Road from 121st Avenue to east of US 301 are not included in this study because it is an off-system roadway.

Design Analysis

The roadway design criteria used in the plan set are summarized in **Table 2** below. The design parameters are based on the FDOT Design Manual (FDM) 2020 Edition.

Table 2: Design Criteria

Design Element	SR 62 (Sta. 107+58.67 - Sta. 114+95.00)	Source
Context Classification	C2	
Design Year	2040	FDOT
Design Speed	40 MPH	FDM 201.5.1
Design Vehicle	WB-62FL	FDM 201.6
Travel Lane Width	11	FDM 210.2.1
Shoulder Width	10' (5' Paved)	FDM 210.4
Border Width	N/A	FDM 210.7.1
Max. Deflection Without Horizontal Curve	2°00'00"	FDM 210.8.1
Max Deflection through Intersection	5°00'00"	FDM 212.7.1
Length of Horizontal Curve	600 (Desired), 400(Min.)	FDM 210.8.2
Max. Degree of Horizontal Curve	13°15'	FDM 210.9.1
Min. Radius (Normal Crown)	5,560 ft.	FDM 210.9.1
Maximum Profile Grade	4%	FDM 210.10.1
Max. Grade Change Without Vertical Curve	0.80%	FDM 210.10.1
Crest Vertical Curve K-Value	70	FDM 210.10.2
Crest Vertical Curve Length	120'	FDM 210.10.2
Sag Vertical Curve K-Value	64	FDM 210.10.2
Sag Vertical Curve Length	120'	FDM 210.10.2
Superelevation Transition Slope Rate	1 : 175	FDM 210.9.2
Maximum Superelevation Rate	0.10	FDM 210.9
Clear Zone	18' (Travel) . 10' (Auxiliary)	FDM 215.2.3
Front Slope	1 : 6 (1 : 4 outside clear zone)	FDM 215.2.6
Back Slope	1 : 4 (1 : 3 outside clear zone)	FDM 215.2.6

Design Variation

The design speed for SR 62 is 40 miles per hour (mph). Therefore, the controlling design elements are limited to design speed and design load capacity. A design variation was submitted and approved in January 2020 to allow a total shoulder width of less than 10 feet (ft). The reduced shoulders will be located on both sides of the new SR 62 alignment and will extend for approximately 0.27 miles.

Traffic Analysis

The following summarizes the results of turning movement traffic counts conducted at the intersections of US 301/Erie Road and US 301/SR 62 in January 2019. A queue length and turn lane length analysis was performed using the January 2019 turning movement traffic counts. The proposed approved projects and future year 2029 traffic volumes were derived from the *Villages of Amazon South Traffic Impact Analysis* report dated December 2013.

Existing Conditions

The intersections of US 301/Erie Road and US 301/SR 62 are currently two-way stop-controlled intersections with movements on US 301 being free flowing and the movements on Erie Road and SR 62 being stop controlled. US 301 is a five lane (two through lanes in both directions with a two-way center turn lane) principal arterial with a posted speed limit of 45 mph. Erie Road is a two-lane (one lane in each direction) major collector roadway with a posted speed limit of 30 mph. SR 62 is a two-lane (one lane in each direction) minor arterial with a posted speed limit of 60 mph. Sidewalks are located along both sides of US 301 within the project area, however, there are no bicycle facilities on US 301 within the project area. There are no pedestrian or bicycle facilities along Erie Road and SR 62 within the project area. The intersections are approximately 275 feet apart.

Existing year (2019) analysis was conducted by collecting turning movement traffic counts at the intersections of US 301/Erie Road and US 301/SR 62 on January 17, 2019. The queue and level of service (LOS) analysis was conducted using Synchro models for 2019 (existing year) and 2029 (future year). The Synchro analysis showed that both intersections are operating at LOS B in 2019. **Table 3** describes the Synchro analysis queue length and turn lane length needed in 2019 based on existing traffic counts.

Table 3: Existing (2019) SR 62/Erie Road and US 301 Queue and Turn Lane Length Analysis

Year	EB Left		EB Right		WB Left		WB Right		NB Left		NB Right		SB Left	
	Queue Length (ft)	Total Turn Lane Length (ft)	Queue Length (ft)	Total Turn Lane Length (ft)	Queue Length (ft)	Total Turn Lane Length (ft)	Queue Length (ft)	Total Turn Lane Length (ft)	Queue Length (ft)	Total Turn Lane Length (ft)	Queue Length (ft)	Total Turn Lane Length (ft)	Queue Length (ft)	Total Turn Lane Length (ft)
2019	75	220	75	220	100	505	50	455	75	260	50	235	75	260

Notes:

- Turn lane lengths were determined using FDOT Index 301 according to the existing speed limit on each approach.
- Existing speed limit: EB: 30 mph, WB: 60 mph, NB and SB: 45 mph.

Existing Multimodal Facilities

Sidewalks are located along both sides of US 301 within the project area, however, there are no bicycle facilities on US 301 within the project area. There are no pedestrian or bicycle facilities along Erie Road or SR 62 within the project area. Manatee County Area Transit (MCAT) does not have any existing transit routes within the project area.

Future Conditions

In a comprehensive review of historic model growth rates and the *Villages of Amazon South Traffic Impact Analysis* (December 2013), an area wide growth rate of 1.5% was used on the intersection analysis. The 2029 future traffic volumes were derived from 2019 turning movement traffic counts using a 1.5% annual growth rate. The Synchro analysis anticipates the intersection of US 301 and SR 62/Erie Road to operate at LOS C. **Table 4** describes the Synchro analysis queue length and turn lane length needed in 2029 based on existing traffic counts.

Table 4: Future (2029) SR 62/Erie Road and US 301 Queue and Turn Lane Length Analysis

Year	EB Left		EB Right		WB Left		WB Right		NB Left		NB Right		SB Left	
	Queue Length (ft)	Total Turn Lane Length (ft)	Queue Length (ft)	Total Turn Lane Length (ft)	Queue Length (ft)	Total Turn Lane Length (ft)	Queue Length (ft)	Total Turn Lane Length (ft)	Queue Length (ft)	Total Turn Lane Length (ft)	Queue Length (ft)	Total Turn Lane Length (ft)	Queue Length (ft)	Total Turn Lane Length (ft)
2029	250	395	125	270	275	680	150	555	175	360	150	335	275	460

Notes:

- Turn lane lengths were determined using FDOT Index 301 according to the existing speed limit on each approach.
- Existing speed limit: EB: 30 mph, WB: 60 mph, NB and SB: 45 mph.

The queue and turn lane length analysis provides information on the length of the turn lanes needed to accommodate future year (2029) traffic volumes.

Crash Data

A review of crash data for the study area was performed. US 301 was reviewed from 300 feet south of the intersection of Erie Road to 300 feet north of the intersection of SR 62. Erie Road was reviewed from 300 feet west of the intersection of US 301, while SR 62 was reviewed from 300 feet east of US 301. Fifty-two crashes with 40 injuries and one fatality were recorded from 2014 to 2018 as shown in **Table 5**. One angle crash that occurred in 2017 involved a school bus that resulted in 27 injuries. The one fatality crash was a head-on crash that occurred in 2017. The majority (41) of the crashes occurred at or adjacent to the intersection of US 301/SR 62. The most predominant type of crash was angle collisions, followed by rear-end collisions as shown in **Table 6**.

Table 5: US 301 and SR 62/Erie Road Intersections Crashes 2014-2018

Year	Fatal Crash Information			Injury Crash Stats		Property Damage Only	Total		
	Crashes	Fatalities	Injuries	Crashes	Injuries	Crashes	Crashes	Fatalities	Injuries
2014	0	0	0	1	2	3	4	0	2
2015	0	0	0	1	1	7	8	0	1
2016	0	0	0	4	5	7	11	0	5
2017	1	1	0	2	28	8	11	1	28
2018	0	0	0	3	4	15	18	0	4
Total	1	1	0	11	40	40	52	1	40

Table 6: Crash Type

Manner of Crash	Number of Crashes	Percent
Angle	24	46.2%
Rear-End	18	34.7%
Sideswipe, Same Direction	3	5.8%
Backed into Vehicle in Roadway	2	3.8%
Hit Animal	2	3.8%
Head-On	2	3.8%
Rollover	1	1.9%
Total	52	100%

Time of day, weather, and side-of-road did not appear to be significant factors in the crashes as the majority of crashes occurred during daylight hours in clear weather conditions. As shown in **Table 5**, the number of crashes along the segment rose each year.

The SR 62 intersection realignment project is anticipated to reduce the number of angle and rear end crashes by aligning the roadways to cross at a four-legged intersection instead of two T-intersections approximately 275 feet apart.

Public Comments/Meeting

A public hearing for the SR 62 Realignment PD&E study is scheduled to be held on June 22, 2021.

5. COMMITMENTS

The FDOT will incorporate the United States Fish and Wildlife Service (USFWS) *Standard Protection Measures for the Eastern Indigo Snake* during construction.

6. SELECTED ALTERNATIVE


Based on the environmental and engineering analyses conducted for the SEIR, the Selected Alternative for improvements to the US 301 and SR 62/Erie Road intersection is a roadway realignment for SR 62 east of US 301. The Selected Alternative involves reconstructing the intersection at US 301 and Erie Road to include a connection to SR 62 approximately 275 feet south of the existing US 301 and SR 62 intersection. The new alignment would then extend approximately 0.27 miles east on SR 62. It will also change access to the old SR 62 alignment and 81st Street East.

A northbound right turn lane will be added to US 301 at the realigned SR 62/Erie Road intersection. The new SR 62 alignment will include a westbound left turn lane, through lane, and right turn lane at the intersection of US 301. Bike lanes will be added to both sides of SR 62 within the project area. Improvements to Erie Road from 121st Avenue to east of US 301 are not included in this study because it is an off-system roadway.

As part of the project, the existing SR 62 roadway from US 301 to approximately 645 feet east of US 301 will remain to serve existing driveways located along this section. At the east end, the existing SR 62 will turn south to tie into the relocated SR 62 roadway at a T intersection. The remaining existing SR 62 pavement will be removed, and three driveways will be extended to meet the realigned SR 62 roadway. Stormwater ponds are proposed to be constructed north of the realigned SR 62 roadway and south of the existing SR 62 roadway, in the northeast quadrant of the existing SR 62 roadway and the realigned SR 62 roadway, and a linear pond south of the realigned SR 62 roadway.

A project concept layout illustrating the proposed improvements is found in **Attachment E**.

- APPROVED FOR PUBLIC AVAILABILITY (Before public hearing when a public hearing is required)



**Project Development
Manager**

5/28/2021
Date

7. PUBLIC INVOLVEMENT

1. A public hearing is not required.
2. A public hearing will be held June 22, 2021.

District Contact Information: Patrick Bateman, PE
Project Manager
Florida Department of Transportation, District 1
801 North Broadway Avenue, MS 1-40
Bartow, Florida 33830
Phone: (863) 519-2792
Patrick.Bateman@dot.state.fl.us

3. A public hearing was held June 22, 2021 and the transcript is available.
4. An opportunity for a public hearing was afforded and was documented (insert date).

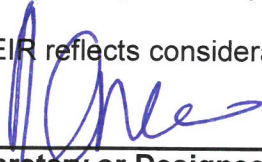
The Florida Department of Transportation held a hybrid public hearing for this project. The online portion of the hearing was held from June 15th through July 7th, 2021. The live event was held on June 22nd, in-person at First Baptist Church in Parrish and online via GoToWebinar. Staff from FDOT and Manatee County were available at the live event to answer questions. Ten citizens attended the live event, as well as one staff member representing the local State Representative.

A total of 11 comments were received during the public comment period. Some citizens submitted multiple comments in different formats. Each submission was counted separately. Comments generally support the selected alternative, but expressed concern for truck accommodations, access, and impacts to Erie Road.

8. APPROVAL OF FINAL DOCUMENT

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

The final SEIR reflects consideration of the PD&E Study and the public hearing.



District Secretary or Designee

09, 13, 21
Date

9. SUPPORTING INFORMATION / ATTACHMENTS

- Natural Resource Evaluation (NRE) Technical Memorandum, February 2020
- Noise Study Report (NSR), January 2020
- SR 62 and Erie Road Drainage Improvements, June 2020
- Cultural Resource Assessment Survey (CRAS) Technical Memorandum, December 2019
- State Historic Preservation Officer (SHPO) CRAS Concurrence Letter, January 2020
- Contamination Screening Evaluation Report (CSER), March 2020
- Environmental Screening Tool (EST) Report, September 2020
- Water Quality Impact Evaluation (WQIE), January 2021

ATTACHMENT A. SOCIAL and ECONOMIC

All sociocultural and economic data was derived from FDOT's EST using a 500-foot buffer around the study area.

A.1 Social

Race/Ethnicity | The population in the study area has increased since the year 2000, from a total population of 15 in 2000 to a population of 54 in 2018. The percentage of the various population demographics remained relatively constant as the population grew. According to 2018 Census data, the study area has a White population percentage of 75.93%, with the highest minority population (Hispanic or Latino) within the study area comprising 16.67% of the total population. Overall, the percentage of minorities relative to the non-minority population within the study area is 24.07% which is just below the minority percentage population (28.50%) within Manatee County.

Age | Within the study area, roughly 20% of the population is aged 65 and older according to 2018 American Community Survey (ACS) data, compared with 19% of the population in 2010. In addition, the median age for the study area was approximately 41, which is below the median age of Manatee County in 2018 which was 48.

Limited English Proficiency | English language proficiency is determined by identifying the percentage of the population (age 5 and over) who have responded to the U.S. Census survey that they "Speak English Not Well" or "Speak English Not at All." The number of people who did not speak English proficiently within the study area in 2018 was 1.96% compared to 12.58% for Manatee County in 2018.

Disability Status | Based on 2018 ACS data, the average percentage of people age 20 to 64 with a disability was 7.14% compared to 10.28% for Manatee County as a whole. Disability trends were not analyzed for other timeframes because of the changes made to the ACS and Census survey questions between 1990 and 2016 and disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS.

Median Household Income | Within the study area, the median income in 2018 was \$80,872 while 5.56% of households were below poverty level, according to 2018 ACS data. The median income is higher than Manatee County where the median income was \$56,036 in 2018. The number of households living in poverty in Manatee County was 11.19% in 2018 while the number of households below the poverty level within the project area is lower than that of Manatee County. However, within the project area, the median income represents an upward trend from \$51,250 in 2010, while the poverty level represents a downward trend from 8.33%.

Environmental Justice and Title VI Considerations | In February 1994, the President of the United States issued Executive Order 12898 (Environmental Justice) requiring federal agencies to analyze, as appropriate, disproportionately high adverse human health and environmental effects of federal actions on ethnic and cultural minority populations and low-income populations, when such analysis is required by the National Environmental Policy Act of 1969 (NEPA). An adverse effect on minority and/or low-income populations is required when: (1) the adverse effect occurs primarily to a minority and/or low-income population; or (2) the adverse effect suffered by the non-minority and/or low-income populations is more severe or greater in magnitude than the adverse effect suffered by the non-minority and/or non-low-income populations. All proposed projects should include measures to avoid, minimize, and/or mitigate disproportionately high and

adverse effects and provide off-setting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by these activities.

Social Effects | The purpose of this project is to construct a realignment of SR 62 at US 301 in the town of Parrish in Manatee County, improving accessibility and the flow of traffic and freight. The demographics of the project area are general White with a higher median income than the rest of the county. There are no expected changes to community cohesion or character as a result of the proposed improvements since there will be no relocations or detrimental changes to access of adjacent businesses. It is also assumed that emergency response will be enhanced due to more efficient traffic movements associated with the realigned intersection.

The Selected Alternative is not expected to result in substantial impacts to the social makeup of the project area.

A.2 Economic

Occupied Housing Units Without a Vehicle | Based on 2018 ACS data, the percentage of occupied housing units within the study area that do not have access to a motor vehicle is 0% and has remained steady since 2010. In 2018, 4.85% of occupied housing units had no access to a motor vehicle in Manatee County as a whole compared to 4.55% in 2010.

Educational Institutes | Parrish Community High School is located at 7505 Fort Hamer Road.

Religious Institutions | New Bethel Missionary Baptist Church is located at 11915 82nd St. E.; St. Mary's Baptist Church is located at 11801 Erie Rd; Harvest Field Church is located at 7710 121st Ave E.; Bayside Community Church North River Campus Office is located at 12355 US Highway 301 North.

Cultural Centers | Florida Railroad Museum is located at 12210 83rd St E.

Assisted Housing Facilities | A Federal Department of Health approved Migrant Labor Camp is located at 11938 82nd St E.

Healthcare Facilities | The Edgar H. Price Family & Children Healthcare Center is located at 12271 US-301 N.

Parks and Recreation Facilities | Ola Mae Sims Park is located at 11800 Erie Rd; the Willow-Ellenton Trail Corridor will be parallel to the Parish and Palmetto rail corridor and most of Erie Road from the old town of Willow, connecting with a Hillsborough County trail through the Florida Railroad Museum property.

Adjacent Transportation Improvement Projects | Projects in close proximity to, and influencing the development of, the Selected Alternative for the realignment of SR 62 at US 301 include:

- FPID No. 439432-1: SR 43 (US 301) from Moccasin Wallow Road to Hillsborough County Line, Resurfacing
- Willow-Ellenton Trail Greenway
- Supplemental Outer Beltway Analysis
- Upper Manatee River Road Feasibility Study

Economic Effects Summary

Two churches, a park, the Florida Railroad Museum, and a migrant labor camp are located within the project area. An additional two churches, a high school, and a healthcare facility are also located in close proximity to the project area. One regional trail, the Willow-Ellenton Trail Corridor, is planned for the future within the corridor. The project is expected to enhance mobility to and through the corridor, providing increased access to these community resources.

The Selected Alternative will not adversely affect the economics (or economic development) of the surrounding area.

A.3 Land Use Changes

Existing land use in the project area is comprised mostly of low and medium-density residential, vacant land, agricultural land, and some light commercial and industrial land. The existing land use designations within the project area are: Agricultural Suburban District (A-1), an area that is transforming from agricultural to suburban in character; Village District (VIL), established to conserve a distinct rural village character; Planned Development Mixed Use (PD-MU); Master Planned Institutional District (MP-I), established to provide for areas with institutional uses such as schools; and Planned Development Commercial (PD-C). The portion of US 301 that goes through the project area has a Special Treatment overlay.

Future land use in the project area will be mostly medium-density Residential (Res-6) (125.79 acres, 37%) and Urban Fringe 3 (UF-3) (211.39 acres, 63%) which means that the minimum lot size will be 1/3rd of an acre or three units per acre, with some Public/Semi-Public (P/SP-1) land on the west side of the corridor.

The implementation of the Selected Alternative is consistent with land use plans and will facilitate the development of residential properties.

The Selected Alternative is not expected to result in substantial impacts to land use.

A.4 Mobility

According to the existing roadways functional classification map in the adopted 2010 Manatee County Comprehensive Plan, Erie Road is an urban collector road west of US 301 and SR 62 is a rural minor arterial east of US 301. US 301 is a rural principal arterial north of SR 62 and a principal arterial road south of SR 62. These four road types meet at the intersection that will be improved for this project. The intersection realignment at SR 62 and US 301 is intended to improve traffic flow and safety for all users, and to allow freight truck travel to flow easier along the east-west SR 62/Erie Road corridor.

Mobility Planning | According to the Sarasota/Manatee MPO 2045 LRTP, employment growth in Manatee County is projected to occur along the US 301 corridor near Parrish and near Oneco. In addition, SR 62 is a non-Strategic Intermodal System (SIS) State Highway and a key transportation and freight facility, and US 301 is a key freight corridor.

Existing Transit | The Florida Railroad Museum offers diesel train excursions Saturdays and Sundays at 11 AM and 2 PM, and special train ride events such as the Pumpkin Patch Express and the North Pole Express on an abandoned railway line. These rides are not considered passenger rail, but they are an important attraction for the history, culture, and economy of the area. There are no bus routes along or near the corridor.

Emergency Services | The Parrish Fire District fire station is located south of the project at 12132 US 301. The nearest hospital to the project is the Manatee Memorial Hospital in downtown Bradenton, southwest of the project, accessible by US 301.

Access Management | This project will improve access management where SR 62 and Erie Road intersect US 301. Currently, traffic is forced to turn off SR 62 and onto US 301 and make another abrupt turn to get on Erie Road west and vice versa.

Pedestrian and Bicycle Facilities | Currently, there are no bicycle nor pedestrian facilities along SR 62. There are standard 6-foot sidewalks on both sides of US-301 with wider sidewalks in front of driveways, and no bicycle facilities. The Willow-Ellenton Trail is a planned, regional shared-use trail that is unfunded within the project area.

The Selected Alternative is expected to enhance the mobility of the project area by allowing freight truck travel to flow easier along the east-west SR 62/Erie Road corridor and improving access management where SR 62 and Erie Road intersect US 301.

A.5 Aesthetic Effects

The surrounding community is rural with zoning and future land use codes designed to protect the aesthetics of that character. As such, residential densities will remain low and according to future land use maps, will not go above medium density. Only 4% of the land within the project area was built between 1900 and 1959, with about 60% of the structures having been built between 1960 and 1969, but the Florida Railroad Museum gives the area a distinctly historic character and draws people to the area to visit. A regional shared-use trail is planned parallel to the Parish and Palmetto rail corridor and most of Erie Road from the old town of Willow, connecting with a Hillsborough County trail through the Florida Railroad Museum property as well.

Because the Selected Alternative will improve access to and through an area that will remain low- to medium-density, the project is expected to have no substantial impact on the aesthetics of the area.

ATTACHMENT B. CULTURAL

B.1 Historic Resources

The CRAS dated December 2019 (with SHPO concurrence in January 2020) found that nine historic resources were previously recorded within the Area of Potential Effects (APE). Of these, the Parrish Historic District and four contributing resources were determined eligible for listing in the National Register of Historic Places (NRHP) by the SHPO; however, these four buildings are not individually eligible for listing in the NRHP. The remaining four resources were determined ineligible for listing in the NRHP.

Historic/architectural field survey resulted in the identification and evaluation of six new historic resources within the APE. These include one barn with no style, two Frame Vernacular style buildings, two Commercial style buildings, and one Masonry Vernacular style building constructed between c. 1940 and c. 1967. Overall, the newly identified historic resources are not a significant embodiment of a type, period, or method of construction. They have been altered and lack sufficient architectural features necessary for NRHP eligibility. In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. No significant changes have occurred to the previously recorded resources since 2012; therefore, the Florida Master Site File (FMSF) forms for these resources were not updated as part of the survey; however, one previously recorded resource is no longer extant. A new FMSF form was prepared for the six newly identified resources, and a letter was prepared for the demolished resource.

Based on the results of the background research and field investigations, the proposed undertaking will have no adverse effect to historic properties within the APE. The signed SHPO Concurrence Letter dated January 31, 2020 is located in **Appendix C**.

The Selected Alternative is not expected to result in substantial impacts to historic resources.

B.2 Archaeological Resources

The CRAS dated December 2019 (with SHPO concurrence in January 2020), identified one archaeological resource within the study area, a sand burial site that has not been evaluated by the SHPO. However, according to the FMSF form, the site location was plotted based on a vague verbal description and could not be verified during a study performed in 2000. The signed SHPO Concurrence Letter dated January 31, 2020 is located in **Appendix C**.

The Selected Alternative is not expected to result in substantial impacts to archaeological resources.

B.3 Recreation Areas

A search in FDOT's EST with a 500-foot buffer shows that there is one recreation area within the project area, Ola Mae Sims Park west of the project. The Willow-Ellenton Multi-Use Trail is proposed to transverse the project area in the future (but not constructed as part of this project).

The Selected Alternative is not expected to result in substantial impacts to recreation areas.

ATTACHMENT C. NATURAL

C.3 Water Quality

Consistent with guidance received by Manatee County from SWFWMD at the pre-application meeting held on October 18, 2018, treatment is required for all of the SR 62 realignment. A WQIE was completed by Manatee County on January 8, 2021 and is found in **Appendix D**. The WQIE states that the project will discharge to surface or ground water and will alter the drainage system. A stormwater pond will be provided for stormwater management. The project is located within a permitted municipal storm sewer system (MS4) and Gamble Creek will be the receiving water basin. Water quality was addressed with Environmental Resource Permit (ERP) 43044128.001. Gamble Creek is verified impaired for fecal coliform Water Body Identification number (WBID) 1810. There is no net improvement or Total Maximum Daily Load (TMDL) for this watershed. Issuance of the ERP satisfies compliance with state and federal regulatory water quality requirements.

The Selected Alternative is not expected to result in substantial impacts to water quality.

C.7 Protected Species and Habitat

The NRE dated February 2020 identified one federally listed species the eastern indigo snake, that was classified as *May affect, not likely to adversely affect* within the project area. The current status of the eastern indigo snake is federally listed as threatened and no individuals were observed during field reviews, but because of the wide diversity of habitats utilized by this species, it is assumed that suitable habitat for this species may be within the project limits. Coordination with the agencies is ongoing and to assure the protection of this species during construction, the FDOT will implement the USFWS Standard Protection Measures for the Eastern Indigo Snake as a commitment. Specifically, per the eastern indigo snake key, the project is not located in open water (A), standard protection measures will be implemented (B), the project will impact less than 25 acres of eastern indigo snake habitat (C), and the project has no known holes, cavities, gopher tortoise burrows, or other underground refugia where a snake could be buried trapped and/or injured during project activities.

In addition, the FDOT will conduct the following implementation measures:

- During pre-construction, the FDOT will conduct a survey for gopher tortoises and coordinate with the Florida Wildlife Commission (FWC) as appropriate based on the results of the survey.
- The FDOT will conduct field reviews during design and/or pre-construction that will include surveys for burrowing owls and bald eagle nests within areas of suitable habitat and required buffer zones.

Additionally, the NRE identified no Critical Habitat within the project limits.

Because the NRE did not identify any involvement with Critical Habitat and protected animal species are not likely to be adversely affected, the Selected Alternative will have no substantial impact on protected species and habitat.

ATTACHMENT D. PHYSICAL

D.1 Highway Traffic Noise

A noise analysis was conducted for this project and documented in the NSR. None of the noise sensitive sites evaluated will experience a substantial increase of traffic noise as a result of the proposed project. Two noise sensitive sites are predicted to experience future noise levels with the proposed realignment of SR 62 that exceed the Federal Highway Administration's (FHWA) Noise Abatement Criteria (NAC) for Activity Category B. Noise abatement measures were evaluated for the two noise sensitive sites that are predicted to exceed the NAC as a result of the proposed realignment. Based on the results of the noise analyses performed to date, there are no feasible solutions available to mitigate for noise impacts at those noise sensitive sites.

The Selected Alternative is not expected to result in substantial impacts from highway traffic noise.

D.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards. Therefore, the Clean Air Act conformity requirements do not apply to the project.

The Selected Alternative is not expected to result in substantial impacts from Air Quality.

D.3 Contamination

A contamination screening evaluation was conducted for this project. The results documented in the CSER show that there are no sites rated HIGH for contamination and three sites rated MEDIUM found in the project area. The table below details the three sites that have a risk rating of MEDIUM.

Potentially Contaminated Sites			
Site Name	Facility ID	EDM Regulatory Report	Comments
Parrish Meat & Grocery	9400441, 9400441CLN	LUST, STCERC, TANKS	An 850-gallon kerosene UST was removed in February 1993. A review of the "Annual Natural Attenuation Monitoring (NAM) Report Year 1, Quarter 4" dated November 12, 2019 analyzed three groundwater samples for BTEX, MTBE, PAH and TRPH. The report indicated all groundwater concentrations were reported below the GCTLs for that quarter. Groundwater elevation was approximately 4.5 feet below surface and contour indicates an east-southeasterly flow direction. Based on a review of the

			<p>most recent reports contaminants of concern are below GCTLs.</p> <p>However, the contaminants had reached the Erie Road ROW (present and proposed). In addition, this site will affect any NPDES dewatering efforts within 500 feet. Treatment or monitoring will depend on the contamination levels and sampling data at the time of construction.</p>
Parrish Plantation/Cone Property	COM_266446	STCERC, VOLCLNUP	<p>Site inspection and review of historical aerial photographs identified the “barn area”, located approximately 500 feet southeast of the proposed ROW, as a possible area in which chemical storage or mixing areas may have occurred.</p> <p>OCULUS review included the “Site Assessment Status Report #2” dated September 28, 2018 which documented and delineated arsenic and chlorinated pesticide soil contamination present around the barn. Results of the analysis indicated areas in which arsenic, toxophene, and dieldrin exceeded the state’s limit for residential direct exposure. Results also found dieldrin, beta-BHC, 4-DDE and 4-DDT exceeded the states leaching level for groundwater.</p> <p>Although testing was not in the path of the future alignment, that testing and the data from site assessments appears to suggest there is no evidence of widespread arsenic impacts throughout the former grove. Also, testing occurred after the grove was used commercially, so it is unlikely additional pesticides, herbicides, etc. would have been applied since that time. Based on the results of the most recent site assessments, the impacted soils are located approximately 500 feet southeast of the proposed SR 62 realignment and therefore contact with the impacted soils during construction are not anticipated. However, this site will affect any NPDES dewatering efforts within 500 feet. Treatment or monitoring will depend on the contamination levels and sampling at the time of construction.</p>

CSX Railroad	N/A	N/A	<p>Historically, railroads used arsenic based pesticides/herbicides for vegetation and weed control along its corridors.</p> <p>A review of the “Level 2 Impact to Construction Assessment/US 301 from CR 675 to Moccasin Wallow Road”, dated May 6, 2015, indicated that soil samples were collected on the north and south sides of the intersection of US 301 and the CSX railroad and analyzed for PAHs and arsenic. Results of the analysis indicated that concentrations of benzo(a)pyrene exceeded the SCTLs based on Direct Exposure-Residential criteria and benzo(a)pyrene equivalent exceeded SCTLs based on Direct Exposure-Commercial/Industrial criteria in the soil sample collected on the north side. Based on the results of the site assessments as reported in May 2015, the impacted soils are located 150 feet north of the existing SR 62 and therefore contact with the impacted soils during construction are not anticipated. However, this site will affect any NPDES dewatering efforts within 500 feet. Treatment or monitoring will depend on the contamination levels and sampling at the time of construction.</p>
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For those locations with a risk rating of “Medium”, the project manager and the District Contamination Impact Coordinator (DCIC) will coordinate on further actions that must be taken to best address the contamination issue. This may include determining if the Florida Department of Environmental Protection (FDEP)/FDOT Memorandum of Understanding (MOU) applies to any sites, conducting Level II activities or recommending Level III or remedial activities, notes on the plans, design modifications and/or special provisions prior to or during construction.

The Selected Alternative is not expected to result in substantial impacts from contamination.

D.4 Utilities and Railroads

Manatee County in-house utilities is installing their force main and Frontier is relocating a vault and some conduit to align with the new SR 62 alignment (Selected Alternative). Century link is replacing a fiber optic cable along what will be the old alignment of SR 62.

The railroad tracks located north and west of the project area will not be impacted by the project.

The Selected Alternative is not expected to result in substantial impacts to utilities or railroads.

D.5 Construction

The majority of the project will be built in the existing pasture east of the US 301 and Erie Road intersection and tie into the existing SR 62 roadway 0.27 miles east of the existing US 301 and SR 62 intersection.

Based on the preliminary construction assessment, the Selected Alternative is expected to have minimal temporary impacts associated with construction, and therefore is not expected to result in substantial impacts.

D.6 Bicycles and Pedestrians

In the Selected Alternative, a keyhole bike lane will be added to the north side of the new SR 62 alignment. The keyhole bike lane will continue along the new alignment of SR 62 for approximately 0.14 miles where it will then be transitioned to the paved shoulder on the north side. Type CR-B curb ramps will be provided in the northeastern, southeastern and southwestern quadrants of the intersection of the new SR 62 alignment and US 301 approximately 275 feet south of the existing US 301 and SR 62 intersection. The new signalized intersection will provide crosswalks for pedestrians and bicyclists.

The Selected Alternative is expected to enhance the safety of pedestrians and bicyclists as a result of adding curb ramps, crosswalks and a keyhole bike lane.

ATTACHMENT E. SELECTED ALTERNATIVE

E.1 Selected Alternative

The proposed improvements illustrated in **Figure 2** includes the concept layout of the redesigned US 301 and SR 62/Erie Road intersection in Manatee County.

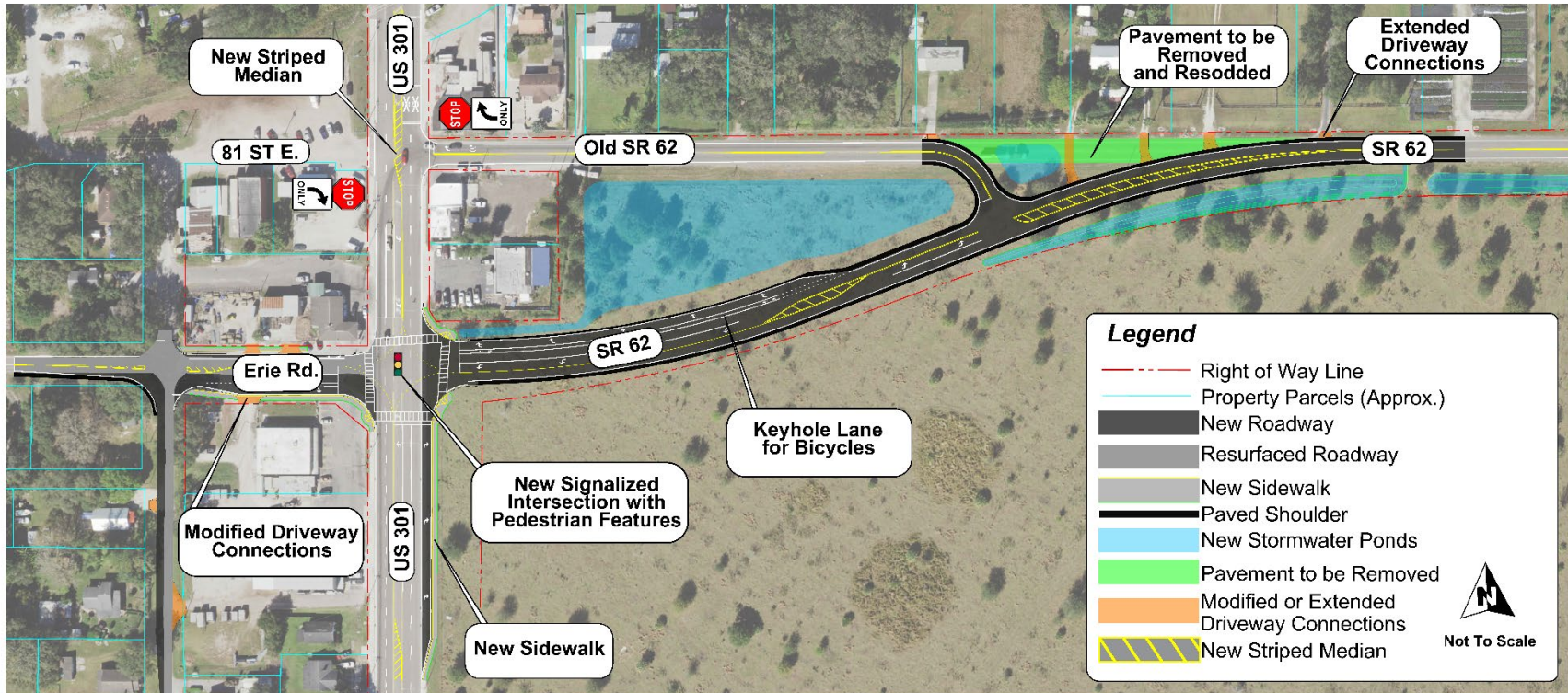


Figure 2: US 301 and SR 62/Erie Road Intersection Concept Layout

The Selected Alternative includes a 12-foot northbound right turn lane on US 301, 6-foot sidewalks on both sides of US 301, and type CR-B curb ramps. The new SR 62 alignment will include a 5-foot keyhole bike lane, and 5-foot paved shoulders, as well as a westbound left turn lane, through lane, and right turn lane at the intersection of US 301.

E.2 Selected Alternative User Benefits

Passenger Vehicles | The proposed intersection improvements are anticipated to provide a safer corridor for passenger vehicles by adding turn lanes and a through lane. Passenger vehicles traveling to Erie Road from SR 62 will no longer be required to make a left turn onto US 301 and can continue in a safer through movement.

Trucks/Emergency Vehicles | The inclusion of right turn lanes in the intersection will mitigate over tracking from truck turning movements. The wider connection of the new SR 62 alignment to US 301 will provide better accessibility to emergency vehicles.

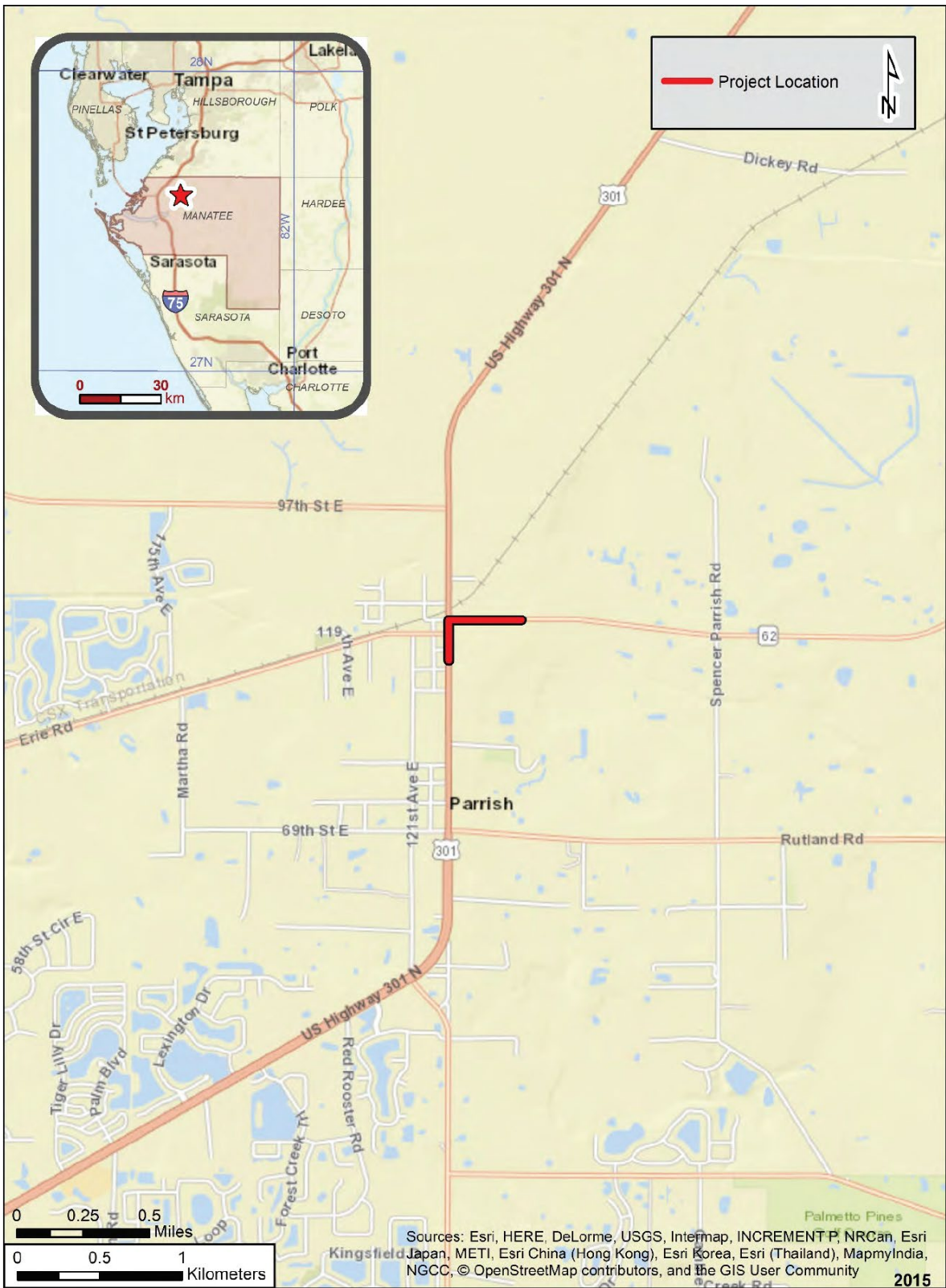
Pedestrians/Bicyclist Mobility | Pedestrians will benefit from the larger curb ramps and 6-foot sidewalks at the new intersection. Type F curb and gutter will provide protection from the edge of pavement to the sidewalk on US 301. The project will include a keyhole bike lane on the north side of the new SR 62 alignment. There are no existing bike lanes on the remainder of SR 62 within the project limits and there are no plans to implement bike lanes as part of this project.

Transit | There is no existing or planned transit routes within the project area.

Economic and Community Benefit | The primary benefits of the Selected Alternative with respect to economic and community development include:

- Provides the greatest degree of physical improvements with the least disruption.
- Improves passenger vehicle and truck movements from Erie Road to SR 62 and vice versa.
- Provides larger curb ramps and 6-foot-wide sidewalks at the new intersection for pedestrians while adding a keyhole bike lane on the north side of the new SR 62 alignment.

Appendix A. Project Location Map



Project Location Map

Appendix B. Planning Consistency



TRANSFORM 2045 LONG RANGE TRANSPORTATION PLAN

On October 26, 2020, the MPO Board unanimously adopted the Transform 2045 Long Range Transportation Plan. Thank you for your involvement in transportation planning.

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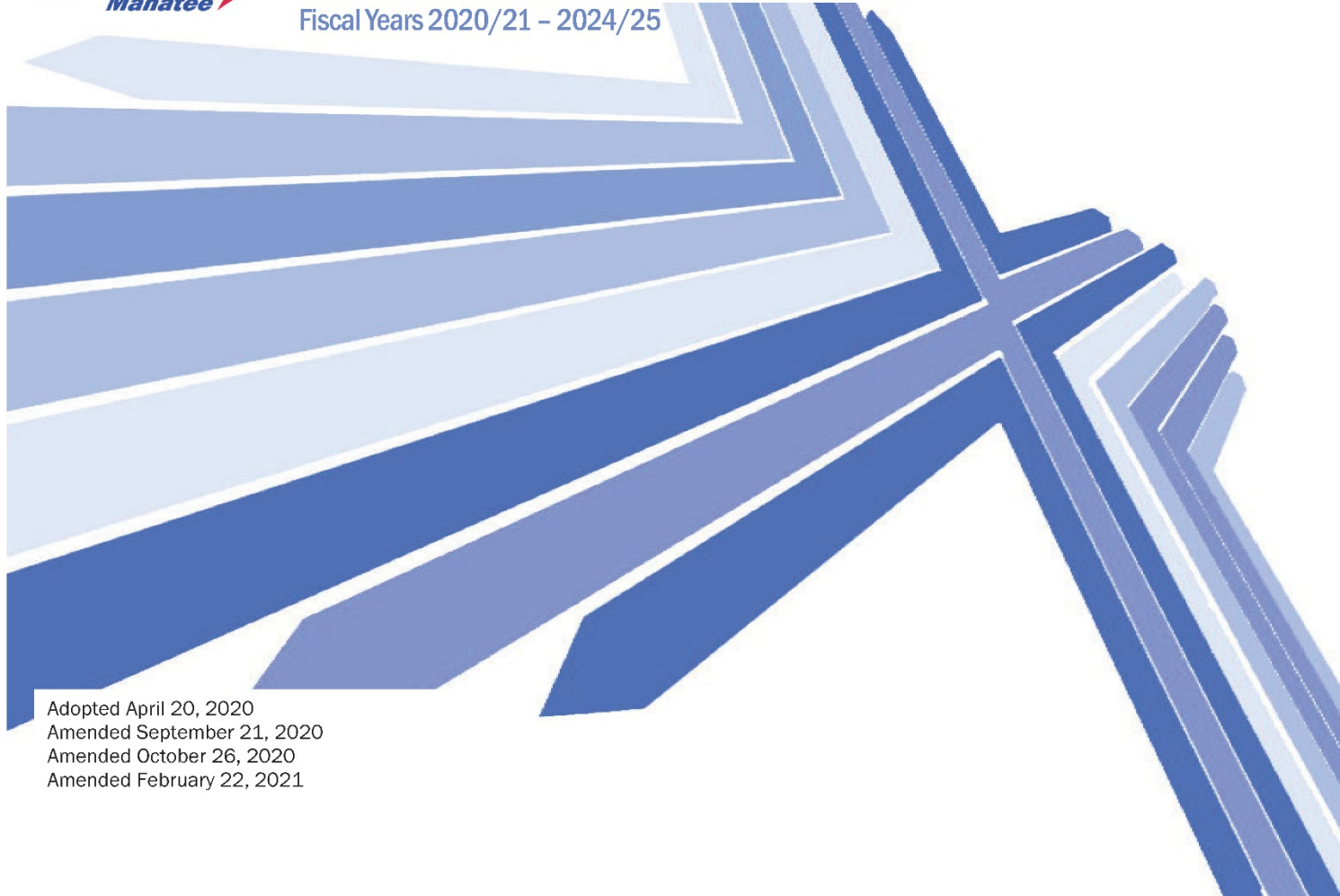
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Chapter 12
Cost Feasible Plan



Sarasota/Manatee Metropolitan Planning Organization
Transportation Improvement Program
Fiscal Years 2020/21 – 2024/25



Adopted April 20, 2020
Amended September 21, 2020
Amended October 26, 2020
Amended February 22, 2021

Fund	<2021	2021	2022	2023	2024	2025	>2025	All Years
Item Number: 445308 1 Project Description: SR 43 (US 301) AT SR 62 *NON-SIS* LRTP State Investments Page 4-8								
District: 01 County: MANATEE Type of Work: ADD LANES & RECONSTRUCT Project Length: .020								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO	3,424	0	0	0	0	0	0	3,424
CONSTRUCTION / MANAGED BY MANATEE COUNTY								
DDR -DISTRICT DEDICATED REVENUE	600,000	0	0	0	0	0	0	600,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	5,000	0	0	0	0	0	0	5,000
LFRF -LOCAL FUND REIMBURSABLE-FUTURE	1,500,000	0	0	0	0	0	0	1,500,000
LOCAL ADVANCE REIMBURSE / MANAGED BY MANATEE COUNTY								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	1,500,000	0	1,500,000
Item 445308 1 Totals:	2,108,424	0	0	0	0	1,500,000	0	3,608,424
Project Total:	2,108,424	0	0	0	0	1,500,000	0	3,608,424
Fund	<2021	2021	2022	2023	2024	2025	>2025	All Years
Item Number: 446348 1 Project Description: SR 789 (GULF DR N) FROM N OF 9TH ST TO AVE C *NON-SIS* LRTP State Investments Page 4-8								
District: 01 County: MANATEE Type of Work: DRAINAGE IMPROVEMENTS Project Length: .457								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	10,000	0	0	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	115,980	0	0	0	0	0	115,980
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	1,026	0	0	0	0	0	1,026
Item 446348 1 Totals:	10,000	117,006	0	0	0	0	0	127,006
Project Total:	10,000	117,006	0	0	0	0	0	127,006
Fund	<2021	2021	2022	2023	2024	2025	>2025	All Years
Item Number: 446450 1 Project Description: PINEY POINT FROM US 41 TO REEDER RD *NON-SIS* LRTP State Investments Page 4-8								
District: 01 County: MANATEE Type of Work: PD&E/EMO STUDY Project Length: .687								
P D & E / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	0	50,000	0	0	0	0	0	50,000
Item 446450 1 Totals:	0	50,000	0	0	0	0	0	50,000
Project Total:	0	50,000	0	0	0	0	0	50,000



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Web Application

Federal Aid Management Cynthia Lorenzo - Manager

STIP Project Detail and Summaries Online Report

Selection Criteria	
Approved STIP County/MPO Area: Manatee Related Items Shown	Detail Report Financial Project: 444429 1

HIGHWAYS							
Item Number: 444429 1		Project Description: SR 62 AT US 301 - REALIGNMENT STUDY					
District: 01		County: MANATEE		Type of Work: PD&E/EMO STUDY		Project Length: 000000.550MI	
Phase / Responsible Agency		Fiscal Year					
		<2021	2021	2022	2023	2024	>2024
P D & E / MANAGED BY FDOT							
Fund Code: DIH - STATE IN-HOUSE PRODUCT SUPPORT		2,196	7,804				10,000
DS - STATE PRIMARY HIGHWAYS & PTO		65,076					65,076
Phase: P D & E Totals		67,272	7,804				75,076
Item: 444429 1 Totals		67,272	7,804				75,076
Project Totals		67,272	7,804				75,076
HIGHWAYS Totals		67,272	7,804				75,076
Grand Total		67,272	7,804				75,076

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

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

5/18/2021

FLDOT OWP - Federal Aid Management; STIP Project Detail and Summaries Online Report

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Federal Aid Management Cynthia Lorenzo - Manager

STIP Project Detail and Summaries Online Report

Selection Criteria	
Approved STIP	Detail Report
County/MPO Area:Manatee	Financial Project:445308 1
Related Items Shown	

HIGHWAYS						
Item Number: 445308 1		Project Description: SR 43 (US 301) AT SR 62				
District: 01 County: MANATEE Type of Work: ADD LANES & RECONSTRUCT		Project Length: 000000.020MI				
Phase / Responsible Agency		Fiscal Year				
		<2021	2021	2022	2023	2024 >
CONSTRUCTION / MANAGED BY MANATEE COUNTY						
Fund Code:	DDR - DISTRICT DEDICATED REVENUE		2,100,000			2,100,000
	DIH - STATE IN-HOUSE PRODUCT SUPPORT		4,941			4,941
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	59				59
Phase: CONSTRUCTION Totals		59	2,104,941			2,105,000
LOCAL ADVANCE REIMBURSE / MANAGED BY MANATEE COUNTY						
Fund Code:	DDR - DISTRICT DEDICATED REVENUE				1,500,000	1,500,000
PRELIMINARY ENGINEERING / MANAGED BY FDOT						
Fund Code:	DS - STATE PRIMARY HIGHWAYS & PTO	3,424				3,424
Item: 445308 1 Totals		3,483	2,104,941			1,500,000 3,608,424
Project Totals		3,483	2,104,941			1,500,000 3,608,424
HIGHWAYS Totals		3,483	2,104,941			1,500,000 3,608,424
Grand Total		3,483	2,104,941			1,500,000 3,608,424

5/18/2021

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Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us Or call 850-414-4448

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**APPENDIX C. Signed State Historic Preservation Officer Cultural Resources
Assessment Survey Concurrence Letter**



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

KEVIN J. THIBAUT, P.E.
SECRETARY

December 9, 2019

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

Attn: Transportation Compliance Review Program

**RE: Cultural Resource Assessment Survey
Technical Memorandum
SR 62 at US 301 Realignment Study, Manatee County, Florida
FPID 444429-1**

2020 JAN 27 A 9:59
RECEIVED
BUREAU OF
HISTORIC PRESERVATION

Dear Dr. Parsons:

A Cultural Resource Assessment Survey (CRAS) was performed within the area of potential effect (APE) for SR 62 at US 301, for a realignment study, in Manatee County, Florida. The realignment of SR 62 at US 301 extends from approximately 350 feet south of the intersection of US 301 and Erie Road, realigning with SR 62 approximately 0.55 miles east of the current SR 62 and US 301 intersection. The archaeological area of potential effect (APE) is defined as the area contained within the footprint of the proposed undertaking and the historical APE includes the archaeological APE and immediately adjacent parcels.

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

Background research revealed that no archaeological sites were previously recorded within the APE, but one previously recorded prehistoric archaeological site has been recorded adjacent to the APE. This site, 8MA00052, is listed as a sand burial mound and it has not been evaluated by the State Historic Preservation Officer (SHPO). However, according to the Florida Master Site File (FMSF) form, the site location was plotted based on a vague verbal description and could not be verified during a study in 2000 by Weisman and Clay. ACI found no evidence of this site or any other site during the archaeological field survey.

A review of the FMSF and the NRHP indicated that nine historic resources (8MA00745 – 8MA00748, 8MA01212, 8MA001535, 8MA001536, 8MA01810, 8MA01811) were previously

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recorded within the APE. These include the Parrish Historic District (8MA01212); as well as four Masonry Vernacular (8MA00745, 8MA01535, 8MA01536, 8MA01810) and four Frame Vernacular (8MA00746, 8MA00747, 8MA00748, 8MA01811) style buildings, constructed between circa (c.) 1925 and c. 1954. Of these, the Parrish Historic District and four contributing resources (8MA00745, 8MA00746, 8MA00747, 8MA00748), were determined eligible for listing in the NRHP by the SHPO; however, these four buildings are not individually eligible for listing in the NRHP. The remaining four resources were determined ineligible for listing in the NRHP (8MA01535, 8MA01536, 8MA01810, 8MA01811). Historic/architectural field survey resulted in the identification and evaluation of six new historic resources (8MA02212 – 8MA02217) within the APE. These include one barn with no style (8MA02212), two Frame Vernacular style buildings (8MA02213 & 8MA02214), two Commercial style buildings (8MA02215 & 8MA02216), and one Masonry Vernacular style building (8MA02217) constructed between c. 1940 and c. 1967. Overall, the newly identified historic resources are not a significant embodiment of a type, period, or method of construction. They have been altered and lack sufficient architectural features necessary for NRHP eligibility. In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. No significant changes have occurred to the previously recorded resources since 2012; therefore, the FMSF forms for these resources were not updated as part of the survey; however, one previously recorded resource (8MA00746) is no longer extant.

Based on the results of the background research and field survey, there are no significant historic or prehistoric archaeological sites within the APE. Historic background research indicated that the Parrish Historic District and four contributing buildings (8MA00745, 8MA00746, 8MA00747, 8MA00748), were previously recorded within the APE and determined eligible for listing in the NRHP by the SHPO; however, the four buildings are not individually eligible for listing in the NRHP. As a result of the historic/architectural field survey, six historic resources (8MA02212 – 8MA02217) were newly identified. The newly identified historic resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. In summary, this undertaking will have no adverse effect to historic properties within the APE.

The CRAS Report Technical Memorandum is provided for your review and comment. If you have any questions, please do not hesitate to call me at 863.519.2805 or vivianne.cross@dot.state.fl.us.



Vivianne Cross
Environmental Project Manager


Enclosures: One original copy of the CRAS (December 2019), Six FMSF Forms, One Demolished Resource Letter, One Completed Survey Log

CC: Kristin Caruso, Scalar
Marion Almy, ACI

Dr. Timothy Parsons, Director
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The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and concurs/ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2019-8336. Or, the SHPO finds the attached document contains _____ insufficient information.

SHPO Comments:


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

1/31/2020
Date

APPENDIX D. WATER QUALITY IMPACT EVALUATION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
WATER QUALITY IMPACT EVALUATION CHECKLIST

650-050-37
 ENVIRONMENTAL
 MANAGEMENT
 07/20

PART 1: PROJECT INFORMATION

Project Name:	SR 43 (US 301) at SR 62
County:	Manatee
FM Number:	444429-1
Federal Aid Project No:	
Brief Project Description:	Project is to realign SR 62 and Erie Road at the intersection of US 301, adding a 5' bike lane and keyhole along SR 62, west and east bound left/right turn lanes, north bound right turn lane, pedestrian cross walks, and signalization at the intersection. A stormwater pond will be provided for stormwater management.

PART 2: DETERMINATION OF WQIE SCOPE

Does project discharge to surface or ground water? Yes No

Does project alter the drainage system? Yes No

Is the project located within a permitted MS4? Yes No

Name: Manatee County and Co Permittees, FLS000036

If the answers to the questions above are no, complete the applicable sections of Part 3 and 4, and then check Box A in Part 5.

PART 3: PROJECT BASIN AND RECEIVING WATER CHARACTERISTICS

Surface Water

Receiving water names: Gamble Creek

Water Management District: SWFWMD

Environmental Look Around meeting date: See ERP

Attach meeting minutes/notes to the checklist.

Water Control District Name(s) (list all that apply): NA

Groundwater

Sole Source Aquifer (SSA)? Yes No

Name _____

If yes, complete Part 5, D and complete SSA Checklist shown in Part 2, Chapter 11 of the PD&E Manual

Other Aquifer? Yes No

Name _____

Springs vents? Yes No

Name _____

Well head protection area? Yes No
Name _____
Groundwater recharge? Yes No
Name _____

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as Impaired in accordance with Chapter 62-303, F.A.C.

Date of notification: NA

PART 4: WATER QUALITY CRITERIA

List all WBIDs and all parameters for which a WBID has been verified impaired, or has a TMDL in [Table 1](#). This information should be updated during each re-evaluation as required.

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed. Attach notes or minutes from all coordination meetings identified in [Table 2](#).

EST recommendations confirmed with agencies? Yes No

BMAP Stakeholders contacted? Yes No
NA

TMDL program contacted? Yes No

RAP Stakeholders contacted? Yes No
NA

Regional water quality projects identified in the ELA? Yes No

If yes, describe:

Potential direct effects associated with project construction and/or operation identified? Yes No
If yes, describe:

Discuss any other relevant information related to water quality including Regulatory Agency Water Quality Requirements.

Water quality was addressed with ERP 43044128.001. Gamble Creek is verified impaired for fecal coliform WBID 1810. There is no net improvement or TMDL for this watershed. Issuance of the ERP satisfies compliance with state and federal regulatory water quality requirements.

PART 5: WQIE DOCUMENTATION

- A. No involvement with water quality
- B. No water quality regulatory requirements apply.
- C. Water quality regulatory requirements apply to this project (provide Evaluator's information below). Water quality and stormwater issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.
- D. EPA Ground/Drinking Water Branch review required. Yes No
Concurrence received? Yes No
If Yes, Date of EPA Concurrence: [Click here to enter a date..](#)
Attach the concurrence letter

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.

Evaluator Name (print): <i>Kennell Kohn</i>	
Title: <i>Sr. Project Eng - Macon County Public Works</i>	
Signature: <i>[Signature]</i>	Date: <i>1/8/2021</i>

