

Hillsborough Avenue (US 92/SR 600)

Project Development and Environment (PD&E) Study

From 50th Street to West of Interstate 4

Hillsborough County, Florida

FINAL

State Environmental Impact Report (SEIR)

WPI Segment No.: 430054-1
FAP Number: Not Applicable
ETDM Project No.: 13312

Prepared for:



Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, FL 33612-6456

Manuel Santos, EI
FDOT Project Manager

December 2012

Florida Department of Transportation STATE ENVIRONMENTAL IMPACT REPORT

1. GENERAL INFORMATION

Project Name: Hillsborough Avenue (US 92/SR 600) Project Development and Environment (PD&E) Study
Project Limits: 50th Street to West of Interstate 4
WPI Segment No.: 430054-1

2. PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study to evaluate the widening of approximately 2-miles along Hillsborough Avenue from 50th Street to west of I-4 (Figure A).

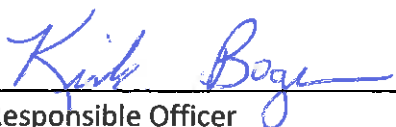
a. Existing Conditions:

Hillsborough Avenue (US 92/SR 600) currently has a 4-lane divided rural typical section (Figure B). The existing roadway has 12-foot travel lanes, 5-foot paved outside shoulders and a 40-foot grassed median from west of 56th Street to west of Interstate 4 (I-4). There is one bridge (Bridge No. 100021) located within the study limits: the Hillsborough Avenue Bridge over the CSX Railroad, between 50th and 56th Streets. (Figure B). The posted speed limit is 45 miles per hour (mph), except for a short segment from east of Harney Road to west of the I-4 ramps, which is posted at 50 mph. The existing right of way (ROW) width varies from 104 to 240 feet, with 200 feet being the most typical width.

b. Proposed Improvements:

Proposed improvements include widening to six lanes, as well as intersection improvements at 56th Street, Net Park Driveway, Harney Road, and Orient Road. The improvements also include the construction of stormwater management facilities. Preliminary recommended roadway and bridge typical sections are shown in Figure C. The proposed project is not funded in FDOT's current Adopted 5-Year Work Program.

3. APPROVED FOR PUBLIC AVAILABILITY (Prior to Public Hearing)


Responsible Officer


Date

A Public Hearing was held on 09/17/2012.

4. APPROVAL OF FINAL DOCUMENT (After Public Hearing)


District Secretary or Designee


Date

Florida Department of Transportation STATE ENVIRONMENTAL IMPACT REPORT

5. IMPACT EVALUATION

Topical Categories	S*	NS*	N*	NI*	Basis for Decision
A. SOCIAL IMPACTS					
1. Land Use Changes	[]	[]	[X]	[]	<u>See Attachment B Section A.1</u>
2. Community Cohesion	[]	[]	[X]	[]	<u>See Attachment B Section A.2</u>
3. Relocation Potential	[]	[]	[X]	[]	<u>See Attachment B Section A.3</u>
4. Community Services	[]	[]	[X]	[]	<u>See Attachment B Section A.4</u>
5. Title VI Consideration	[]	[]	[X]	[]	<u>See Attachment B Section A.5</u>
6. Controversy Potential	[]	[]	[X]	[]	<u>See Attachment B Section A.6</u>
7. Bicycles and Pedestrians	[]	[]	[X]	[]	<u>See Attachment B Section A.7</u>
8. Utilities and Railroads	[]	[X]	[]	[]	<u>See Attachment B Section A.8</u>
B. CULTURAL IMPACTS					
1. Historical Sites / Districts	[]	[X]	[]	[]	<u>See Attachment B Section B.1</u>
2. Archaeological Sites	[]	[]	[X]	[]	<u>See Attachment B Section B.2</u>
3. Recreation Sites/Section 4(f)	[]	[]	[]	[X]	_____
C. NATURAL ENVIRONMENT					
1. Wetlands	[]	[X]	[]	[]	<u>See Attachment B Section C.1</u>
2. Aquatic Preserves	[]	[]	[]	[X]	_____
3. Water Quality	[]	[X]	[]	[]	<u>See Attachment B Section C.3</u>
4. Outstanding Fla. Waters	[]	[]	[]	[X]	_____
5. Wild and Scenic Rivers	[]	[]	[]	[X]	_____
6. Floodplains	[]	[]	[X]	[]	<u>See Attachment B Section C.6</u>
7. Coastal and Marine	[]	[]	[]	[X]	_____
8. Wildlife and Habitat	[]	[X]	[]	[]	<u>See Attachment B Section C.8</u>
9. Essential Fish Habitat	[]	[]	[]	[X]	_____
10. Farmlands	[]	[]	[]	[X]	_____
D. PHYSICAL IMPACTS					
1. Noise	[]	[X]	[]	[]	<u>See Attachment B Section D.1</u>
2. Air	[]	[]	[X]	[]	<u>See Attachment B Section D.2</u>
3. Construction	[]	[X]	[]	[]	<u>See Attachment B Section D.3</u>
4. Contamination	[]	[X]	[]	[]	<u>See Attachment B Section D.4</u>
5. Navigation	[]	[]	[]	[X]	_____

*S = Significant; NS = Not Significant; N = None; NI = No Involvement. Basis of decision will be a reference to the Project Development Summary Report following this checklist.

Florida Department of Transportation

STATE ENVIRONMENTAL IMPACT REPORT

E. PERMITS REQUIRED

It is anticipated that the following permits may be required:

- Environmental Resource Permit – Southwest Florida Water Management District (SWFWMD)
- Dredge and Fill Permit – US Army Corps of Engineers (USACE) [if wetland involvement]
- National Pollutant Discharge Elimination System (NPDES) Permit – Florida Department of Environmental Protection (FDEP).

6. AGENCY COORDINATION & PUBLIC INVOLVEMENT

This segment of Hillsborough Avenue was evaluated in the Programming Screen of the Efficient Transportation Decision Making (ETDM) process (project #13312) in 2011. This process established the Class of Action as a State Environmental Impact Report (SEIR). Coordination was conducted with federal and state agencies throughout the length of the study. Concurrence letters have been provided by U.S. Fish and Wildlife Service and State Historic Preservation Office (SHPO) Florida Division of Historical Resources, and are included in **SEIR Attachment D**.

The Florida Department of Transportation (FDOT) distributed newsletters to announce the study kick off and the Public Hearing, which was held on Monday, September 17, 2012 from 5:00 p.m. until 7:00 p.m. at the Chloe Coney Urban Enterprise Center, CDC of Tampa, 1907 E. Hillsborough Avenue in Tampa. The formal portion of the hearing began at approximately 6:00 p.m. and was moderated by Kirk Bogen, FDOT District Seven Environmental Management Engineer. There were approximately 14 attendees (public), including a representative for Senator Kathy Castor (Chloe Coney, District Director). No comments were made during the hearing (oral or written). FDOT staff and their consultant answered questions that citizens had during the informal part of the hearing. Copies of the display graphics, the PowerPoint slides, and attendance rosters are included in the *Public Hearing Scrapbook* that was prepared for this project and is located in the project files (Refer to **SEIR Attachment C** for the complete Public Involvement Summary).

7. COMMITMENTS AND RECOMMENDATIONS

Commitments

1. The FDOT will perform an update to the noise analysis during the final design phase for this project.
2. During the final design phase, a Pond Siting Report will be prepared that will include an updated environmental evaluation for archaeological/historical, biological and contamination effects.

Florida Department of Transportation

STATE ENVIRONMENTAL IMPACT REPORT

Recommendations

It is recommended that the proposed improvements as described above under Proposed Improvements in **Section 2** (Project Description) be approved for advancement to future phases of project development (i.e. design, right of way acquisition, and construction) as funding becomes available.

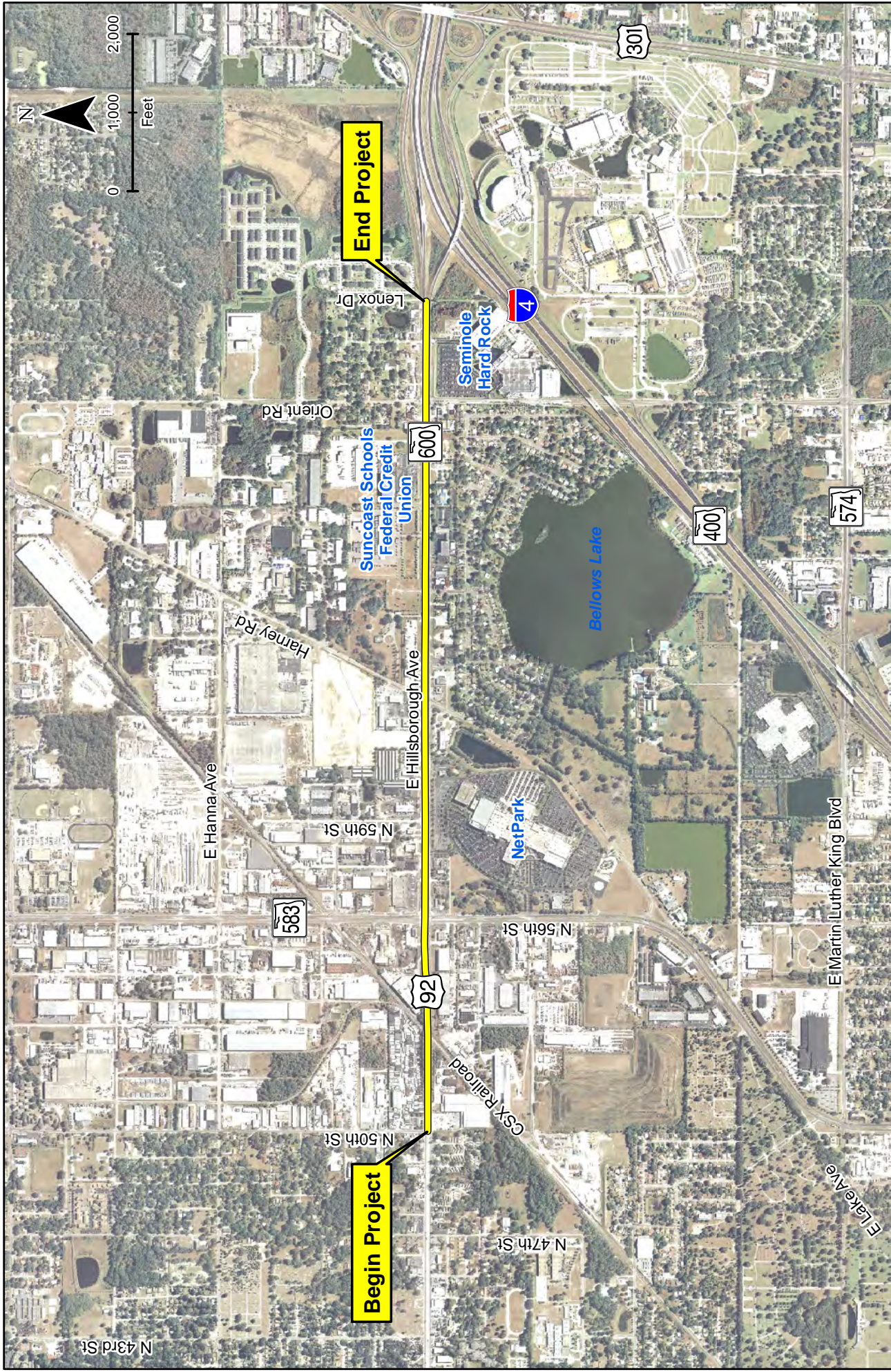
List of Attachments

A – Project Purpose and Need

B – Environmental Impact Summary

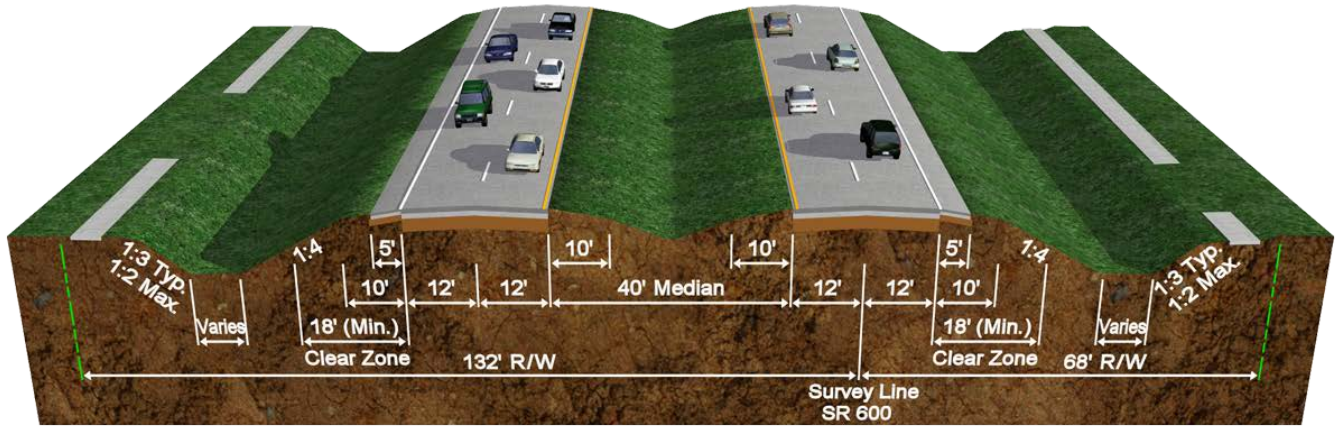
C – Public Involvement Summary

D – Federal and State Agency Coordination and Concurrence

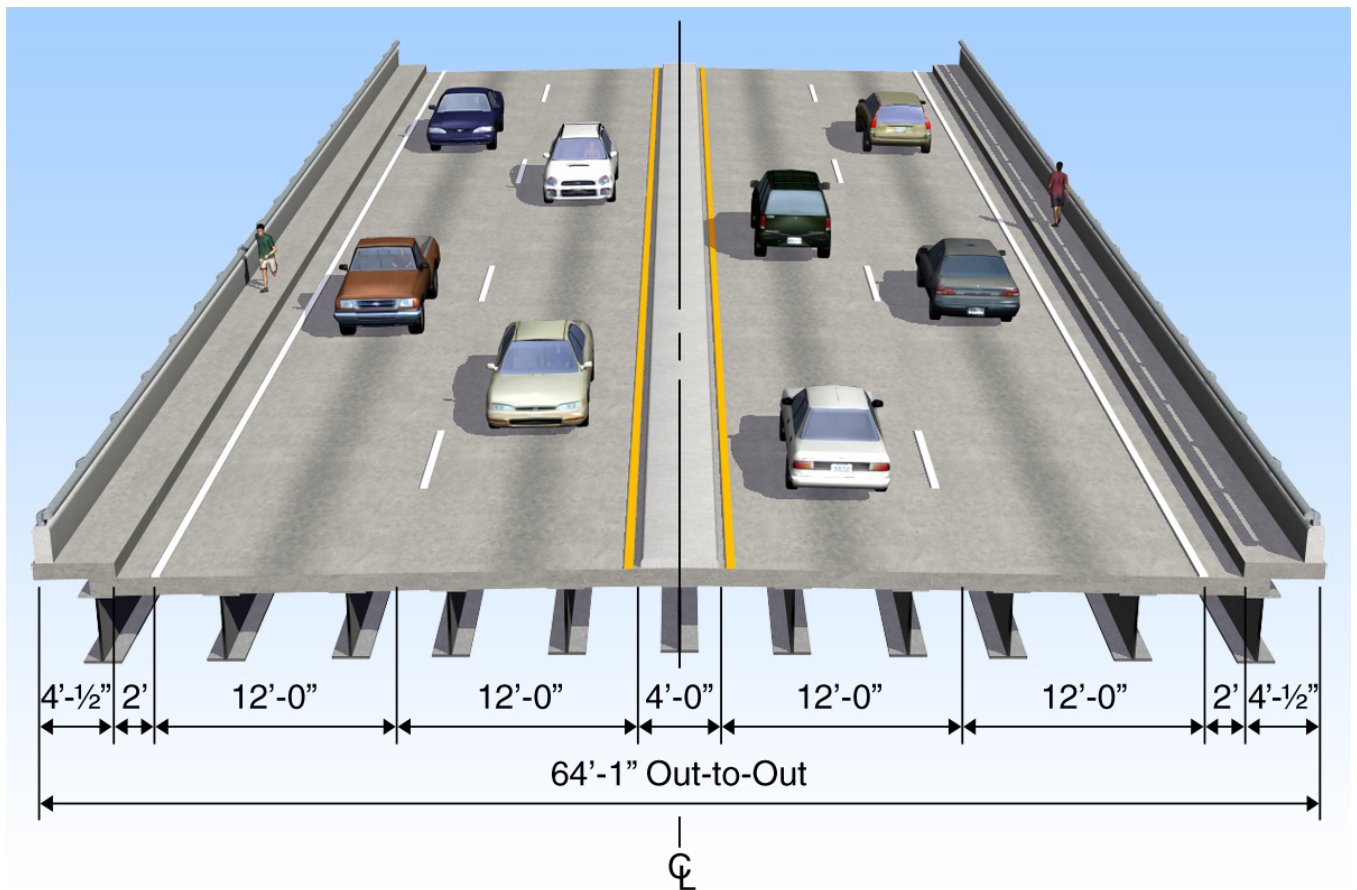



Hillsborough Avenue (SR 600/US 92) Corridor Study
From 50th Street to West of Interstate 4 (I-4)
 WPI Segment No. 430054-1
 Hillsborough County

Project Location Map
Figure A

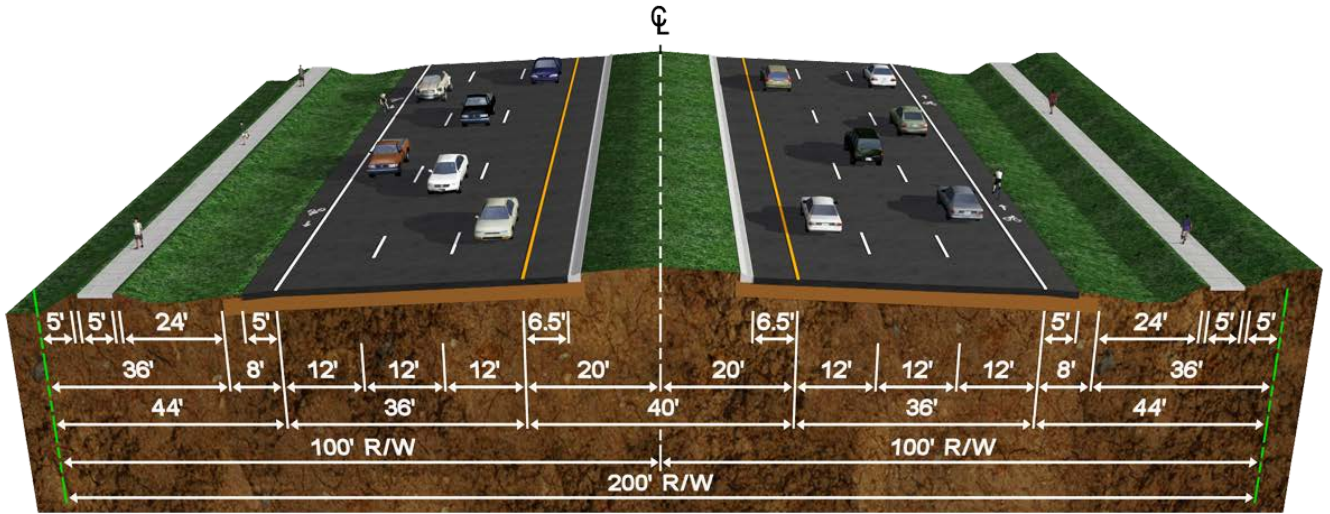


Hillsborough Avenue
Existing Roadway Typical Section

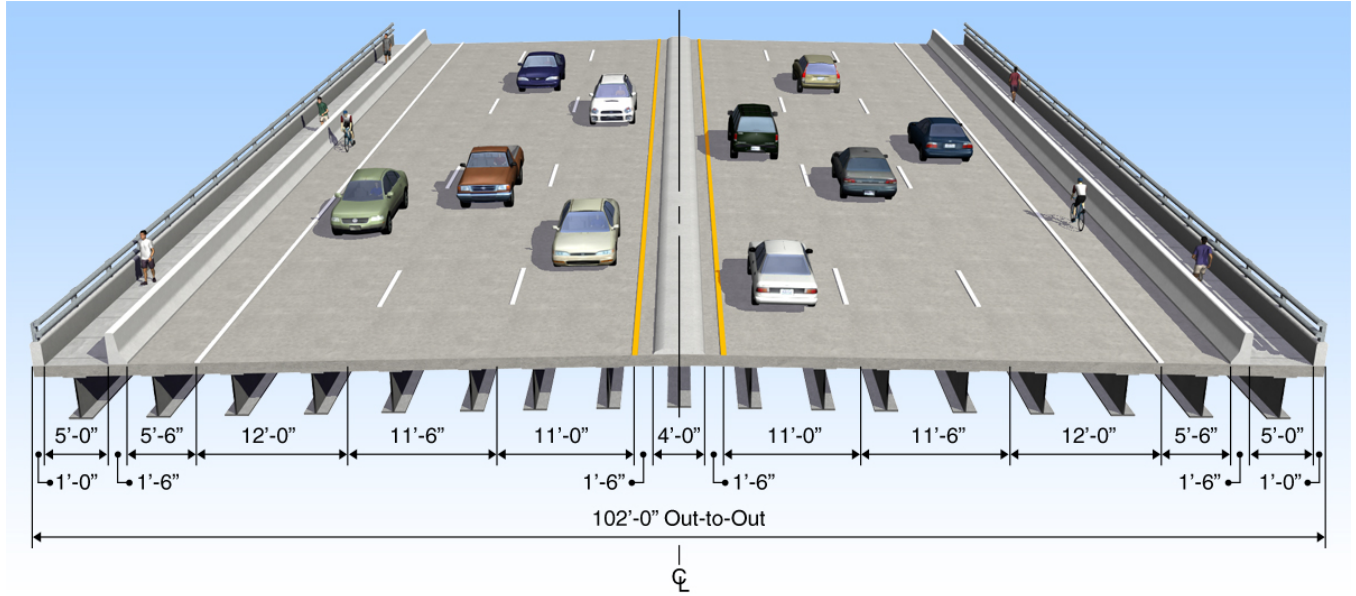


Hillsborough Avenue
Existing Bridge Typical Section





Hillsborough Avenue
Proposed Roadway Typical Section



Hillsborough Avenue
Proposed Bridge Typical Section



SEIR ATTACHMENT A

Project Purpose and Need

The purpose of this report along with other support documents is to document the engineering and environmental analysis performed to support decisions related to project alternatives. In addition, it summarizes existing conditions, documents the purpose and need for the project, and documents other data related to preliminary design concepts. These preliminary design concepts establish the functional or conceptual requirements that will be the starting point for the final design phase.

The purpose and need for the proposed project includes the following items:

- To provide **additional highway capacity** along Hillsborough Avenue to meet future travel demands.
- To **safely accommodate** future vehicle traffic as well as non-motorized users.
- To provide improved **hurricane/emergency evacuation** for portions of Hillsborough County.
- To provide improvements **consistent with local transportation plans** while obtaining **community support** and **minimizing community impacts**.
- To develop a transportation solution that is **financially feasible** for FDOT to build, operate, and maintain.

Additional factors are discussed below.

The Regional Network and FIHS/SIS Requirements

The Hillsborough Avenue project would provide an important link in the regional transportation network. Hillsborough Avenue is a major east-west facility within Hillsborough County that connects I-4 and US 301. With this improvement there will be 6-lanes of capacity along Hillsborough Avenue from US 19 in Pinellas County to I-4 in Hillsborough County. East of I-4, this roadway is a 2-lane facility that connects to eastern Hillsborough County and into Polk County.

Hillsborough Avenue is functionally classified as an “urban principal arterial – other”. While Hillsborough Avenue is not on the Strategic Intermodal System (SIS), it terminates east of Orient Road with a direct connection to I-4 which connects to I-75 and I-275, both of which are SIS facilities. The SIS is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida’s passenger and freight traffic.

Transportation Demand and Levels of Service

There are five signalized intersections located within the study limits, all of which have at least one approach operating at Level of Service (LOS) E or F during the existing design hour. In 2010,

Hillsborough Avenue, from 50th Street to west of I-4, carried between 36,200 and 41,900 vehicles per day (vpd). This segment of Hillsborough Avenue is projected to carry volumes between 67,600 and 79,600 vpd by 2040, which would yield a failing LOS. Without this proposed project, the traffic congestion is expected to become more severe and could hinder economic growth in the areas served by this corridor.

Emergency Evacuation

Hillsborough Avenue is designated as an emergency evacuation route by Hillsborough County Emergency Management. This roadway connects to major highways including I-4, US 301, and I-275. As Hillsborough County's population grows, this existing route's capability to provide a satisfactory LOS for emergency evacuation will continue to decrease.

Multimodal Service

Currently, there are no designated bicycle facilities located within the study limits; however, there are existing paved shoulders that bicyclists can use. Bicycle and pedestrian facilities are planned for the proposed project and are being evaluated as part of this PD&E Study. The Hillsborough Area Regional Transit (HART) currently has four bus routes that run along Hillsborough Avenue and three bus routes that intersect Hillsborough Avenue within the study limits. There is an existing bus transfer facility at the Netpark Transfer Center located approximately 0.5 mile south of Hillsborough Avenue along 56th Street near Harney Road. HART is presently studying a potential East-West Metro Rapid Line (Bus Rapid Transit), a portion of which is planned to run along Hillsborough Avenue from I-275 (west of the project) to 56th Street.

Safety

There were 726 crashes reported between 50th Street and I-4 on Hillsborough Avenue during the 5-year period of 2005-2009. Rear-end crashes accounted for 50 percent of the total crashes, angle crashes accounted for 22 percent, sideswipe crashes accounted for 7 percent, left-turn crashes accounted for 6 percent, and the remaining 15 percent of the crashes were the result of other miscellaneous traffic movements. It is anticipated that safety will be enhanced due to capacity improvements as well as related intersection improvements. The proposed improvements would reduce congestion and improve congestion related safety issues.

Consistency with Transportation Plans

This project is included in the Hillsborough County Metropolitan Planning Organization's (MPO's) Year 2035 Long-Range Transportation Plan (LRTP) in the Cost Affordable Plan (**Table A**). The West Central Florida MPO Chair's Coordinating Committee (CCC) Hillsborough Avenue is in the Cost Affordable 2025 Plan classified as a "regional road" in west central Florida.

Table A. Hillsborough MPO LRTP Cost Affordable Plan

Phase	Time Period
PD&E/Preliminary Engineering	2016-2020
Right of Way	2021-2025
Construction	2026-2030

SEIR ATTACHMENT B

Environmental Impact Summary

The following summarizes potential environmental impacts as a result of project evaluation. A detailed discussion of these environmental impacts can be found in the *Environmental Technical Compendium (ETC)* which is published as a separate document as part of this study.

A. Social Impacts

A.1 Land Use

General land use within the project corridor can be categorized as commercial and industrial immediately adjacent to Hillsborough Avenue. Residential land uses can be found outside the immediate project corridor with the adjacent commercial and industrial areas providing a buffer from Hillsborough Avenue. The project corridor is a highly urbanized area with very little undeveloped land.

Because the project corridor is currently a highly urbanized area, no major changes are expected to occur to the future land use. Hillsborough County and City of Tampa future land use geographical information system (GIS) data was analyzed to determine what, if any, changes could be expected to the land uses surrounding Hillsborough Avenue. Based on the available data, the area immediately adjacent to Hillsborough Avenue is anticipated to experience minimal changes in land use. The proposed roadway improvements should have no impact or change to land use patterns along the project corridor. Therefore, this category has been designated as NONE on the Summary of Environmental Impacts Checklist.

A.2 Community Cohesion

The proposed improvements to Hillsborough Avenue would not cause adverse impacts to the local neighborhood. The project proposes to widen Hillsborough Avenue within the existing ROW with small corner clips for intersection improvements. Additional ROW will be needed for the pond sites. The proposed improvements will improve the connectivity and traffic flow within the community, potentially making the facility safer for vehicular, pedestrian and bicycle movements along Hillsborough Avenue. This widening project will complete Hillsborough Avenue as a 6-lane facility from I-275 to I-4. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist.

A.3 Relocations Potential

There are no anticipated residential or business relocations associated with the construction of the widening of Hillsborough Avenue. Stormwater pond sites will be identified and the FDOT will use non-occupied or vacant parcel, where possible. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist.

A.4 Community Services

There would be no substantial adverse impacts to neighborhoods, services and/or community facilities as a result of project implementation. It is anticipated that with the widening of the existing 4-lane facility, traffic congestion and flow would ease along Hillsborough Avenue. This would have a positive effect to emergency services by potentially reducing the response time in the community. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist.

A.5 Title VI Consideration

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. There are minority communities located north and south of the project corridor; however, no adverse impacts to these communities are anticipated since they are located away from Hillsborough Avenue and the majority of the work will be conducted within existing ROW. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist.

A.6 Controversy Potential

A public hearing was held on Monday, September 17, 2012. This project will not have public controversy as there are likely no impacts to businesses, neighborhoods or community facilities as a result of project implementation. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist. Refer to **SEIR Attachment C** for the complete Public Involvement Summary.

A.7 Bicycles and Pedestrians

The study is evaluating bicycle and pedestrian facilities. All proposed typical sections include sidewalks on both sides as well as 5-foot paved shoulders which will be designated as bicycle lanes. In addition, all signalized intersections are expected to have crosswalks and pedestrian push buttons and signal indications. Sidewalks will be added to both sides of the roadway as part of a planned 3R project (FPID Nos. 427149-1-52-01 and 427169-1-52-01) which will increase safety for pedestrians along Hillsborough Avenue. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist.

A.8 Utilities and Railroads

Existing utilities and railroads are addressed in **Section 1.1.12** of the *Preliminary Engineering Assessment (PEA)* and potential impacts are addressed in **Section 6.9** of the *PEA*. The following utility companies have facilities located near or within the study limits, based on a Sunshine One Call Ticket dated February 1, 2011:

Utility Owner	Utility Description
Fiberlight LLC	Fiber Optic Cables
TW Telecom	Fiber Optic Cables
AT&T	Communications/Fiber Optic
Pluris Eastlake LLC	Water/Sewer Pipelines
FL Gas Transmission	Gas Pipeline
Verizon Florida	Fiber Optic Cables
Hillsborough County Sheriff's Office	Fiber Optic Cables
Hillsborough County Traffic Services	Communications Cables
Level 3 Communications	Fiber Optic Cables
MCI Communications	Communications/Fiber Optic
TECO Peoples Gas	Gas Pipeline
City of Tampa Water & Sewer	Water & Sewer Pipelines
Tampa Electric Company	Electric Power Lines
Bright House Networks	Cable TV Lines
Tampa Bay Water	Water and Sewer
XO Communications	Fiber Optic Cables

In addition to the utilities listed above, Hillsborough Avenue crosses over a CSX freight railroad line on a bridge located approximately midway between 50th and 56th Streets. This CSX line is double-track and designated as the Neve Spur, which ends north of Hanna Avenue to the northeast. To the south, it connects to other lines via a Wye connection located near 7th Avenue and 37th Street. This category has been designated as NOT SIGNIFICANT on the Summary of Environmental Impact Checklist.

B. Cultural Impacts

B.1 Historic Sites/Districts

Archaeological Consultants, Inc. (ACI), in association with American Consulting Engineers of Florida, LLC, conducted a *Cultural Resources Assessment Survey (CRAS)* of Hillsborough Avenue from 50th Street to west of I-4 as a part of the Hillsborough Avenue PD&E Study. The archaeological Area of Potential Effect (APE) was defined as the existing ROW; the historical APE includes the existing ROW as well as immediately adjacent properties. A corridor analysis was conducted prior to the archaeological and historical/architectural field surveys (ACI 2011). The purpose of this preliminary work was to identify known archaeological sites and historic resources within the project APE which are listed, determined eligible, or considered potentially

eligible for listing in the National Register of Historic Places (NRHP) and to determine the potential for unrecorded archaeological sites and historic resources within the project APE.

The preliminary background research, including a review of the Florida Master Site File (FMSF) and NRHP, revealed an absence of previously recorded historic structures, cemeteries, bridges, or resource groups within the historical APE. As the result of field survey, 18 historic resources, including 14 historic buildings (8HI11668-11681), one historic bridge (8HI11687), one historic railroad segment (8HI11686), and two resource groups (8HI11684 and 8HI11685) were newly identified, recorded, and evaluated. The historic buildings are primarily Masonry Vernacular, Industrial Vernacular, and Modern style warehouses and other commercial buildings constructed between circa (ca.) 1947 and 1962. None are considered potentially eligible for listing in the NRHP, either individually or as part of a potential historic district, due to their commonality of style, and lack of significant historical associations. The concrete girder bridge which carries Hillsborough Avenue over the CSX Railroad (FDOT No. 100021; 8HI11686) was built in 1936 and reconstructed in 1955. It is a typical example of its type found throughout Hillsborough County, with no significant historical associations nor distinguishing engineering or architectural features. Therefore, it is not considered potentially eligible for listing in the NRHP. The segment of the CSX Railroad (8HI11686), originally the Tampa and Thonotosassa Railroad, as contained within the project APE, also is considered ineligible for listing in the NRHP. Only a short portion of the original 13.3-mile railroad line was evaluated; assessment of the entire railroad corridor was beyond the scope of the CRAS. Therefore, this category has been designated as NOT SIGNIFICANT on the Summary of Environmental Impact Checklist. The concurrence letter from the State Historic Preservation Office (SHPO) was received on July 13, 2012, and can be found in **SEIR Attachment D**.

B.2 Archaeological Sites

A review of the FMSF and NRHP indicated that seven previously recorded archaeological sites are located within one-half mile of the study corridor; no sites are located within the project APE. The background research suggested a moderate potential for archaeological sites on the better-drained and/or elevated soils proximate to a water source. No archaeological sites were discovered as the result of field survey. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist. Concurrence from the SHPO was received on July 13, 2012, and can be found in **SEIR Attachment D**.

C. Natural Impacts

C.1 Wetlands

The proposed project was evaluated for potential wetland and surface water impacts by conducting office and on-site field reviews. There are two wetlands located within or near the project corridor. It is anticipated that there will be no impacts to wetlands, but impacts to

swales and ditches (OSWs) may occur as a result of the widening of Hillsborough Avenue from 4-lanes to 6-lanes. These impacts are anticipated to have no adverse effects on the ecosystem within the project corridor since the impacted OSWs will be offset by newly constructed swales, ditches or stormwater management facilities. An Environmental Resource Permit (ERP) will be required by the Southwest Florida Water Management District (SWFWMD), mainly for the additional impervious area that will be added. Final wetland and surface water impacts will be evaluated during the design phase and coordinated with SWFWMD and the US Army Corp of Engineers (USACE) as needed. Mitigation for impact to wetlands and surface waters will be conducted as necessary to meet the permitting agencies' requirements; however, no mitigation is anticipated for the construction of this project. Therefore, this category has been designated as NOT SIGNIFICANT on the Summary of Environmental Impact Checklist. A detailed review of potential wetland impacts can be found in **Section 3.1** of the *ETC*.

C.3 Water Quality

The project is located in an area that is highly urbanized with industrial, commercial and residential land uses most prominent along and adjacent to Hillsborough Avenue. Bellows Lake Outlet and Six Mile Creek are two nearby waterbodies that are listed on the 303(d) list of impaired waters. The addition of impervious surface within the project corridor will increase stormwater runoff.

Water quality impacts will be addressed during design and construction of the proposed roadway project. The project will be designed to treat all stormwater runoff generated from the additional impervious area and will be designed to meet criteria set forth by the SWFWMD. A pre-application meeting was held with SWFWMD on December 27, 2011, to discuss potential stormwater treatment options.

Proper Best Management Practices (BMPs) will be utilized during construction of the project to reduce or eliminate turbidity, erosion, and sedimentation into adjacent wetlands and surface waters found along the project corridor. These BMPs include (but are not limited to): silt fence, turbidity barriers, synthetic hay bales, seeding, sodding, and drain inlet covers. The BMPs will be inspected and maintained throughout the construction phase of the project until all loose sediment and debris are permanently stabilized. The BMPs will prevent water quality degradation to surrounding or nearby waters during construction activities. Therefore, this category has been designated as NOT SIGNIFICANT on the Summary of Environmental Impact Checklist. A detailed review of potential water quality impacts can be found in **Section 3.2** of the *ETC*.

C.6 Floodplains

According to GIS data from the Federal Emergency Management Agency (FEMA) and Hillsborough County, adopted 2008, there are some small flood zones located near the project corridor. One flood zone area is associated with the wetland (W1) that is located on the

Seminole Indian property. This site has been impacted by the construction of a parking lot and a SMF. The other flood zone areas are associated with other SMFs and ponds/surface waters located in the area. The floodplains near the project corridor are shown in **Section 3.3** of the *Environmental Technical Compendium (ETC)*. None of the floodplains are anticipated to be impacted by the construction of the proposed project. Based on FDOT's floodplain categories Part 2, Chapter 24 of the *PD&E Manual*, this project falls under: "Category 4: projects on existing alignment involving replacement of existing drainage structures with no record of drainage problems." The proposed system will perform hydraulically in a manner equal to or greater than the existing system, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in floodplain risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist. A detailed review of potential floodplains impacts can be found in **Section 3.3** of the *ETC*.

C.8 Wildlife and Habitat

The project corridor was reviewed for potential suitable habitat for federal and state-listed species during field reviews conducted in accordance with 50 Code of Federal Regulations (CFR) Part 402 of the Endangered Species Act of 1973, as amended, and Part 2, Chapter 27 of the FDOT *PD&E Manual: Wildlife and Habitat Impacts*. A literature review and agency database search was also conducted to determine the presence and/or absence of federal and state-listed species and their critical habitat. Field surveys were conducted on September 21, 2011 to identify any protected species and/or critical or potential habitat within the project corridor.

No listed species were observed along the project corridor during the field visit conducted on September 21, 2011. Multiple listed species (shown in **Appendix K** of the *ETC*) have the potential to occur within the project corridor; however, after field reviews, habitat assessment, and impact evaluation, it has been determined that the proposed project will have no effect on federal or state-listed species; however, the project may affect the bald eagle, a species that is no longer afforded protection by the Endangered Species Act, but is afforded protection through the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA). No wetlands are anticipated to be impacted by the proposed project. The only impacts that may occur would be to OSWs (swales used for stormwater conveyance) that do not provide wetland habitat. No mitigation should be required for these impacts. An Endangered Species Biological Assessment Technical Memorandum (**ETC Appendix K**) was forwarded to the US Fish & Wildlife Service (USFWS) for review and comment. The USFWS concurred that the project is not likely to adversely affect resources on October 2, 2012. Correspondence is included in **SEIR Attachment D**. Therefore, this category has been designated as NOT SIGNIFICANT on the Summary of Environmental Impact Checklist.

D. Physical Impacts

D.1 Noise

A noise analysis was performed for this project in accordance with Title 23 CFR Part 772 *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (effective July 13, 2011) and the FDOT's *PD&E Manual, Part II, Chapter 17: Noise* (May 24, 2011).

The prediction of future traffic noise levels with the roadway improvements was performed using the Federal Highway Administration's (FHWA's) computer model for highway traffic noise prediction and analysis – the Traffic Noise Model (TNM – Version 2.5). The TNM propagates sound energy, in one-third octave bands, between highways and nearby receptors taking into account the intervening ground's acoustical characteristics and topography, and intervening structures (i.e., buildings).

The noise levels presented in this report are expressed in decibels (dB) on the A-weighted scale (dB(A)). This scale most closely approximates the response characteristics of the human ear to low level sound. All sound and traffic noise levels are reported as equivalent level (Leq(h)), values which theoretically contain the same amount of acoustic energy as an actual time-varying A-weighted sound level over a period of one-hour.

Thirty-seven (37) receptors were modeled representing 78 noise sensitive sites along the project corridor. All sites were single family or multi-family residences with the exception of the House of Prayer, Abundant Love Worship Center, First Pentecostal Tabernacle, East Lake Inn, Suncoast Schools Federal Credit Union Administration Buildings, WMOR TV Station, and one parcel of vacant land.

The results of the analysis indicate that existing (2010) and future no-build (2040) exterior noise levels are predicted to range from 48.9 to 68.6 dB(A) with levels predicted to approach, meet, or exceed the NAC at eight sites (four receptors in TNM). In the future (2040), with the proposed improvements to Hillsborough Avenue, exterior traffic noise levels are predicted to range from 50.7 to 70.7 dB(A), with levels predicted to approach, meet, or exceed the NAC at four sites (seven receptors in TNM).

When compared to the existing condition, interior and exterior traffic noise levels are predicted to increase 1.2 to 3.2 dB(A) with the improvements to Hillsborough Avenue. As such, none of the sites are predicted to experience a substantial increase (15.0 dB(A) or more) in traffic noise as a result of the project. Noise abatement measures were evaluated for the four noise-sensitive sites predicted to be affected by the proposed improvements to Hillsborough Avenue.

The evaluated measures are traffic management, alignment modifications, property acquisition, land use controls, and noise barriers. Although feasible, traffic management, alignment

modification, land use controls and property acquisition were determined to be unreasonable methods to reduce the predicted traffic noise levels for the affected sites.

Based on the results of the analysis, it appears that no noise barriers would be a feasible and cost-reasonable method of reducing predicted traffic noise levels. This category has been designated as NOT SIGNIFICANT on the Summary of Environmental Impacts Checklist. A detailed review of potential noise impacts can be found in **Section 4.1** of the *ETC*.

The FDOT will perform an update to this noise analysis during the final design phase for this project. During final design, a commitment to construct any feasible and reasonable noise abatement barriers will be contingent upon the following conditions:

- A detailed noise analysis during the final design process for the Hillsborough Avenue improvements supports the need for the abatement;
- The analysis indicates that the estimated cost of the barriers during the design process will not exceed the cost reasonable guidelines;
- Community input regarding desires, types, heights, and locations of the barriers are solicited by the District Office, and the communities desire the barriers;
- Preferences regarding compatibility with adjacent land uses, particularly as addressed by officials having jurisdiction over such land uses, are noted;
- Safety and engineering aspects related to the roadway users and the adjacent property owners are reviewed and there are no restrictions on construction of the barriers; and
- Any other mitigating circumstances revealed during final design have been analyzed and resolved.

D.2 Air

The proposed project is located in Hillsborough County, an area currently designated as being attainment for the following criteria air pollutants: nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide and lead. Ozone is currently designated at attainment.

The project alternatives were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology and traffic. The FDOT's screening model CO Florida 2004 (released September 7, 2004) uses the latest U.S. EPA approved software (MOBILE6 and CAL3QHC) to produce estimates of one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the one- and eight-hour National Ambient Air Quality Standards (NAAQS) for CO that are 35-parts per million (ppm) and 9-ppm, respectively.

Estimates of CO were predicted for the default receptors which are located 10 feet to 150 feet from the edge of roadway. The maximum impacts occur in the No-Build conditions and are

10.5 ppm for the 1-hour concentration and 6.3 ppm for the 8-hour concentrations. Based on the results from the screening model, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- and eight-hour NAAQS for this pollutant with either the Build or No-Build alternatives. As such, the project “passes” the screening model.

The project is located in an area which is designated attainment for all of the NAAQS under the criteria provided in the Clean Air Act; therefore, the Clean Air Act conformity requirements do not apply to the project. Therefore, this category has been designated as NONE on the Summary of Environmental Impacts Checklist. A detailed review of potential air quality impacts can be found in **Section 4.2** of the *ETC*.

D.3 Construction

During the construction phase of the proposed project, short-term noise and air quality impacts may be generated by stationary and mobile construction equipment. Construction of roadway improvements may have a temporary impact on noise-sensitive sites and local air quality adjacent to the project corridor. Construction noise and air pollution will be controlled by the adherence to the most recent edition of the FDOT’s *Standard Specifications for Road and Bridge Construction*.

Using FDOT’s listing of vibration sensitive sites; residences were identified as potentially sensitive to vibration caused during construction. If during final design it is determined that provisions to control vibration are necessary, the project’s construction provisions can include the necessary provisions as needed. A more detailed description of the proposed construction method can be found in **Section 6.6** of the *PEA*. This category has been designated as NOT SIGNIFICANT In the Summary of Environmental Impact Checklist. A detailed review of potential construction impacts can be found in **Section 4.3** of the *ETC*.

D.4 Contamination

A regulatory database search was requested from FirstSearch Technology Corporation along the entire project corridor. In addition to the database search of potential contamination sites, a field review was conducted in April 2011 to further supplement the database results. The purpose of the field review was to observe signs of other possible contamination sources not listed in the database search. This included a review of the following:

- Structures
- Potential sources of surface contamination
- Potential sources of airborne contamination
- Potential sources of waterborne contamination
- Tenant activities and general site conditions

Also, a review of aerial photographs was conducted to determine potential problem areas. Sites identified as contaminated or potentially contaminated were further evaluated to determine the extent of contamination or the risk of contamination. There were 28 sites evaluated within the proposed project limits. The assignment of a risk rating was based on the current and past existence of hazardous materials or petroleum products and the potential of the material/product to be encountered during proposed roadway expansion activities. The rating system developed by the FDOT as part of the PD&E process expresses the likelihood that hazardous material or petroleum products exist and the potential impact on roadway construction.

The hazardous material rating system is divided into four degrees of risk as defined by the FDOT in the PD&E Manual. These include **No**, **Low**, **Medium**, and **High** potential for risk. The following conclusions and recommendations were made regarding the proposed project:

- Of the 28 sites reviewed, 3 sites received rankings of **No** risk, 15 sites received rankings of **Low** risk, 10 sites received a ranking of **Medium** risk, and no sites received a ranking of **High** risk.
- For sites ranked **No** for potential contamination, no further action is recommended. These sites have been evaluated and determined not to have any potential environmental risk to the study area at this time. No sites with a risk ranking of **No** are anticipated to be impacted by the proposed project.
- For sites ranked **Low** for potential contamination, no further action is required at this time. These sites/facilities have potential to impact the project but based on select variables have been determined to have low risk to the project at this time. Variables that may change the risk ranking include: A facility's non-compliance to environmental regulations; new discharges to the soil or groundwater; and modifications to current permits. Should any of these variables change, additional assessment of the facility should be conducted. These facilities should be re-evaluated during the design phase.
- For those locations with a risk ranking of **Medium**, Level II field screening should be conducted. These sites have been determined to have potential contaminants, which may impact the project. A soil and groundwater-sampling plan would be developed. The sampling plan would provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical test to be performed. A site location sketch for each facility showing all proposed boring locations and groundwater monitoring wells would be prepared.
- It must be recognized that the possibility still exists that other sites containing hazardous substances, hazardous wastes, petroleum products, or environmental contamination not identified during this assessment may exist on or in the immediate vicinity of the project study corridor. This is because regulatory agency records are not

always complete; not all leaks, spills and discharges are reported; and not all USTs and ASTs are registered. The purpose of this assessment is to reduce, but not to eliminate, the unknown and uncertainty regarding the absence or presence of hazardous substances or environmental contamination in connection with the project.

Therefore, this category has been designated as NOT SIGNIFICANT on the Summary of Environmental Impacts Checklist. A detailed review of potential contamination impacts can be found in **Section 4.3** of the *ETC*.

SEIR ATTACHMENT C

Public Involvement Summary

At the start of the PD&E study, a kickoff newsletter was mailed to adjacent property owners as an effort to notify the public that the study had commenced. Agency coordination commenced with the ETDM Programming Screen and distribution of an Advance Notification.

The Hillsborough Avenue PD&E Study Public Hearing was held on Monday, September 17, 2012 from 5:00 p.m. until 7:00 p.m. at the Chloe Coney Urban Enterprise Center, CDC of Tampa, 1907 E. Hillsborough Avenue in Tampa. The formal portion of the hearing began at approximately 6:00 p.m. and was moderated by Kirk Bogen, FDOT District Seven Environmental Management Engineer.

Displays were set up in the main room, depicting the existing and recommended build alternative typical sections, aerial conceptual design roll plot, existing and future traffic projections, proposed median changes, evaluation matrix & project schedule, and other informational boards. Two tables were set up for FDOT's right of way/access management and "adjacent projects" staff. Another table displayed the study documents. A PowerPoint presentation which provided information regarding this study ran continuously in a separate room. Citizens were able to make comments to the court reporter who was available to receive comments for the public hearing record during the open house portion of the hearing and were also given an opportunity to speak during the formal portion of the hearing after filling out a speaker's card. Attendees also had an opportunity to make written comments and drop them into the comment boxes that were available. There were approximately 14 attendees (public), including a representative for Senator Kathy Castor (Chloe Coney, District Director). No comments were made during the hearing (oral or written). FDOT staff and their consultant answered questions that citizens had during the informal part of the hearing.

Questions fielded included pointing out the right of way needs, and a few median access changes. One attendee was pleased that the concepts show adding left turn lanes for the median opening at Walton Way for East Lake Park subdivision – she said it can be a dangerous turn off westbound Hillsborough without a turn lane. Other attendees were pleased to see the sidewalks and bike lanes added to the corridor especially across the bridge over the CSX railroad. The comment period ended on Thursday, September 27, 2012. A public hearing scrapbook was produced which includes all hearing materials and a brief summary of the hearing information. A certified public hearing transcript was prepared within three weeks after the hearing date and is included at the end of this Attachment.

COPY

FLORIDA DEPARTMENT OF TRANSPORTATION
 PUBLIC HEARING FOR THE
 HILLSBOROUGH AVENUE (US 92/SR 600)
 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
 FROM 50TH STREET TO WEST OF INTERSTATE 4
 HILLSBOROUGH COUNTY, FLORIDA
 WPI SEGMENT NO: 430042-1

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DATE: Monday, September 17, 2012

TIME: 5 p.m. - 7 p.m.

PLACE: Chloe Coney Urban Enterprise Center
 CDC of Tampa
 1907 East Hillsborough Avenue
 Tampa, Florida 33610

REPORTED BY: RACHELLE I. CASTELLANA
 Certified Shorthand Reporter
 Notary Public
 State of Florida at Large

I N D E X

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PAGE

Formal Hearing.....	3
Certificate of Reporter.....	9
Slide Presentation Script.....	10

1 (The Public Hearing commenced at 6 p.m.)

2 MR. BOGEN: Good evening. My name is Kirk Bogen,
3 and I'm the Environmental Management Engineer for
4 District Seven of the Florida Department of
5 Transportation. Welcome to the public hearing for the
6 Hillsborough Avenue/US 92/State Road 600 Project
7 Development and Environment, or PD&E study. This public
8 hearing concerns the proposed roadway improvements on
9 Hillsborough Avenue from 50th Street to West of
10 Interstate 4 in Hillsborough County. The Work Program
11 Item Segment Number is 430054-1.

12 Today is Monday, September 17th, 2012, and it's
13 approximately 6:01 p.m. We are assembled at the Chloe
14 Coney Urban Enterprise Center at 1907 East Hillsborough
15 Avenue in Tampa, Florida. This is your opportunity to
16 receive information on the project and officially comment
17 on the Recommended Build Alternative and other documents
18 available here tonight. The Recommended Build
19 Alternative is based on comprehensive environmental and
20 engineering analyses completed to date, as well as on
21 public comments that have been received.

22 Hillsborough Avenue is proposed to be widened --
23 improved from an existing 4-lane divided facility to a
24 6-lane divided facility. The purpose of this PD&E Study
25 is to evaluate the widening of approximately 2 miles

1 along this segment of Hillsborough Avenue from 50th
2 Street extending to the west of Interstate 4.

3 This PD&E study and Public Hearing are being
4 conducted under applicable Federal and State laws. Those
5 citations are listed on the board next to the sign-in
6 table.

7 When you arrived this evening you should have
8 received an information packet containing an
9 informational newsletter and a comment form. If you
10 weren't able to sign in or did not receive an information
11 packet, please stop by our sign-in table before leaving
12 this evening. You should also have had the opportunity
13 to view the audio-visual presentation that is
14 continuously running throughout this public hearing.

15 Those who wish to provide comments during this
16 formal portion of the public hearing should complete a
17 speaker's card and submit it to a department
18 representative. If you did not receive a card and would
19 like to make a public comment, please raise your hand and
20 a department representative will be happy to provide you
21 with one.

22 In addition to making an oral statement during this
23 portion of the hearing, you may also make a comment after
24 this presentation to the court reporter that is here
25 tonight. You may also submit your comments to the

1 department in writing. Comment forms may be placed in
2 one of the comment boxes this evening or you may complete
3 the form at a later date and mail it to us at the
4 preprinted address located on the back of the sheet.
5 Please keep in mind that written comments must be
6 postmarked by Thursday, September 27th, 2012 to be
7 included in the official public hearing record.

8 One of the unavoidable consequences on a
9 transportation project such as this is the necessary
10 acquisition of privately owned land, and the subsequent
11 relocation of families or businesses displaced by such
12 acquisition. On this project, we anticipate minor
13 acquisition of several parcels, including easements. We
14 also anticipate impacts resulting in the relocation of no
15 residences and no businesses.

16 If all or part of your property is being acquired,
17 you will be provided a written explanation of your legal
18 rights in eminent domain. You will be contacted by an
19 appraiser who will inspect your property to become
20 familiar with its unique characteristics. We encourage
21 you to be present during the inspection and provide
22 information about your property, which would be helpful
23 in determining its value. After the appraisal is
24 complete, a Right of Way Specialist will meet with you to
25 negotiate in good faith, and to serve as a point of

1 contact throughout the process.

2 If you are required to move as a result of a
3 Department of Transportation project, you will be treated
4 in a fair and helpful manner, and in compliance with the
5 Uniform Relocation Act. You will be eligible for
6 relocation advisory services, and you may also be
7 eligible for relocation payments, including moving
8 expenses, replacement housing costs, or business
9 reestablishment expenses. A Relocation Specialist will
10 be assigned to assist you throughout the Relocation
11 process.

12 If you are not satisfied with the Department's
13 determination of your eligibility for payment, or the
14 amount of that payment, you may appeal that
15 determination. You will be furnished any necessary
16 forms, and notified of the procedures to follow in making
17 that appeal.

18 A special word of caution - if you move before the
19 property you occupy is acquired, or before you receive
20 notification of the relocation benefits that you might be
21 entitled to, your benefits may be jeopardized.

22 The Right of Way Specialists who are familiar with
23 this process are available this evening, and will be
24 happy to answer your questions. They will also provide
25 you copies of the acquisition and relocation assistance

1 brochures.

2 Zenia Gallo and Carmen Hernandez, if you would
3 please stand, so that anyone who is an affected property
4 owner or displaced family or business will know who to
5 see regarding these types of issues. Thank you, Ladies.

6 Before I continue, I would like to recognize any
7 elected officials or their representatives who are here
8 tonight. Please stand and introduce yourselves for the
9 record. I see none.

10 At this time, we will begin taking public comments.
11 I will call each speaker in the order in which their
12 request is received. In an effort to accommodate all
13 requests to speak, we ask that each speaker keep their
14 comments to 3 minutes. Those who wish to provide
15 additional comments may return to the microphone
16 following the last speaker or you may present your
17 additional comments directly to the court reporter at the
18 end of tonight's hearing.

19 As I call your name, please step to the microphone,
20 which Laurie has, and state your name and address before
21 making your comment. If you have questions, please see
22 one of the department representatives following this
23 portion of the hearing.

24 The first speaker is -- help me with the
25 pronunciation -- Nooruddin Hemani?

1 MR. HEMANI: Yeah. I have questions. I don't have
2 any comments.

3 MR. BOGEN: Okay. If you would see one of our
4 representatives, Manny or Jeff, they would be able to
5 answer your questions afterwards.

6 Is there anyone else that would like to make a
7 statement? Seeing none.

8 The Public Hearing transcript, written statements,
9 exhibits, and reference materials will be available for
10 public inspection at the District Seven Office at 11201
11 North McKinley Drive, Tampa, Florida, within three weeks.

12 It is approximately 6:10. I hereby officially close
13 the formal portion of the Public Hearing for the
14 Hillsborough Avenue PD&E Study. The Florida Department
15 of Transportation thanks you for attending. Travel
16 safely and buckle up. Good night.

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CERTIFICATE OF REPORTER

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

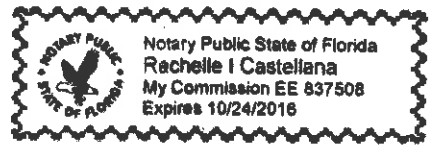
I, RACHELLE I. CASTELLANA, Certified
Shorthand Reporter, certify that I was authorized to and did
stenographically report the foregoing Public Hearing; and that
the transcript is a true record of the Public hearing, to the
best of my ability.

I further certify that I am not a relative,
employee, attorney, or counsel of any of that parties, nor am
I a relative or employee of an of the parties' attorney or
counsel connected with this action, nor am I financially
interested in the action.

Dated this 1st day of October,
2012, at Tampa, Hillsborough County, Florida.

Rachelle I. Castellana

Rachelle I. Castellana
Certified Shorthand Reporter
Notary Public - State of Florida



1 (The following is the text of the slide presentation.)

2 **SLIDE 1:** The Florida Department of Transportation,
3 or FDOT, welcomes you to the public hearing for the
4 Hillsborough Avenue, Project Development and Environment,
5 or PD&E Study. The limits of this study are from 50th
6 Street to west of Interstate 4 in Hillsborough County,
7 Florida. This presentation will provide an overview of
8 the study and the proposed improvements along this
9 portion of Hillsborough Avenue.

10 **SLIDE 2:** The PD&E Study process includes a
11 comprehensive evaluation of the proposed improvements
12 shown in the engineering concepts. Those concepts are
13 evaluated for social, cultural, economic, and
14 environmental effects in the area. This includes
15 consideration of the effects on the community and the
16 quality of life of its citizens.

17 **SLIDE 3:** The FDOT initiated this PD&E Study in
18 August of 2011. The purpose of tonight's hearing is to
19 present the recommended alternative and to receive
20 comments for the record for the proposed project and the
21 expected effects.

22 **SLIDE 4:** This hearing is being conducted in
23 accordance with all federal, state and local
24 requirements. These citations are listed on a display
25 board by the sign-in table. All draft study reports have

1 been on public display at the Seminole Heights Branch
2 Library and also at the FDOT District Seven office. The
3 display period began on August 27, 2012 and will continue
4 until September 27, 2012. Please refer to the handout
5 provided at tonight's hearing for information regarding
6 the location and hours of operation to view these
7 documents. The study documents are also on display at
8 this hearing.

9 **SLIDE 5:** The need for improvements to the
10 Hillsborough Avenue corridor in the study area is based
11 on:

- 12 * Expected travel demands within the study area
- 13 * Existing and projected population and employment
14 growth; and
- 15 * Consistency with local Long Range Transportation
16 Plans.

17 **SLIDE 6:** The Cost Affordable component of the 2035
18 Hillsborough County Long Range Transportation Plan,
19 adopted on December 9, 2009, identifies expanding
20 Hillsborough Avenue to 6 lanes.

21 **SLIDE 7:** The Annual Average Daily traffic is the
22 amount of traffic counted that crosses a given point in a
23 24 hour period. In 2010, the annual average daily
24 traffic counted along this portion of Hillsborough Avenue
25 was approximately 40,000 vehicles per day.

1 **SLIDE 8:** We have determined that traffic will
2 continue to increase. By year 2040, traffic is expected
3 to almost double to approximately 78,000 vehicles per day
4 within the study corridor. With no improvements,
5 Hillsborough Avenue will be highly congested and operate
6 at an unacceptable level of service. The expansion of
7 Hillsborough Avenue is needed primarily to reduce traffic
8 congestion.

9 **SLIDE 9:** The existing Hillsborough Avenue facility
10 is a 4-lane divided highway with a 40-foot grassed median
11 and 5-foot paved shoulders. Sidewalks are intermittent
12 throughout the corridor.

13 **SLIDE 10:** The recommended alternative is a six-lane
14 suburban typical section which includes 12-foot travel
15 lanes, 8-foot shoulders, of which 5 feet will be paved
16 and serve as bicycle lanes. Sidewalks will run
17 continuously throughout the corridor. A 40-foot grassed
18 median divides the two sides of traffic which includes 6
19 and a half foot inside paved shoulders.

20 **SLIDE 11:** The existing bridge over the CSX railroad
21 includes a 4-lane typical section with lane widths of 12
22 feet, 2-foot shoulders and a 3-foot path. There is a
23 4-foot raised separator that divides the eastbound and
24 westbound traffic. The existing bridge is not suitable
25 for widening due to its age, condition, and substandard

1 vertical and horizontal clearances from the railroad
2 tracks so the bridge will be replaced in its present
3 location.

4 **SLIDE 12:** The recommended bridge over the CSX
5 railroad includes a 6-lane typical section with lane
6 widths that vary from 11 to 12 feet, 5 and a half foot
7 shoulder and bicycle lane, and 5-foot sidewalks. A
8 4-foot raised separator with 1 and a half foot inside
9 shoulders would separate the two directions of traffic
10 and a barrier wall would separate the sidewalk from the
11 traffic and bicycle lanes.

12 **SLIDE 13:** In order to meet FDOT Access Management
13 criteria, changes are proposed at three existing median
14 opening locations. The change involves channelizing
15 these as directional openings due to their close
16 proximity to adjacent intersections or other openings.
17 The aerial board in the main room shows the details of
18 these changes.

19 **SLIDE 14:** The evaluation matrix compares the
20 no-build alternative, or do-nothing alternative, versus
21 the recommended build alternative. The matrix identifies
22 potential effects to the social environment, natural
23 environment and cultural resources, as well as
24 preliminary cost estimates. Since the proposed
25 improvements can be constructed almost entirely within

1 the existing right of way, the environmental effects are
2 minimal. The overall project cost, in 2012 dollars, is
3 estimated between 44 and 48 million dollars for design,
4 land acquisition, and construction. Right of way costs
5 include pond sites which will later be determined in the
6 Design phase. FDOT representatives are available to
7 answer any questions you may have regarding the
8 comparisons. You can also view the evaluation matrix on
9 a display board at tonight's hearing.

10 **SLIDE 15:** Tonight's hearing is an opportunity for
11 you to ask questions and offer comments on this project.
12 Project representatives are available to address
13 questions concerning the alternatives presented. In
14 addition, FDOT representatives are on hand to address
15 questions related to traffic, access management, right of
16 way acquisition and environmental effects.

17 **SLIDE 16:** There are several ways to make a comment
18 as part of the public hearing record. You can speak
19 directly to the court reporter who is on hand at this
20 hearing.

21 **SLIDE 17:** The court reporter will also record
22 comments stated at the public forum which begins at 6
23 p.m. The FDOT will moderate this formal public comment
24 session. If you wish to speak publicly, please complete
25 a speaker's card and hand it to an FDOT representative at

1 the sign-in table.

2 **SLIDE 18:** You can complete the Comment Form
3 provided in the brochure and drop it in one of the
4 "Comment" boxes today; or

5 **SLIDE 19:** You can mail written comments to the
6 address listed on the back of the form. All comments
7 received, regardless of how they are submitted, will be
8 reviewed and considered in the study analysis. We ask
9 that you return this form postmarked by Thursday,
10 September 27, 2012 so your comments can become part of
11 the public hearing record.

12 **SLIDE 20:** The FDOT has not yet programmed funding
13 for this project within its Adopted 5-Year Work Program
14 for design, right of way acquisition, and construction.
15 The funding and timing for these phases may change
16 depending upon the availability of future funding.

17 **SLIDE 21:** Following this hearing, the Project Team
18 will review all public input. They will then document
19 the preferred alternative and finalize the PD&E study
20 documents. A State Environmental Impact Report is being
21 prepared because the next phase is not presently funded.
22 The PD&E Study is expected to be completed in the next
23 few months.

24 **SLIDE 22:** This concludes our presentation. We, at
25 the Florida Department of Transportation, thank you for

1 participating in tonight's public hearing and for your
2 interest in this project. Please proceed to the main
3 room to view the displays and talk with our staff.

4 Please travel safely and buckle up!

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SEIR ATTACHMENT D

Federal and State Agency Coordination and Concurrence

IS INTENDED TO FACILITATE AND GUIDE THE DIALOGUE DURING A PRE-APPLICATION MEETING BY PROVIDING
A "PROMPT LIST" OF DISCUSSION SUBJECTS. IT IS NOT A LIST OF REQUIREMENTS FOR SUBMITTAL BY THE APPLICANT.



**SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
RESOURCE REGULATION DIVISION
PRE-APPLICATION MEETING NOTES**

FILE NUMBER:

Date: 12-27-11 10 AM
Project Name: HILLSBOROUGH AVE. - EAST OF HARD ROCK TO 50th St
Attendees:

Raymond Ralls } American Consulting Engineers
Dane Bradahl }
John Emery - Chae Collins } SWFWMD
Scott Hickerson }

County: Hills.
Total Land Acreage: 40±

Sec/Twp/Rge: 34,35,36/28/19 - 42,3/29/19
Project Acreage: 40±

Prior On-Site/Off-Site Permit Activity:

Project Overview:

Widening Hillsborough Ave. from 4 to 6 lanes.
Drains to 2 basins Tampa Bypass Canal &
Bellows Lake (both appear to be verified as impaired
for DO and/or nutrients). No apparent 100
year floodplain issues.

Environmental Discussion: (Wetlands On-Site, Wetlands on Adjacent Properties, Delineation, T&E species, Easements, Drawdown Issues, Setbacks, Justification, Elimination/Reduction, Permanent/Temporary Impacts, Secondary and Cumulative Impacts, Mitigation Options, SHWL, Upland Habitats, Site Visit, etc.)

Quantity impacts to surface waters.

Site Information Discussion: (SHW Levels, Floodplain, Tailwater Conditions, Adjacent Off-Site Contributing Sources, Receiving Waterbody, etc.)

Water Quantity Discussions: (Basin Description, Storm Event, Pre/Post Volume, Pre/Post Discharge, etc.)

Attenuate 25yr. 24 hr peak discharge rates to each outfall (Florida modified rainfall distribution).

Water Quality Discussions: (Type of Treatment, Technical Characteristics, Non-presumptive Alternatives, etc.)

Impaired water bodies, bodies, provide impaired water net improvement or presumptive criteria, whichever is greater. Treat new area of impervious or equivalent treatment. Replace any incidental water quality treatment now occurring in existing ditches, swales, etc.

Sovereign Lands Discussion: (Determining Location, Correct Form of Authorization, Content of Application, Assessment of Fees, Coordination with FDEP)

N/A

Operation and Maintenance/Legal Information: (Ownership or Perpetual Control, O&M Entity, O&M Instructions, Homeowner Association Documents, Coastal Zone requirements, etc.)

FOOT.

Application Type and Fee Required:

General Construction - Fee will probably be
\$2912.

Other: (Future Pre-Application Meetings, Fast Track, Submittal Date, Construction Start Date, Required District Permits – WUP, WOD, Well Construction, etc.)

Disclaimer: The District ERP pre-application meeting process is a service made available to the public to assist interested parties in preparing for submittal of a permit application. Information shared at pre-application meetings is superseded by the actual permit application submittal. District permit decisions are based upon information submitted during the application process and Rules in effect at the time the application is complete.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, Florida 33612

ANANTH PRASAD, P.E.
SECRETARY

Sept



FWS Log No

13-I-0002

The proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.) This finding fulfills the requirements of the Act.

David L. Hankla
for

David L. Hankla
Field Supervisor

10/2/12
Date

Ms. Jane Monaghan
U.S. Fish and Wildlife Service
7915 Baymeadows Way, Suite 200
Jacksonville, FL 32256-7517

RE: WPI Segment No: 430054-1
Hillsborough Avenue (US 92/SR 600)
From 50th Street to the west of Interstate 4
Hillsborough County, Florida

Dear Ms. Monaghan,

The Florida Department of Transportation (Department), District Seven is conducting a State Environmental Impact Report (SEIR) to evaluate the widening of approximately 2 miles along Hillsborough Avenue from 50th Street to west of Interstate 4 (I-4). Hillsborough Avenue is a major east-west arterial in central Hillsborough County that connects U.S. Highway 301 (US 301) and I-4 and provides access to many commercial, industrial and residential areas within central Hillsborough County. The roadway is to be improved from an existing 4-lane divided to a 6-lane divided roadway. This project was screened through the Efficient Transportation Decision Making (ETDM) process under ETDM Programming Screen #13312.

As a part of conducting this study, the Department is initializing informal consultation with the U.S. Fish and Wildlife Service (USFWS). In order to fulfill the requirements of the various federal and state environmental and regulatory processes the Department is soliciting comments from federal, state, and local agencies. A Draft Endangered Species Biological Assessment (ESBA) Technical Memorandum has been prepared for the study. This memorandum is attached for your review.

This project has been evaluated for impacts on federally protected threatened and endangered species. Based on the results of the study conducted, the Department has concluded that the wood stork, eastern indigo snake, and bald eagle may utilize habitat within the project area. It is

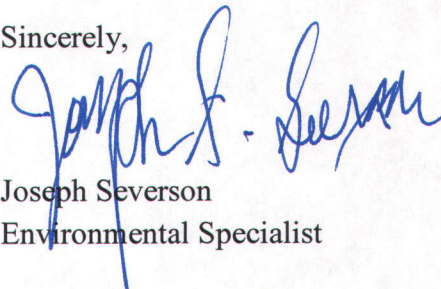
September 6, 2012

anticipated that this project will have minimal temporary impacts to habitat during construction of the proposed roadway widening, but will not have any permanent adverse effects to these species or their habitat.

No suitable foraging habitat for the wood stork or suitable habitat for the eastern indigo snake will be impacted by the construction of the proposed roadway widening. There is one bald eagle nest (HL055) located within approximately 300 feet of the project corridor that may be affected during construction. The Department will coordinate with the USFWS and monitor the nest if needed during construction. Therefore, the Department has determined that the proposed actions will have a "No Effect" determination for the wood stork, eastern indigo snake, and other state-listed species identified in the ESBA Technical Memorandum and a "May Affect" determination for the bald eagle.

If your office concurs with this determination, please respond to the Department in writing by ~~September 14, 2012~~ ^{OCTOBER} 14, 2012. If your agency would like a site review or any additional information, please feel free to call me at (813) 975-6455.

Sincerely,



Joseph Severson
Environmental Specialist

cc: File
Robin Rhinesmith
Manuel Santos, E.I.

Enclosed: Draft Endangered Species Biological Assessment Technical Memorandum



Florida Department of Transportation

11201 N. McKinley Drive Tampa, FL 33612-6456 Phone (813) 975-6000 1-800-226-7220

RICK SCOTT
GOVERNOR

ANANTH PRASAD, P.E.
SECRETARY

April 30, 2012

Mr. Robert F. Bendus
State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attention: Transportation Compliance Review Program

RE: Work Program Item Segment No.: 430054-1
SR 600 (US 92/Hillsborough Avenue) from 50th Street to Interstate 4
Hillsborough County

Dear Mr. Bendus:

Enclosed you will find one copy of the Final Cultural Resource Assessment Survey (CRAS) (March 2012), 18 original Florida Master Site File (FMSF) forms, a CD with the FMSF photographs, and a Survey Log Sheet for the above referenced state funded project.

The Florida Department of Transportation (FDOT), District Seven, is currently conducting a state funded Project Development and Environment (PD&E) Study to evaluate improvements to approximately 2 miles of SR 600 (US 92/Hillsborough Avenue). SR 600 (US 92/Hillsborough Avenue) is currently a four-lane divided roadway from 50th Street to Interstate 4 (I-4). The purpose of the proposed improvement project is to widen SR 600 (US 92/Hillsborough Avenue) from a four- to six-lane divided facility from 50th Street to I-4. The widening will provide additional roadway capacity along SR 600 (US 92/Hillsborough Avenue) to meet future travel demands and to safely accommodate future vehicle traffic as well as non-motorized users. The widening is proposed to take place within the existing 200 feet of right of way (ROW).

In accordance with Chapter 267 Florida Statute and FDOT procedures, the purpose of the current CRAS was to locate and identify any archaeological sites and historic resources located within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the NRHP. The project APE for the

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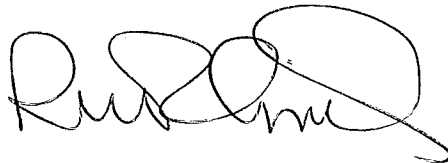
Mr. Robert F. Bendus
Work Program Item Segment No.: 430054-1
SR 600 (US 92/Hillsborough Avenue) from 50th Street to Interstate 4
April 30, 2012
Page 2

archaeological survey was defined as the existing 200-ft ROW. The project APE for the historical survey includes the existing ROW and immediately adjacent properties. Work included background research, archaeological survey, and historical/architectural field survey. The preliminary background research indicated that no National Register of Historic Places (NRHP)-listed or eligible archaeological or historic resources are located within the SR 600 (US 92/Hillsborough Avenue) project APE.

The archaeological field survey identified no archaeological sites. As a result of historical/architectural field survey, 18 historic resources, including 14 historic buildings (8HI11668-11681), one historic bridge (8HI11687), one historic railroad segment (8HI11686), and two resource groups (8HI11684-11685), were newly identified, recorded, and evaluated. These include Masonry Vernacular, Industrial Vernacular, Modern style warehouses and other commercial buildings constructed between ca. 1947 and 1962. None is considered to be potentially eligible for listing in the NRHP, either individually or as part of a potential historic district, due to their commonality of style and lack of significant historical associations.

If you concur with the finding that this project will have no effect on significant cultural resources, please sign the concurrence block below. If you have any questions or if I may be of further assistance, please contact me at (813) 975-6496 or via e-mail at Robin.Rhinesmith@dot.myflorida.com, or Rebecca Spain Schwarz at (813) 281-8308 or via e-mail at rebecca.spain-schwarz@atkinsglobal.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robin Rhinesmith', with a large, sweeping flourish at the end.

Robin Rhinesmith
Environmental Administrator

Enclosures

cc: Manny Santos (FDOT)
Roy Jackson (FDOT CEMO)
Jeff Novotny (American)
Rebecca Spain Schwarz (Atkins)

Mr. Robert F. Bendus
Work Program Item Segment No.: 430054-1
SR 600 (US 92/Hillsborough Avenue) from 50th Street to Interstate 4
April 30, 2012
Page 3

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2012-1966.

*except for - HI 11668 -
HI 11681*


for See attached Memo
Robert F. Bendus
State Historic Preservation Officer
Director, Florida Division of Historical Resources

7-13-2012
Date

Laura A. Kammeyer, Deputy SHPO

MEMORANDUM**Florida Department of State**

TO: Robin Rhinesmith
Florida Department of Transportation
District 7 Office
11201 N. McKinley Drive
Tampa, Florida 33612-6456

FROM: Laura Kammerer 
Deputy State Historic Preservation Officer
For Review and Compliance

DATE: July 13, 2012

RE: DHR Project File #: 2012-1966
Received by DHR: May 2, 2012
ETDM No.: 13312

Project: SR 600 (US 92/Hillsborough Avenue) from 50th Street to Interstate 4, Hillsborough County

The proposed project involves the widening of SR 600 (US92/East Hillsborough Avenue) from four lanes to six. Since the project's undertakings will occur within the current right of way, the historic properties recorded within the project's area of potential effect are unlikely to be adversely affected. However, at this time, it is the opinion of this office that there is insufficient information to determine eligibility for the structures identified, known as HI11668-HI11681.

If you have any questions, please contact Alyssa McManus, Architectural Historian, Transportation Compliance Review Program, via email alyssa.mcmanus@dos.myflorida.com, or at 850.245.6333.

Florida Department of Transportation STATE ENVIRONMENTAL IMPACT REPORT

1. GENERAL INFORMATION

Project Name: Hillsborough Avenue (US 92/SR 600) Project Development and Environment (PD&E) Study
Project Limits: 50th Street to West of Interstate 4
WPI Segment No.: 430054-1

2. PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study to evaluate the widening of approximately 2-miles along Hillsborough Avenue from 50th Street to west of I-4 (Figure A).

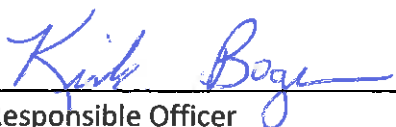
a. Existing Conditions:

Hillsborough Avenue (US 92/SR 600) currently has a 4-lane divided rural typical section (Figure B). The existing roadway has 12-foot travel lanes, 5-foot paved outside shoulders and a 40-foot grassed median from west of 56th Street to west of Interstate 4 (I-4). There is one bridge (Bridge No. 100021) located within the study limits: the Hillsborough Avenue Bridge over the CSX Railroad, between 50th and 56th Streets. (Figure B). The posted speed limit is 45 miles per hour (mph), except for a short segment from east of Harney Road to west of the I-4 ramps, which is posted at 50 mph. The existing right of way (ROW) width varies from 104 to 240 feet, with 200 feet being the most typical width.

b. Proposed Improvements:

Proposed improvements include widening to six lanes, as well as intersection improvements at 56th Street, Net Park Driveway, Harney Road, and Orient Road. The improvements also include the construction of stormwater management facilities. Preliminary recommended roadway and bridge typical sections are shown in Figure C. The proposed project is not funded in FDOT's current Adopted 5-Year Work Program.

3. APPROVED FOR PUBLIC AVAILABILITY (Prior to Public Hearing)


Responsible Officer


Date

A Public Hearing was held on 09/17/2012.

4. APPROVAL OF FINAL DOCUMENT (After Public Hearing)


District Secretary or Designee


Date