

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

GIBSONTON DRIVE FROM FERN HILL DRIVE TO US 301

District: FDOT District 7

County: Hillsborough County

ETDM Number: 14493

Financial Management Number: 450438-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Ashley Henzel

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

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

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management  
Florida Department of Transportation

For additional information, contact:

Robin Rhinesmith  
District 7 Environmental Manager  
Florida Department of Transportation  
11201 McKinley Drive  
Tampa, FL 33612  
813-975-6496  
robin.rhinesmith@dot.state.fl.us

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

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

On 05/24/2022 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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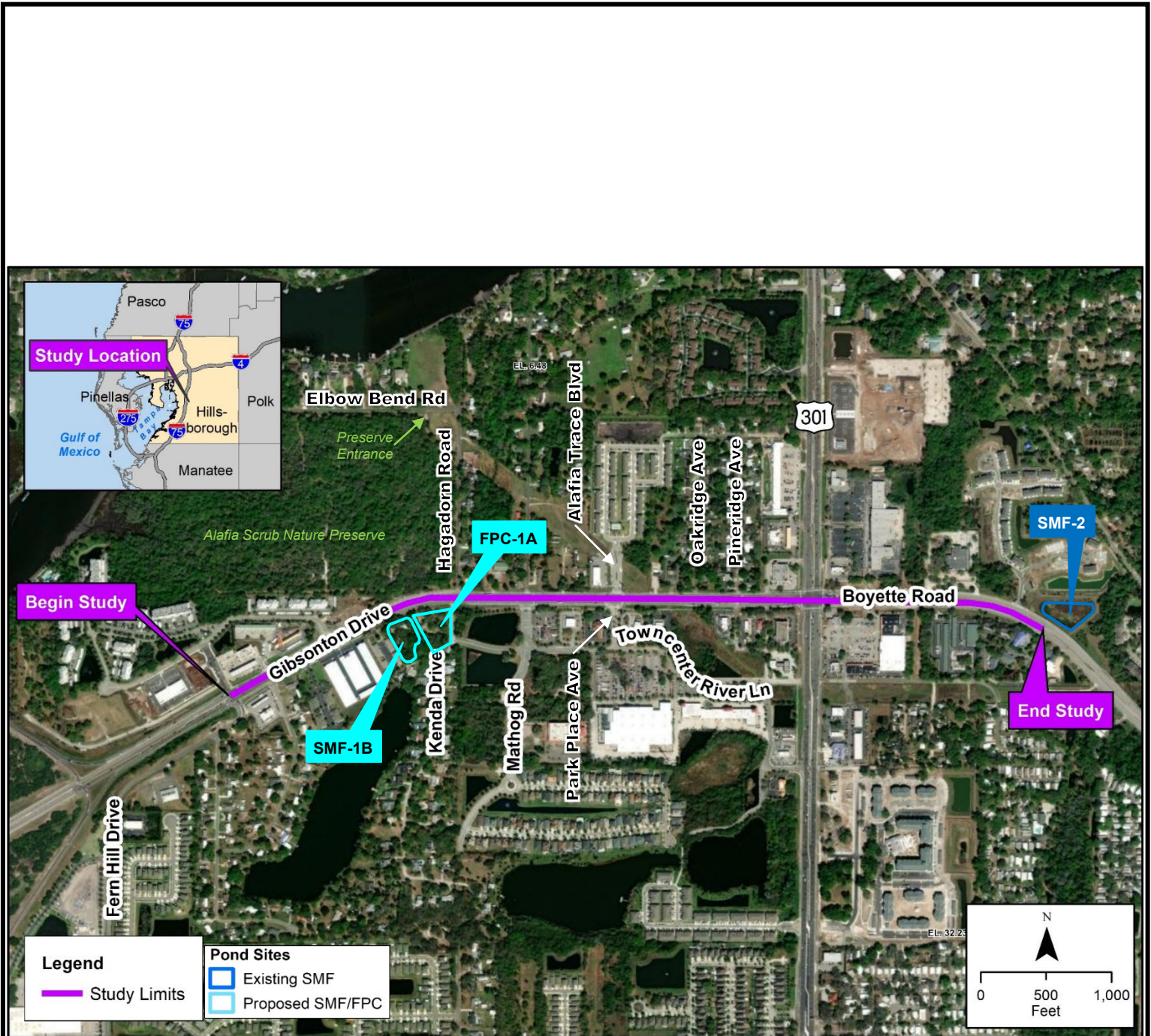
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# 1. Project Information

## 1.1 Project Description

The Florida Department of Transportation, in coordination with Hillsborough County proposes the widening of Gibsonton Drive from Fern Hill Drive to US 301 in Hillsborough County, a distance of approximately 0.95 miles. The project location map is shown in **Figure 1**. Improvements will also include a wide sidewalk to accommodate bicycles and pedestrians. The project evaluates stormwater management facilities (SMF) and floodplain compensation (FPC) sites. The project traverses the unincorporated census designated place of Riverview and provides access to I-75 for the communities of Riverview, Boyette, Fish Hawk and Lithia.

Within the project limits, Gibsonton Drive currently is a four-lane, divided roadway with paved shoulders and 5-foot (ft) sidewalks along both sides of the road. There are some gaps in the sidewalk on the south side (eastbound direction) of the road. Gibsonton Drive is functionally classified by Hillsborough County as an arterial with an existing posted speed limit of 45 miles per hour (mph).

The Preferred Alternative includes widening Gibsonton Drive to a six-lane divided urban arterial with a 22-ft median. There will be two 11-ft and one 12-ft travel lanes with curb and gutter with a 10-ft wide sidewalk in each direction from Fern Hill Drive to US 301. East of US 301 on Boyette Road in the westbound direction, a second left turn lane with a 6-ft wide concrete traffic separator will be constructed and the existing dual right turn lanes will be extended for additional storage capacity. The existing 5-ft sidewalk on the north side of Boyette Road will be removed and replaced with a 10-ft sidewalk from US 301 to an existing Hillsborough Area Regional Transit (HART) bus stop, a distance of approximately 600 ft east of US 301. Horizontal widening alignments were adjusted to minimize right of way (ROW) requirements, impacts and costs. The Preferred Alternative includes construction of one new off-site SMF, one new off-site FPC site and modification of one existing off-site SMF.

Up to 30 ft of additional ROW is required along the north side of the roadway between Hagadorn Road and US 301 and up to 7 ft of additional ROW is needed on the south side of Gibsonton Drive west of the US 301 intersection. Additional ROW is proposed for the off-site SMF and FPC sites which are located adjacent to Gibsonton Drive. An estimated 4.14 acres of additional ROW from 20 parcels is required for the Preferred Alternative - 0.95 acres from 18 partial parcels along Gibsonton Drive for the roadway widening and 3.19 acres from two full acquisition parcels for off-site SMF & FPC sites. The typical section of the Preferred Alternative is shown in **Figure 2**.



**Figure 2 - Preferred Alternative Typical Section**

## 1.2 Purpose and Need

### Purpose

The purpose of this project is to address future roadway capacity issues as well as improve safety conditions on Gibsonton Drive, which is an important east-west connection between I-75 and US 301.

### Need

This project is needed to accommodate traffic volumes for the design year (2045) and to accommodate projected traffic flows from the proposed reconstruction of the I-75/Gibsonton Drive interchange. Additionally, this segment experiences high crash rates that are higher than the statewide average for similar facilities.

### Project Status

This project is listed as a candidate for funding in the Hillsborough Transportation Planning Organization (TPO) Fiscal Year (FY) 2023/2024-2027/2028 Transportation Improvement Program (TIP). The project is also listed in the Cost Feasible Plan of the Hillsborough County TPO's 2045 Long Range Transportation Plan (LRTP).

### Roadway Capacity

Within the project limits, Gibsonton Drive operates at Level of Service (LOS) F and fails to meet target LOS D, based on 2022 traffic counts. Gibsonton Drive west of Fern Hill Drive is currently not six lanes; however, with the addition of the I-75/Gibsonton Drive interchange improvements proposed under a separate project, Gibsonton Drive will be widened to six lanes between I-75 and Fern Hill Drive. East of US 301, Boyette Road is currently six lanes. Therefore, with four through lanes along Gibsonton Drive between Fern Hill Drive and US 301, this project segment will become a bottleneck. This project segment is projected to continue to operate deficiently in the year 2045 at LOS F with no capacity improvements. This analysis is based on the Generalized Service Volume Tables from the FDOT 2023 Multimodal Quality/Level of Service Handbook for a context classification suburban commercial (C3C) facility and utilizes traffic forecasts from the Tampa Bay Regional Planning Model (TBRPM).

### Safety

Crash data was collected for a five-year period including the years 2018 - 2022 and are summarized in **Table 1**. This segment suffered a high number of crashes considering its short length (less than one (1) mile). This is reflected in the high crash rates summarized in **Table 2** and **Table 3**. The calculated crash rates for the segments and intersections are higher than the statewide average rate for similar state facilities for most segments and intersections.

| Limits   | 2018 | 2019 | 2020* | 2021 | 2022 | Total |
|--|------|------|-------|------|------|-------|
| Gibsonton Drive from Fern Hill Drive to US 301 | 220  | 239  | 153   | 136  | 162  | 910   |

**Table 1 - Gibsonton Drive Number of Crashes for 2018-2022**

\*Crashes in 2020 are substantially less than those in 2019 due to COVID

| Segment        |                | Crashes | Length (mi) | 2022 AADT | Crash Rate (MVMT) | Statewide Average | Above Statewide Average? |
|----------------|----------------|---------|-------------|-----------|-------------------|-------------------|--------------------------|
| From           | To             |         |             |           |                   |                   |                          |
| Fern Hill Dr   | Mathog Rd      | 95      | 0.33        | 45,800    | 3.444             | 1.747             | Yes                      |
| Mathog Rd      | Park Place Ave | 4       | 0.03        | 44,000    | 1.660             | 1.747             | No                       |
| Park Place Ave | US 301         | 27      | 0.14        | 45,600    | 2.317             | 1.747             | Yes                      |

Note: Crashes reported to occur within intersection turn lanes were extracted out of the segments.

**Table 2 - Crash Rates for Segments**

| Intersection                        | Crashes | Entering Volume | Crash Rate (MEV) | Statewide Average | Above Statewide Average? |
|-------------------------------------|---------|-----------------|------------------|-------------------|--------------------------|
| Fern Hill Dr                        | 159     | 57,750          | 1.509            | 0.526             | Yes                      |
| Mathog Rd                           | 68      | 45,200          | 0.824            | 0.526             | Yes                      |
| Park Place Avenue/Alafia Trace Blvd | 3       | 47,500          | 0.035            | 0.526             | No                       |
| US 301                              | 554     | 99,800          | 3.042            | 0.744             | Yes                      |

**Table 3 - Crash Rates for Intersections**

### 1.3 Planning Consistency

| Currently Adopted LRTP-CFP | COMMENTS   |     |     |          |
|----------------------------|--|-----|-----|----------|
| Yes                        | Hillsborough Transportation Planning Organization (TPO) 2045 Long Range Transportation Plan, adopted November 11, 2019, Page 60, Project Number L-2. Present day costs (2018) \$52,360,000 (Design \$4,760,000, ROW \$15,870,000, Construction \$31,730,000) |     |     |          |
|                            | Currently Approved   | \$  | FY  | COMMENTS |
| <b>PE (Final Design)</b>   |  |     |     |          |
| TIP                        | N  | n/a | n/a |          |
| STIP                       | N  | n/a | n/a |          |
| <b>R/W</b>                 |  |     |     |          |
| TIP                        | N  | n/a | n/a |          |
| STIP                       | N  | n/a | n/a |          |
| <b>Construction</b>        |  |     |     |          |
| TIP                        | N  | n/a | n/a |          |
| STIP                       | N  | n/a | n/a |          |



## 2. Environmental Analysis Summary

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

**USCG Permit**

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

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

### 3. Social and Economic

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

#### 3.1 Social

The study area, located in unincorporated areas of Hillsborough County, is mostly developed consisting of commercial with scattered residential and several areas of undeveloped land. The Sociocultural Data Report (SDR), included in the project file, identified demographics within the 500-foot project buffer and within Hillsborough County from the 2010 US Census data and 2015-2019 American Community Survey (ACS). The ACS data identified the study area's population as 363 individuals residing in 146 households. The median household income is \$72,188. Within the project area, the population below the poverty level is 6.89% which is less than the Hillsborough County average of 14.56%. Within the project area, the minority population is 49.59% which is lower than the Hillsborough County average of 51.21%.

Within the project area, 1.37% of households receive public assistance. The median age is 32 years old and 9.92% of the population is 65 and over, which is lower than the Hillsborough County average of 13.93%. Within the project area, 8.57% of the population ages 20-64 have a disability, less than the Hillsborough County average of 9.58%, and 2.74% of the occupied housing units in the study area are zero-vehicle households. Over 45% of the housing consists of owner-occupied units.

The percent of the total population within the study area who reported that they speak English "less than very well" is approximately 6.12%. This includes people who speak Spanish, Indo-European languages, Asian and Pacific Island languages, and "Other" languages. This is lower than the Hillsborough County average of about 11.40% for Hillsborough County. Based on an evaluation of the four Limited English Proficiency (LEP) factors outlined in the Sociocultural Effects chapter of the PD&E Manual, it was determined that bilingual translation and distribution of materials will be available upon request.

The Preferred Alternative will result in relocations to three residences and four businesses (three of those businesses are landlord businesses). Two religious facilities are located along the north side of Gibsonton Drive within the project limits between Hagadorn Road and Alafia Trace Boulevard - Community Worship Church and Gateway Church of Riverview. The Preferred Alternative will require acquisition of ROW along the frontage of Gibsonton Drive of both religious facilities, which may impact several unpaved parking spaces at each location and their respective roadside signs may need to be relocated. Access entrances and paved parking areas will remain as existing and worship buildings will not be impacted.

Based on the project evaluation, the Preferred Alternative will not cause disproportionately high and adverse impacts to any minority, low-income, or protected populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further Environmental Justice analysis is required. There will be no impacts to community cohesion, community designation, community goals, or quality of life. Mobility will be improved for vehicles through the added travel lanes and for pedestrians by adding 10-ft wide sidewalks throughout the project corridor, linking Hillsborough Area Regional Transit (HART) Route 31 bus stops. Individuals that use the transit system will still have this service available. Safety/emergency response times are anticipated to be reduced as a result of the added capacity along the project corridor. Public Involvement and outreach activities for the project are described in Section 11 below.

### 3.2 Economic

The University of Florida's Bureau of Economic and Business Research (BEBR) projects that Hillsborough County's 2020 population estimate of 1,478,759 will grow to 1,958,300 by 2045, a 32% increase. As the population increases, increased demand on the surrounding roadway network will occur.

Fifteen existing Planned Unit Developments (PUDs) - five Apartment Tracts, five Planned Developments (PD), and five Planned Developments-Commercial (PD-C) - are within the 500-foot project buffer area. A review of aerials along this portion of Gibsonton Road does not indicate any new developments are being developed or planned. There are numerous new apartment complexes and businesses, and business complexes along the corridor. One Enterprise Zone (Hillsborough County [EZ-2902]) is located within the 500-foot project buffer area. An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries.

The relocation of one business (business vacated at time of evaluation in the Conceptual Stage Relocation Plan) is anticipated with the proposed improvements through the partial acquisition of the parcel which is landlord owned along the north side of Gibsonton Drive. The proposed off-site SMF and FPC sites will require the relocation of two residential parcels that are owned by a landlord business. The proposed project has the potential to generate additional employment opportunities, providing connectivity to local and regional employers, and improve level of service to increase access to these areas. Decreased roadway congestion provided by the project could alleviate some traffic on other nearby north-south connectors such as I-75. Therefore, there would be no adverse economic impacts from the proposed improvements.

### 3.3 Land Use Changes

The existing and future land use maps for the portion of Hillsborough County that encompasses the project area is attached. The study area, located in unincorporated areas of Hillsborough County, is mostly developed consisting of commercial with scattered residential and several areas of undeveloped land. Florida Land Use Cover and Forms Classification System (FLUCCS) data, aerial photographs and wetland data from the National Wetlands Inventory were utilized to determine current land use and habitat types within the corridor. The land uses and habitat types within the project corridor were subsequently ground-truthed during field visits in August 2022 and August 2023. For evaluating land use within the study area, a 500-foot buffer was created from the existing centerline of Gibsonton Drive from Fern Hill Drive to east of US 301, as well as a 50-foot buffer around proposed SMF and FPC sites. The predominant land uses within the 500-foot buffer of the study area are commercial and services followed by residential, transportation, upland hardwood and open land.

The project is consistent with future land uses anticipated within this area of Hillsborough County. The project will not induce secondary development or change existing land use patterns. The roadway improvements are anticipated to accommodate increased travel demand from population and employment growth of the area.

### 3.4 Mobility

The project will improve mobility along Gibsonton Drive as well as at the intersection of US 301. This segment of Gibsonton Drive currently operates at an unacceptable level of service (LOS) of F. It is expected that by year 2045 the study segment will continue to operate at an unacceptable LOS of F without improvements, and delays will continue to

grow along the corridor and at the project intersection. The improvements with the Preferred Alternative will improve operations along the corridor, improving travel time by approximately 25% in year 2045, and at all existing signalized intersections. The 10-ft wide sidewalk proposed along both sides of Gibsonton Drive will provide pedestrian and bicycle connectivity throughout the project corridor including providing connection to all existing HART Route 31 bus stops. Individuals that use the transit system will still have this service available.

Median access will be changed at two locations, converting full-median openings to directional openings. One location is at Hagadorn Road where left turns from Gibsonton Drive will still be allowed. This change was documented in a Vision Zero Corridor Study for Gibsonton Drive by Hillsborough County (January 2021), included in the project files. The second location is at the Pineridge Road intersection where the eastbound left turns from Gibsonton Drive will remain, however left turns onto Gibsonton Drive and westbound u-turns will not be allowed in order to provide for extending the eastbound left turn storage at the US 301 intersection. The Concept Plans in the Preliminary Engineering Report show these median access changes.

### **3.5 Aesthetic Effects**

The viewshed within the study area is not expected to change since the proposed improvements are located within or adjacent to the existing right of way. The proposed off-site SMF and FPC sites will not alter aesthetics. There are no historic resources that are identified as eligible for listing in the National Register of Historic Places (NHRP) that would experience viewshed impacts. There are no existing landscaping or other aesthetic features within this segment of Gibsonton Drive that would be impacted by the proposed improvements.

### **3.6 Relocation Potential**

The additional ROW needed for the widening of Gibsonton Drive (approximately 0.95 acres) is expected to impact 18 parcels for partial acquisition. An additional 3.19 acres of ROW will be required for the proposed offsite SMF and FPC involving full acquisition of two parcels.

A Conceptual Stage Relocation Plan (CSRP) was prepared for this study and is included in the project file. This project will have relocation impacts that will include business and residential displacements. The Preferred Alternative estimates three residences and four businesses (three of which are landlord businesses) may be impacted.

Based on the information in the CSRP, there are an adequate number of residential properties for sale and lease as potential replacement sites within 10 miles of the project corridor. While the current Hillsborough County real estate market is not experiencing a shortage of comparable replacement housing, in order to assure all displacees are placed in decent safe and sanitary replacement dwellings, Last Resort Housing will be used in the manner necessary to fulfill the requirements of the Uniform Relocation Act. None of the business relocatees appear to present unusual conditions that would prevent their successful relocation. Those individuals that use the transit system will still have this service available.

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

### **3.7 Farmland Resources**

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Tampa-St. Petersburg with no designated farmlands adjacent to the project corridor.

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## 4. Cultural Resources

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

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

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 12/21/2023. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

The CRAS was performed for the project in December 2023, and includes the proposed roadway improvements along Gibsonton Drive and construction of the SMF and FPC. The archaeological APE includes the existing and proposed ROW, including the selected SMF and FPC parcels. The historic APE includes the archaeological APE and adjacent parcels along the mainline for up to 200 ft (61 meters [m]) from the centerline of the road, and a 100-ft (30.5-m) visual buffer around the SMF/FPC parcels.

The archaeological survey consisted of pedestrian survey and systematic shovel testing within the existing and proposed ROW. No archaeological materials were encountered during field survey of the APE.

A background search was conducted and identified one historic structure (8HI11301) and one historic resource group (8HI12137) within the APE. The survey of the historic built environment resulted in the documentation of 11 historic resources including 9 newly recorded structures (8HI15551-8HI15559), 1 previously recorded resource group (8HI12137), and 1 newly recorded resource group (8HI15513). Resource 8HI11301 (a previously recorded historic structure) has been demolished. All the newly recorded structures are Masonry Vernacular or Frame Vernacular buildings constructed between circa 1956 and circa 1979. FDOT determined that each of these structures is individually ineligible for listing in the NRHP. The structures were assessed as a group to assess the eligibility of a historic district; however, FDOT recommends the structures in the context of a group do not meet the eligibility criteria for nomination of a historic district.

US 301 (8HI12137) resource group is a previously recorded linear resource built circa 1870. This segment was recently recorded and the SHPO determined there was insufficient information to evaluate the resource for listing in the NRHP. Evaluation of the portion of this resource outside the project's APE is beyond the scope of this CRAS; therefore, there is insufficient information to evaluate the resource for listing in the NRHP. The proposed project activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP, and as such, will have no adverse effect on 8HI12137.

Gibsonton Drive (8HI15513) is a newly recorded linear resource built circa 1921. Evaluation of the portion of this resource outside the project's APE is beyond the scope of this CRAS; therefore, there is insufficient information to evaluate the resource for listing in the NRHP. The scope of work within the boundary of 8HI15513 includes widening the road to accommodate additional through lanes, adding turn lanes and turn lane adjustments, construction of concrete curb and gutter and sidewalks, turnout reconstructions, and providing additional bicycle and pedestrian facilities. The road has been previously widened and modernized. These proposed project activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP, and as such, will have no adverse effect on 8HI15513.

The project will have no adverse effect on resources listed, eligible, or potentially eligible for listing in the NRHP and no additional investigation within the APE is necessary.

The SHPO concurred with the findings of the CRAS on 12/21/2023. The SHPO concurrence letter is attached, and the CRAS is part of the project file.

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

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

The Alafia Scrub Nature Preserve is under the jurisdiction of Hillsborough County. The Preserve abuts approximately 300 feet of the northern ROW line of Gibsonton Drive immediately west of Hagadorn Road. There are marked hiking trails that include a 0.8-mile loop and 1.3-mile loop within the Preserve. The entrance, parking lot and trailhead are located about 230 feet west of Hagadorn Road along Elbow Bend Road. A *Section 4(f) Technical Memorandum* documenting the resource is included in the project file.

The existing access for the Preserve will remain as it currently exists along Elbow Bend Road, and the Gibsonton Drive intersection with Hagadorn Road will remain as it currently exists. Patrons of the Preserve utilize unpaved hiking trails within the Preserve boundaries. Approximately 200 ft of one of the hiking trails runs adjacent to the existing north ROW line of Gibsonton Drive and along the west ROW line of Hagadorn Road. There are no other trail amenities including picnic tables, trail tables, kiosks, observation decks adjacent to Gibsonton Drive.

The projected noise level along the existing unpaved hiking trail adjacent to the north ROW line of Gibsonton Drive exceeds the relevant threshold in paragraph f(2) of CFR 774.15(f) because of the existing noise level (70.0 dBA), but the increase in the projected noise levels with the Preferred Alternative (71.1 dBA), when compared with the projected noise levels if the project is not built, is barely perceptible (3 dBA or less). The Gibsonton Drive improvements will not directly impact any element within the Preserve property. No acquisition or occupation of land from the protected property, on either a temporary or permanent basis, will occur. Additionally, there are no meaningful proximity impacts to the protected property, and there will be no impacts to the access and usage of the protected property. Therefore, the project will have No Use of this recreational Section 4(f) resource.

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

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

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

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

## 5. Natural Resources

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

### 5.1 Protected Species and Habitat

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

Several federal and state listed and/or protected faunal and floral species were identified to have potential to use the project area. A Protected Species Observation map is attached. A Natural Resource Evaluation (NRE) was prepared for this project and can be found in the project file. The U.S. Fish and Wildlife Service (USFWS) is currently reviewing the findings in the NRE, and coordination from the Florida Fish and Wildlife Conservation Commission (FWC) is ongoing. The USFWS concurrence and FWC coordination letters will be attached. A summary of the effect determinations for listed and protected species is provided below.

#### Federal Listed Faunal Species

The FDOT has made an effect determination of may affect, not likely to adversely affect for the eastern indigo snake (*Drymarchon corais couperi*), eastern black rail (*Laterallus jamaicensis jamaicensis*), and wood stork (*Mycteria americana*). An effect determination of no effect was made for the Florida scrub-jay (*Aphelocoma coerulescens*), Rufa red knot (*Calidris canutus rufa*), Audubon's crested caracara (*Polyborus plancus audubonii [Caracara plancus]*), Florida grasshopper sparrow (*Ammodramus savannarum floridanus*), and Everglade snail kite (*Rostrhamus sociabilis plumbeus*). Below is a summary of findings for federal threatened (T) and endangered (E) faunal species:

- Eastern indigo snake (T): No eastern indigo snakes were observed. Small discontinuous patches of poor quality habitat occur within the study area, including the SMF and FPC sites. One abandoned tortoise burrows was identified within the ROW. The Eastern Indigo Snake Programmatic Effect Determination Key was used to support the finding of **may affect, not likely to adversely affect**.
- Eastern black rail (T): No individuals or nests were observed during field surveys that were conducted during the breeding season. There is suitable habitat, of low quality, a wet prairie and freshwater marsh, located south of Gibsonton Drive east of Park Place Avenue. This non-forested wetland is densely vegetated with knotgrass, cattails, Peruvian water primrose and water hyacinth. Mitigation will be provided for wetland impacts. The assessments have a finding of **may affect, not likely to adversely affect**.
- Wood stork (T): The project is located within the 15-mile CFA of one wood stork colony; however, the project areas is not within the Wood Stork Effect Determination Key critical distance of 2,500 feet from a colony site. The Cornell Lab of Ornithology ebird database denotes historical observations, as recent as May 2023, approximately 1-mile north of the project in the Alafia River. No wood storks were observed during surveys. There will be minimal impacts to wetlands that provide suitable foraging habitat. Mitigation will be provided to offset impacts to wetlands and impacts to suitable foraging habitat. The Effect Determination Key for the Wood Stork in Central and North Peninsular Florida was used to provide a finding of **may affect, not likely to adversely affect** determination for the federally listed wood stork.



- Florida scrub-jay (T): There are no documented historical occurrences of the Florida scrub-jay within the vicinity of the study area. There were no Florida scrub-jays observed during field surveys. A small area of low quality habitat exists adjacent to the study area within the Alafia Scrub Nature Preserve. This open xeric habitat consists of exposed sands and a limited number of tall trees; however, short scrubby oaks are not present, and the area does not appear to be fire maintained. The Preserve's management plan did not indicate Florida scrub-jay presence when it was issued. Therefore, the project will have no effect on the federally listed Florida scrub-jay.
- Rufa red knot (T): The red knot utilizes beaches and mud flats in Florida as stopover foraging. The study area does not contain suitable habitat for this species for foraging, resting or loafing. This species has not been historically documented within the project study area. Assessments have a finding of no effect.
- Audubon's crested caracara (T): There is a single historical amateur observation from 2016 one-mile northwest of the Alafia River and west of I-75. The area of the reported sighting was predominantly residential, with no associated agriculture and no open lands; thus, this was perhaps a juvenile bird dispersing from a family group. There were no Audubon's crested caracara observed during field surveys, and the suitable habitat for this species is limited within the study area. Assessments have a finding of no effect.
- Florida grasshopper sparrow (E): The Cornell Lab of Ornithology ebird database denotes a single historical observation of a grasshopper sparrow (not recorded as Florida grasshopper sparrow), in January 2023, within the Alafia Scrub Nature Preserve, which is adjacent to the project, where suitable habitat exists. No suitable grasshopper sparrow habitat is present within the project area and no individuals were observed during field reviews. Assessments have a finding of no effect.
- Everglade snail kite (E): There are no historical field observations in the project area. There is no suitable habitat present within the project area and no individual was observed during field reviews. Assessments have a finding of no effect.

#### Federal Listed Floral Species

The FDOT made an effect determination of may affect, not likely to adversely affect the Florida golden aster (*Chrysopsis floridana*), Britton's beargrass (*Nolina brittoniana*), as well as a determination of no effect for Brooksville bellflower (*Campanula robinsiae*), Florida bonamia (*Bonamia grandiflora*), and Pygmy fringe tree (*Chionanthus pygmaeus*). Below is a summary of findings for federal endangered (E) floral species:

- Florida golden aster (E, proposed delisting 2021): The Florida golden aster was observed within the Alafia Scrub Nature Preserve north of the project area. This population has been present at the Preserve since being acquired by Hillsborough County and maintains an estimated population of over 100 individuals. Since open areas with exposed sand exist between the identified population and existing FDOT right of way, plant surveys will be conducted in the project area during the appropriate survey season. As the Florida golden aster is a short-lived perennial, survey(s) will be conducted during flowering and seeding period of October to December prior to construction. The FDOT has determined only limited areas of existing habitat adjacent to the Alafia Scrub Nature Preserve along the existing north ROW line of Gibsonton Drive are anticipated to be affected by the proposed project; however, there are no anticipated effects to the Alafia Scrub Nature Preserve from the proposed project. FDOT determined the continued recovery and the long-term viability of the species (potential delisting) will not be impacted. Assessments have a finding of may affect, not likely to adversely affect.

- Britton's beargrass (E): Small areas of sub-optimal habitat exist within the study area. No individuals were identified during field reviews. This species is not identified in the Alafia Scrub Nature Preserve's management plan, and there are no documented occurrences of this species within the study area. Minimal to no impacts to suitable habitat will occur from the proposed improvements. Assessments have a finding of **may affect, not likely to adversely affect**.
- Brooksville bellflower (E): The Brooksville bellflower is federally listed as endangered, through its range. The species is endemic to Florida, with documented occurrences in Hillsborough County (Atlas of Florida Plants). Only three populations are known. The known populations are not in the vicinity of this project. Probability of occurrence is very low. This plant will be part of surveys for listed species prior to construction activities. Limited areas of suitable soil and water regimes, dominated by robust vegetation cover, further reduce potential of occurrence. A determination is made of **no effect**.
- Florida bonamia (T): The Florida bonamia, also known as Florida's lady's night cap and scrub morning glory, is a perennial vine. The Florida bonamia is federally listed as threatened and State of Florida listed as endangered. It is known to occur in Hillsborough County (Atlas of Florida Plants). There are fewer than 100 known populations. The plant occurs in scrub habitat, open, with dry sands, and in gaps of sand pine stands. It requires an open canopy and limited competition. The project areas mowing would prevent populations, robust herbaceous layer outcompete and prevent required niche environment. No population is in the vicinity of the project. Limited suitable habitat exists within the project. A determination is made of **no effect**.
- Pygmy fringe tree (E): There are no documented occurrences of the pygmy fringe-tree adjacent to the study area and no individuals were observed during the field reviews. Suitable habitat exists within the southeast corner of the Alafia Scrub Nature Preserve north of the study area. With poor quality habitat in the study area and no sources for dropped dispersal from parent plants within the study area nor the Alafia Scrub Nature Preserve, there is no expectation of recruitment into the study area. The Preserve lands will not be disturbed and no impacts to suitable habitat are proposed. A determination is made of **no effect**.

#### State Listed Faunal Species

The FDOT has made an effect determination of no adverse effect anticipated for the gopher tortoise (*Gopherus polyphemus*), short-tailed snake (*Lampropeltis extenuata*), Florida pine snake (*Pituophis melanoleucus mugitus*), wetland dependent avian species Florida sandhill crane (*Grus canadensis pratensis*), little blue heron (*Egretta caerulea*), reddish egret (*Egretta rufescens*), tricolored (Louisiana) heron (*Egretta tricolor*), southeastern American kestrel (*Falco sparverius paulus*), roseate spoonbill (*Platalea ajaja*). As well as a no effect anticipated for Florida burrowing owl (*Athene cunicularia floridana*). Below is a summary of findings for state-designated threatened (ST) faunal species:

- Gopher tortoise (ST): One gopher tortoise burrow was identified within existing Gibsonton Drive right of way adjacent to the Alafia Scrub Nature Preserve, during the August 2022 field survey. Comprehensive, 100% surveys for tortoises and their burrows will be conducted during within 90-days prior to construction initiation per FWC Gopher Tortoise Permitting Guidelines. Assessments conclude **no adverse effect anticipated**.
- Short-tailed snake (ST, PT): Individuals of the species were not observed during the August 2022 and August 2023 field surveys. While aerially mapped FLUCCS cover types within the study area can suggest suitable habitat, the onsite conditions do not favor presence of this species, nor its preferred prey. No impacts to the Preserve or potential habitat are anticipated. Assessments conclude **no adverse effect anticipated**.

- Florida pine snake (ST): Florida pine snakes usually construct their own burrows; however, the snakes are known to use gopher tortoise burrows. A single gopher tortoise burrow was identified in the study area during the August 2022 field survey and could provide nesting and sheltering opportunities. However, this burrow was determined to be abandoned and lacked shrub or tree cover. The landscape matrix within the study area offers poor conditions for the occurrence of this species. There are only small discontinuous patches of low quality habitat, with high exposure to predators. In addition, road ground vibrations discourage this species presence. No individuals were observed during field reviews. Assessments conclude **no adverse effect anticipated**.
- Southeastern American kestrel (ST): No kestrels were observed within the study area during the field surveys, within the Alafia Scrub Nature Preserve, there are recent observations of kestrel during migration season. These observations are indeterminant as to it being the Florida native species. The canopy of the Preserve is closed, with open space in adjacent yards and utility corridor. The Preserve offers low quality nesting and foraging for kestrels. The preferred nesting habitat for the southeastern American kestrel is not within the study area. A few snags with exposed cavities were observed. Wooden utility poles adjacent to the project area are recent and do not contain any cavities suitable for the southeastern American kestrel. Assessments conclude **no adverse effect anticipated**.
- Florida sandhill crane (ST), Roseate spoonbill (ST), Little blue heron (ST), Reddish egret (ST), and Tricolored (Louisiana) heron (ST): The sandhill crane, little blue heron and tricolored heron were documented within the study area during the August 2022 field survey. During the field review in August 2023, none of these species were observed; however, poor quality foraging areas and loafing structures are dispersed in the project corridor. Mitigation will be provided for all proposed wetland impacts. Assessments conclude **no adverse effect anticipated**.
- Florida burrowing owl (ST): This species has largely been extirpated from Hillsborough County. The open green space within the study area is not within dispersal distance of any known colonies. The open space of utility corridor and roadside are of low quality. In addition, domestic and feral cats in the area would discourage recruitment. There are no documented occurrences within its vicinity. No Florida burrowing owls were observed during field reviews. Assessments conclude **no effect anticipated**.

#### State Listed Floral Species

Four state-designated threatened (ST) or endangered (SE) floral species have the potential to occur within the study area, which include the sand butterfly-pea (*Centrosema arenicola* - SE), Scrub pinweed (*Lechea cernua* - ST), Spreading (pine) pinweed (*Lechea divaricata* - SE) and large-plumed beaksedge (*Rhynchospora megaplumosa* - SE). The FDOT has determined only limited areas of existing habitat for these species are anticipated to be affected by the proposed project; therefore, there is no effect anticipated to the long-term viability of these species by the proposed project.

- Sand butterfly-pea (SE): The sand butterfly-pea is listed as endangered by the State of Florida. This species is endemic to central Florida where it has been recorded in thirteen counties, including Hillsborough. The habitat requirements of the sand butterfly-pea include open areas in slash pine-turkey oak sandhills and scrubby flatwoods. Very few plants have been documented in protected areas and overall, there have been minimal documented sightings in the last two decades. Suitable potential habitat for this species is located within the Alafia Scrub Nature Preserve north of the project. However, no impacts to the Preserve are planned. The sand butterfly-pea was not observed within the study area during field surveys. FDOT makes a determination of **no effect anticipated**.
- Scrub pinweed (ST): The scrub pinweed is listed as threatened by the State of Florida. The plant is a native endemic to Florida, with verified occurrences in Hillsborough County. The nodding pinweed was not observed within the study area during field surveys and historical observations were not found. There is suitable habitat is outside of the ROW in

the adjacent to Alafia Scrub Nature Preserve. No impacts are proposed to the Preserve. Impacts will be limited to the existing ROW. With no documented occurrence, and a very low probability of occurrence, FDOT makes a determination of **no effect anticipated**.

- Spreading (pine) pinweed (SE): The pine pinweed is listed as endangered by the State of Florida. This plant is a native endemic plant verified to occur in Hillsborough County. Suitable habitat is present within the Alafia Scrub Nature Preserve. The pine pinweed was not observed during field surveys. Impacts to the Preserve are not proposed. Only unsuitable habitat exists within the ROW. Because of the low probability of occurrence, FDOT makes an effect determination of **no effect anticipated**.
- Large-plumed beaksedge (SE): The large-plumed beaksedge is listed as endangered by the State of Florida, with verified documentation in only four counties including Hillsborough. The large-plumed beaksedge was not observed during field surveys; however, suitable habitat is present within the Alafia Scrub Nature Preserve. No impacts are proposed to the Preserve and no observations in the poor quality habitat with the ROW, nor in the area between ROW and the Preserve; therefore, FDOT makes a determination of **no effect anticipated**.

#### Other Protected Species

- The monarch butterfly was identified as a candidate species for protections under the ESA by the USFWS on May 3, 2022. It is not yet proposed for listing and does not have designated Critical Habitat. Swamp milkweed (*Asclepias incarnata*) is a requirement for this species to both deposit eggs and as a larval nutrition source. The project action area where the outfalls will connect to adjacent wetland areas was inspected for swamp milkweed; swamp milkweed was not observed in those areas. It is possible that milkweed may be present but was not observed during the field surveys. The species could forage on flowers present. However, the proposed activities will not denude the area of potential forage. Assessments conclude **no effect**, while not required.
- The whooping crane in Florida is a Federally-designated non-essential experimental population in which is defined as a population that has been established within its historical range under Section 10(j) of the ESA to aid in its recovery. The USFWS has determined a non-essential population is not necessary for the continued existence of the species. The probability of whooping cranes being within the study area is considered very low based on the location of the past central Florida experimental population, and the very small population (5 individuals in central Florida as of 2022) due to losses during hurricane events, makes an occurrence highly improbable. Assessments conclude **no effect**, however, there needs to be no determination made for an USFWS experimental population.

There are species that are no longer listed by USFWS or FWC, but are still afforded protection pursuant to the Migratory Bird Treaty Act (MBTA), Bald and Golden Eagle Protection Act (BGEPA), and Chapter 68A of the Florida Administrative Code (F.A.C.). Included species are the bald eagle (*Haliaeetus leucocephalus*) and Florida black bear (*Ursus americanus floridanus*).

- Bald Eagle: The most recent data from the Audubon Florida EagleWatch Program database indicate the nearest bald eagle nest is located approximately 2,000 feet from the existing ROW of Gibsonton Drive. No bald eagle individuals were observed during field surveys and no nests were identified during surveys. If the species is documented nesting within 660 feet of the project footprint during future project phases, the FDOT will coordinate further with USFWS as applicable.
- Florida black bear: There are no recorded black bear related calls, mortalities, or capture location occurrences within the vicinity of the study area. The site offers poor foraging opportunities due to the limited size of patches of forage

species. The study area is in the Occasional range for the black bear. The probability of occurrence for the Florida black bear is low.

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

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

Unavoidable wetland impacts resulting from construction of the Preferred Alternative will occur. Including the combined direct, secondary and wetland-cut ditch impacts, the project is anticipated to impact approximately 0.17 acres of wetlands, resulting in an estimated Unified Mitigation Assessment Method (UMAM) functional loss of 0.07 unit. An additional 0.17 acres of impacts to other surface waters are also anticipated. Wetland and other surface water boundaries delineated and UMAM functional loss assessments will be field verified with resource agency staff during the project's environmental permitting phase. All wetland impacts will be to freshwater herbaceous wetlands. A map showing existing wetlands and other surface waters is included in the Attachments.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. Wetland mitigation options include purchase of wetland mitigation credits through an approved mitigation bank if the appropriate credits are available, or creation, restoration or enhancement of wetlands within the study watersheds. The study area is located within the primary service area of three Southwest Florida Water Management District (SWFWMD) approved wetland mitigation banks (MB) - Mangrove Point MB, Tampa Bay MB, and the Alafia River MB. As of March 2023, the Tampa Bay Mitigation Bank is the only MB to have sufficient freshwater herbaceous credits to offset unavoidable impacts from the preferred alternative.

Pursuant to Executive Order 11990 entitled Protection of Wetlands (May 1977), the U.S. Department of Transportation (USDOT) has developed a policy, Preservation of the Nation's Wetlands (USDOT Order 5660.1A), dated August 24, 1978, which requires all federally funded highway projects to protect wetlands to the fullest extent practicable. There is no practicable alternative to avoid impacts. As avoidance and minimization measures have been applied, and mitigation will be provided for any unavoidable wetland impacts, the Preferred Alternative will have no significant short-term or long-term adverse impacts to wetlands or surface waters. A NRE was prepared for this project and is included in the project file.

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

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

## **5.4 Floodplains**

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

The Preferred Alternative is estimated to impact approximately 0.24 acre-feet of floodplains. Floodplain compensation will be provided for any fill placed within the floodplain. Floodplain impacts are estimated based on estimated floodplain encroachment area and approximate average depths. The FPC site area is estimated based on the required compensation volume and depth to water table. A Location Hydraulics Technical Memorandum was completed for this

project and can be found in the project file. A map showing existing floodplains is included in the Attachments.

Modifications to existing drainage structures, specifically cross drains and SMF control structures, included in this project will result in an insignificant change in their capacity to carry floodwater. These modifications will cause minimal increases in flood heights and flood limits which will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes as the result of modifications to existing drainage structures. Therefore, it has been determined that this encroachment is not significant

## **5.5 Sole Source Aquifer**

There is no Sole Source Aquifer associated with this project.

## **5.6 Water Resources**

A Water Quality Impact Evaluation (WQIE) was prepared for this project is located in the project file. The project area is located within the Alafia River watershed and receiving waters include the Alafia River Above Hillsborough Bay, Rice Creek and Ken Lake Branwood Dr Pond. A higher level of treatment may be needed due to being located within two Water Body Identification Numbers (WBID) verified as impaired in accordance with Chapter 62-303, F.A.C. These WBIDs are numbers 1621G and 1659.

A Pond Siting Report (PSR) was prepared to identify stormwater management facility (SMF) and floodplain compensation (FPC) sites, and the PSR can be found in the project file. The preferred SMF and FPC sites are also shown in the project concept plans. The floodplains are discussed in Section 5.4. Water quality treatment shall be provided in accordance with SWFWMD criteria. The proposed stormwater management plan will utilize one new off-site SMF (SMF-1B) and modification of one existing SMF (SMF 2) within the project area.

Water quality impacts from construction will be avoided or minimized through the use of Best Management Practices (BMP) including, but not limited to, construction phasing, sediment barriers, silt fences, and other techniques identified during design and permitting by the regulatory agencies and later during construction by the selected contractor. An Environmental Resource Permit (ERP) through SWFWMD. A National Pollution Discharge Elimination System (NPDES) permit will be acquired along with development of the required Stormwater Pollution Prevention Plan during Design.

## **5.7 Aquatic Preserves**

There are no aquatic preserves in the project area.

## **5.8 Outstanding Florida Waters**

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

## **5.9 Wild and Scenic Rivers**

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

### **5.10 Coastal Barrier Resources**

There are no Coastal Barrier Resources in the project area.

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## 6. Physical Resources

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

### 6.1 Highway Traffic Noise

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

The project is identified as a Type I project pursuant to 23 CFR Part 772 and 335.17, F.S. A total of 86 noise receptors were evaluated, representing 80 residences, two religious facilities, three medical facilities and the Alafia Scrub Nature Preserve. A map showing the noise receptors is included in the Attachments. Twelve noise-sensitive receptors were predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) as a result of the proposed improvements, including eleven residences and the Alafia Scrub Nature Preserve. None of the sites were predicted to experience a substantial increase (15.0 decibels on the A-weighted scale [dB(A)] or more) in traffic noise as a result of the project.

The projected noise levels along an existing unpaved hiking trail adjacent at the Alafia Scrub Nature Preserve adjacent to the north ROW line of Gibsonton Drive exceed the relevant threshold in paragraph f(2) of CFR 774.15f because of existing noise (70.0 dBA), but the increase in the projected noise levels with the Preferred Alternative (71.1 dBA), when compared with the projected noise levels if the project is not built, is barely perceptible (3 dBA or less). Noise abatement was evaluated for the Alafia Scrub Nature Preserve. The FDOT's research publication, *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations*, was used to determine if a noise barrier could be considered a potential abatement measure. Alafia Scrub Nature Preserve was determined to not receive the amount of use required for the cost of a potential noise barrier to stay below the FDOT's cost reasonable limit.

There are four single-family residences that were impacted but are single or isolated sites. Per the FDOT PD&E Manual, the number of impacted receptors required to achieve a 5 dB(A) reduction or greater in order for a noise barrier to be considered feasible will be two or greater. Therefore, noise barriers would not meet the feasibility requirement to provide abatement for at least two impacted sites and noise barriers were not analyzed for these impacted receptors.

Seven additional residences north of Gibsonton Drive were impacted by the proposed improvements. One residence is proposed for relocation. A noise barrier was evaluated for the remaining six impacted residences along Oakridge Avenue and Pineridge Avenue. A noise barrier could provide a reduction of noise levels of 5 dB(A) or greater for only one noise receptor for all heights evaluated. Since a minimum of two impacted sites must achieve a 5 dB(A) or greater reduction in order for a noise barrier to be considered feasible, this barrier is not a feasible option for noise abatement. Further, this barrier is not cost reasonable at any height considered.

Traffic management measures, modifications to the roadway alignment, and buffer zones were considered as abatement measures, but determined to not be reasonable or feasible methods to provide noise abatement. The location of the noise receptors and detailed results of the noise analysis can be found in the Noise Study Report (NSR), located in the project file.



## 6.2 Air Quality

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

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

## 6.3 Contamination

A Contamination Screening Evaluation Report (CSER) was prepared for the proposed project, including the SMF and FPC sites. This report is included in the project file. This CSER was prepared pursuant to the FHWA's Technical Advisory 26640.8a, dated October 30, 1987, and the FDOT's PD&E Manual.

All corridor properties within one-half mile were evaluated to the extent necessary for potential contamination sources within or near the limits of the project corridor, as well as potential contamination involvement within preferred SMF or FPC sites not directly adjacent to the project corridor. Fifteen sites were considered to have potential for contamination involvement. A map showing the potential contamination sites is included in the Attachments. Based on review of available data, historical aerials, and the field reviews, zero (0) sites were rated as High risk; six (6) sites were rated as Medium risk; nine (9) sites were rated as Low risk; and zero (0) sites were rated as No risk for potential contamination.

Medium rated potential contamination sites and their site numbers are as follows:

- Site 1: Mobil-Riverview #659 - Facility ID: 9816176
- Site 2: RaceTrac Petroleum Inc. - Facility ID: 9805485/FLG071833
- Site 6A: Majik Market #7405 - Facility ID: 8624966/FLG913278
- Site 7: 7-Eleven Food Store #32854 - Facility ID:9802393/FLG13272
- Site 13: Walgreens US Hwy 301 - Facility ID: 8627865
- Site 14: Wawa #5167 - Facility ID: 9814308

For those locations with a risk rating of "Medium" or "High", including preferred SMF and/or FPC sites, a Level II field screening will be conducted during the design phase.

## 6.4 Utilities and Railroads

There are numerous utilities throughout the study corridor based on a One-Call design ticket on August 2, 2023.

Coordination with utility owners is ongoing and will continue during design. Additional information will be provided with the preparation of a Utility Assessment Package for this project during the design phase. The utilities are identified in **Table 4**. Depending on the location and depth of the utilities, construction of the proposed project will likely require adjustments or relocation of some facilities.

| <b>Utility Agency</b>                       | <b>Type of Facilities</b>                 |
|---|---|
| AT&T  | Communications Cable                      |
| FRONTIER COMMUNICATIONS                     | Cable                                     |
| HILLSBOROUGH COUNTY TRAFFIC SERVICE UNIT    | Cable, Fiber Optic, Video Traffic Sensors |
| HILLSBOROUGH COUNTY WATER RESOURCE SERVICES | Force Main, Water Main, Fire Hydrants     |
| KINDER MORGAN/CENTRAL FLORIDA PIPELINE      | Ethanol & Petroleum Pipeline              |
| SPECTRUM SUNSHINE STATE, LLC.               |   |
| CHARTER -TIME WARNER CABLE                  | Cable                                     |
| TAMPA BAY WATER                             | Transmission Water Main                   |
| TAMPA ELECTRIC COMPANY                      | Electric Power                            |
| TECO PEOPLE GAS - TAMPA                     | Gas                                       |
| TRANSCORE FDOT D7 / ITS                     | Fiber Optic Cable                         |
| UNITI FIBER, LLC                            | Fiber Optic Cable                         |
| ZAYO GROUP (Formerly LIGHTWAVE, LLC)        | Fiber Optic Cable                         |

**Table 4 - Utilities**

There are no railroads on this project.

## 6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction. An NPDES permit will be acquired along with development of the required Stormwater Pollution Prevention Plan during Design.

Entrances to all businesses and residential properties will be maintained to the maximum extent possible during project construction. A Maintenance of Traffic plan will be developed for the implementation of the Preferred Alternative.

Construction activities for the proposed project will have temporary noise, water quality, traffic flow, and visual effects for the travelers within the immediate vicinity of the project. These effects will be minimized through application of the Department's Standard Specifications for Road and Bridge Construction.

The Preferred Alternative for this project is anticipated to have no substantial impact to residents, business owners and road users during construction.

## 7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Draft PER Displayed for Public Hearing.

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## 8. Permits

The following environmental permits are anticipated for this project:

### State Permit(s)

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

### Status

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

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## 9. Public Involvement

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

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

A Public Involvement Plan was developed for the study, April 2021, and is included in the project file.

A kickoff newsletter was distributed to property owners along the project corridor in December 2022.

### **Date of Public Hearing:**

### **Summary of Public Hearing**

A public hearing is planned for February 20, 2024.

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## 10. Commitments Summary

Project commitments will be added following the public hearing.

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## 11. Technical Materials

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

CRAS Document Forwarded to SHPO

CRAS\_FMSF\_Appendix\_B

Water Quality Impact Evaluation (WQIE)

Draft PER Displayed for Public Hearing

Public Involvement Plan

Draft Natural Resources Evaluation

Draft Noise Study Report

Draft Contamination Screening Evaluation Report

Section 4(f) Technical Memorandum

Draft Utility Assessment Package

Draft Conceptual Stage Relocation Plan

Draft Location Hydraulics Memorandum

Draft Pond Siting Report

## **Attachments**

### **Planning Consistency**

Project Plan Consistency Documentation - Hillsborough LRTP

### **Social and Economic**

Land Use Map - Existing and Future

### **Cultural Resources**

SHPO Concurrence Letter on Dec 2023 CRAS

### **Natural Resources**

Floodplains Map

Species Observations Map

Wetlands Map

### **Physical Resources**

Potential Contamination Site Map

Noise Sensitive Receptor Map

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## **Planning Consistency Appendix**

Contents:

Project Plan Consistency Documentation - Hillsborough LRTP

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# Hillsborough County Cost Feasible Major Roadway Projects for 2025-2045 (in Millions PDC)



| Map ID        | Facility  | Description | Existing Conditions <sup>2</sup> | Proposed Conditions | Length (Miles) | Project Costs (PDC-2018) <sup>1</sup> |                 |                 |                 | Notes                 |
|---------------|---|-------------|----------------------------------|---------------------|----------------|---------------------------------------|-----------------|-----------------|-----------------|-----------------------|
|               |   |             |                                  |                     |                | Design                                | ROW             | CST             | Total           |                       |
| L-1           | Sligh Ave from US 301 to Williams Rd                    | New Road    | 0                                | 2U                  | 2.50           | \$7.06                                | \$23.53         | \$47.06         | \$77.65         |                       |
| L-2           | Gibson Dr from I-75 to US 301                           | Add 2 lanes | 4D                               | 6D                  | 1.30           | \$4.76                                | \$15.87         | \$31.73         | \$52.36         |                       |
| L-3           | Orient Rd from Sligh Ave to Columbus Dr                 | Add 2 lanes | 2U                               | 4D                  | 3.05           | \$8.14                                | \$27.15         | \$54.27         | \$89.54         | Health/Safety Benefit |
| L-4           | Lutz Lake Fern Rd from Suncoast Expwy to Dale Mabry Hwy | Add 2 lanes | 2U                               | 4D                  | 3.42           | \$16.88                               | \$56.27         | \$112.54        | \$185.69        |                       |
| L-18          | 19th Ave NE from US 41 to US 301                        | Add 2 lanes | 2U                               | 4D                  | 6.08           | \$15.67                               | \$52.22         | \$104.44        | \$172.33        | Wildlife Corridor     |
| <b>Totals</b> |   |             |                                  |                     |                | <b>\$52.51</b>                        | <b>\$175.02</b> | <b>\$350.04</b> | <b>\$577.57</b> |                       |

## Additional Local High-Congestion Roadway Candidates for Cost-Feasibility (in Millions PDC)

|                            | Map ID & Overall Ranking <sup>3</sup> | Delay Reduction Ranking | Facility  | Description              | Existing Conditions <sup>2</sup> | Proposed Conditions | Length (Miles) | Total Cost | Notes                                    |  |
|----------------------------|---------------------------------------|-------------------------|---|--------------------------|----------------------------------|---------------------|----------------|------------|--|--|
| Supports Major Job Cluster | L-5                                   | 14                      | Bearss Ave from I-275 to Bruce B Downs Blvd                   | Add 2 lanes              | 4D                               | 6D                  | 2.08           | \$83.23    | EJ top 20% <sup>4</sup>                  |  |
|                            | L-6                                   | 20                      | Linebaugh Ave from Sheldon Rd to Veterans Expwy               | Add 2 lanes              | 4D                               | 6D                  | 1.54           | \$69.13    |  |  |
|                            | L-7                                   | 33                      | Wilsky Blvd from Hanley Rd to Linebaugh Ave                   | Add 2 lanes              | 2U                               | 4U                  | 1.13           | \$32.15    | Health/Safety Benefit                    |  |
|                            | L-8                                   | 34                      | Anderson Rd from Sligh Ave to Linebaugh Ave                   | Add 2 lanes              | 4D                               | 6D                  | 2.13           | \$96.06    |  |  |
|                            | L-9                                   | 35                      | Memorial Hwy from Independence Pkwy to Hillsborough Ave       | Add 2 lanes              | 4D                               | 6D                  | 1.98           | \$89.92    |  |  |
|                            | L-10                                  | 38                      | Fletcher Ave from 30th St to Morris Bridge Rd                 | Add 2 lanes              | 4D                               | 6D                  | 4.06           | \$183.60   |  |  |
|                            | L-11                                  | 41                      | Anderson Rd from Hillsborough Ave to Hoover Blvd              | Add 2 lanes              | 2U                               | 2U                  | 1.01           | \$28.54    |  |  |
|                            | L-12                                  | 61                      | Woodberry Rd from Grand Regency Blvd to Lakewood Dr           | Add 2 lanes              | 2D                               | 4D                  | 0.93           | \$35.78    |  |  |
| Supports Minor Job Cluster | L-14                                  | 5                       | Charlie Taylor Rd from I-4 to Knights Griffin Rd              | New Road                 | 0                                | 3D                  | 6.08           | \$103.62   |  |  |
|                            | L-15                                  | 6                       | Mango Rd from US 92 to I-4                                    | Add 2 lanes              | 4D                               | 6D                  | 0.45           | \$31.09    | Health/Safety Benefit; EJ top 20%        |  |
|                            | L-16                                  | 17                      | Mango Rd from I-4 to Sligh Ave                                | Add 2 lanes              | 2U                               | 6D                  | 0.15           | \$10.16    | EJ top 20%                               |  |
|                            | L-17                                  | 30                      | Mango Rd from US 92 to MLK Blvd                               | Add 2 lanes              | 2U                               | 4D                  | 1.40           | \$44.59    | EJ top 20%                               |  |
|                            | L-19                                  | 31                      | Symmes Rd from US 301 to US 41                                | Add 2 lanes              | 2U                               | 4D                  | 3.24           | \$101.73   | Health/Safety Benefit; Wildlife Corridor |  |
|                            | L-20                                  | 55                      | Balm Rd from Clement Pride Blvd to US 301                     | Add 2 lanes              | 2U                               | 4D                  | 1.34           | \$41.69    |  |  |
|                            | L-21                                  | 8                       | Lumsden Rd from Lithia Pinecrest Rd to Kings Ave              | Add 2 lanes              | 4D                               | 6D                  | 1.48           | \$58.52    |  |  |
|                            | L-22                                  | 16                      | Sam Allen Rd from Park Rd to Wilder Rd                        | Add 2 lanes              | 2U                               | 4D                  | 0.44           | \$12.62    |  |  |
|                            | L-23                                  | 21                      | Fishhawk Blvd from E of Bell Shoals Rd to Lithia-Pinecrest Rd | Add 2 lanes              | 2U                               | 4D                  | 9.19           | \$260.47   | Wildlife Corridor                        |  |
|                            | L-24                                  | 23                      | Sligh Ave from Central Ave to Dale Mabry Hwy                  | Rightsizing 4 to 3 lanes | 4D                               | 3D                  | 2.87           | \$2.78     | EJ top 10%; Severe Crash Hotspot         |  |
|                            | <b>Total</b>                          |                         |   |                          |                                  |                     |                |            | <b>\$1,285.70</b>                        |  |

**Total Funding Set Aside For Local Major Road Projects<sup>5</sup>: \$1,248.78 (in Millions)**

<sup>1</sup>"ROW" represents "right-of-way", "CST" represents "construction" and N/A represents "not applicable".

<sup>2</sup>"2U" represents "a 2-lane undivided road" and "8D" represents "a 8-lane road with the opposing lanes divided by a center median".

<sup>3</sup>Ranking is based on vehicle delay reduction and support for existing and future jobs.

<sup>4</sup>EJ top 20% means that there is potential for impact on the top quintile of neighborhoods protected under the Executive Order on Environmental Justice.

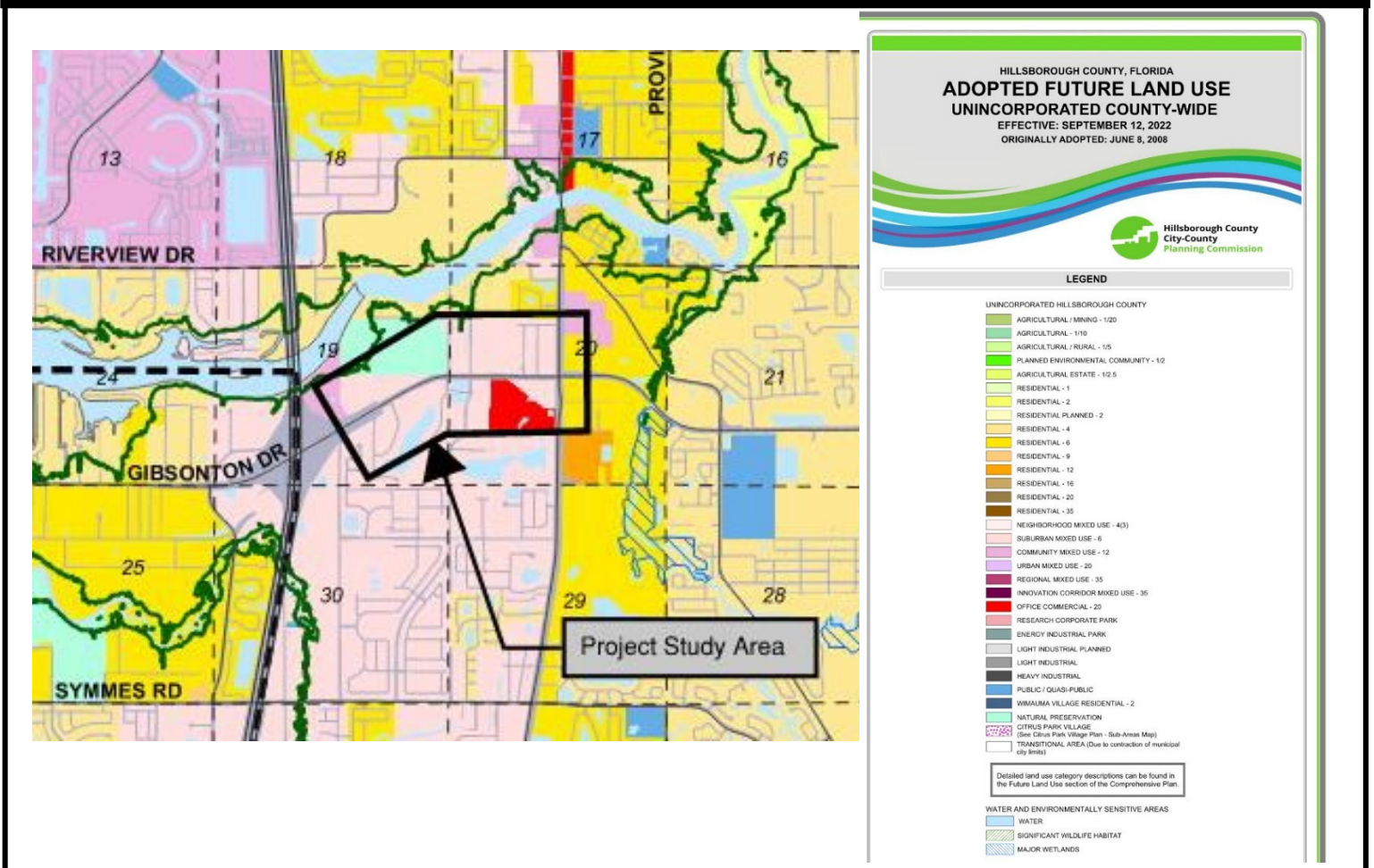
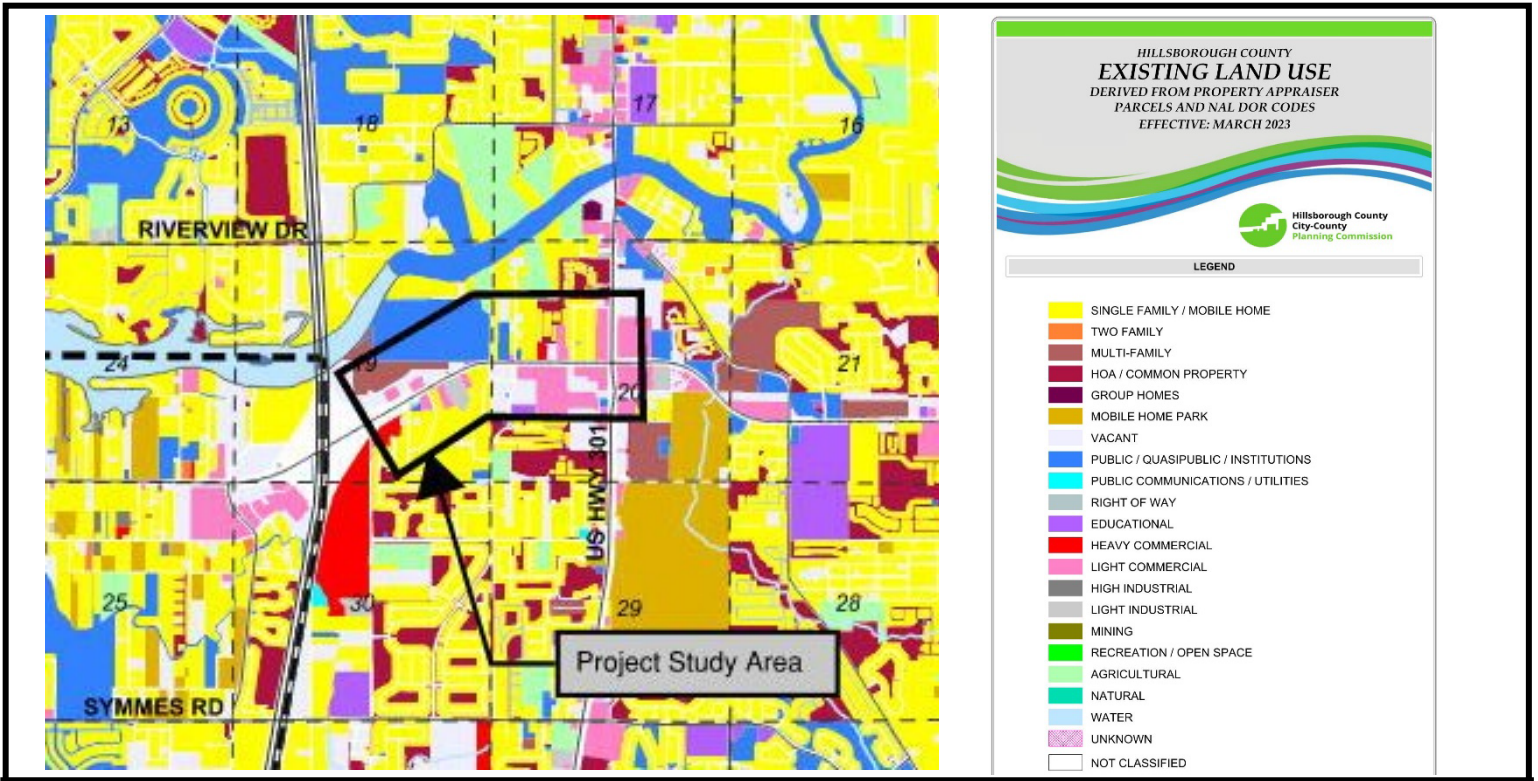
<sup>5</sup>The amount includes funding for both cost feasible projects and some of the candidates from 2025 to 2045.

## **Social and Economic Appendix**

Contents:

Land Use Map - Existing and Future

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**Gibsonton Drive PD&E Study**  
 From Fern Hill Drive to US 301  
 WPI Segment No. 450438-1  
 Hillsborough County

## Existing and Future Land Use Maps

## **Cultural Resources Appendix**

Contents:

SHPO Concurrence Letter on Dec 2023 CRAS

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*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.  
SECRETARY

December 8, 2023

Alissa Slade Lotane  
Director and State Historic Preservation Officer  
Division of Historical Resources  
Florida Department of State  
500 South Bronough St.  
Tallahassee, Florida 32399

Attention: Benjamin Stewart, Transportation Compliance Review Program

RE: **FPID No. 450438-1: Cultural Resource Assessment Survey, Gibsonton Drive from Fern Hill Drive to US 301 PD&E Study, Hillsborough County, Florida**

Dear Ms. Lotane,

Enclosed is a cultural resource assessment survey (CRAS) report prepared by the Florida Department of Transportation (FDOT) District 7 (District), in cooperation with Hillsborough County, Public Works, in support of the Gibsonton Drive from Fern Hill Drive to US 301 Project Development and Environment (PD&E) Study in Hillsborough County, Florida. The project length is 0.879 miles (1.414 kilometers). The proposed undertaking includes widening Gibsonton Drive from four to six lanes from Fern Hill Drive to US 301. Improvements will also include construction of two stormwater management facilities (SMFs) and providing bicycle and pedestrian facilities. The project is in Sections 19 and 20 of Township 30 South, Range 20 East on the Riverview, Florida (1982) United States Geological Survey 7.5-minute topographic quadrangle. The proposed undertaking is seeking to use federal funds for construction under Work Program Item (WPI) Segment Number 450438-1.

This CRAS Report was prepared in accordance with the guidelines of the Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the FDOT, the Advisory Council on Historic Preservation (ACHP), and the State Historic Preservation Officer (SHPO) (effective September 27, 2023). The survey methods and report were designed to comply with Chapter 267 of the Florida Statutes, Rule 1A-46 of the Florida Administrative Code, Section 106 of the National Historic Preservation Act of 1966, FDOT's PD&E Manual, FDOT's Cultural Resources Management (CRM) Handbook, and the Florida Division of Historical Resources' (FDHRs') Module 3 Guidelines.

Alissa S. Lotane, Director and SHPO

Gibsonton Drive PD&E Study

FPID No 450438-1

December 8, 2023

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The archaeological Area of Potential Effects (APE) includes the existing and proposed right-of-way (ROW), including the selected pond parcels. The historic APE includes the archaeological APE and adjacent parcels along the mainline for up to 200 feet (ft) (61 meters [m]) from the centerline of the road, and a 100-ft (30.5-m) visual buffer around the pond parcels. The survey aims to identify and locate any historic resources within the APE and assess their potential for listing in the National Register of Historic Places (NRHP).

A background search was conducted and identified one historic structure (8HI11301) and one historic resource group (8HI12137) within the APE. Field survey methods included pedestrian survey and subsurface testing throughout the APE in the form of shovel test pits (STPs) plotted at 25-m, 50-m, and 100-m (82-ft, 164-ft, and 328-ft) intervals within the archaeological APE. A total of 32 STPs were pre-plotted, eight of which were safely excavated. No archaeological materials were encountered during field survey of the APE.

The survey of the historic built environment resulted in the documentation of 11 historic resources, including 9 newly recorded structures (8HI15551-8HI15559), 1 previously recorded resource group (8HI12137), and 1 newly recorded resource group (8HI15513). Resource 8HI11301 (a previously recorded historic structure at 10010 Gibsonton Drive) has been demolished, and the Florida Master Site File (FMSF) will be updated with this information. All the newly recorded structures are Masonry Vernacular or Frame Vernacular buildings constructed between circa 1956 and circa 1979. **The District recommends that all of the structures are individually ineligible for listing in the NRHP.** The structures were assessed as a group to determine their eligibility as a historic district; however, the District recommends the structures in the context of a group do not meet the eligibility criteria for nomination of a historic district.

US 301 (8HI12137) resource group is a previously recorded linear resource built circa 1870. This segment was recently recorded and the SHPO determined there was insufficient information to evaluate the resource for listing in the NRHP (PaleoWest 2023; FDHR 2023-04183). As the resource cannot be fully documented outside of the APE, the District maintains that there is **insufficient information to evaluate 8HI12137 for listing in the NRHP.**

The scope of work within the boundary of 8HI12137 includes widening to accommodate additional through and right-turn lanes, construction of traffic islands and concrete curb and gutter and sidewalks, and providing additional bicycle and pedestrian facilities. The road has been previously widened and modernized. These proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP, and as such, will have **no adverse effect on 8HI12137.**

Gibsonton Drive (8HI15513) is a newly recorded linear resource built circa 1921. As the resource cannot be fully documented outside the APE, the District possesses **insufficient information to evaluate 8HI12137 for listing in the NRHP.** The scope of work within the boundary of 8HI15513 includes widening the road to accommodate additional through lanes, adding turn lanes and turn lane adjustments, construction of concrete curb and gutter and sidewalks, turnout reconstructions, and providing

Alissa S. Lotane, Director and SHPO  
Gibsonton Drive PD&E Study  
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additional bicycle and pedestrian facilities. The road has been previously widened and modernized. These proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP, and as such, will have **no adverse effect on 8H115513**.

Based on the results of the enclosed report, it is recommended that the proposed undertaking should have **no adverse effect** on resources listed, eligible, or potentially eligible for listing in the NRHP and **no additional investigation** within the APE is necessary.

I respectfully request your concurrence with the findings of this cover letter and the enclosed CRAS.

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

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

If you have any questions, or if I may be of assistance, please contact me at (813) 975-6637 or [Lisa.Quinn@dot.state.fl.us](mailto:Lisa.Quinn@dot.state.fl.us).

Sincerely,



Lisa Quinn, M.A., RPA  
Environmental Specialist IV  
FDOT, District 7

Enclosures

cc: Craig Fox, FDOT PM  
Sarah K. Guagnini, PaleoWest  
Jeff Novotny, American Consulting Professionals  
Robin Rhinesmith, FDOT  
Lindsay Rothrock, FDOT OEM



Alissa S. Lotane, Director and SHPO  
Gibsonton Drive PD&E Study  
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The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey (CRAS) complete and sufficient and  concurs /  does not concur with the recommendations and findings provided in this CRAS for SHPO/FDHR Project File Number 202307090. Or, the SHPO finds the CRAS contains \_\_\_\_\_ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:

|  |
|--|
|  |
|  |
|  |
|  |

*Kelly Chase*  
*for*

Alissa S. Lotane, Director and SHPO  
Florida Division of Historical Resources

12.21.2023  
Date

## **Natural Resources Appendix**

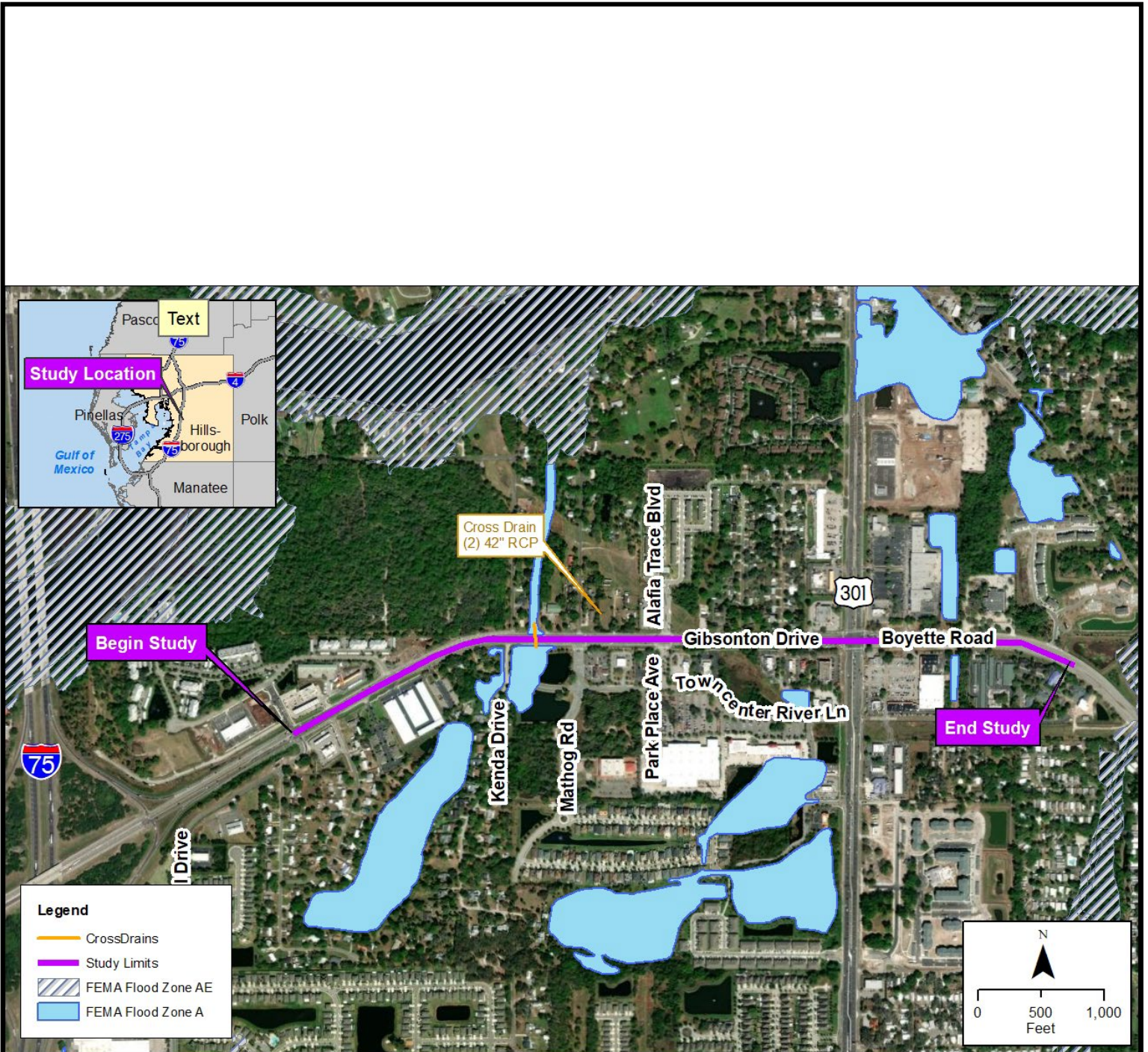
### Contents:

Floodplains Map

Species Observations Map

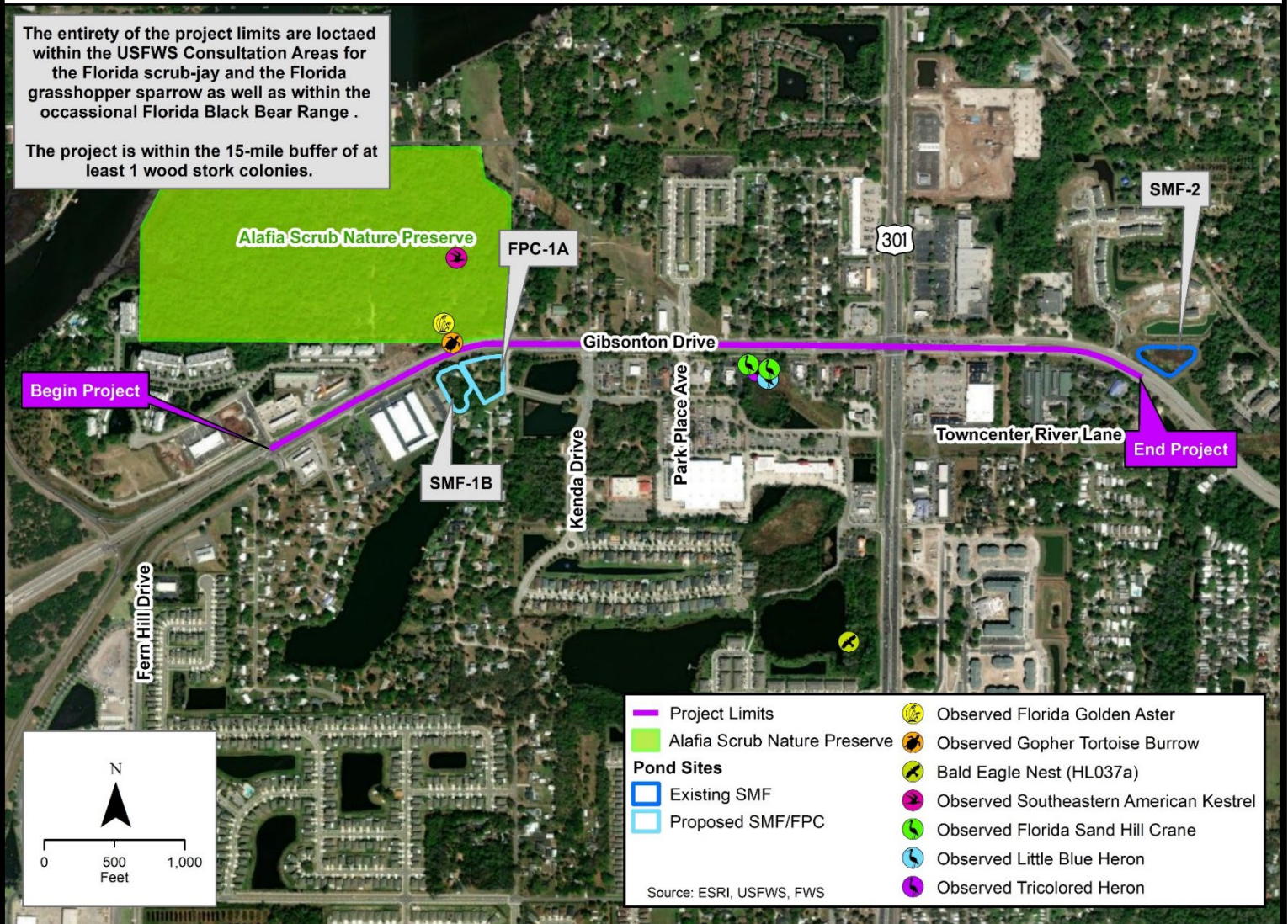
Wetlands Map

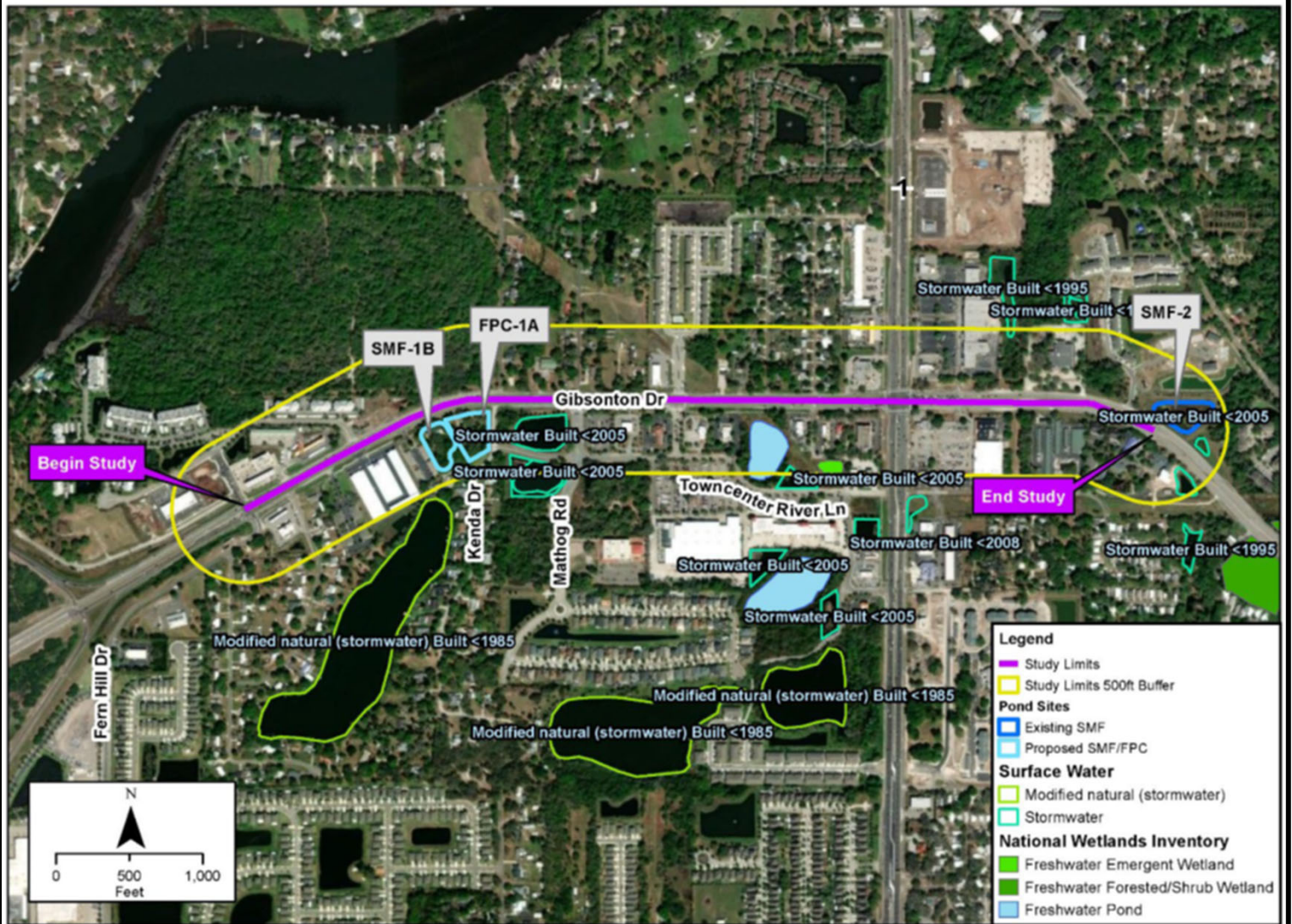
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The entirety of the project limits are located within the USFWS Consultation Areas for the Florida scrub-jay and the Florida grasshopper sparrow as well as within the occasional Florida Black Bear Range.

The project is within the 15-mile buffer of at least 1 wood stork colonies.





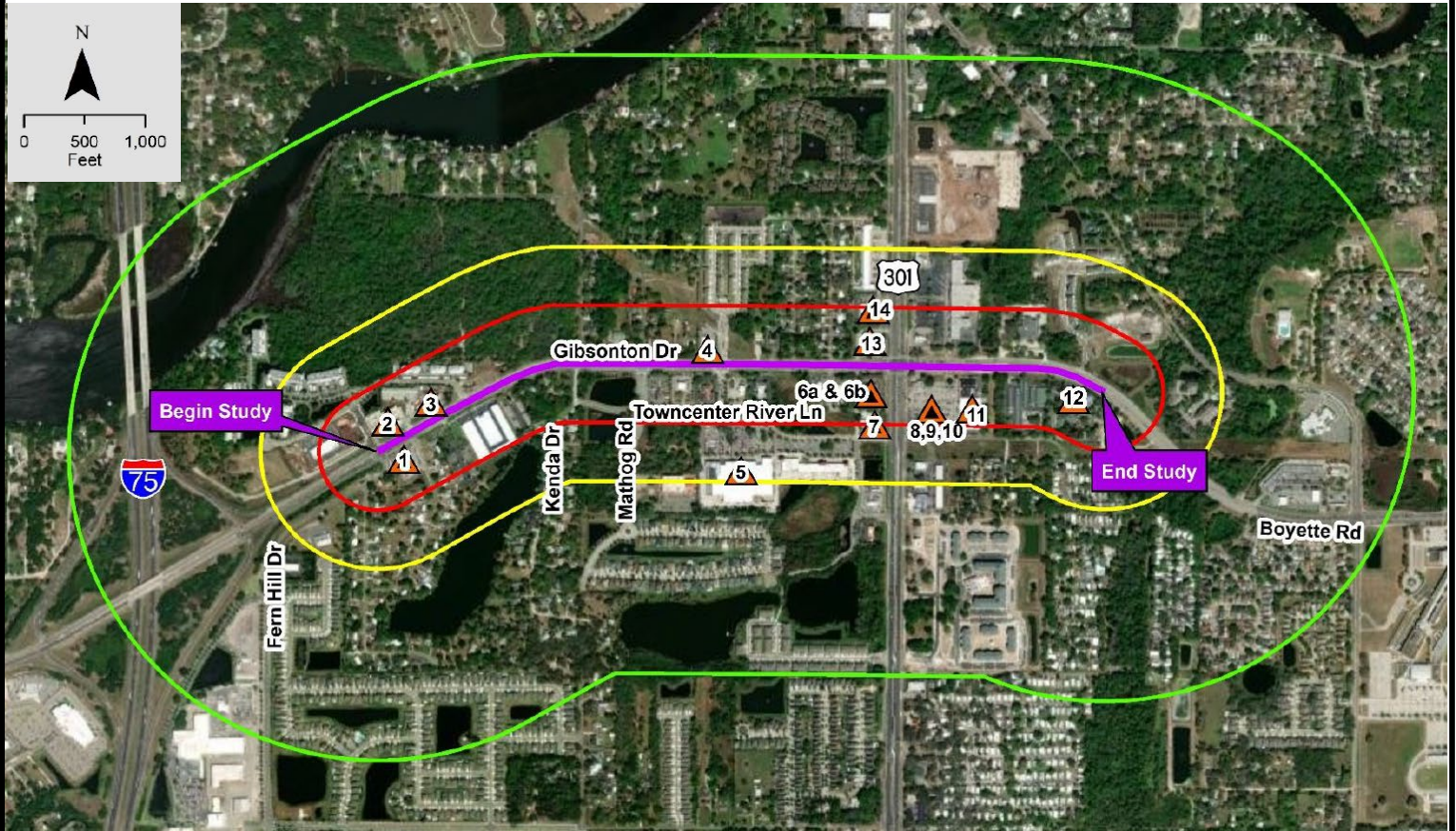
## **Physical Resources Appendix**

### Contents:

Potential Contamination Site Map

Noise Sensitive Receptor Map

DRAFT



- 1- Mobil-Riverview #659
- 2- Racetrac Petroleum Inc
- 3- Florida Super Wash S and S
- 4- Tire Kingdom #6434
- 5- Lowe of Riverview #1911
- 6a- Majik Market #7405
- 6b- CVS Pharmacy #3638

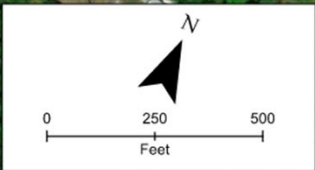
- 7- 7-Eleven Food Store #3285
- 8- Robert Kissam
- 9- Riverview Dry Cleaners
- 10- Pool Time Supplies and Service Inc.
- 11- Winn Dixie #678
- 12- Boyette Animal Hospital
- 13- Walgreens
- 14- Wawa #5167

- Study Limits
- 500-ft Buffer
- 1000-ft Buffer
- Half-Mile Buffer



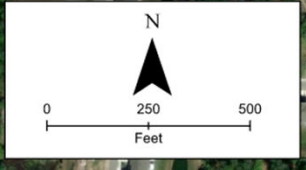
Gibsonton Drive PD&E Study  
 From Fern Hill Drive to US 301  
 WPI Segment No. 450438-1  
 Hillsborough County

## Potential Contamination Site Map



**Legend**

|                                 |                                  |
|---------------------------------|----------------------------------|
| <b>Relocation - Type</b>        | <b>Noise Receptors</b>           |
| Business                        | Not Impacted                     |
| Residential                     | Impacted                         |
| Proposed ROW                    | Impacted, Benefited              |
| Temporary Construction Easement | Not Impacted, Two-Story Building |
| Existing ROW                    | Impacted, Two-Story Building     |
| Validation Point                |                                  |



**Gibsonton Drive PD&E Study**  
 From Fern Hill Drive to US 301  
 WPI Segment No. 450438-1  
 Hillsborough County

# Noise Sensitive Receptor Map

