

# Display Purposes Only- Please Do Not Remove

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

## TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM

**1. GENERAL INFORMATION**

County: Hillsborough and Polk  
 Project Name: I-4 (SR 400) Project Development & Environment Study  
 Project Limits: East of 50<sup>th</sup> Street to the Polk Parkway  
 Project Numbers: 13808 431746-1 N/A  
 ETDM (if applicable) Financial Management Federal-Aid

**2. PROJECT PURPOSE AND NEED**

- a. Purpose and Need: **See Attachment 2a**
- b. Proposed Improvements: **See Attachment 2b**
- c. Project Planning Consistency: disregard providing historical details, instead focus on future phases of segments being advanced. If more than one segment is being advanced additional tables should be added. **See Appendix 1**

Currently Adopted CFP-LRTP	COMMENTS				
Y					
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y	Y	3,685,048	Beyond 2018	Page 214 of adopted STIP as of 7/1/2014
Construction	N	N			

*\*Include pages from TIP/STIP/LRTP (See Appendix 1)*

**3. CLASS OF ACTION**

- a. Class of Action:
  - Type 2 Categorical Exclusion
- b. Other Actions:
  - Section 4(f) Evaluation
  - Section 106 Consultation
  - Endangered Species Biological Assessment
- c. Public Involvement:
  - 1.  A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
  - 2.  A public hearing was held on [DATE] and a transcript is included. Approval of this determination constitutes location and design concept acceptance for this project.
    - An opportunity for a public hearing was afforded and a certification of opportunity is included. Approval of this determination constitutes acceptance of the location and design concepts for this project.
  - 3.  A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.
    - An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.
- d. Cooperating Agency:  COE  USCG  FWS  EPA  NMFS  NONE

**4. REVIEWERS' SIGNATURES**

_____	___ / ___ / ___
FDOT Project Manager	Date
_____	___ / ___ / ___
FDOT District Environmental Manager or Designee	Date

**5. FHWA CONCURRENCE**

_____	___ / ___ / ___
(For) Division Administrator or Designee	Date



## 6. IMPACT EVALUATION

Topical Categories	Impact Determination*				Basis for Decision*
	Sig	Not Sig	None	No Inv	
<b>A. SOCIAL &amp; ECONOMIC</b>					
1. Land Use Changes	[ ]	[ ]	[X]	[ ]	<u>See Attachment A.1</u>
2. Community Cohesion	[ ]	[ ]	[X]	[ ]	<u>See Attachment A.2</u>
3. Relocation Potential	[ ]	[X]	[ ]	[ ]	<u>See Attachment A.3</u>
4. Community Services	[ ]	[ ]	[X]	[ ]	<u>See Attachment A.4</u>
5. Nondiscrimination Considerations	[ ]	[ ]	[X]	[ ]	<u>See Attachment A.5</u>
6. Controversy Potential	[ ]	[ ]	[X]	[ ]	<u>See Attachment A.6</u>
7. Scenic Highways	[ ]	[ ]	[ ]	[X]	<u>See Attachment A.7</u>
8. Farmlands	[ ]	[X]	[ ]	[ ]	<u>See Attachment A.8</u>
<b>B. CULTURAL</b>					
1. Section 4(f)	[ ]	[ ]	[ ]	[X]	<u>See Attachment B.1</u>
2. Historic Sites/Districts	[ ]	[ ]	[X]	[ ]	<u>See Attachment B.2</u>
3. Archaeological Sites	[ ]	[ ]	[X]	[ ]	<u>See Attachment B.3</u>
4. Recreation Areas	[ ]	[ ]	[X]	[ ]	<u>See Attachment B.4</u>
<b>C. NATURAL</b>					
1. Wetlands	[ ]	[X]	[ ]	[ ]	<u>See Attachment C.1</u>
2. Aquatic Preserves	[ ]	[ ]	[ ]	[X]	<u>See Attachment C.2</u>
3. Water Quality	[ ]	[ ]	[X]	[ ]	<u>See Attachment C.3</u>
4. Outstanding FL Waters	[ ]	[ ]	[ ]	[X]	<u>See Attachment C.4</u>
5. Wild and Scenic Rivers	[ ]	[ ]	[ ]	[X]	<u>See Attachment C.5</u>
6. Floodplains	[ ]	[ ]	[X]	[ ]	<u>See Attachment C.6</u>
7. Coastal Zone Consistency	[ ]	[ ]	[ ]	[X]	<u>See Attachment C.7</u>
8. Coastal Barrier Resources	[ ]	[ ]	[ ]	[X]	<u>See Attachment C.8</u>
9. Wildlife and Habitat	[ ]	[X]	[ ]	[ ]	<u>See Attachment C.9</u>
10. Essential Fish Habitat	[ ]	[ ]	[ ]	[X]	<u>See Attachment C.10</u>
<b>D. PHYSICAL</b>					
1. Noise	[ ]	[X]	[ ]	[ ]	<u>See Attachment D.1</u>
2. Air Quality	[ ]	[ ]	[ ]	[X]	<u>See Attachment D.2</u>
3. Construction	[ ]	[X]	[ ]	[ ]	<u>See Attachment D.3</u>
4. Contamination	[ ]	[X]	[ ]	[ ]	<u>See Attachment D.4</u>
5. Aesthetic Effects	[ ]	[ ]	[X]	[ ]	<u>See Attachment D.5</u>
6. Bicycles and Pedestrians	[ ]	[ ]	[ ]	[X]	<u>See Attachment D.6</u>
7. Utilities and Railroads	[ ]	[X]	[ ]	[ ]	<u>See Attachment D.7</u>
8. Navigation	[ ]	[ ]	[ ]	[X]	<u>See Attachment D.8</u>
a.	[X] FHWA has determined that a USCG Permit IS NOT required in accordance with 23 CFR 650, Subpart H.				
b.	[ ] FHWA has determined that a USCG Permit IS required in accordance with 23 CFR 650, Subpart H.				

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

## E. PERMITS REQUIRED

<u>Agency</u>	<u>Type</u>	<u>Status</u>
SWFWMD	Individual Permit	Not submitted
USACE	Individual Permit	Not submitted
FDEP	National Pollutant Discharge Elimination System (NPDES) Permit	Issued 48 hours prior to construction activities

## 7. COMMITMENTS AND RECOMMENDATIONS

1. The FDOT will coordinate with all applicable federal and state regulatory agencies during the project design phase and will obtain all necessary permits prior to commencement of construction. The FDOT will ensure that the construction contractor will adhere to all conditions set forth in the permits. Staging areas should be in disturbed areas to avoid impacts to fish and wildlife habitat resources and should be approved during permitting.
2. Wetland impacts that will result from the construction of this project will be mitigated for pursuant to Section 373.4127, F.S, or as otherwise agreed upon between FDOT and the appropriate regulatory agencies.
3. Due to the presence of gopher tortoise habitat and the observation of a potentially occupied burrow within the project limits, a gopher tortoise survey within the construction limits (roadway footprint and stormwater management areas) will be performed prior to construction activities pursuant to the current Florida Fish and Wildlife Conservation Commission (FFWCC) guidelines. FDOT will secure any necessary permits needed for this species and relocate gopher tortoise prior to construction.
4. The United States Fish and Wildlife Services (USFWS) most current Standard Protection Measures for the Eastern Indigo Snake will be adhered to during construction.
5. FDOT commits to initiate future informal consultation with the USFWS and provide updated information as necessary for the federally protected species that may be involved with the proposed project.
6. Based on the noise evaluation performed to date, the FDOT is committed to further consideration of noise barriers during the final design process. The traffic noise barrier evaluation will be refined using specific horizontal alignment and vertical elevation data along with other factors that are developed during final design.

## **Attachment 2 – Project Purpose and Need**

### **a. Purpose and Need:**

Development of the Interstate 275 (I-275) and I-4 corridors within urban Tampa has been guided by the Tampa Interstate Study (TIS) that provided concept plans for approximately 37 miles of interstate improvements, including the recently completed I-4 Selmon Expressway connectors. The TIS Final Environmental Impact Statement (FEIS) Approved Alternative provides a roadway system that includes General Use Lanes (GULs), separated Express Lanes (ELs), and a dedicated transit envelope. The Tampa Bay Express (TBX) Master Plan describes the current I-4 typical section as being consistent with the TIS FEIS. The I-4 widening project, which created the existing typical section, was completed in 2007. It includes a total of eight GULs (four in each direction) along with a median width sufficient for future ELs that were planned in the TIS FEIS between I-275 and the 50<sup>th</sup> Street interchange.

The need for interstate system improvements has been extensively documented in numerous studies. Within the I-275, I-4, and I-75 corridors, eight segments were identified based on the needs assessment as potential EL projects. The evaluation of interstate ELs by the TBX Master Plan identified projects that can provide new choices that will improve driver mobility on the interstate system in the Tampa Bay region and reduce the costs drivers pay due to traffic congestion.

### **Existing Conditions**

I-4 (SR 400) is a major east-west interstate that connects I-275, the Lee Roy Selmon Expressway, I-75 and the Polk Parkway. I-4 provides access to important industrial areas, such as Port Tampa Bay, as well as downtown Tampa and residential/commercial areas in eastern Hillsborough County and western Polk County. I-4 provides an important connection to the regional and statewide transportation network linking the Tampa Bay region to the remainder of the state and nation. On a regional scale, I-4 extends from the I-275 interchange in downtown Tampa to I-95 in Daytona Beach. The FDOT has designated I-4 eastbound from Tampa as one of seven one-way evacuation routes in Florida. Figure 1 depicts the project location.

### **b. Proposed Improvements**

The alternatives being considered include No Project (No-Build), Transportation System Management and Operations (TSM&O), and Study (Build) Alternatives. The No-Build Alternative assumes no changes to the transportation facilities within the project corridor beyond currently planned and programmed projects already committed. The benefits of the No-Build Alternative are the absence of construction-related and short-term operational impacts associated with the Build Alternatives. However, long-term benefits accrued from serving future traffic demands will not be realized with this alternative. Operating conditions are anticipated to worsen with time, while further increasing delays and congestion. Specifically, the No-Build Alternative will offer no benefits to the existing or future traffic congestion anticipated on I-4 (SR 400).

TSM&O Alternatives are defined as low capital cost transportation improvements designed to maximize the utilization and efficiency of the existing transportation system through improved system management. The various forms of TSM&O activities include:

- Traffic signal improvements,
- Intersection/interchange improvements,
- Widening of parallel arterials,
- Ridesharing programs,
- Reversible flow roadway systems,
- Transit,
- ITS, and
- Ramp-to-ramp auxiliary lanes

Although the implementation of TSM&O strategies would certainly aid in localized operation of the existing roadway, the projected traffic volumes for the design year 2040 require I-4 to be widened to provide the additional capacity necessary to maintain or improve the existing levels of service. Therefore, the TSM&O Alternative is not considered a viable alternative and no further evaluation of the TSM&O Alternative will be conducted during this study.

The Build Alternative will examine the need for express lane improvements along the 22.1 mile segment of I-4 (SR 400) from east of 50th Street (US 41/SR 583) in Hillsborough County to the Polk Parkway (SR 570) in Polk County. The improvements being considered for this project include widening I-4 (SR 400) from an existing six lane divided urban interstate to a ten lane divided highway, to accommodate four express lanes with two express lanes in each direction. All proposed typical sections provide a design speed of 70 miles per hour (mph). Figures 2 – 8 are proposed typical sections along the 22.1 mile corridor.

During the design phase of the Build Alternative, the culverts and bridges throughout the corridor should be analyzed using site specific data to accurately conclude that there will be no significant increase in backwater elevation. Additionally, a thorough field reconnaissance should be conducted to determine the need for widening or reconstruction of the existing cross drains.

Equivalent compensating storage volume must be provided for the impacted areas. This can be achieved utilizing offsite floodplain compensation sites, cut ditch sections, or the expansion of existing permitted floodplain compensation sites on a “cup for cup” basis. While “cup for cup” compensation is the preferred method of compensation, watershed modeling is also an accepted practice for demonstrating no adverse impacts to the floodplain.

All alternatives were evaluated with regards to socio-economic, engineering, safety, costs and environmental impacts. The preferred/ recommended alternative is chosen based on the results of the

engineering and environmental analysis and input from the public involvement program. Based on these evaluations, a Preferred Alternative was identified and recommended for the study. The Preferred Alternative includes two express lanes within the study area and the approved Systems Interchange Modification Report's (SIMR) improvements (FPID 430335-1, FPID 430336-1, & FPID 435726-1).Table 1 is an alternative comparative evaluation matrix regarding the project corridor.

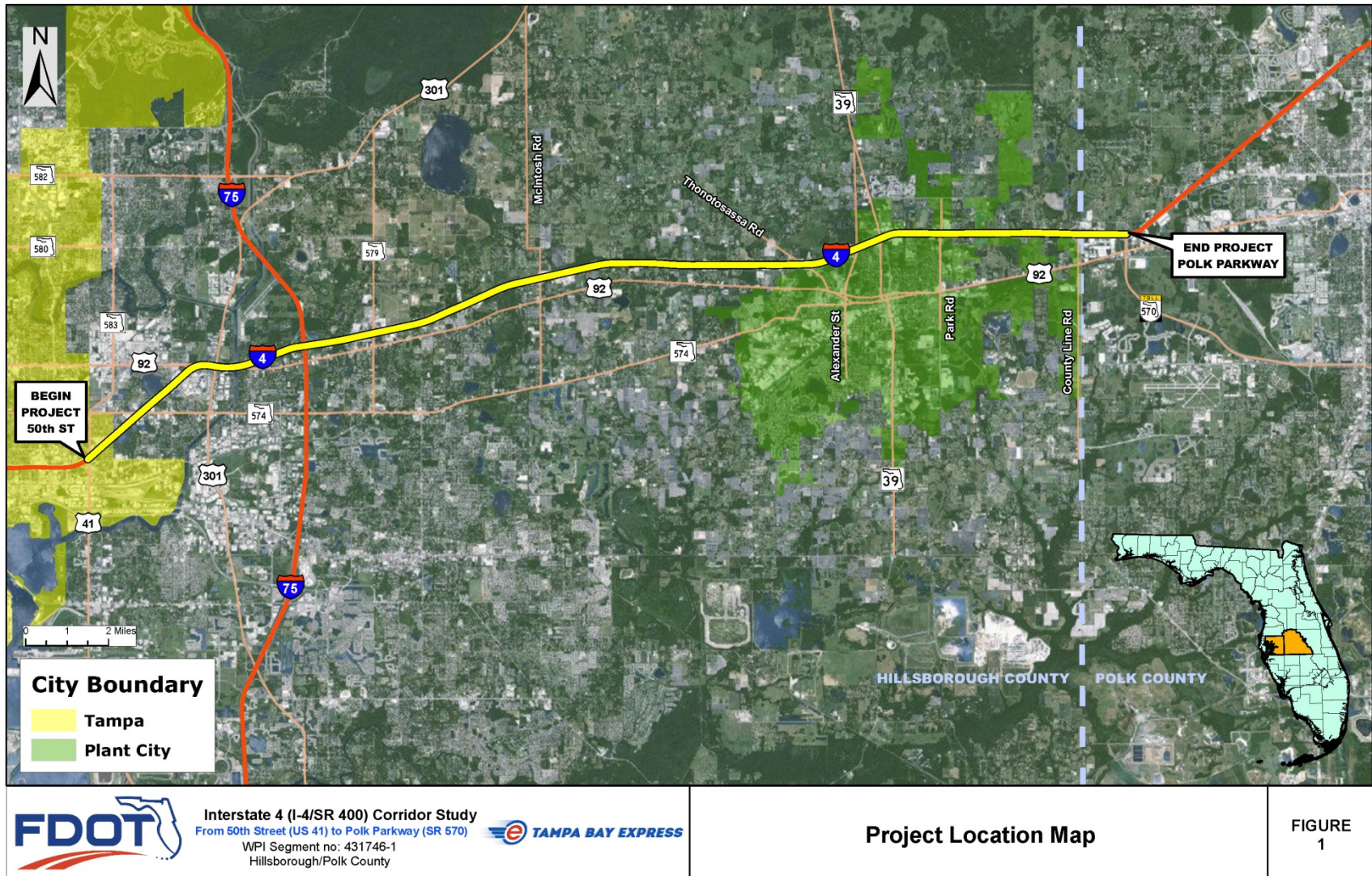
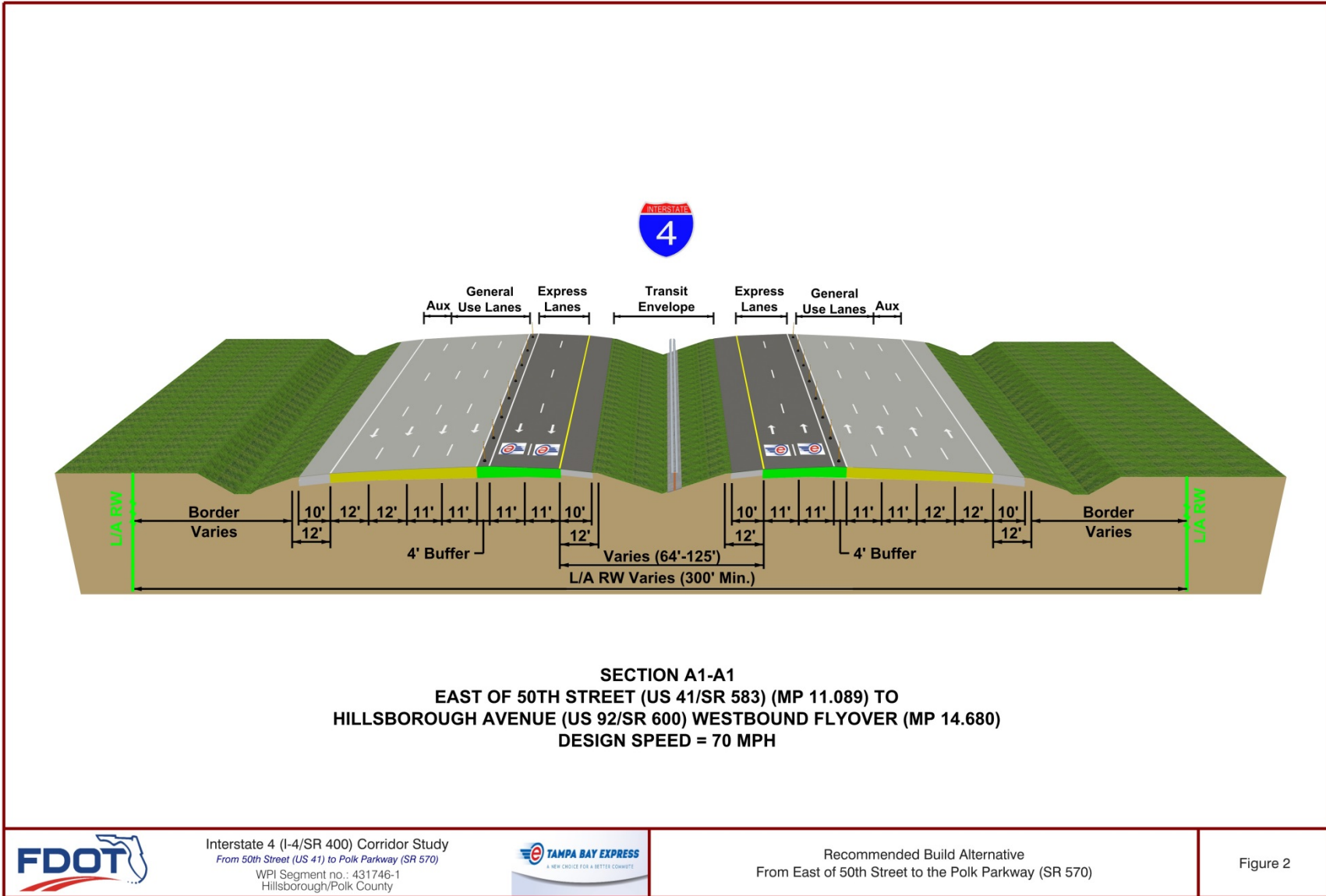
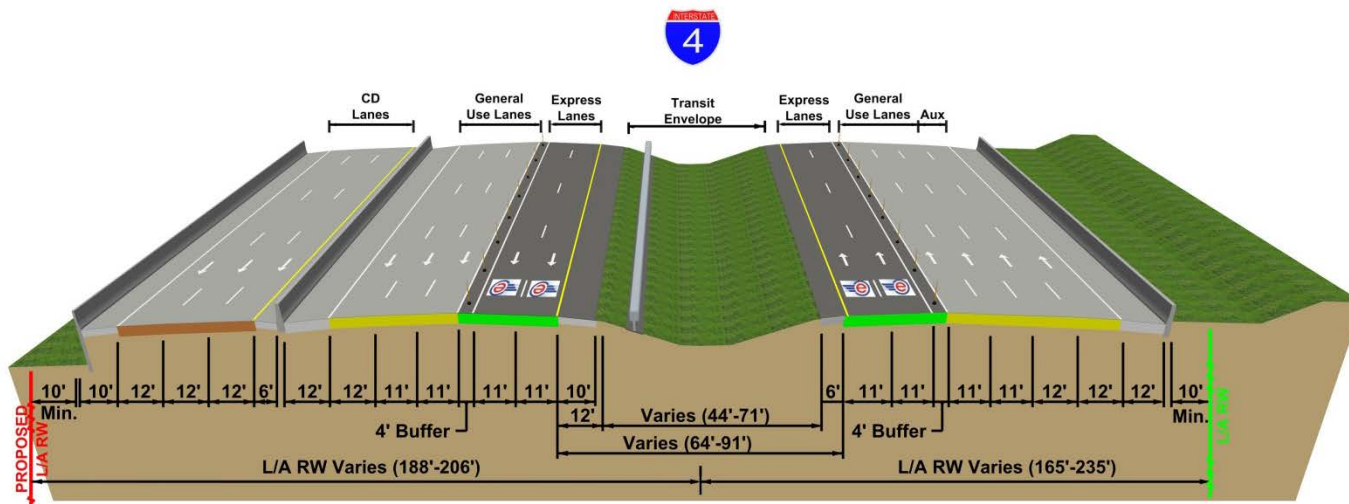


Figure 1: Project Location Map





**Figure 2: East of 50<sup>th</sup> Street (US 41/SR 583) to Hillsborough Avenue (US 92/SR 600)**



**SECTION B1-B1**  
**HILLSBOROUGH AVENUE (US 92/SR 583) WESTBOUND FLYOVER (MP 14.680) TO MANGO ROAD (CR 579) (MP 17.428)**  
**DESIGN SPEED = 70 MPH**



Interstate 4 (I-4/SR 400) Corridor Study  
 From 50th Street (US 41) to Polk Parkway (SR 570)  
 WPI Segment no.: 431746-1  
 Hillsborough/Polk County

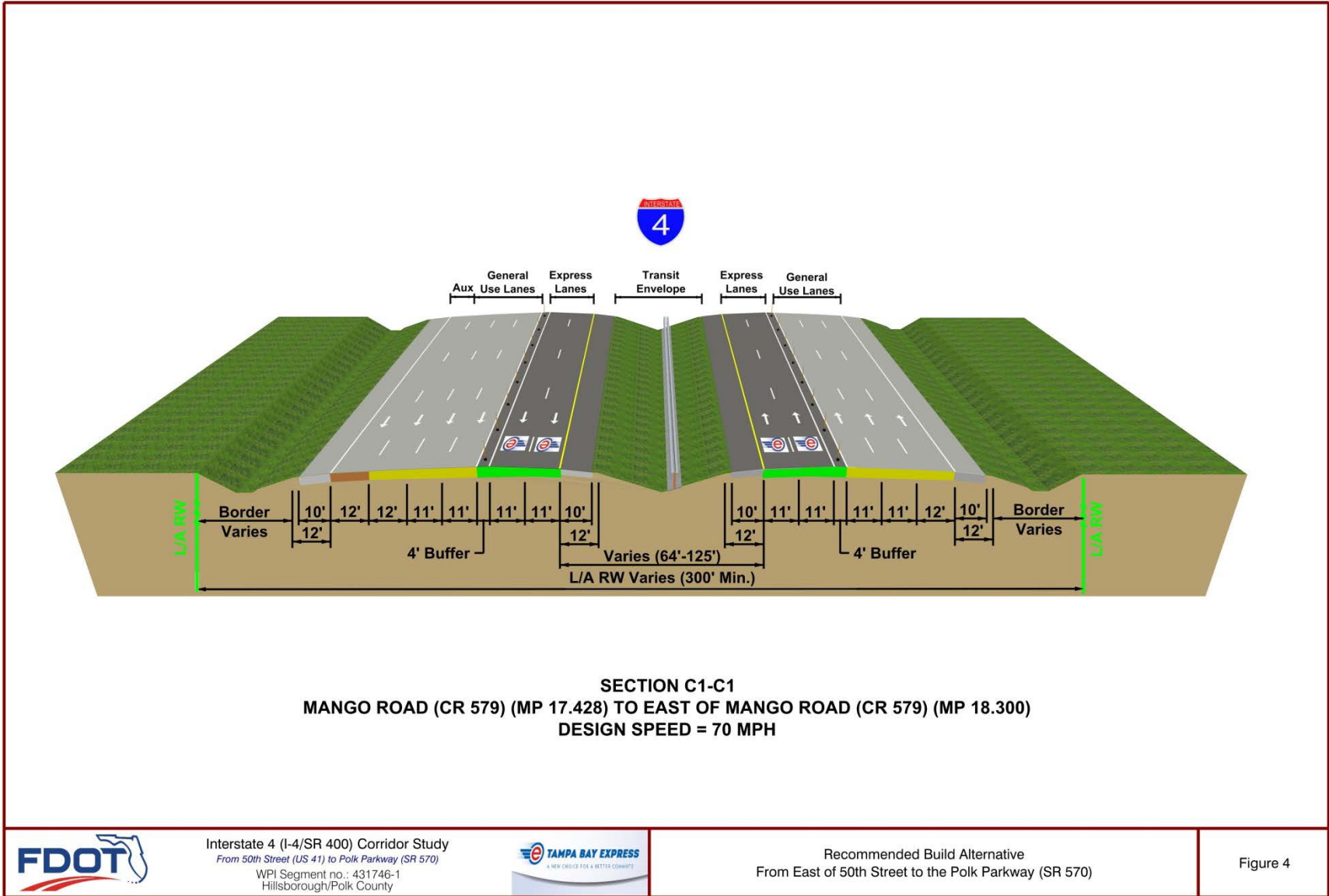


Recommended Build Alternative  
 From East of 50th Street to the Polk Parkway (SR 570)

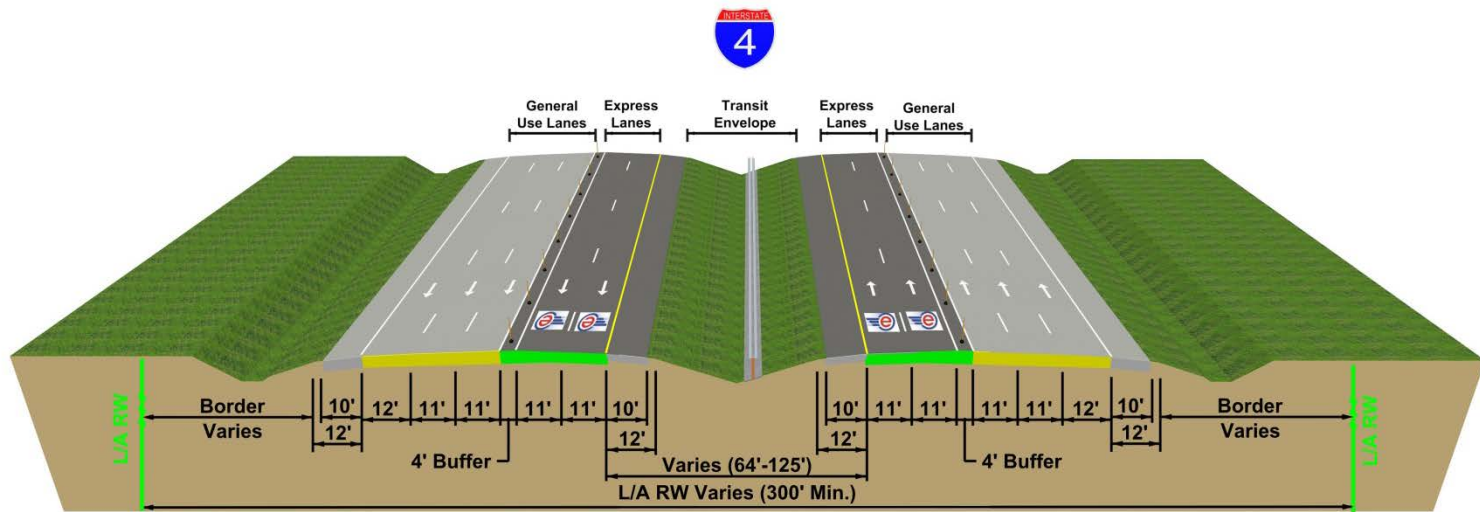
Figure 3

**Figure 3: Hillsborough Avenue (US 92/SR 583) Westbound Flyover**





**Figure 4: Mango Road (CR 579) to east of Mango Road (CR 579)**



**SECTION D1-D1**  
**EAST OF MANGO ROAD (CR 579) (MP 18.300) TO**  
**BRANCH FORBES ROAD (MP 24.830)**  
**DESIGN SPEED = 70 MPH**



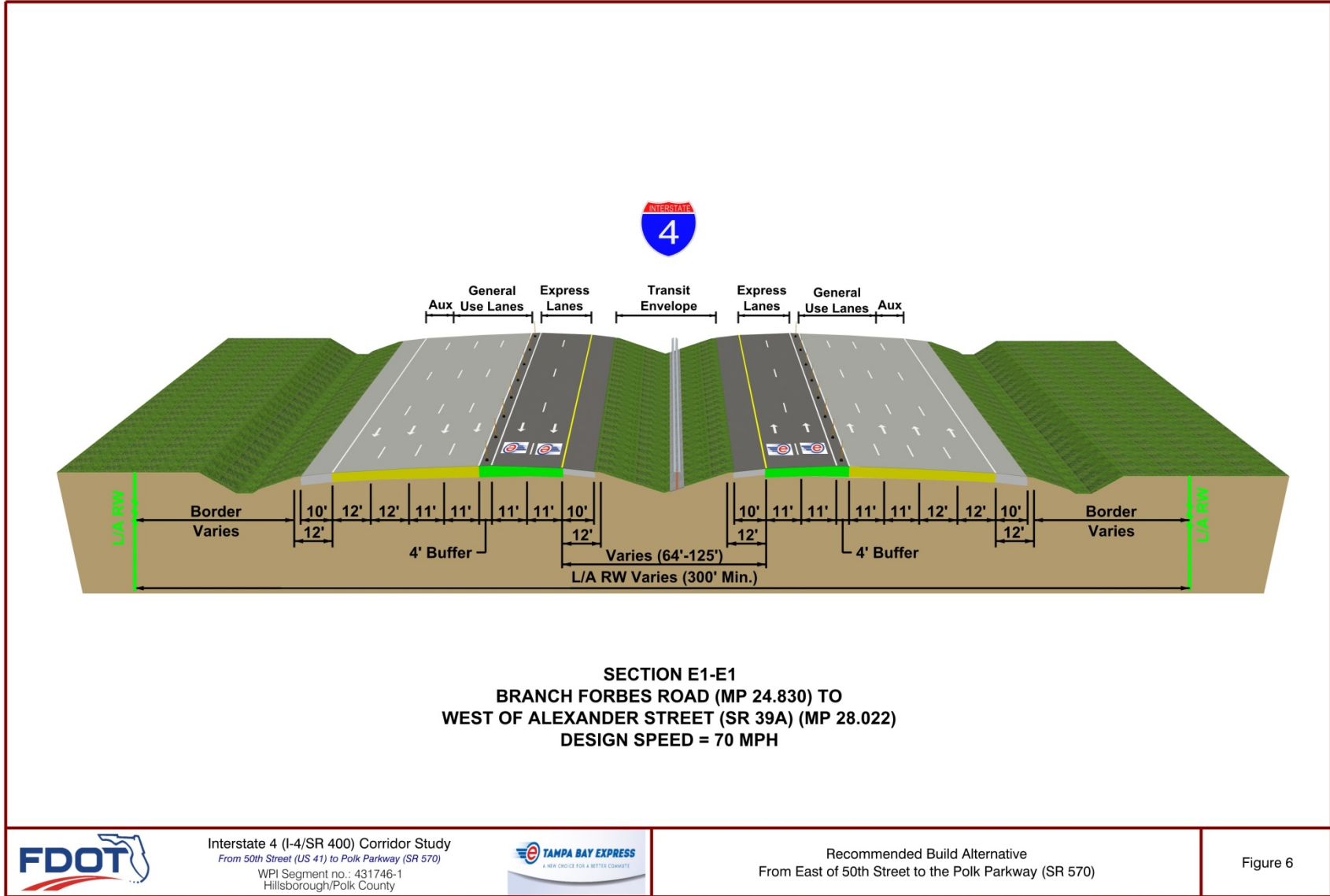
Interstate 4 (I-4/SR 400) Corridor Study  
 From 50th Street (US 41) to Polk Parkway (SR 570)  
 WPI Segment no.: 431746-1  
 Hillsborough/Polk County



Recommended Build Alternative  
 From East of 50th Street to the Polk Parkway (SR 570)

Figure 5

**Figure 5: East of Mango Road (CR 579) to Branch Forbes Road**



**Figure 6: Branch Forbes Road to West of Alexander Street**

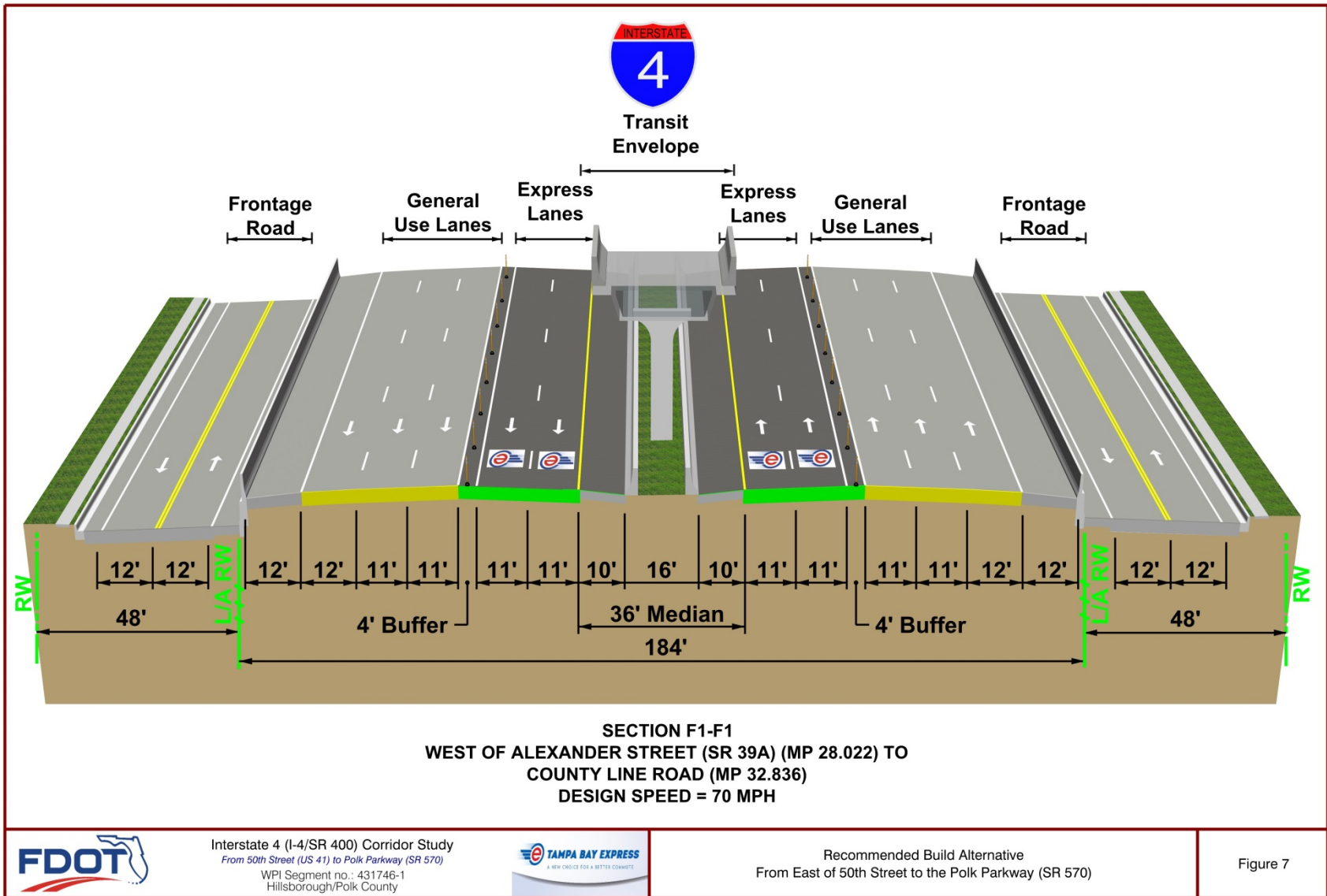


Interstate 4 (I-4/SR 400) Corridor Study  
 From 50th Street (US 41) to Polk Parkway (SR 570)  
 WPI Segment no.: 431746-1  
 Hillsborough/Polk County

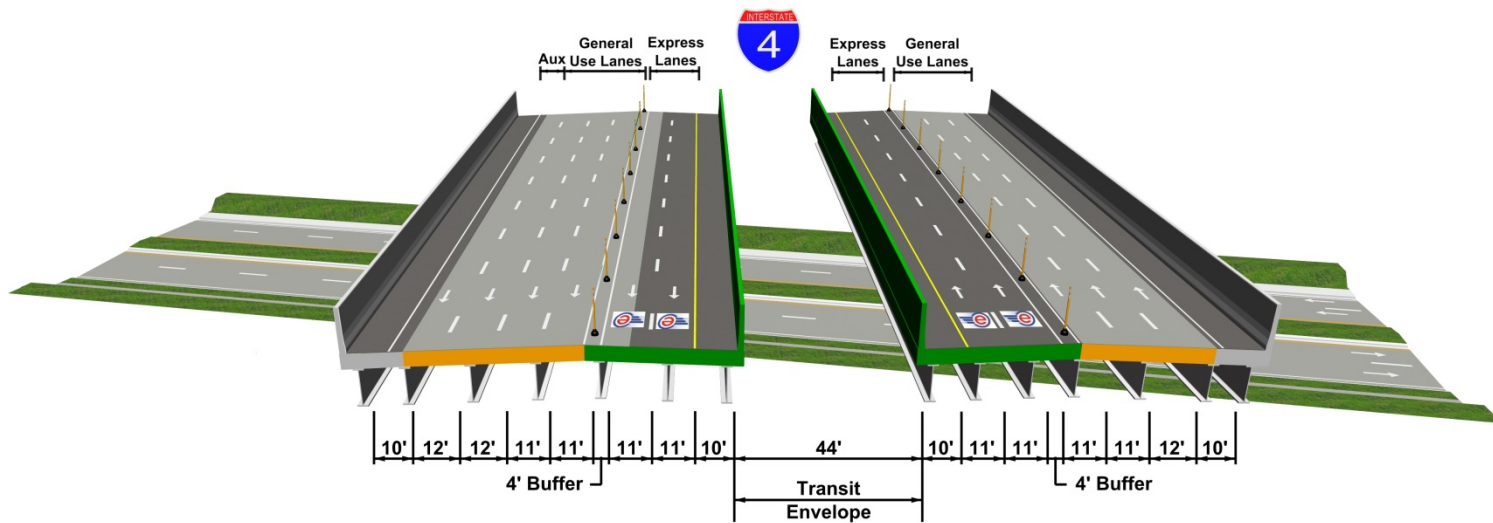


Recommended Build Alternative  
 From East of 50th Street to the Polk Parkway (SR 570)

Figure 6



**Figure 7: West of Alexander Street to County Line Road**



**BRIDGE TYPICAL SECTION  
I-4 (SR 400) OVER SIDE ROAD  
DESIGN SPEED = 70 MPH**



Interstate 4 (I-4/SR 400) Corridor Study  
From 50th Street (US 41) to Polk Parkway (SR 570)  
WPI Segment no.: 431746-1  
Hillsborough/Polk County



Recommended Build Alternative  
From East of 50th Street to the Polk Parkway (SR 570)

Figure 8

**Figure 8: I-4 (SR 400) Over Side Road**

**Table 1: Alternative Comparative Evaluation Matrix**

<b>Evaluation Criteria</b>	<b>No-Build Alternative</b>	<b>Recommended Build Alternative</b>
<b>Potential Business Impacts</b>		
Number of business relocations	0	0
<b>Potential Residential Impacts</b>		
Number of residential relocations	0	1
<b>Potential Right of Way (ROW) Impacts</b>		
Roadway: Area of ROW anticipated to be acquired (acres)	0.00	12.27
Drainage: Off-site ponds necessary (Yes/No)	No	No
<b>Potential Environmental Effects</b>		
Archaeological/historical sites	None	None
Section 4(f) sites	None	None
Noise-sensitive sites <sup>(1)</sup>	395	582
Wetlands (acres)	0.00	17.93
Floodplains (acres)	0.00	6.29
Surface waters (acres)	0.00	46.53
Threatened and endangered species	None	Minimal
Petroleum contamination or hazardous material sites <sup>(1)</sup>	None	25 Medium and 5 High
<b>Estimated Costs</b>		
ROW acquisition <sup>(2)</sup>	\$0.00	\$19,467,400.00
Wetlands mitigation <sup>(3)</sup>	\$0.00	\$1,793,000.00
Roadway and bridge construction	\$0.00	\$329,000,000.00
Engineering design (15% of construction)	\$0.00	\$49,400,000.00
Construction engineering & inspection (15% of construction)	\$0.00	\$49,400,000.00
<b>Preliminary Estimate of Total Costs</b>	<b>\$0.00</b>	<b>\$449,060,400.00</b>

Notes:

(1) Number of impacted receptors based on the Noise Study report.

(2) Wetlands mitigation cost was calculated using a \$100,000 per impacted wetland acreage, which is an approximate value taken from the Florida Senate Bill (SB) 1104, dated March 15, 2013.

The evaluation matrix for both the "No-Build Alternative" and the "Build Alternative" includes the System Interchange Modification Report (SIMR) improvements associated with FPID 430335-1, FPID 430336-1, and FPID 435726-1.



## **Attachment A – Social & Economic**

### **A.1 LAND USE CHANGES**

#### ***Existing Land Use***

Land use was reviewed along the project corridor and within 300-feet of the existing ROW. The existing land use was determined using various data sources including the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI), SWFWMD land use data and Natural Resources Conservation Service (NRCS) soils data. The approximate land use boundaries were referenced onto true color aerial imagery using ArcGIS 10.2 software. Changes in areal extent and classification of habitats were updated to reflect field verified conditions.

The surrounding land use along the 22.1 mile ROW of I-4 (SR 400) ranges from low to high density residential, commercial/industrial parcels, institutional facilities, agricultural lands, wetlands/surface waters and undeveloped upland habitat, shown in Figure 9. Most of the upland habitat along the ROW, west of Mango Road, has been developed for residential/commercial/industrial use, and is interspersed with agricultural and undeveloped lands. From east of Mango Road to Alexander Street, the adjacent land uses become slightly more rural, with an increased amount of agricultural and undeveloped lands. As I-4 (SR 400) traverses through the center of Plant City, the adjacent land uses revert back to more heavily developed commercial and residential use (Figure 10). From east of Park Road to the end terminus, Polk Parkway, the surrounding land uses, once again, transition back to agricultural and undeveloped lands (Figure 11). Most of the undeveloped upland habitat adjacent to I-4 (SR 400) is less than optimal habitat for wildlife.

#### ***Future Land Use***

Comprehensive Plans for Hillsborough and Polk Counties were reviewed to determine the extent of planned changes to the land uses within the project study area (Comprehensive Plan for Unincorporated Hillsborough County, adopted August 4, 2008 and Polk County's 2030 Comprehensive Plan. Hillsborough County future land use was assessed in the year 2025, while Polk County was assessed in 2030. The future land use is dominated by residential and commercial land use in the heavily populated areas near Tampa in Hillsborough County (Figure 12). Traveling east along I-4 (Figure 13), the land use remains heavily residential with an increased amount of agricultural and public lands and a decreased amount of commercial lands (Figure 14). Plant City is heavily populated with residential and commercial land use designations (Figure 15). The end of the project corridor is to the east of the Polk County border. The land use around this section of the corridor is less residential with rural lands mixed in with commercial land uses (Figure 16).

Overall, there is not a drastic change in how land is designated from existing conditions to future land uses.

## **A.2 COMMUNITY COHESION**

The proposed project involves widening an existing facility that does not traverse through an existing neighborhood or cause splitting or isolation of any neighborhoods. The project is not anticipated to adversely impact elderly persons, handicapped individuals, non-drivers and transit-dependent individuals, or minorities. It is anticipated that the project improvements will have minimal impact to community cohesiveness. Therefore, this project is being developed to comply with Executive Order 12898, Environmental Justice, issued on February 11, 1994.

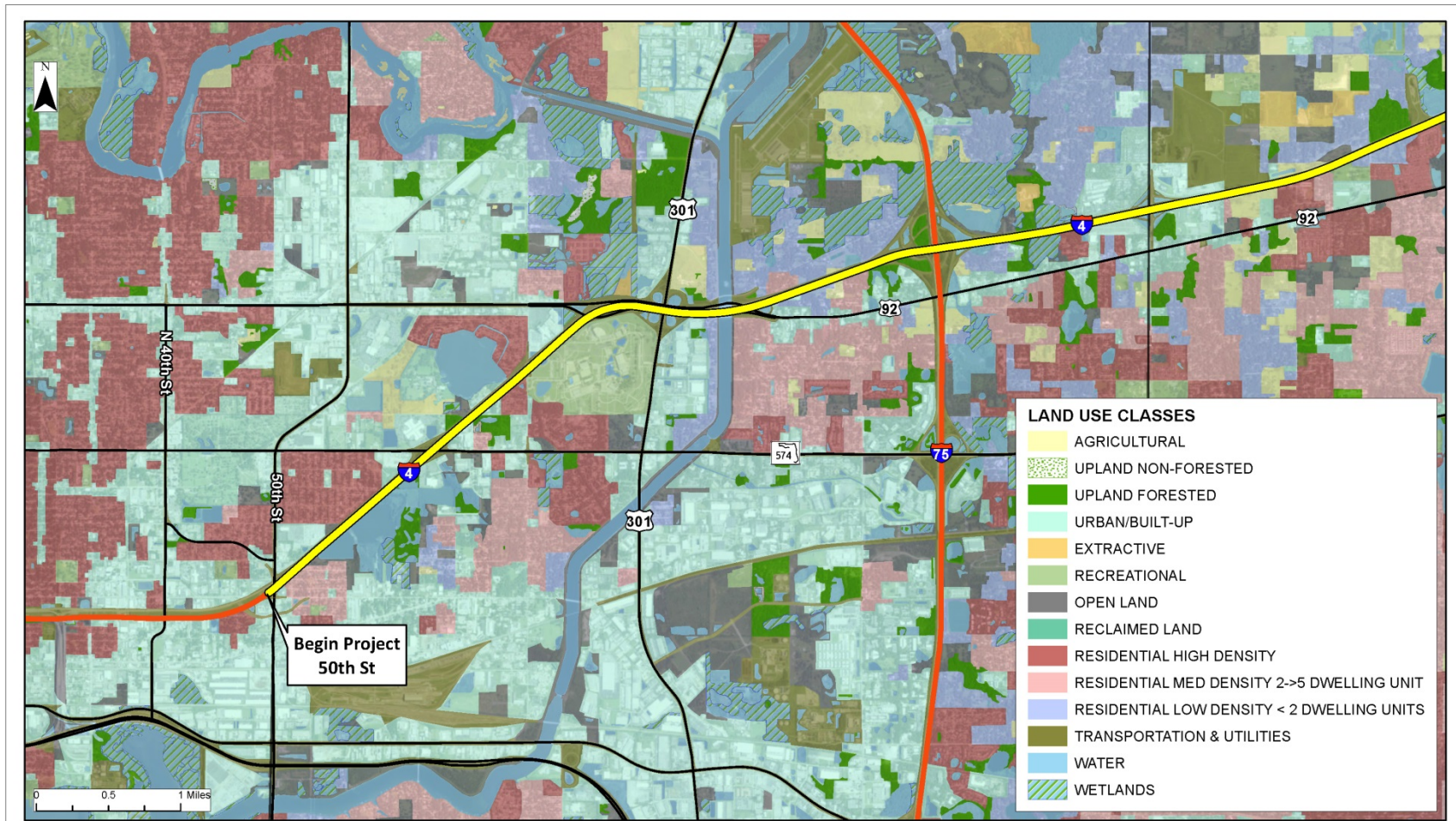
## **A.3 RELOCATION POTENTIAL**

The preferred alternative will result in one residential relocation located at the northwest quadrant of I-4 and I-75. FDOT will carry out a right-of-way acquisition and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (Public Law 91-646, as amended by Public Law 100-17). FDOT produced brochures that describe in detail the Department's relocation assistance program and right-of-way acquisition program called "Your Relocation: Residential", "Your Relocation: Business, Farms, and Nonprofit Organizations", "Your Relocation: Signs", and "The Real Estate Acquisition Process." Each of these brochures were made available and distributed as needed at the public information workshop and the public hearing, and were made available, upon request to any interested person.

## **A.4 COMMUNITY SERVICES**

Community services typically serve the needs of the surrounding area and provide a focal point for adjacent neighborhoods and communities. Community services include churches, cemeteries, schools, parks, recreational facilities, and public buildings and facilities. As a limited access highway, no provisions for community services along the corridor are being made (Figure 17).





**Figure 9: Existing Land Use**



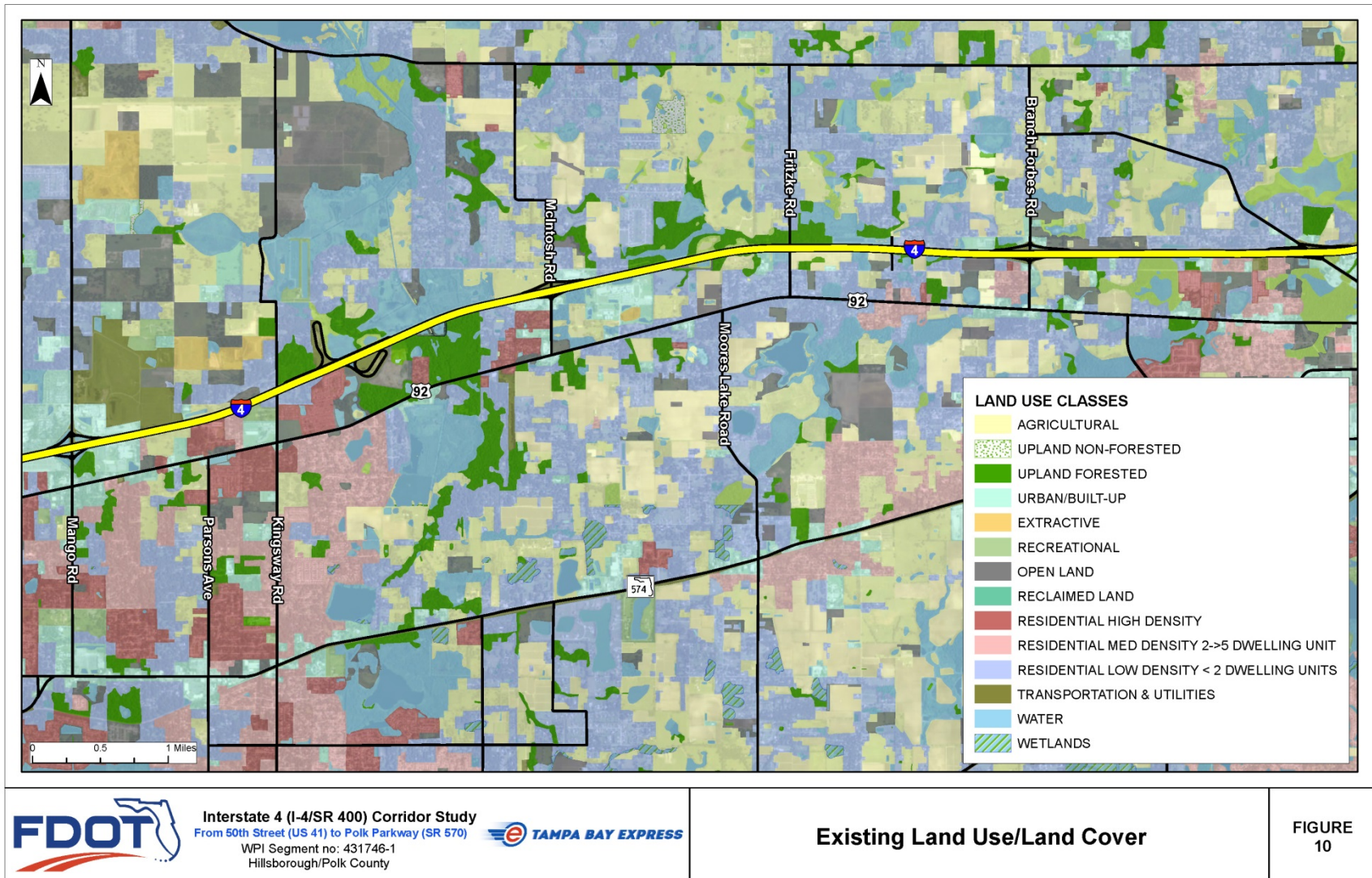


Figure 10: Existing Land Use



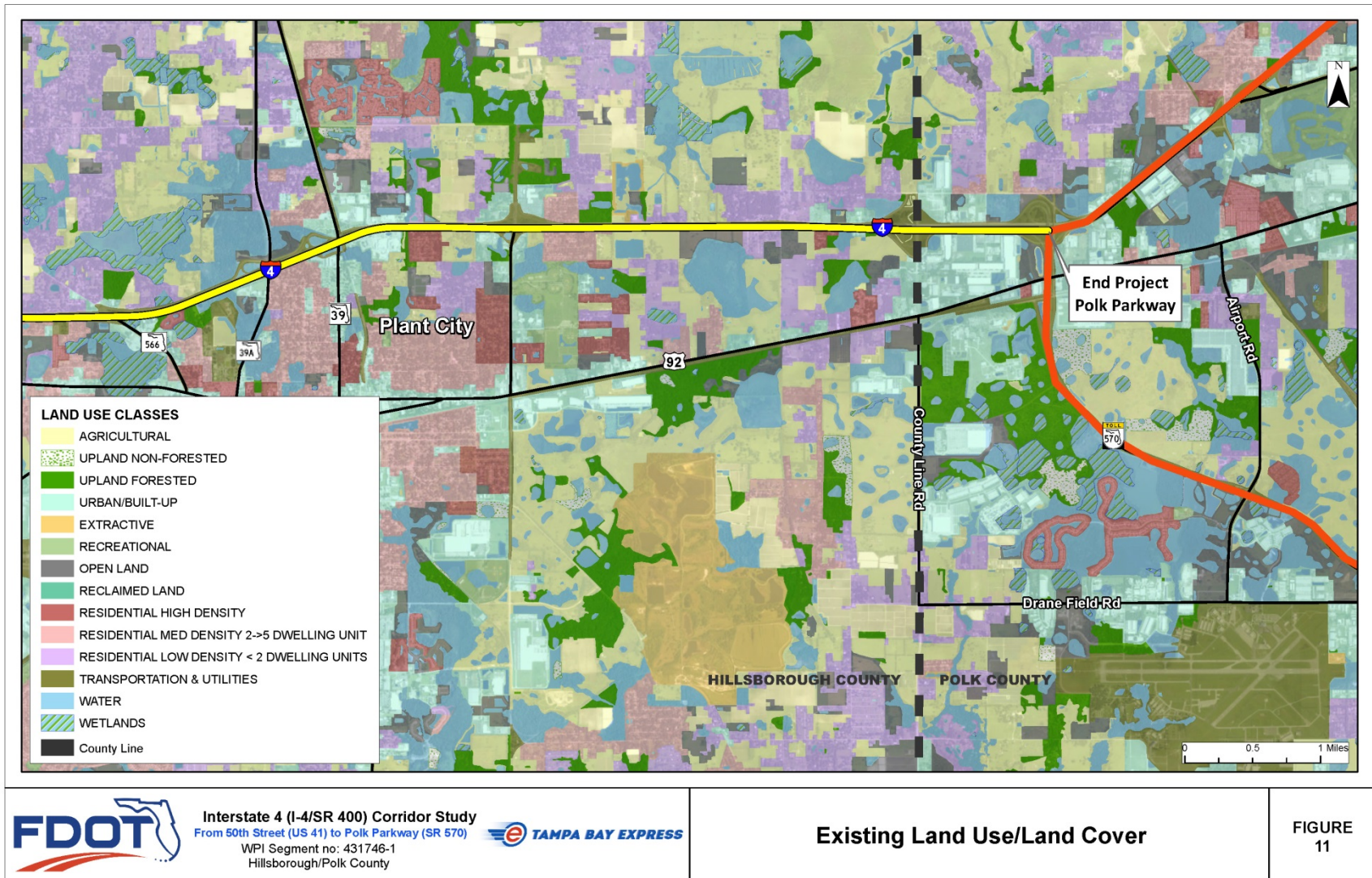


Figure 11: Existing Land Use



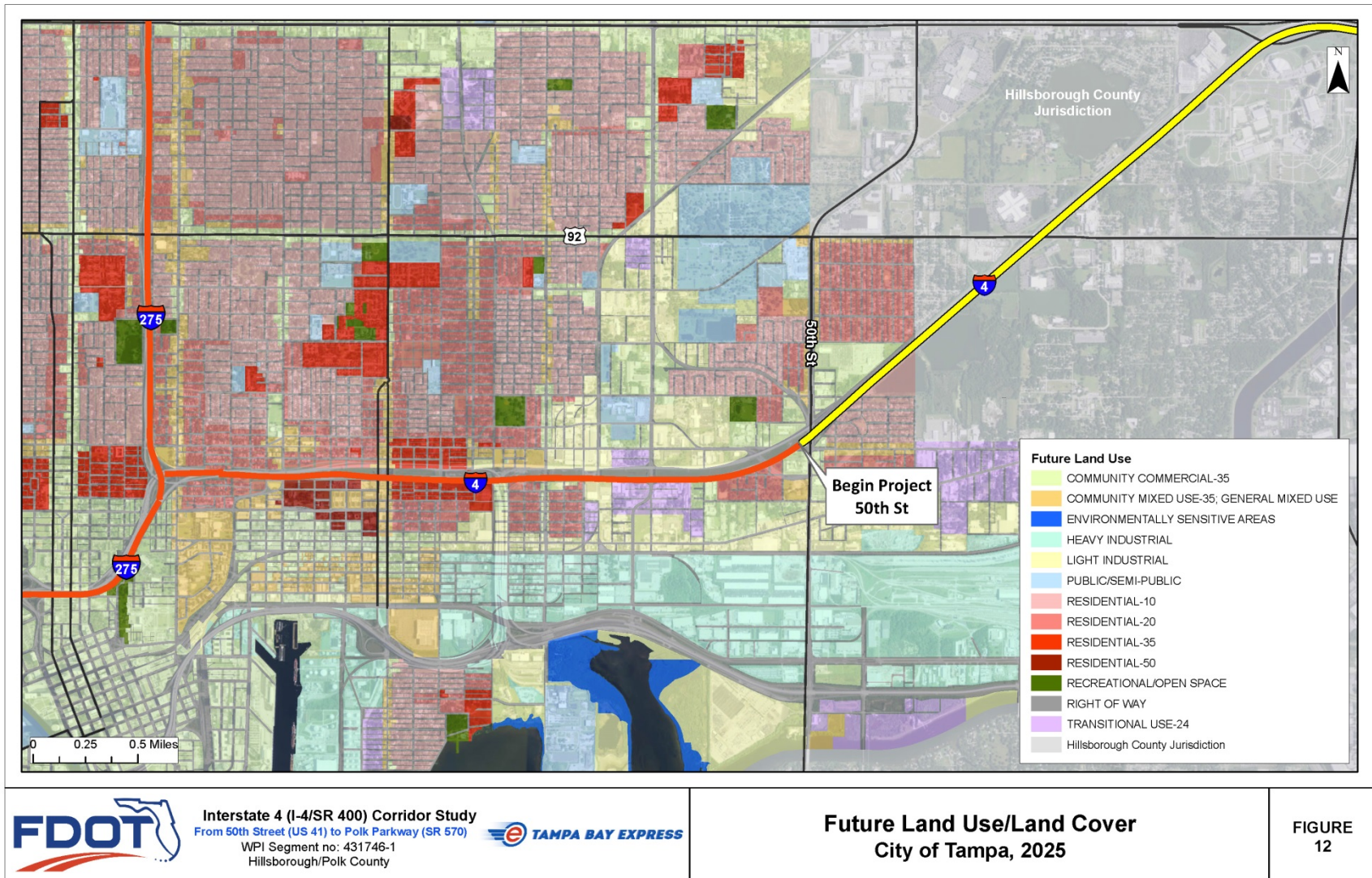


Figure 12: Future Land Use - City of Tampa



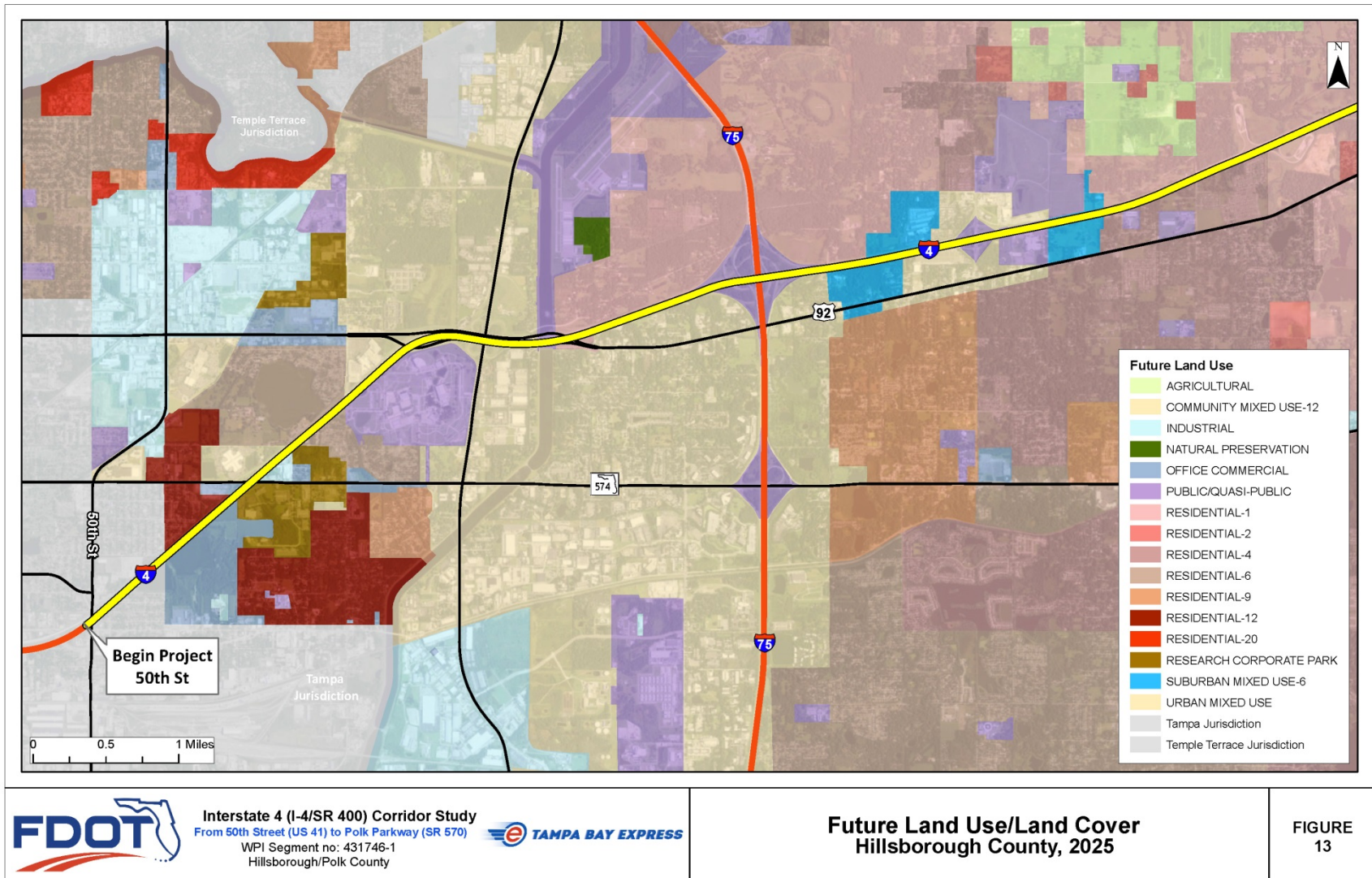


Figure 13: Future Land Use - Hillsborough County

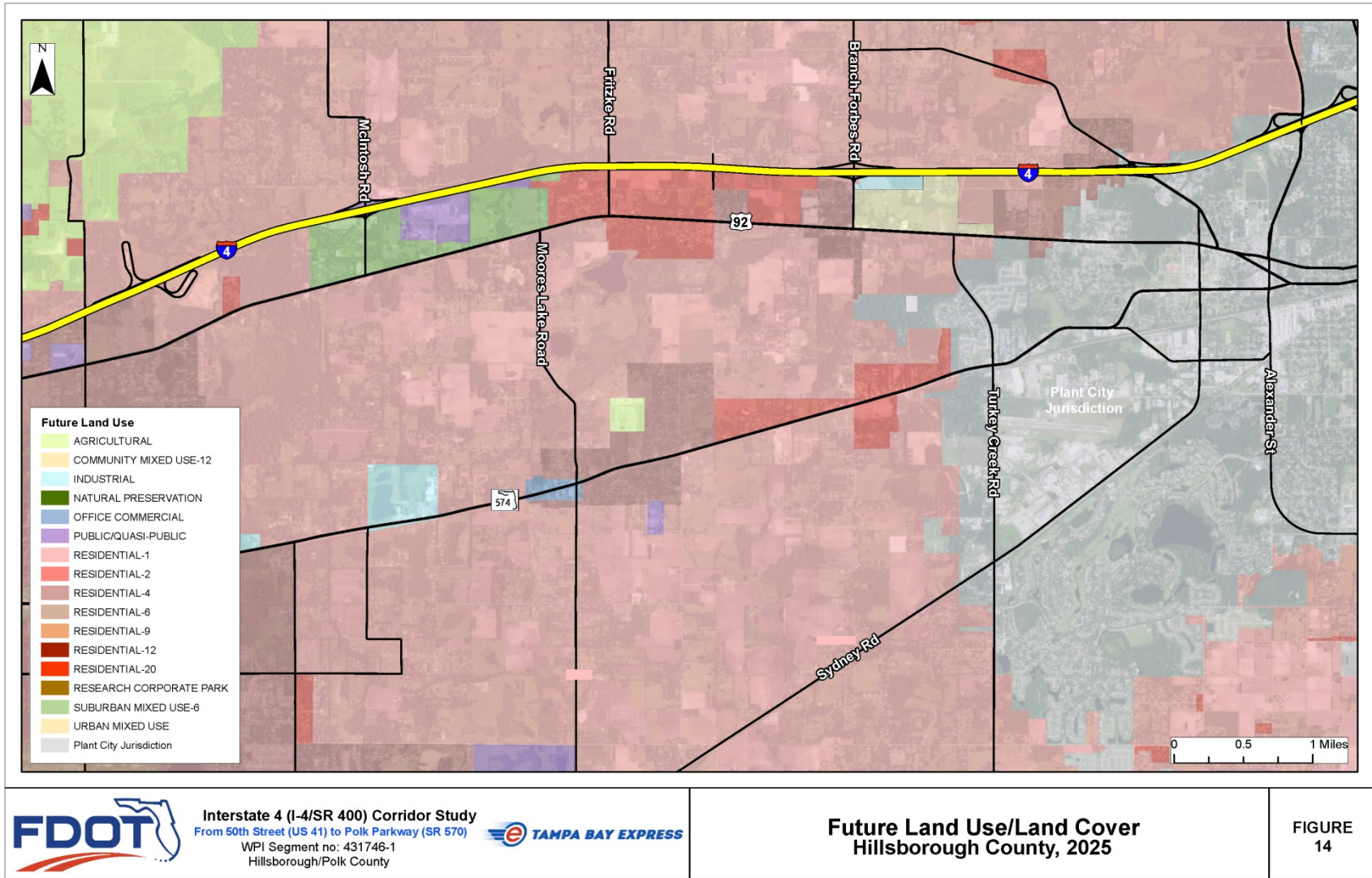


Figure 14: Future Land Use - Hillsborough County



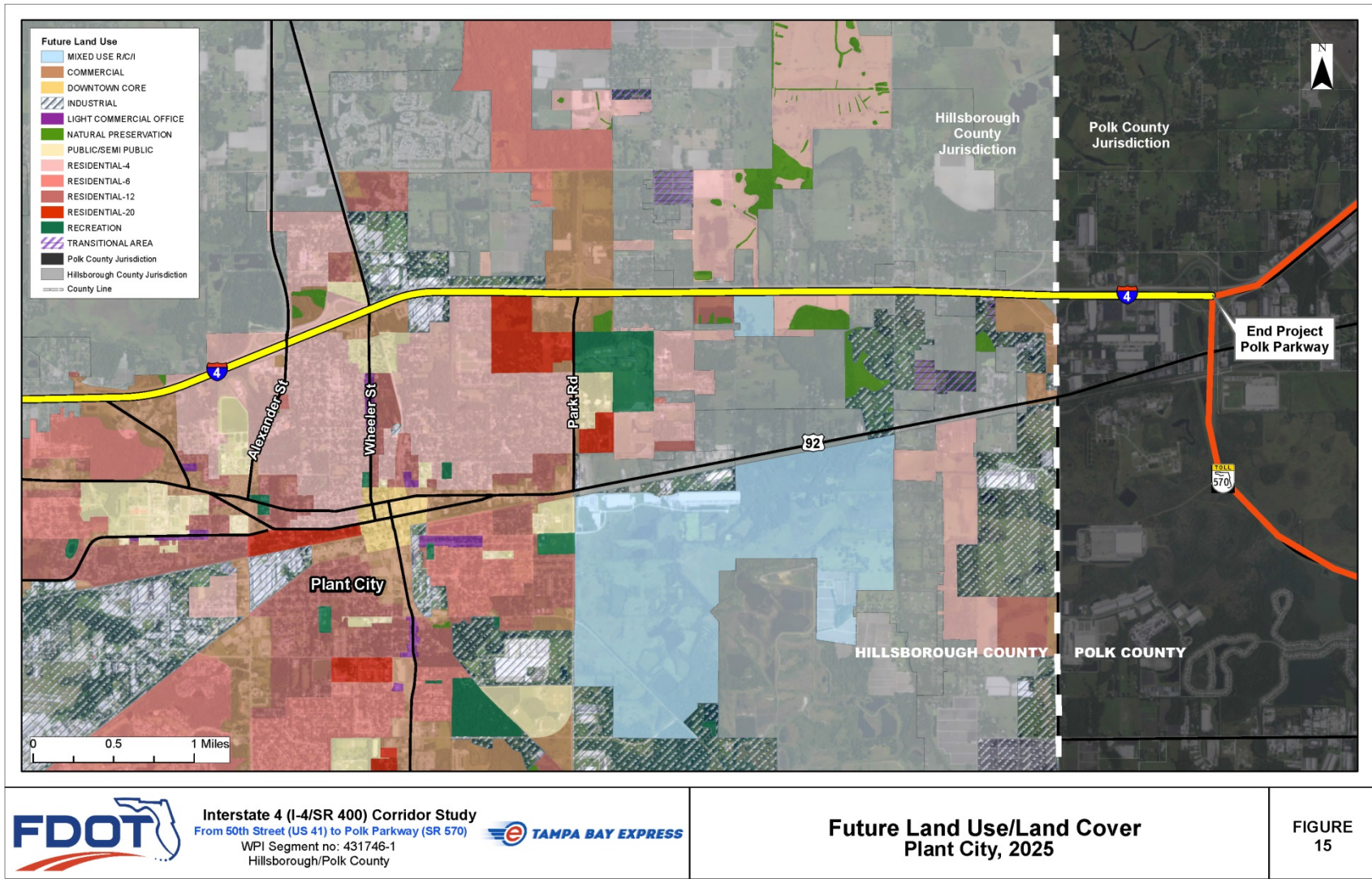


Figure 15: Future Land Use - Plant City



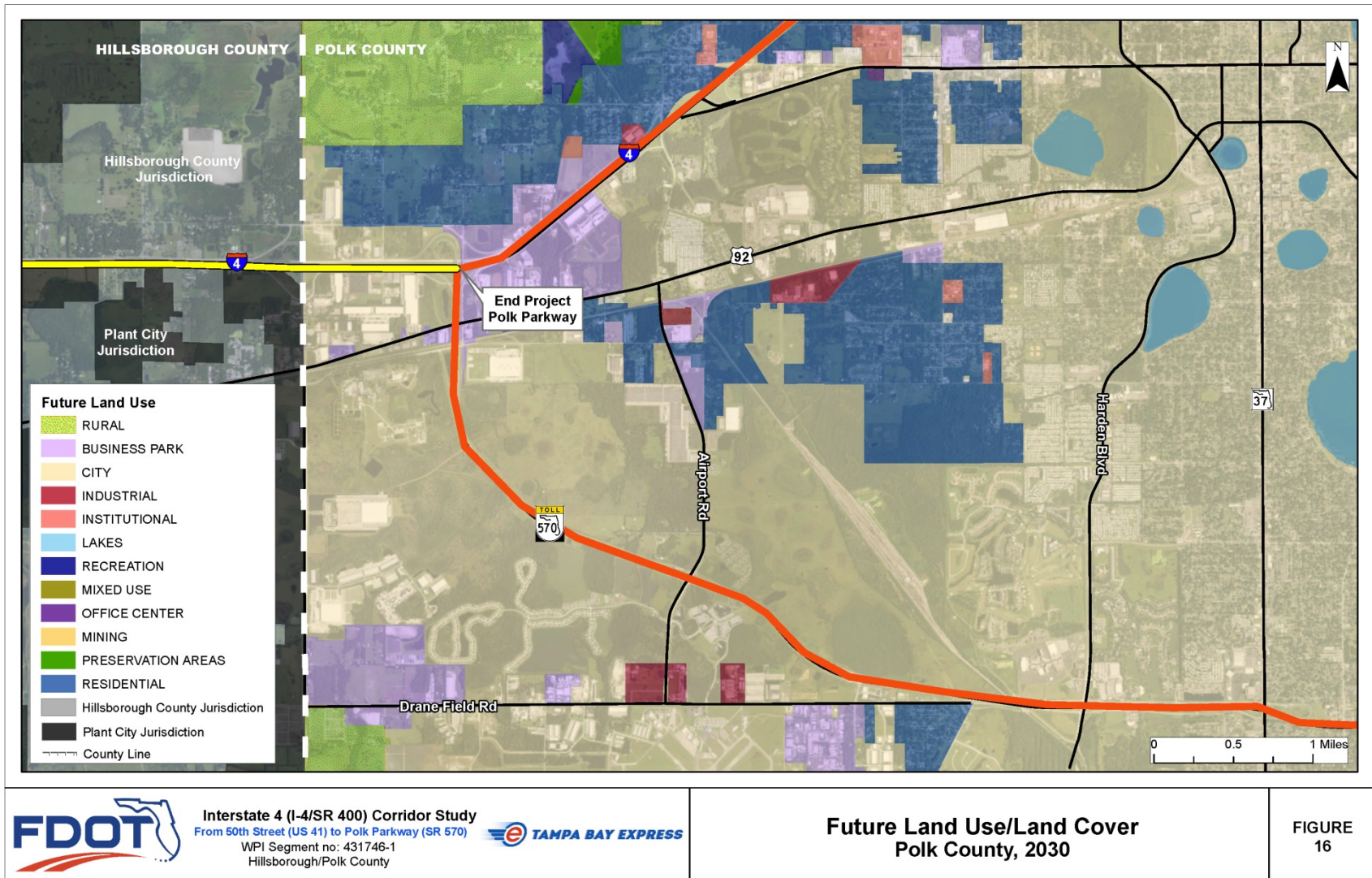


Figure 16: Future Land Use - Polk County



## **A.5 NON-DISCRIMINATION CONSIDERATIONS**

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status. Title VI states that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap or family status, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state or local government.

The preferred alternative does not result in any disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Title VI information was made available at the public workshop and public hearing for the project.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by the President of February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. This project is not expected to have any adverse or disproportionate impacts on minority or low-income households.

## **A.6 CONTROVERSY POTENTIAL**

A comprehensive Public Involvement Program has been completed for this project. This program is in compliance with the FDOT *Project Development and Environment Manual*, Section 339.155, Florida Statutes (F.S.); Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for implementing the procedural provisions of the NEPA; and 23 CFR 771.

This section will be updated upon the completion of the public hearing.

## **A.7 SCENIC HIGHWAYS**

There are no scenic highways or byways in the study area. Therefore, there is no involvement with Scenic Highways.

## **A.8 FARMLANDS**

Unique farmland is found along I-4 within 500 feet of the project corridor. There are three acquisition areas that contain unique designated farmland. Table 2 denotes which parcels are to be acquired, and the number of acres of unique farmland that fall within these acquisition areas.

Coordination with the NRCS will determine if there is farmland of local or unique importance within the project corridor.

**Table 2: Unique Farmlands along Project Corridor**

Parcel No	Owner	Total Parcel Acres	Acquisition Acres	Ratio Acquisition to Total	Unique Farmland Acres	Ratio Unique Farmland to Acquisition	Ratio Unique Farmland to Total
062627-0000	FDOT	6.8416	1.2505	18.28%	0.0034	0.27%	0.05%
062653-0000	PRIVATE	5.7648	0.4620	8.01%	0.3399	73.57%	5.90%
062650-0025	PRIVATE	6.7839	0.4320	6.37%	0.3941	91.22%	5.81%

## **ATTACHMENT B – CULTURAL IMPACTS**

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

The project was examined for potential Section 4(f) resources in accordance with Section 4(f) of the Department of Transportation Act of 1966 (Title 49, U.S.C. Section 1653 (f), amended and recodified in Title 49, U.S.C. Section 303, in 1983).

It was determined that no Section 4(f) resources would be needed for this project.

### **B.2 HISTORIC SITES/DISTRICT**

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with procedures outlined in 36 CFR Part 800, including literature review and field survey, was prepared for the project and sent to FHWA and SHPO for their review and concurrence on April 16, 2015. As a result of the assessment, 76 extant historic resources, including 37 previously recorded and 39 newly identified resources. Of the 37 previously recorded resources, 33 are individual structures; all were determined ineligible for the NRHP by the SHPO. The two previously recorded cemeteries (8HI6730 and 8HI6737), canal (8HI12135) and railroad (8HI10288) were not previously evaluated. As the result of field survey, both the Memorial Park Cemetery (8HI6730) and the Mount Enon Primitive Baptist Cemetery (8HI6737) do not appear to meet the NRHP criteria of eligibility, and Criteria Consideration D does not apply. There is insufficient information to evaluate the NRHP eligibility of the short segments of both the Tampa Bypass Canal (8HI12135) and the Seaboard Air Line Railroad (8HI10288).

Field survey also resulted in the identification of 39 additional historic resources, including 38 structures and one linear resource, a canal. All 38 individual structures are common examples of their respective architectural styles, and none is distinguished by its significant historical associations with persons or events. Thus, they are not considered potentially eligible for listing in the NRHP. Only a short segment of the Bakers Creek Canal (8HI12281) is contained within the project APE, and thus, there is insufficient information to assess its NRHP eligibility.

FDOT requested concurrence on the findings and recommendations made in the CRAS regarding historic resources from FHWA and SHPO on April 16, 2015. Concurrence was received from FHWA and SHPO respectively on May 11, 2015 and June 10, 2015. Appendix 2 contains a copy of the concurrence letter received for the subject project.

### **B.3 ARCHEOLOGICAL SITES**

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with procedures outlined in 36 CFR Part 800, including literature review and field survey, was prepared for the project. The background research indicated that 39 previously recorded archaeological sites are located within or adjacent to the project archaeological APE. The SHPO evaluated all but three sites as ineligible for listing in the NRHP. 8HI24, 8HI513, and 8HI514 were either not evaluated by the SHPO or had insufficient information for a significance determination. Field

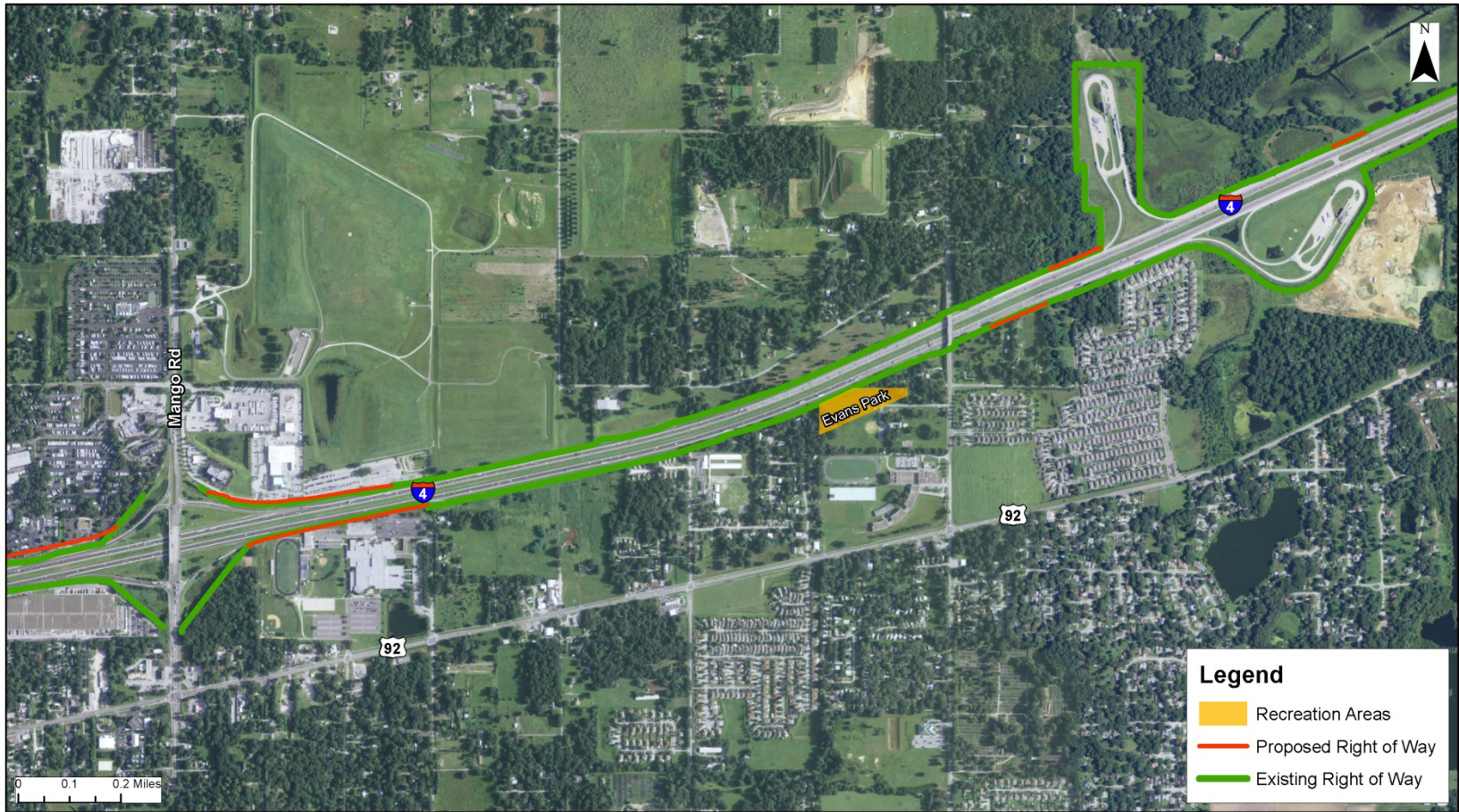
survey of the three site areas, as contained within the APE, produced negative results. 8HI24 is presumed to be destroyed, and the integrity of 8HI513 and 8HI514, as contained within the project APE, is largely lost as the result of highway construction. Thus, no archaeological sites that are listed, determined eligible, or considered potentially eligible for listing in the NRHP are contained within the I-4 project APE.

FDOT requested concurrence on the findings and recommendations made in the CRAS regarding archaeological resources from FHWA and SHPO on April 16, 2015. Concurrence was received from FHWA and SHPO respectively on May 11, 2015 and June 10, 2015. Appendix 2 contains a copy of the concurrence letter received for the subject project.

#### **B.4 RECREATION AREAS**

There is only one recreation or managed area that intersects with the project corridor. Land area was reviewed within 300 feet of the project corridor. Evans Park is a neighborhood park with mixed use recreation in the city of Seffner. This area is classified as a public park, owned by Hillsborough County.

Figure 17 depicts the location of recreation areas along the project corridor.



Interstate 4 (I-4/SR 400) Corridor Study  
 From 50th Street (US 41) to Polk Parkway (SR 570)  
 WPI Segment no: 431746-1  
 Hillsborough/Polk County



### Recreation Areas Location Map

FIGURE  
17

Figure 17: Recreation Areas

## **ATTACHMENT C – NATURAL ENVIRONMENT**

### **C.1 WETLANDS**

Pursuant to Executive Order 11990 entitled “Protection of Wetlands,” (May 1977) the U.S. Department of Transportation (USDOT) 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 possible. In accordance with this policy, as well as *Part 2, Chapter 18 – Wetlands and Other Surface Waters* of the FDOT PD&E Manual, project alternatives were assessed to determine potential wetland impacts associated with the construction of the I-4 Ultimate Design concept.

Although unavoidable wetland impacts will occur as a result of the proposed I-4 design concept, these wetlands are located adjacent to the existing roadway and were previously disturbed by roadway construction, adjacent land uses, and the invasion of nuisance and exotic species. Identified and mapped within the ROW were 17.93 acres of jurisdictional wetlands and 67.16 acres of jurisdictional surface waters and previously permitted stormwater management facilities (con. Of the surface water acreage, 20.63 acres are SMFs previously permitted by the SWFWMD. These facilities were designed and constructed to accommodate the future expansion of I-4 to 10 lanes. It is anticipated that these surface waters will not be impacted since they have been previously designed and permitted for the expansion of I-4. Therefore, the remaining 46.53 acres may be impacted, in whole or in part, due to the proposed I-4 design concept. A Uniform Mitigation Assessment Methodology (UMAM) analysis was performed on the wetland impact areas to estimate mitigation needed to offset wetland impacts.

Wetlands and surface waters proposed for impact consist primarily of systems that are located within the proposed project’s ROW that have been disturbed through previous roadway construction and current land use activities. Final determination of jurisdictional boundaries, in addition to mitigation requirements, will be coordinated between the FDOT and permitting agencies during the final design stage of the project.

#### ***Mitigation***

The evaluation of the project based on the proposed I-4 (SR 400) project provides no alternatives that would result in a complete avoidance of wetland impacts. Whenever possible, permanent impacts will be limited to the minimal extent possible through design modifications.

Compensation for wetland impacts will likely be addressed pursuant to Florida Statutes (F.S.) Chapter 373.4137 in order to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 United States Code (U.S.C.) 1344. A number of mitigation options are potentially available to mitigate for impacts to wetlands including public or private wetland mitigation banks; inclusion of the project into the FDOT Wetland Mitigation Plan; and wetland creation, restoration, or enhancement within watersheds in the project area.

The western half of the project is located within the Tampa Bay Mitigation Bank Service Area which is permitted by both the SWFWMD and USACE. This bank provides both palustrine forested and palustrine emergent credits for wetland mitigation. The eastern half of the project is located within the service areas of the Hillsborough River Mitigation Bank and the North Tampa Mitigation Bank. The Hillsborough River Mitigation Bank and North Tampa Mitigation Bank are permitted by both the SWFWMD and USACE. The Hillsborough River Mitigation Bank has state palustrine forested credits available, but currently no federal credits are available for either palustrine emergent or palustrine forested mitigation. Additional federal credits are expected to be released in 2015. The North Tampa Mitigation Bank has both state and federal palustrine forested and emergent credits available.

## **C.2 AQUATIC PRESERVES**

There are no aquatic preserves in the study area. Therefore, there is no involvement with Aquatic Preserves.

## **C.3 WATER QUALITY**

The project contributes to the Tampa Bay and Coastal Areas Watershed (Uceta Yard Drain, East (Bellows) Lake Outlet, Tampa Bypass Canal, and Tampa Bypass Canal Tributary sub-basins) and the Hillsborough River Watershed (Seffner Canal, Pemberton Creek, Spartman Branch, Mill Creek, East Canal, Intermittent Stream, Midway Road Drain, and Wiggins Prairie Drain sub-basins). The watershed divide is located east of Mango Road (CR 579).

This project does not discharge to any Outstanding Florida Waters (OFWs). There are seven water bodies identified as verified impaired waters within the project limits. Proposed ponds within these basins are required by SWFWMD to provide a net improvement for the impaired nutrients so that the nutrient loading discharged from the proposed site is equal to or less than the nutrient loading discharged from the existing site. However, SWFWMD has confirmed that ponds designed and permitted for future development (e.g. ultimate typical section) will not be required to meet the impaired waters criteria.

The proposed stormwater facility design will include, at a minimum, the water quality requirements for water quality impacts as required by SWFWMD.

## **C.4 OUTSTANDING FLORIDA WATERS (OFWs)**

OFWs are designated and specially protected because of their natural attributes, (Section 403.061, F.S.). A review of the project area revealed no systems classified as Outstanding Florida Waters are located within 300-feet of the proposed project

## **C.5 WILD AND SCENIC RIVERS**

There are no wild and scenic rivers in the study area.



## C.6 FLOODPLAINS

Within the project limits, I-4 traverses 34 existing drainage crossings, including 29 cross drains, two (2) existing bridges and three (3) existing bridge culverts. The transverse impacts resulting from the extension or replacement of culverts and widening of bridges will be minimized during the design phase by designing these facilities in accordance with the FDOT Drainage standards and procedures. As stated in Chapter 24 ("Floodplains") of the FDOT PD&E Manual, Part II, "The proposed structure will perform hydraulically in a manner equal to or greater than the existing structure, 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 flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant."

This project will impact the 100-year floodplain in three ways:

1. Longitudinal impacts resulting from filling the floodplain areas associated with proposed roadway widening within the project limits, isolated wetlands, wetland systems, and digressional areas.
2. Transverse impacts resulting from the extension or replacement of the existing cross drains.
3. Transverse impacts resulting from widening of bridges.

The longitudinal impacts cannot be avoided since widening will occur to the outside throughout most of the project area, except from approximately Alexander Street to Polk Parkway where widening will be only to the inside. As described in the *DRAFT Location Hydraulics Memorandum*, the floodplain impact area was quantified according to the 100-year (base) flood elevation recorded on the FIRMs for areas within Zone AE. Additionally, for areas within Zone A the floodplain elevations were either estimated from the existing I-4 permits or from Hillsborough County contour data. The floodplain elevations were compared to the Hillsborough County contour data and the floodplain boundaries were adjusted accordingly. The depth of impact was calculated using the difference between the floodplain elevation and the average existing ground elevation, assuming that the seasonal high elevation was generally below ground adjacent to the project. During the design phase of the project, every effort should be taken to minimize the floodplain impacts.

The transverse impacts resulting from the extension or replacement of culverts and widening of bridges will be minimized during the design phase by designing these facilities in accordance with the FDOT Drainage standards and procedures. The structures proposed during the design phase will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. Therefore, no significant adverse impacts to the base floodplain are anticipated at the culverts and bridges.



During the design phase, the culverts and bridges should be analyzed using site specific data to accurately conclude that there will be no significant increase in backwater elevation. Additionally, a thorough field reconnaissance should be conducted to determine the need for widening or reconstruction of the existing cross drains.

Equivalent compensating storage volume must be provided for the impacted areas. This can be achieved utilizing offsite floodplain compensation sites, cut ditch sections, or the expansion of existing permitted floodplain compensation sites on a "cup for cup" basis. While "cup for cup" compensation is the preferred method of compensation, watershed modeling is also an accepted practice for demonstrating no adverse impacts to the floodplain.

### **C.7 COASTAL ZONE CONSISTENCY**

According to the National Oceanic and Atmospheric Administration, Section 307 of the "Coastal Zone Management Act of 1972" (CZMA), called the "federal consistency" provision, gives a state a strong voice in federal agency decision making for activities that may affect a state's coastal uses or resources that a state would not otherwise have through other federal programs. The federal consistency provision is a major incentive for states to join the National Coastal Zone Management Program and is a powerful tool that state programs use to manage coastal activities and resources and to facilitate cooperation and coordination with federal agencies.

The limits of this project do not interfere with the coastline.

### **C.8 COASTAL BARRIER RESOURCES**

According to the USFWS Coastal Barrier Resource Act mapping website, there are no coastal barrier resource units within the project area. Therefore, there is no involvement with Coastal Barrier Resources.

### **C.9 WILDLIFE AND HABITAT**

The project ROW was evaluated for the presence of federal and/or state protected species and their suitable habitat in accordance with 50 Code of Federal Regulation (CFR) Part 402 of the Endangered Species Act (ESA) of 1973, as amended, Chapters 5B-40: *Preservation of Native Flora of Florida* and 68A-27 Florida Administrative Code (F.A.C) *Rules Relating to Endangered or Threatened Species* and Part 2, Chapter 27 - *Wildlife and Habitat Impacts* of the FDOT PD&E Manual.

Literature reviews, agency database searches and field reviews were conducted to document state and federally protected species presence, their habitat and/or critical habitat occurring or potentially occurring within the project area. Four federally protected species, fifteen state protected species and one protected, non-listed species were determined to be present or have a likelihood for utilization of habitats within or adjacent to the project ROW. One federally listed species and three state listed species were observed during the field reviews.

The project **may affect, but is not likely to adversely affect** federal and state protected species. Federally protected species include:

- Eastern indigo snake
- Florida scrub jay
- Florida golden aster
- Wood stork

State protected species include:

- Florida burrowing owl
- Florida sandhill crane
- Gopher tortoise
- Southeastern American kestrel
- Sherman's fox squirrel
- Wetland dependent avian species

The project **may affect, but is not likely to adversely affect** one protected, non-listed species:

- Bald eagle

The project is anticipated to have no effect on the sand and blue-tailed mole skink. Multiple avenues of protection are likely to be employed to negate and minimize any potential affects to these species. Some of the measures employed could include further field surveys and agency coordination during the project's design phase, the use of BMPs during construction, adherence to FDOT's "*Standard Specification for Road and Bridge Construction*", relocation of any potentially affected gopher tortoises, and utilization of standard protection measures for species such as the Eastern indigo snake.

### ***Federally Protected Species***

#### **Eastern Indigo Snake (*Drymarchon corais couperi*)**

Eastern indigo snakes are large, black, non-venomous snakes which are distributed throughout the southeastern United States. This species is listed as a threatened species by the USFWS due to loss or degradation of habitat and human intervention. The species is found in a variety of habitats including swamps, wet prairies, xeric pinelands and scrub areas. It may utilize gopher tortoise burrows for shelter during the winter and to escape the heat during the summer. This species feeds on snakes, frogs, salamanders, toads, small mammals, birds and young turtles. No individuals were observed during the field surveys; however, areas of suitable habitat for this species occurs within and adjacent to the project ROW. The probability of occurrence for this species within the ROW is therefore high. To assure the protection of this species during construction, when it is most likely to be affected, the FDOT commits to implement the most current Standard Protection Measures for the Eastern Indigo Snake which can be found in

Appendix J. It is anticipated that this project **may affect, but is not likely to adversely affect** the Eastern indigo snake.

### **Florida Scrub Jay (*Aphelocoma coerulescens*)**

The Florida scrub jay is similar in size and shape to the blue jay, but the scrub jay lacks the crest and white spotting on wings and tail. This species is listed as threatened by the USFWS. Optimal scrub-jay habitat consists of low growing, scattered scrub canopy species with patches of bare sandy soil such as those found in sand pine scrub, xeric oak scrub, scrubby flatwoods and scrubby coastal strand habitats. In areas where these types of habitats are unavailable, Florida scrub jays may be found in less optimal habitats such as pine flatwoods with scattered oaks. The project is located within the USFWS Florida scrub-jay consultation area (CA). Although not optimal, appropriate scrub jay habitat was identified within areas adjacent to the project ROW on the Hillsborough County side of the project. Biologists conducted limited scrub jay surveys using a modified survey protocol of three days on July 23, August 13 and 14, 2014. The USFWS Scrub Jay Survey Guidelines (2007) were used during the survey. No scrub jays were observed during the survey events. Although not optimal, because habitat does exist for the scrub jay adjacent to the project ROW, it is anticipated that this project **may affect, but is not likely to adversely affect** the Florida scrub jay. FDOT commits to USFWS consultation during the project's design and permitting phase.

### **Florida Golden Aster (*Chrysopsis floridana*)**

Florida golden aster is listed as an endangered species by the USFWS. This species is a member of the *Asteraceae* family and occurs in sunny, bare patches of sand in sand pine scrub; low sand ridges of excessively well drained, fine sands; railroad and highway ROW. Railroad and roadway ROWs within the project area are maintained by mowing and therefore were not identified as optimal habitat for this species. Along the project ROW, one community was identified as potential habitat for this species. Surveys for this species were conducted in August 2014. Visual observations from the ROW line were conducted. No species were observed during the field review. Although not optimal habitat, it is anticipated that the project **may affect, but is not likely to adversely affect** the Florida golden aster. FDOT commits to initiate consultation with the USFWS during design and permitting.

### **Sand Skink (*Plestiodon reynoldsi*) and Blue-tailed Mole Skink (*Plestiodon egregius lividus*)**

The sand and blue-tailed mole skinks are listed as threatened by the USFWS due to severe population declines and habitat degradation. These species occur on Florida's central ridges from Marion County south to Highlands County and at elevations of 82-feet or more above sea level (USFWS, 2012). Limited information is known about sand skink dispersal and no information is available on blue-tailed mole skink dispersal. Only sand skinks leave visible signs (tracks) on sandy soil surfaces. Therefore, for practical purposes, the occurrence of sand skinks is used as an indicator of blue-tailed mole skinks as well. Principal habitat for these species includes pine and oak scrub, scrubby flatwoods and turkey oak ridges with excessively drained, well drained or moderately drained soils. Skinks may also use disturbed habitat such as edges of citrus groves, open fields and pastures. These species require loose sand (for burrowing) with large areas of little to no groundcover. The eastern-most extent of the project, located within Polk County, is located within the CA for the sand and blue-tailed mole skinks. Based on discussions with FDOT, the skink survey limits included a 2-mile buffer on the west side of the skink CA (Polk County boundary). Therefore, the survey area extended from approximately Charlie Taylor Road to the Polk Parkway. This buffer was thought to be sufficient to capture potential skink habitat that is located outside of the CA. Pedestrian surveys were conducted in open upland areas. These habitats included roadway ROW and infield areas which were not suitable skink habitat. Surveys resulted in no evidence of skinks present within the project limits. Based on the preliminary surveys, lack of suitable habitat, soils or elevation, it is anticipated that the project will have **no effect** on the sand and blue-tailed mole skinks.

### **Wood Stork (*Mycteria americana*)**

The wood stork is listed as threatened by the USFWS. This wading bird species is opportunistic, utilizing various habitats including mixed hardwood swamps, man-made wetlands, sloughs, tidal creeks and mangroves for foraging. Five (5) wood storks were observed foraging in a wetland habitat along the north side of the I-4 (SR 400) ROW. This project is located within 14 wood stork Core Foraging Areas (CFA) (Figure 4-2), of which one nesting colony is located within 1400-feet of the project ROW. Suitable Foraging Habitat (SFH) is located within the existing ROW of the I-4 (SR 400) corridor and areas adjacent to the project limits. As defined by the USFWS, SFH includes wetlands and surface waters which have areas of water that are relatively calm, uncluttered by dense thickets of aquatic vegetation and have permanent or seasonal water depth between 2 and 15 inches.

All wetlands and surface waters identified within the limits of the existing ROW were estimated as "potential" wetland and surface water impacts. This conservative approach results in a "worst-case" permitting scenario. SFH within the project ROW will be re-evaluated during final permitting of the project as vegetative structure of wetlands will change over time. Unavoidable

wetland impacts will be mitigated as appropriate. Because of the proximity of a nesting colony within 2500-feet of the project ROW, it is anticipated that the project **may affect, but is not likely to adversely affect** the wood stork. FDOT commits to initiate consultation with the USFWS for the wood stork during the design and permitting phase of the project.

### ***State Protected Species***

#### **Florida Burrowing Owl (*Athene cunicularia floridana*)**

The Florida burrowing owl is listed as a species of special concern by the FFWCC due to habitat degradation and loss by human activities. This species requires high, sparsely vegetated habitat with sandy soil. Natural habitats include dry prairies and sandhills; however, burrowing owls are also found in ruderal areas including pastures, roadway ROWs and vacant residential parcels. Although the project area contains marginally suitable habitat for this species, no documented occurrences of the Florida burrowing owl have been documented within one mile of the project area according to FNAI. Additionally, no individuals or burrows were observed during the field reviews. Due to the presence of suitable habitat, although marginal, it is anticipated that the project **may affect, but is not likely to adversely affect** the Florida burrowing owl.

#### **Florida Sandhill Crane (*Grus Canadensis pratensis*)**

The **Florida sandhill crane** is a large wading bird listed as threatened by the FFWCC. The Florida sandhill crane is a wetland dependent species typically found in prairies, freshwater marshes and pasture lands; however, they are known to utilize a variety of habitats. Nests are characterized by a mound of herbaceous vegetation in shallow water. A pair of sandhill cranes was observed foraging in an open herbaceous area, south of I-4 (SR 400) and east of I-75. Although no nests were observed during the field review, nesting habitat does exist within areas adjacent to the project ROW. Because nesting and foraging habitat exists within the project limits, it is anticipated that the project **may affect, but is not likely to adversely affect** the Florida sandhill crane. FDOT commits to conduct a Florida sandhill crane nest survey prior to construction.

#### **Sherman's Fox Squirrel (*Sciurus niger shermani*)**

The Sherman's fox squirrel is listed as a species of special concern by the FFWCC. This species prefers high pine sandhills, pine flatwoods, pastures and other open, ruderal habitats with scattered pines and oaks. Suitable habitat for this species is located within the I-4 (SR 400) ROW in infield areas as well as adjacent habitats. No species were observed during the field review. According to FNAI, no individuals were documented within one mile of the project ROW. Because suitable habitat does exist for this species, it is anticipated that the project **may affect, but is not likely to adversely affect** the Sherman's fox squirrel.

#### **Gopher Tortoise (*Gopherus polyphemus*), Gopher Frog (*Lithobates capito*), Florida Pine Snake (*Pituophis melanoleucus mugitis*), and Florida Mouse (*Podomys floridanus*)**

The gopher tortoise is currently listed as a candidate species with the USFWS and listed as threatened by the FFWCC. Due to habitat loss and degradation, this species is declining in numbers. This species requires well drained and loose sandy soils for burrowing and low-growing herbs and grasses for foraging. These habitat conditions are best found in sandhill communities, although tortoises are known to use a wide variety of habitats including sand pine scrub, xeric oak hammocks, dry prairies, pine flatwoods as well as ruderal sites such as pastures. One potentially occupied gopher tortoise burrow was observed along the south side of I-4, at the eastbound weigh-in motion facility. Gopher tortoise burrows are frequently used by commensal species including the Florida mouse, gopher frog and Florida pine snake, all of which are listed as species of special concern by the FFWCC. Suitable habitat for these species is present within the project area; however, no commensal species were observed during the field reviews. Current FFWCC regulations require a gopher tortoise relocation permit for any ground disturbance activity occurring within 25-feet of a potentially occupied gopher tortoise burrow. Because a burrow has been observed within the project area, it is anticipated that the project **may affect, but is not likely to adversely affect** the gopher tortoise, gopher frog, Florida mouse and Florida pine snake. The FDOT commits to survey the project area prior to construction and will coordinate with the FFWCC to secure all permits needed to relocate the tortoises.

#### **Southeastern American Kestrel (*Falco sparverius paulus*)**

The southeastern American kestrel is listed as threatened by the FFWCC due to population declines from habitat destruction. This species is found in various communities including open pine habitats, woodland edges, prairies and pastures. Nests are found in tall dead trees or utility poles, generally with unobstructed views of surroundings. Although not optimal, suitable habitat does exist within areas adjacent to the I-4 (SR 400) ROW. No individuals or cavity trees were observed during the field surveys conducted in July and August 2014. According to FNAI, no individuals or nests were documented within one mile of the project limits. Because suitable habitat does exist, it is anticipated that the project **may affect, but is not likely to adversely affect** the Southeastern American Kestrel.

#### **Wetland Dependent Avian Species**

Wetland dependent avian species including the little blue heron (*Egretta ceulea*), snowy egret (*Egretta thula*), white ibis (*Eudocimus albus*), roseate spoonbill (*Platatea ajaja*), limpkin (*Aramus guarauna*), reddish egret (*Egretta rufescens*) and tricolored heron (*Egretta tricolor*) are listed as species of special concern by the FFWCC. These species utilize a wide variety of habitats including canals, ditches, forested wetlands, prairies and marshes. One little blue heron was observed in a wetland along the north side of I-4 (SR 400) during the field review in August 2014. No rookeries were identified in the Florida Atlas of Breeding Sites within one mile of the project and no rookeries were identified by FNAI within one mile of the project. Wetlands and

surface waters that provide potential foraging habitat for wetland dependent avian species are located within the project area and adjacent to the I-4 (SR 400) ROW. All wetlands and surface waters identified within the limits of the existing ROW were estimated as “potential” wetland and surface water impacts. Unavoidable wetland impacts will be mitigated as appropriate. Therefore, it is anticipated that the project **may affect, but is not likely to adversely affect** wetland dependent avian species.

### ***Non-Listed Protected Species***

#### **Bald Eagle (*Haliaeetus leucocephalus*)**

The bald eagle is no longer listed as a threatened species by the USFWS but is protected under the Bald and Golden Eagle Protection Act (BGEPA) of 1940 and the Migratory Bird Treaty Act (MBTA) of 1918, as amended. In addition, the FFWCC has implemented a bald eagle management plan, adopted April 2008. The bald eagle prefers riparian habitat associated with coastal areas, lake shores or rivers. It nests near water bodies which provide a dependable source of food. The locations of eagle nests throughout the state are closely monitored by the FFWCC each nesting season. The most recent data available for the nest locations is from the 2012-2013 nesting season. Three active nests (HL020, HL055, and HL058) are located within one mile of the I-4 (SR 400) ROW (Figure 4-1). Of the three nests, one nest (HL055) is located within 300-feet of the westbound exit ramp from I-4 (SR 400) to E Hillsborough Avenue. The FDOT commits to resurvey for active bald eagle nests during design and permitting. If active nests are observed within the 660-foot construction buffer zone of the project area, the FDOT will coordinate with FFWCC to secure all necessary approvals regarding this species prior to constructing the project. It is anticipated that the project **may affect, but is not likely to adversely affect** the bald eagle.

### **C.10 ESSENTIAL FISH HABITAT**

Essential Fish Habitat (EFH) regulation applies primarily to estuarine and marine habitat, per the Magnuson-Stevens Fishery Conservation and Management Act of 2006. Since this project does not include estuarine and marine habitat, and the project does not affect other fish spawning, breeding and feeding habitat, there is no involvement with EFH.



## ATTACHMENT D – PHYSICAL IMPACTS

### D.1 NOISE

This *Noise Study Report (NSR)* for the project was prepared as part of the PD&E Study as required by the FDOT's PD&E Manual, Part 2, Chapter 17 (May 4, 2011) and in accordance with the Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772)—Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010).

**Table 3: FWHA Noise Abatement Criteria**

Activity Category	Description of Activity Category	Activity Leq(h) <sup>1</sup>	
		FWHA	FDOT
A	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	57 (Exterior)	56 (Exterior)
B <sup>2</sup>	Residential	67 (Exterior)	66 (Exterior)
C <sup>2</sup>	Active sports areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails and trail crossings.	67 (Exterior)	66 (Exterior)
D	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools and television studios.	52 (Interior)	51 (Interior)
E <sup>2</sup>	Hotels, motels, offices, restaurants/bars and other developed lands, properties or activities not included in A-D or F.	72 (Exterior)	71 (Exterior)

F	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical) and warehousing.	--	--
G	Undeveloped lands that are not permitted.	--	--

Sources: Table 1 of 23 CFR Part 772 and Table 17.1 of Chapter 17 of the FDOT's PD&E Manual (dated 5-24-11).

<sup>1</sup> The Leq(h) activity criteria values are for impact determination only, and are not design standards for noise abatement measures.

<sup>2</sup> Includes undeveloped lands permitted for this activity category.

Note: Noise abatement considerations are also warranted when a substantial noise increase is predicted to occur (i.e., when the predicted future traffic noise level with an improvement project is equal to or greater than 15 dB(A) when compared to the existing traffic noise level.

One-thousand and twelve noise sensitive receptors (i.e., discrete representative locations on a property that has noise sensitive land uses) representing 1,034 noise sensitive land uses were evaluated within 59 noise sensitive areas (NSAs). Nine hundred and seventy-seven receptors were evaluated on residential properties, two in cemeteries, six at two schools, seven at hotels, 13 at places of worship, two in outdoor dining areas at restaurants, two in a park, one in a recreational area, one at a 20-acre for-profit business for which the theme is dinosaurs and one at a concert-only outdoor amphitheater.

Of the 1,012 evaluated receptors, 379 are predicted to be impacted by traffic noise with existing conditions. In the future without the proposed improvements 395 of the receptors are predicted to be impacted. Finally, with the proposed improvements, 582 receptors are predicted to be impacted by traffic noise. Five hundred and sixty-eight of the 582 receptors were evaluated on residential properties, two in cemeteries, five at two schools, five at places of worship and two in a park.

Traffic management measures, modifications to the roadway alignment, buffer zones and noise barriers were considered as abatement measures. With the exception of the proposed noise barriers for the impacted properties within the following NSAs, the noise abatement measures were not determined to be both feasible and reasonable.

- NSA 4: Residences in the Pardeau Shores subdivision (see Sheets 3 and 4 in Appendix B)

- NSA 21: Residences south of I-4 between Parsons Avenue and Brinwood Drive (see Sheet 14 in Appendix B)
- NSA 45: Residences in the Bracewell Heights subdivision (Sheets 33 and 34 in Appendix B)
- NSA 57: Residences south of I-4 between Wiggins Road and County Line Road (Sheets 38 and 39 in Appendix B)

The estimated cost to construct the noise barriers ranges from \$2,228,000 to \$4,325,000 depending on the length and height of the barrier.

The FDOT is committed to the construction of noise barriers at the locations above, contingent upon the following:

- Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of providing the barriers as abatement;
- The detailed analysis demonstrates that the cost of the noise barrier will not exceed the cost effective limit;
- The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed; and
- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved.

Notably, the noise barriers for the impacted properties in NSA 21 and NSA 45 have the potential to visually block outdoor advertising signs. Should the barriers at these locations remain a feasible and reasonable abatement measure after the detailed noise analysis during the final design process and the signs are determined to be conforming and legally permitted signs, a notice of the possible noise wall screening will be provided to the affected sign permit holder(s) and the appropriate local sign regulating agency and a public hearing will be held to receive input on the proposed noise barrier/sign conflict.

Some land uses adjacent to I-4 are identified on the FDOT listing of noise- and vibration- sensitive sites (e.g., residential use). Application of the *FDOT Standard Specifications for Road and Bridge Construction* may minimize or eliminate potential issues should they arise during the construction process.

## D.2 AIR QUALITY

The proposed Build Alternative improvement is located in Hillsborough County, Florida, an area currently designated by the US Environmental Protection Agency (EPA) as being attainment for all of the criteria air pollutants. Because the project is in an attainment area and the project would reduce congestion, it is not likely that the proposed improvements will have an impact on local or regional air pollutant/pollutant precursor emissions or concentrations.

The project Build and No-Build alternatives were analyzed for both the 2020 and 2040 years using the FDOT's air quality screening model, CO Florida 2012 (approved by the Federal Highway Administration (FHWA) on April 12, 2013). CO Florida 2012 uses the EPA's MOVES and CAL3QHC emission rate and dispersion models to produce estimates of one- and eight-hour concentrations of carbon monoxide (CO) at default receptor locations. These concentrations can be directly compared to the one- and eight-hour NAAQS for CO (35 and 9 parts per million [ppm], respectively).

The intersection forecasted to have the highest approach traffic volume for both the No-Build and Build Alternatives for both the 2020 and the 2040 is the 50th Street intersection with the I-4 eastbound entrance and exit ramps. Estimates of CO concentrations were predicted at default receptor locations along each leg of this intersection and along the 50th Street intersection with the I-4 westbound entrance and exit ramps. The I-4 through lanes were also included in the analysis.

Based on the results from the screening model, the highest predicted CO one- and eight-hour concentrations would not exceed the NAAQS for this pollutant regardless of alternative or year of analysis. The CO Florida 2012 output files are attached to the Air Quality Memorandum. Table 4 provides the CO Screening results for the No-Build and Build alternatives for the 2020 and 2040 years.

**Table 4. CO Screening Results for the No-Build and Build Alternatives**

Year	Alternative	Maximum CO Levels (ppm)		Passes Screening Test
		NAAQS one-hr/ Alternative one-hr	NAAQS eight-hr/ Alternative eight-hr	
2020	No-Build	35 / 8.7	9 / 5.2	Yes
	Build	35 / 8.7	9 / 5.2	Yes
2040	No-Build	35 / 8.8	9 / 5.3	Yes
	Build	35 / 8.8	9 / 5.3	Yes

### **D.3 CONSTRUCTION**

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

Noise and vibration impacts will be from heavy equipment and construction analysis. This will be minimized by adherence to noise control measures found in the most current edition of the FDOT *Standard Specifications for Road and Bridge Construction*, and any special provisions in the construction contract.

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

Traffic will be maintained during construction so as to minimize delays through the construction zone. This will include the use of detours, signage, and information provided to the local news media to notify the public of road closures or any other construction related activities that could create delays to the traveling public

### **D.4 CONTAMINATION**

The *Contamination Screening Evaluation (CSER)* of the I-4 project was prepared as part of the PD&E Study as required by the FDOT's PD&E Manual, Part 2, Chapter 22 (January 17, 2008) and in accordance with the FHWA's Technical Advisory T 6640.8a (October 30, 1987). Consistent with this guidance and based on environmental records searches, land use surveys, field surveys and other screening methodologies cited within the PD&E Manual, 38 sites that are known or have the potential to contain environmental contamination, hazardous materials and/or other regulated substances were identified with approximately 1/2 mile of the project corridor. (Notably, the evaluation of proposed stormwater pond sites associated with the I-4 project was not included in this CSER).

The findings of this investigation are based on the collection and evaluation of information obtained from the FDOT ETDM Summary Report, an electronic environmental database search, electronic regulatory agency databases, current and historic aerial photography (1994 through 2014, depending on area), property ownership records, previous PD&E studies, and in-the-field visits of the project corridor.

Following FDOT CSER guidelines, each of the 45 identified sites were assigned a "risk-rating" signifying the expectation level of encountering environmental contamination, hazardous materials and/or other regulated substances in association with the proposed improvements to

I-4. Based upon pre-established criteria, one site was rated NO (Risk), 14 sites were rated LOW, 25 sites were rated MEDIUM and five sites were rated HIGH. The MEDIUM and HIGH rated sites are identified as follows:

**Table 5: Contamination Screening Report Summary and Recommendations**

Site I.D. No.	Site Name	Risk Rating	Summary of Findings
1	Tampa Bay Truck Center	Medium	There are some (i.e., two or three) reported USTs/ASTs associated with this property but the locations and status is not known nor is there any visible evidence of them from aerial photos. Some fuel spills have been reported at this location, but there is no indications of widespread soil and/or groundwater contamination.
2	Convergys	Low	The TRI data for this site is incomplete and does not provide information regarding their chemical inventory.
3	Sunoco Gas Station	Medium	Facility contains two 20,000-gallon USTs containing unleaded gas and vehicular diesel.
4	BP Gas Station	Medium	Site contains USTs with reported management violations and in close proximity to I-4 project.
5	Nat. Semi-Trailer Corp.	Low	There are no known reported USTs/ASTs associated with this property nor is there visible evidence of them from aerial photos.
6	Florida Chemical Supply	Low	There are also no known reported USTs/ASTs associated with this property
7	Tampa Diesel	Low	This facility previously contained small USTs.
8	Chevron Gas Station	Medium	The facility's has known soil/groundwater contamination and is undergoing assessment and monitoring.
9	BP Fairgrounds Gas Station	Medium	Site contains USTs with reported management violations and potential leaks.
10	Stepp's Towing Service Tampa	Medium	History of UST management violations and close proximity to I-4 project.
11	Unknown Business	Low	There is no visible evidence of USTs/ASTs on this site from aerial photos but has past reports of junk storage areas.
12	Independence Recycling of	Low	A solid waste recycling facility but a database search did not reveal the presence of AST or USTs onsite

Site I.D. No.	Site Name	Risk Rating	Summary of Findings
	Florida		and there are no known incidents of reported contamination.
13	Lazy Days RV Center	Medium	Site contains USTs with reported management violations; ROW is required.
14	Flying J Travel Plaza	Medium	Facility contains several former and existing USTs with history of compliance violations and known contamination.
15	Circle K/Shell	Medium	Facility contains several former and existing USTs with history of compliance violations and known contamination.
16	Travel Centers of America	Medium	History of UST management violations and close proximity to I-4 project.
17	Gator Ford	Medium	Potential to contain USTs/ASTs but a search in the FDEP OCULUS data management system did not find UST or AST registrations; ROW is required.
18	Taylor Road Landfill	High	Closed landfill is an active U.S. EPA Superfund Clean-up Site with contaminated plumes in close proximity to project corridor.
19	Raceway Gas Station	Medium	Three former USTs have been removed and several spills have been reported at this location but there is no indications of widespread soil and/or groundwater contamination.
20	BP Gas Station	Medium	Four former USTs have been removed and several spills have been reported at this location but there is no indication of widespread soil and/or groundwater contamination.
21	7-11 Store & Gas Station	Medium	Contains former and existing USTs with reports of past soil/groundwater contamination.
22	Camping World	No	Identified in regulatory agency databases but a site visit in January 2015 did not reveal the presence of AST/USTs onsite and there are no known incidents of reported contamination.
23	Camping World	Low	Identified in regulatory agency databases but a site visit in January 2015 did not reveal the presence of AST/USTs onsite and there are no known incidents of reported contamination.
24	Griffin-Hall Farm	Medium	Facility reportedly contains USTs (1988).
25	Citgo –Quik Mart	High	Facility reportedly contains existing and former USTs with history of compliance violations or



Site I.D. No.	Site Name	Risk Rating	Summary of Findings
			contamination.
26	Circle K/Shell Gas Station	Medium	Facility reportedly contains existing USTs with history of compliance violations.
27	Marathon Gas Station	Medium	Facility reportedly contains existing and former USTs with history of compliance violations, documented contamination and remediation activities, ongoing post-remediation sampling activities.
28	Hawk-Griffin Road Landfill	Medium	A former solid waste landfill with debris located close to the I-4 corridor.
29	Plant City Wawa Gas Station	Low	Facility reportedly contains existing USTs and the Storage Tank Facility Installation Site Inspection Report (June 2014) found the facility to be in compliance.
30	Race Trac Gas Station	Medium	Facility reportedly contains existing USTs with history of compliance violations.
31	Shell Oil Gas Station	Medium	Facility reportedly contains existing USTs with history of compliance violations.
32	Abandoned Gas Station	High	Former site of a gas station with known contamination.
33	BP Gas Station	Medium	Facility reportedly contains existing USTs with history of compliance violations.
34	Americold	Low	A 2,000-gallon spill of anhydrous ammonia was reported in October 2010 at this site but the incident status is "closed."
35	Knights Inn	High	Former site of a gas station with known contamination, and ongoing contamination investigations.
36	Gulf Coast Turf and Tractor	Low	This facility is registered as a SQG of hazardous wastes but has not had any compliance violations.
37	Reddy Ice	Low	This facility is reported to contain regulated chemicals but has not had any compliance violations.
38	Linder Industrial Machinery Co.	Medium	Facility reportedly contains existing USTs with history of compliance violations.
39	Shell Gas Station	High	Facility reportedly contains existing USTs with history of compliance violations and discharges.

Site I.D. No.	Site Name	Risk Rating	Summary of Findings
40	Vacant Property	Low	Identified in regulatory agency databases but a site visit in January 2015 did not reveal the presence of AST/USTs onsite and there are no known incidents of reported contamination.
41	Circle K/Shell	Medium	DRFs were submitted in 1994 and 1997 in response to contamination discovered by liquid detectors.
42	Stingray Chevrolet	Medium	Facility reportedly contains existing USTs with history of compliance violations.
43	Covenant Bible Church	Low	Identified in regulatory agency databases but a site visit in January 2015 did not reveal the presence of AST/USTs onsite and there are no known incidents of reported contamination.
44	Mobil Speedlane Gas Station	Medium	Facility reportedly contains existing USTs with history of compliance violations.
45	Circle K/Shell Gas Station	Low	Facility reportedly contains existing USTs with history of compliance violations.

It is recommended that the MEDIUM- and HIGH-rated sites be further evaluated through a Level 2 Contamination Assessment prior to final design of the I-4 project. The contamination assessment should be conducted to the degree necessary to determine the presence or absence of environmental contamination and, if it is present, the levels of contamination, clean-up options and the associated costs, if necessary. This action will help to avoid and/or minimize the acquisition of contaminated right-of-way areas and potential impacts on construction activities during excavation and/or dewatering in these areas, as appropriate.

If the results of the follow-up testing indicate no evidence of soil or groundwater contamination, the risk rating of a site could be revised downward but if further information supports these early findings, some sites could remain rated as having a MEDIUM or HIGH potential, even if field-testing did not reveal the presence of contamination.

#### **D.5 AESTHETIC EFFECTS**

FDOT may consider context sensitive solutions such as aesthetic features and landscaping during the design phase so that the project is in harmony with the community and preserves and/or enhances the natural, environmental, scenic, and aesthetic values of the area. No special aesthetic treatments have been requested nor are any planned to be provided as part of implementing the project. No other provisions or commitments were made regarding special aesthetic features, lighting, or noise walls.

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

As a limited access highway, no provisions for bicycles or pedestrians along the corridor are being made.

## **D.7 UTILITIES AND RAILROADS**

Twenty-four existing utilities have been identified through the project corridor. The existing utilities include buried electric lines, copper and fiber optic cable, water, sewer, and reclaimed water mains.

Depending on their location and depth, the proposed improvements may require adjustment of some of these existing utilities.

## **D.8 NAVIGATION**

Utilizing the Florida Geographic Data Library (FGDL) Navigable Waterways layer (2014), no navigable waterways were found that intersect with the project limits.

Navigable waters for Coast Guard bridge permitting purposes are defined by 33 CFR §, unless specifically declared otherwise by Congress, to include:

- a. Territorial seas of the United States;
- b. Internal waters of the United States subject to tidal influence; and
- c. Internal waters of the United States not subject to tidal influence that:
  - 1) Are or have been used, or are or have been susceptible for use, by themselves or in connection with other waters, as highways for substantial interstate or foreign commerce, notwithstanding natural or man-made obstructions that require portage, or
  - 2) A governmental or non-governmental body, having expertise in waterway improvement, determines to be capable of improvement at a reasonable cost (a favorable balance between cost and need) to provide, by themselves or in connection with other waters, as highways for substantial interstate or foreign commerce.

Since none of these conditions apply, no United States Coast Guard bridge permit will be required.

## **Appendix 1 – Project Planning Consistency**

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
STIP REPORT

=====

HIGHWAYS							
=====							
DS	1,006,707	4,429	0	0	0	0	1,011,136
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	1,758,855	0	0	0	0	1,758,855
DIH	0	20,600	0	0	0	0	20,600
TOTAL <N/A>	1,042,468	1,783,884	0	0	0	0	2,826,352

FEDERAL PROJECT NUMBER: 3014 068 P

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
HSP	0	375,600	0	0	0	0	375,600
TOTAL 3014 068 P	0	375,600	0	0	0	0	375,600
TOTAL 431495 1	1,042,468	2,159,484	0	0	0	0	3,201,952
TOTAL Project:	1,042,468	2,159,484	0	0	0	0	3,201,952

-----

ITEM NUMBER:431746 1 PROJECT DESCRIPTION:I-4 FROM E OF 50TH ST TO THE POLK PARKWAY \*SIS\*  
DISTRICT:07 COUNTY:HILLSBOROUGH TYPE OF WORK:PD&E/EMO STUDY  
PROJECT LENGTH: 20.613MI

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	GREATER THAN 2018	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	35,927	265	0	0	0	0	36,192
DS	2,380,417	0	0	0	0	0	2,380,417
TOTAL <N/A>	2,416,344	265	0	0	0	0	2,416,609
TOTAL 431746 1	2,416,344	265	0	0	0	0	2,416,609

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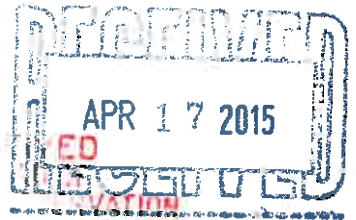
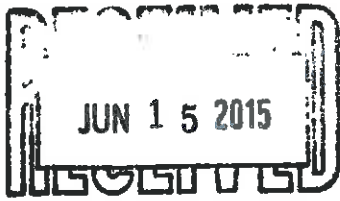
ITEM NUMBER:431746 2 PROJECT DESCRIPTION:I-4 FM W OF CROSSTOWN CONNECT TO E OF MANGO ROAD \*SIS\*  
DISTRICT:07 COUNTY:HILLSBOROUGH TYPE OF WORK:ADD LANES & REHABILITATE PVMNT  
PROJECT LENGTH: 18.600MI

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	GREATER THAN 2018	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
	0	0	0	0	0	3,685,048	3,685,048

**Appendix 2 –Cultural Resources Assessment Survey Federal Highway Administration and State  
Historic Preservation Office Concurrence Letter**



**Florida Department of Transportation**

RICK SCOTT  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612-6456

HISTORIC PRESERVATION  
2015 MAY 13 P 3:51  
JIM BOXOLD  
SECRETARY

April 16, 2015

Ms. Cathy Kendall  
Environmental Protection Specialist  
Federal Highway Administration  
Florida Division  
545 John Knox Road, Suite 200  
Tallahassee, Florida 32303

RE: Cultural Resource Assessment Survey  
Interstate 4 (I-4) (SR 400) from east of 50<sup>th</sup> Street to Polk Parkway  
Work Program Item Segment No.: 431746-1  
Federal Aid Project (FAP) No.: TBD  
Hillsborough County, Florida

Dear Ms. Kendall:

The Florida Department of Transportation (FDOT), District Seven is conducting a Project Development and Environment (PD&E) Study to evaluate improvements to Interstate 4 (I-4) (SR 400) from east of 50<sup>th</sup> Street (US 41/SR 583) in Hillsborough County to the Polk Parkway (SR 570) in Polk County, Florida. The total distance for this project is approximately 22.1 miles. This study will examine the need for express lane improvements to increase the capacity and improve the operations and safety of I-4. The improvements being considered include widening I-4 to accommodate four (4) express lanes with two (2) express lanes in each direction. Widening will occur both to the inside and to the outside throughout most of the project study area, except from approximately Alexander Street (SR 39A) to Polk Parkway (SR 570) where widening will be only to the inside. The project is mainly within the existing right-of-way (ROW) with the exception of ten (10) locations. The ROW is needed to correct horizontal geometry, provide 10-foot maintenance berms behind Mechanically Stabilized Earth (MSE) walls, and for the inclusion of express lane to express lane at the I-4 and I-75 interchanges.

Enclosed are two copies of the Cultural Resource Assessment Survey (CRAS) (April 2015) that was prepared for the above referenced project. Also enclosed are 79 Florida Master Site File (FMSF) forms (8HI24, 8HI513, 8HI514, 8HI5079, 8HI5085, 8HI5086, 8HI5088 through 8HI5091, 8HI5094, 8HI5097, 8HI5107, 8HI5109, 8HI6730, 8HI6737, 8HI8680, 8HI8682, 8HI8687, 8HI8689, 8HI8690, 8HI8692, 8HI8693, 8HI8746, 8HI8755, 8HI8757 through 8HI8760, 8HI8763, 8HI8769 through 8HI8772, 8HI8779 through 8HI8782, 8HI10288, 8HI12135, 8HI12224 through 8HI12260; 8HI12262 and



Ms. Cathy Kendall

Interstate 4 (I-4) (SR 400) from east of 50<sup>th</sup> Street to Polk Parkway

Work Program Item Segment No.: 431746-1; FAP No.: TBD

April 16, 2015

Page 2 of 4

8HI12281); a CD containing the FMSF photographs and pdf files of the FMSF forms and CRAS (for the State Historic Preservation Officer [SHPO]); a CD containing a pdf file of the CRAS and FMSF forms (for FHWA); and a Survey Log Sheet. As agreed, the FMSF forms for FHWA are all contained on the CD and not provided as hard copies since there are so many forms.

The CRAS included background research and a field survey. The purpose 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 National Register of Historic Places (NRHP). The archaeological Area of Potential Effect (APE) was defined as the existing right of way; the historical APE includes the existing right of way as well as immediately adjacent properties within 200 feet. Proposed pond and floodplain compensation sites were not identified in the PD&E Study and will be evaluated later during design.

The background research suggested a Moderate Degree of Effect for archaeological resources. Background research indicated that 39 previously recorded archaeological sites are located within or adjacent to the project archaeological APE. With the exception of three (3) sites, the SHPO evaluated all sites as ineligible for listing in the NRHP. Only the three (3) sites (8HI24, 8HI513, and 8HI514) that were either not evaluated by the SHPO or had insufficient information for a significance determination were field surveyed. Survey of new areas of ROW was not needed. Systematic survey of the entire project corridor was not required since the existing ROW has been severely altered by roadway development and other impacts, and work within the ROW posed a safety issue for the field team. Field survey produced negative results which was documented in FMSF Update forms.

The background research suggested a Moderate Degree of Effect for historical resources. Historical/architectural field survey resulted in the identification and evaluation of 76 historic resources within the I-4 project APE. This includes 37 previously recorded and 39 newly identified and recorded resources. This total includes 33 previously recorded structures, 38 newly recorded structures, one (1) railroad (Seaboard Air Line Railroad/8HI10288), two (2) canals (Tampa Bypass Canal/8HI12135 and Baker's Creek Canal/8HI12281), and two (2) cemeteries (Memorial Park Cemetery/8HI6730 and Mount Enon Primitive Baptist Cemetery (8HI6737). There is insufficient information to evaluate the NRHP eligibility for the one (1) railroad and two (2) canals based on the short segments contained within the project APE. The 71 historic structures and the two (2) cemeteries do not meet the criteria for listing in the NRHP.

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

Ms. Cathy Kendall  
Interstate 4 (I-4) (SR 400) from east of 50<sup>th</sup> Street to Polk Parkway  
Work Program Item Segment No.: 431746-1; FAP No.: TBD  
April 16, 2015  
Page 3 of 4

Provided you approve the recommendations and findings in the enclosed cultural resource document, please coordinate with the SHPO for concurrence. The unbound copy of the document; the original FMSF forms; CD with FMSF photos, forms, and CRAS; and Survey Log Sheet are for the SHPO. The bound copy of the document and the CD with the CRAS and FMSF pdf file is for your files.

If you have any questions, please contact me at (813) 975-6456 or [todd.bogner@dot.state.fl.us](mailto:todd.bogner@dot.state.fl.us) or Rebecca Spain Schwarz at (813) 281- 8308 or [rebecca.spain-schwarz@atkinsglobal.com](mailto:rebecca.spain-schwarz@atkinsglobal.com).

Sincerely,



Todd L. Bogner  
Environmental Specialist III  
District Seven Cultural Resource Coordinator

TLB/RSS  
Enclosure

cc: Phillip Bello (FHWA)                      Marvin Williams (FHWA)                      Roy Jackson (FDOT CEMO)  
Robin Rhinesmith (FDOT)                      Sara Hall-Wagner (FDOT)                      Ben Walker (HNTB)  
Rebecca Spain Schwarz (Atkins/GEC)

Ms. Cathy Kendall  
Interstate 4 (I-4) (SR 400) from east of 50<sup>th</sup> Street to Polk Parkway  
Work Program Item Segment No.: 431746-1; FAP No.: TBD  
April 16, 2015  
Page 4 of 4

The FHWA finds the Cultural Resource Assessment Survey provided with this letter to be complete and sufficient and  approves /  does not approve the above recommendations and findings. Or, the FHWA finds the attached report contains  insufficient information.

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

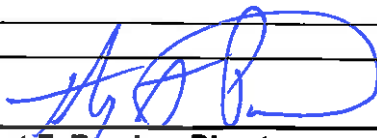
**FHWA Comments:**


*fn* /s/   
**James Christian**  
Division Administrator  
Florida Division  
Federal Highway Administration

5/11/15  
Date

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 ~~15-2304~~. Or, the SHPO finds the attached report contains  insufficient information. *2015-2304*

**SHPO Comments:**


*fn* /s/   
**Robert F. Bendus, Director**  
Division of Historical Resources  
and State Historic Preservation Officer

6/10/15  
Date

**Appendix 3 – Endangered Species Biological Assessment Florida Wildlife Commission and US  
Fish and Wildlife Concurrence Letters**



# United States Department of the Interior

## U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200  
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

FWS Log No. 41910-2015-1-0295

July 21, 2015

Nicole Selly  
District 7 Environmental Administrator  
Florida Department of Transportation  
11201 N. McKinley Drive  
Tampa, Florida 33612-6456

RE: PD&E Study (I-4/50<sup>th</sup> Street to Polk Parkway)  
FDOT Work Program Number: 431746-1  
Hillsborough and Polk Counties, Florida

Dear Ms. Selly:

The U.S. Fish and Wildlife Service (Service) has completed its review of the final draft Project Development and Environment Study (PD&E) and Wetland Evaluation and Biological Assessment Report (WEBAR). The PD&E Study evaluates the need for express lane improvements along the 22.1 mile segment of I-4 (SR400) from east of 50th Street (US 41/SR 583) in Hillsborough County to the Polk Parkway (SR 570) in Polk County, Florida. A preferred alternative has not been selected but the PD&E study takes a conservative approach of worst case scenario and satisfies all applicable federal and state requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding of subsequent development phases (design, right of way acquisition, and construction). The Service provides the following comments in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*).

The Service received a request from the Florida Department of Transportation (FDOT) for informal consultation on June 5, 2015, to review the WEBAR dated June 2015. It is our understanding that the FDOT intends to continue informal consultation for the project's effects on the listed species during its future permitting process. It is also understood that the Service's informal consultation on the project will be concluded before the project advances to the construction phase. In this case FDOT, in compliance with Section 7 of the Endangered Species Act, agrees not to begin construction on the project as described in the WEBAR, or otherwise make any irreversible or irretrievable commitment of resources that precludes the implementation of any reasonable and prudent alternatives until informal consultation with the Service is completed. The Commitments and Recommendations Section of the final FHWA approved NEPA document for the project will include a commitment to continue informal Section 7 consultation with this agency during the project's future permitting process. Given this



commitment and based on the current project development and environment study phase information for the proposed project, we are providing the following review of the project's potential to affect species listed under the Endangered Species Act.

#### **Eastern Indigo Snake (*Drymarchon corais couperi*)**

The eastern indigo snake occurs in a wide variety of terrestrial habitat types throughout Florida. Although they have a preference for uplands, they also utilize some wetlands and agricultural areas. Individuals were not observed during field surveys along the right of way (ROW) but suitable habitat for the species was identified within or adjacent to the project ROW. FDOT is committed to implementing the *Standard Protection Measures for the Eastern Indigo Snake* during the construction phase of this project. Based on this commitment and our review of the information available in the WEBAR the Service could concur with a 'may affect, but not likely to adversely affect' determination for the Eastern indigo snake.

#### **Florida Scrub Jay (*Aphelocoma coerulescens*) and Florida Golden Aster (*Chrysopsis floridiana*)**

Marginal habitat for the Florida scrub jay and the Florida golden aster was identified adjacent to the ROW of the proposed project. Surveys for these species were conducted and no species were observed. Habitat composition was also assessed during the site visit on July 15, 2015 and found to marginal scrub jay habitat at best. The Service could concur with a 'may affect, but not likely to adversely affect' determination for both of these species.

#### **Sand skink (*Plestiodon reynoldsi*) and Blue-tailed mole skink (*Plestiodon egregius lividus*)**

Sand skinks and bluetail mole skinks are found in interior peninsular Florida. Both species are most commonly associated with xeric vegetation that contain a mosaic of open sandy patches interspersed with forbs, shrubs and trees. FDOT's preliminary survey identified a lack of suitable habitat, soil or elevation for the skinks. Based on the available data and the preliminary surveys in the WEBAR the Service could concur with a no effect determination for both of these species.

#### **Wood stork (*Mycteria americana*)**

In Florida, wood storks depend on wetlands for foraging and nesting. They have been documented foraging in forested wetlands, cypress domes, fresh water marshes, retention ponds and roadside ditches. Surveys done for this project observed five wood storks foraging in a wetland habitat along the north side of I-4. There are 14 wood stork Core Foraging Areas located within this project area, of which one nesting colony is approximately 1400-feet from the project ROW. Suitable Foraging Habitat (SFH) is located within the existing ROW of the I-4 corridor and areas adjacent to the project limits. The FDOT is committed to providing the appropriate mitigation to compensate for any loss of suitable wood stork foraging habitat. An assessment of the nesting site was done during a site visit on July 15, 2015, and we reviewed the current information available for this colony. Our analysis indicates that the habitat at the nesting colony found at East Lake Bird Island is lacking nesting substrate for woods storks and that this colony was last active in 2008. Based on FDOT's commitment to mitigating any impacts

to Suitable Foraging Habitat, the current lack of nesting substrate at East Lake Bird Island, and our review of the information available in the WEBAR the Service has concludes that this project 'may affect, but will not likely to adversely affect' the wood stork.

Although this colony is not currently active, we would like to recommend the use of noise reduction and visual barriers in the work area near the nesting colony. The Island has the required conditions for a wood stork nesting colony and the use of noise and visual barriers would benefit wood storks which may attempt to nest or forage in or near the Island. The barriers would also benefit other birds, such as egrets and herons, which are known to use the area for foraging.


This letter does not represent a biological opinion as described in Section 7 of the ESA nor a final concurrence with project effects on listed species as determined by the FDOT. New information regarding the species status and changes to and refinement of the proposed project not initially considered should be evaluated. All additional information available will be evaluated when ESA consultation is reinitiated.

#### **Fish and Wildlife Coordination Act**

The FDOT is statutorily obligated to mitigate all wetland impacts according to the Clean Water Act and the Section 404 permitting process through the Army Corps of Engineers. In addition, the State of Florida also requires the demonstration of avoidance, minimization and mitigation of wetland impacts. Wetlands adjacent to the existing roadway were previously disturbed by road construction and were permitted for the expansion of I-4.

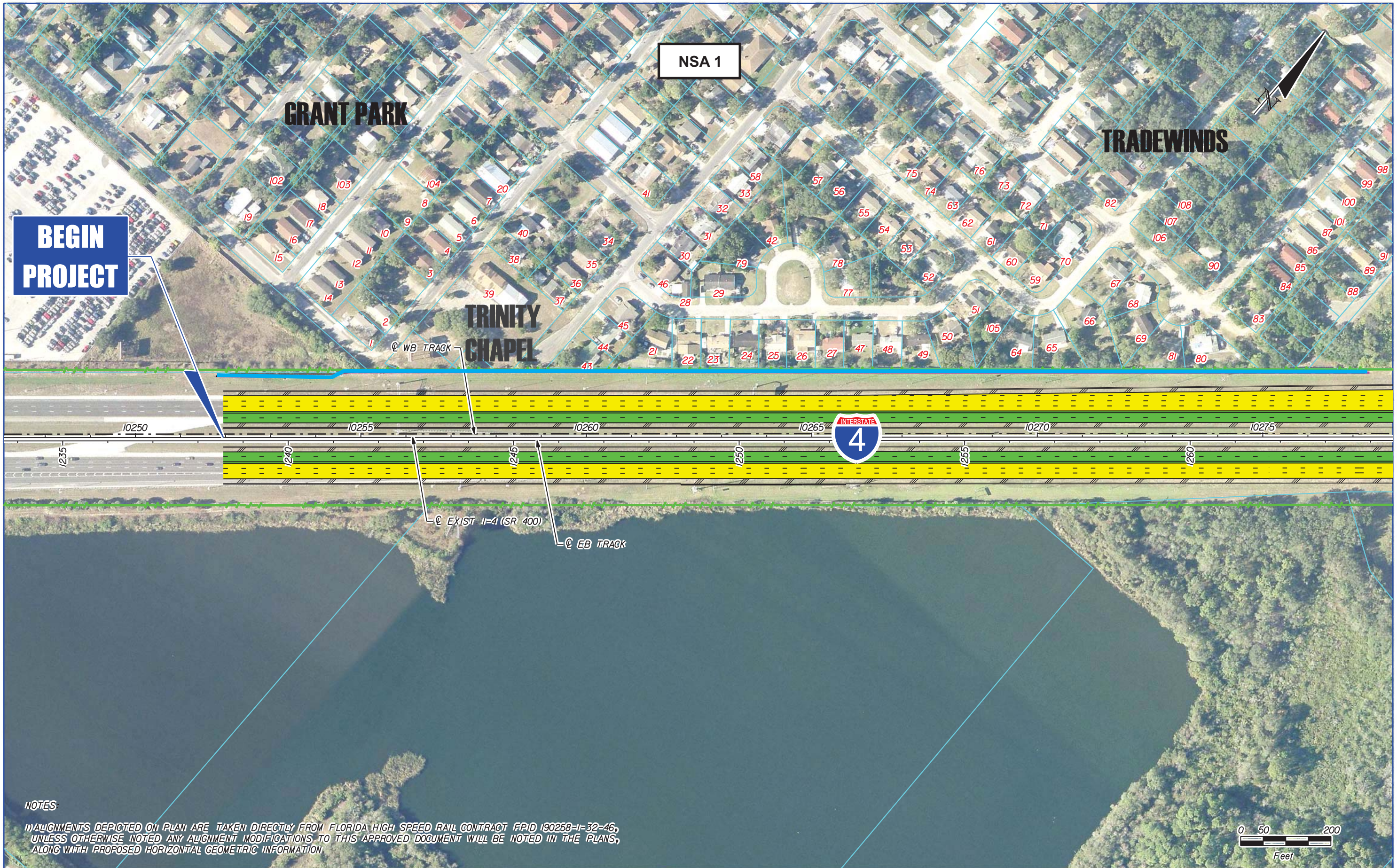
If you have any questions, please contact Lourdes Mena at (904)731-3119. Thank you for considering the effects of your proposed project on fish and wildlife, and the ecosystems upon which they depend.

Sincerely,

  
for Jay Herrington  
Field Supervisor

## **Appendix 4 – Noise Sensitive Areas**





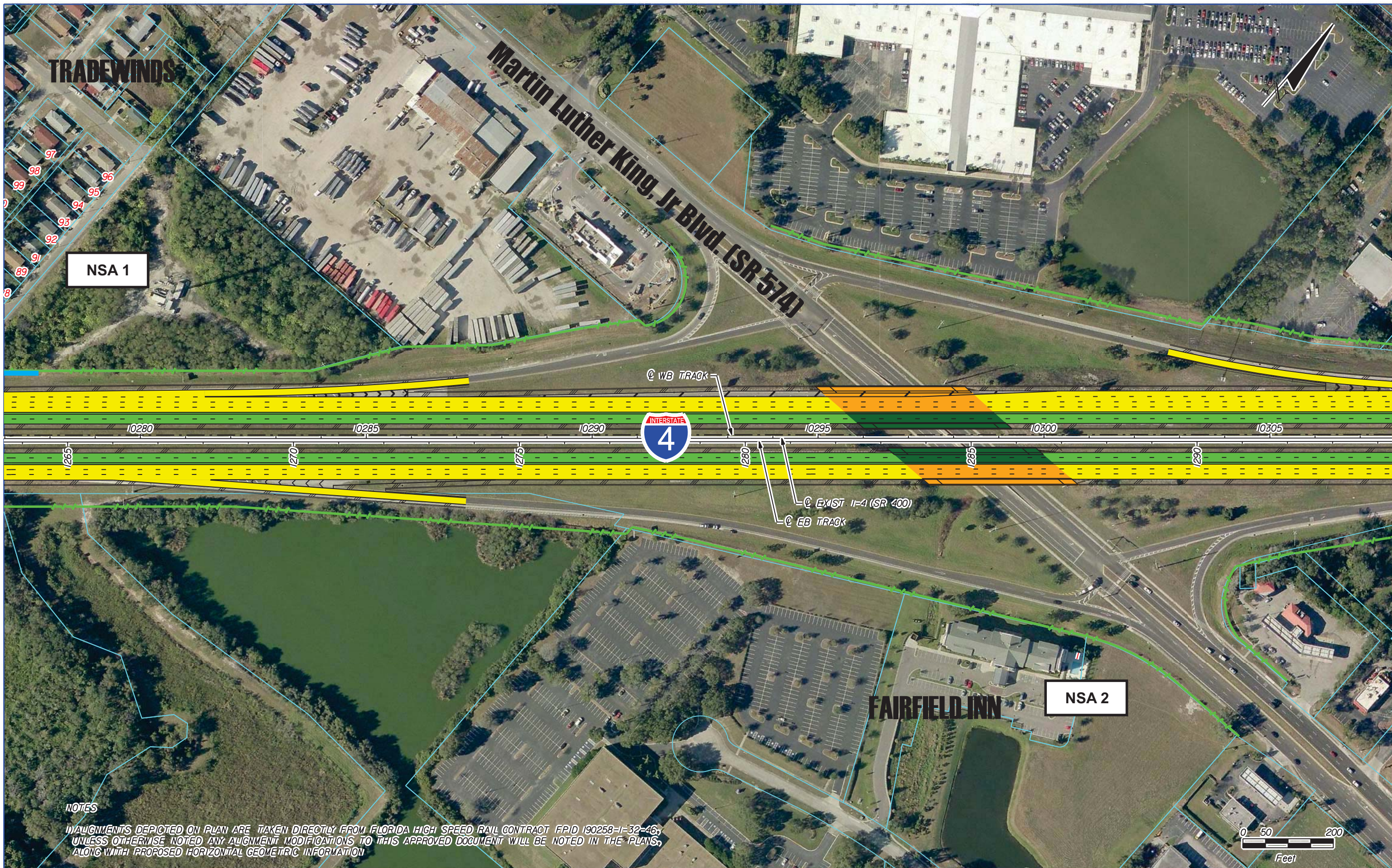
**BEGIN PROJECT**

**NOTES**  
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<b>LEGEND:</b> 		AERIAL FLOWN DATE: 2013 	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD NO. 400    COUNTY HILLSBOROUGH    FINANCIAL PROJECT ID 431746-1-22-01	SR 400 (I-4) CONCEPT PLANS - ULTIMATE SHEET NO. 1
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**NOTES**

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LEGEND:		NSA 1	
	EXIST. R/W		NOISE SENSITIVE AREA
	EXIST. L/A R/W		RECEPTOR
	PROP. L/A R/W		EXISTING NOISE BARRIER
	PARCEL LINES		POTENTIAL NOISE BARRIER
	EXPRESS LANE		OUTDOOR ADVERTISING SIGN
	EXPRESS LANE - BRIDGE		
	GENERAL USE LANE		
	GENERAL USE LANE - BRIDGE		
	NON-INTERSTATE RDWY. AND BRIDGE		

AERIAL FLOWN  
DATE: 2013



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE

SHEET NO.	2
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LEGEND:		NSA 1	NOISE SENSITIVE AREA RECEPTOR
	EXIST. R/W		14
	EXPRESS LANE		EXISTING NOISE BARRIER
	EXIST. L/A R/W		POTENTIAL NOISE BARRIER
	PROP. L/A R/W		OUTDOOR ADVERTISING SIGN
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	NON-INTERSTATE RDWY. AND BRIDGE		

AERIAL FLOWN DATE: 2013

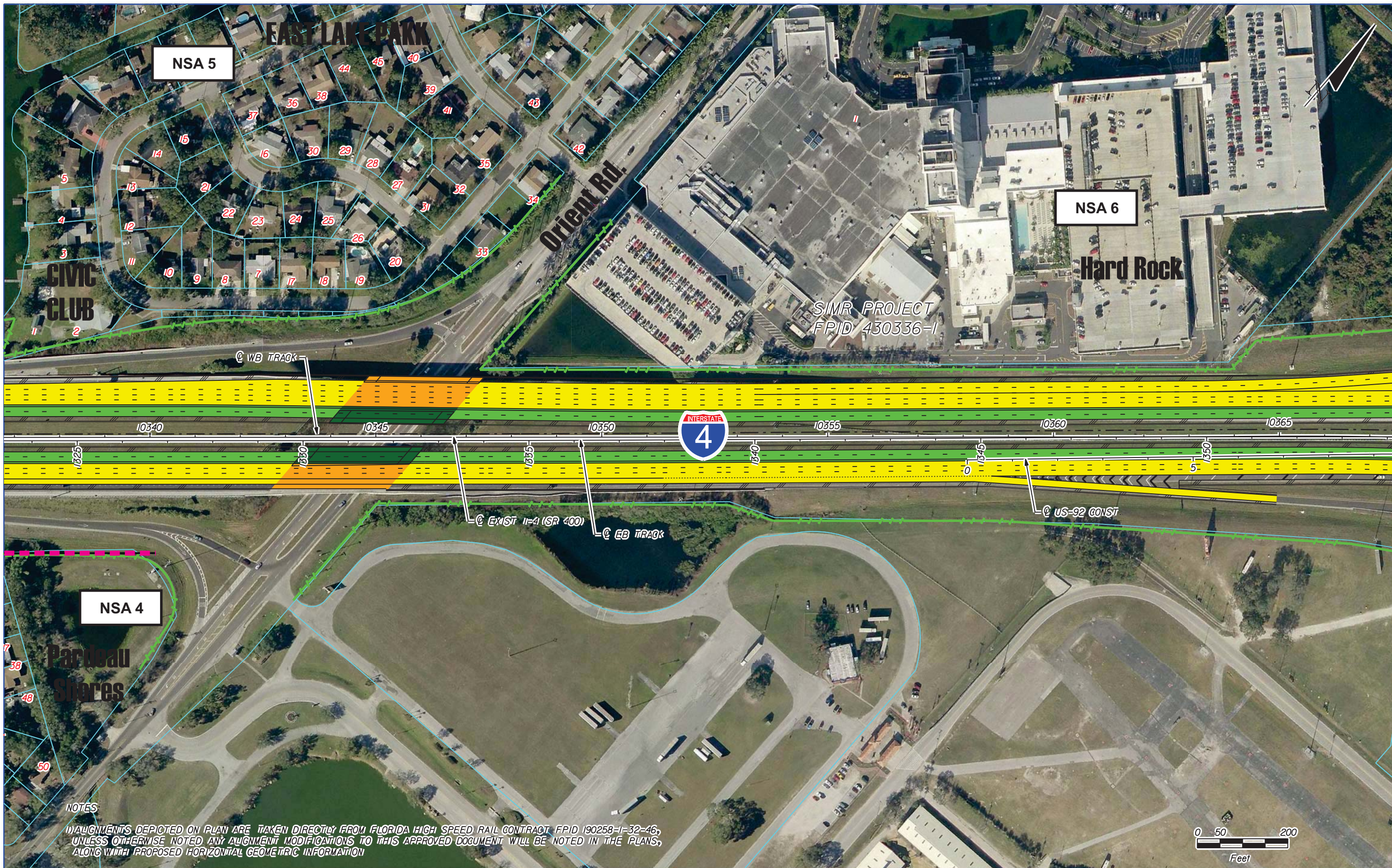


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE

SHEET NO.	3
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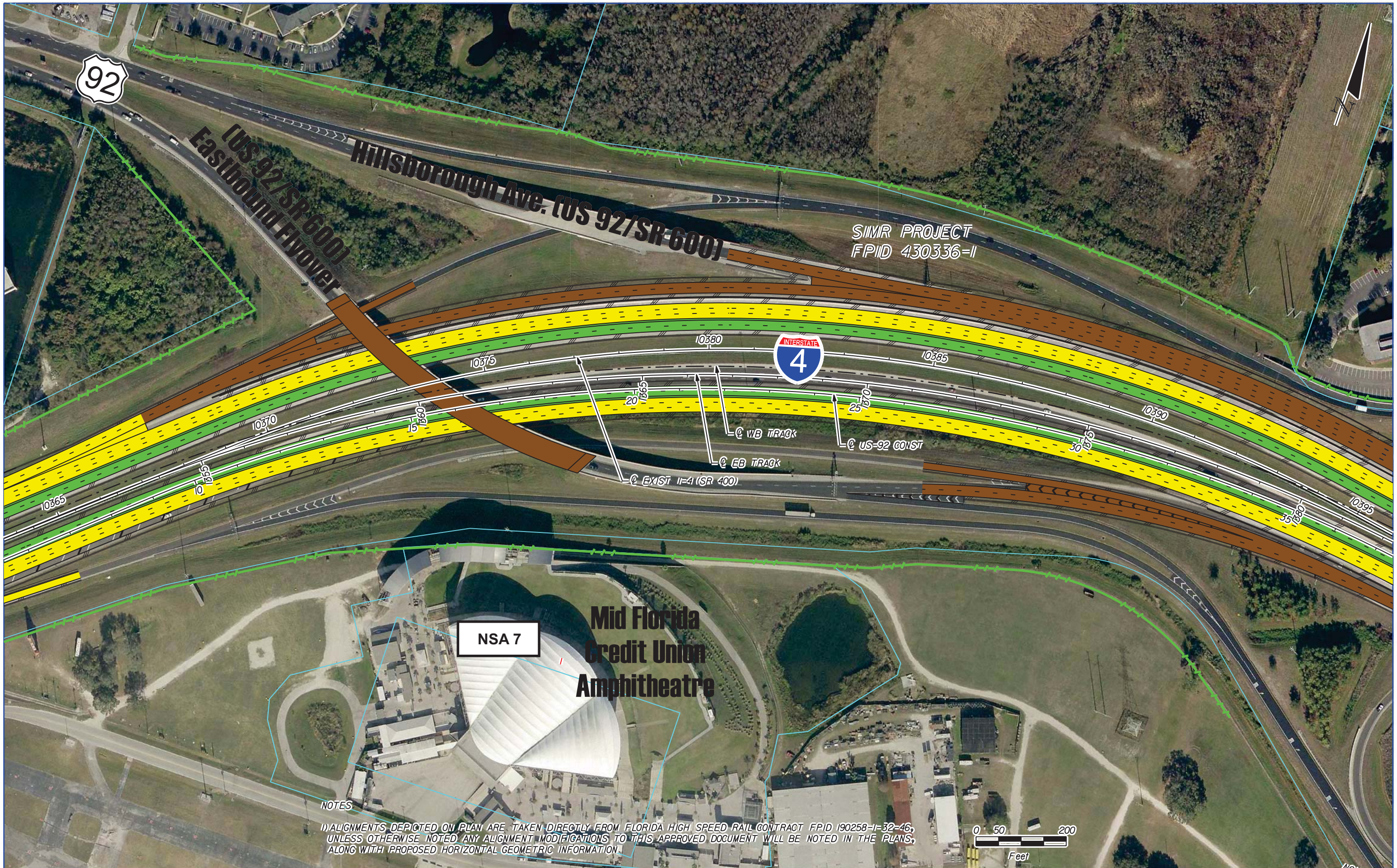




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<b>LEGEND:</b> 		<b>NSA 1</b> <b>14</b> NOISE SENSITIVE AREA RECEPTOR EXISTING NOISE BARRIER POTENTIAL NOISE BARRIER OUTDOOR ADVERTISING SIGN	AERIAL FLOWN DATE: 2013		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	<table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>400</td> <td>HILLSBOROUGH</td> <td>431746-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	400	HILLSBOROUGH	431746-1-22-01	SHEET NO. 4
ROAD NO.	COUNTY	FINANCIAL PROJECT ID											
400	HILLSBOROUGH	431746-1-22-01											





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LEGEND:	
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	EXIST. L/A R/W
	PROP. L/A R/W
	PARCEL LINES
	EXPRESS LANE
	EXPRESS LANE - BRIDGE
	GENERAL USE LANE
	GENERAL USE LANE - BRIDGE
	NON-INTERSTATE RDWY. AND BRIDGE
	NSA 1
	14
	NOISE SENSITIVE AREA RECEPTOR
	EXISTING NOISE BARRIER
	POTENTIAL NOISE BARRIER
	OUTDOOR ADVERTISING SIGN

AERIAL FLOWN DATE: 2013



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LEGEND:		NSA 14	
	EXIST. R/W		NOISE SENSITIVE AREA RECEPTOR
	EXIST. L/A R/W		EXISTING NOISE BARRIER
	PROP. L/A R/W		POTENTIAL NOISE BARRIER
	PARCEL LINES		OUTDOOR ADVERTISING SIGN
	EXPRESS LANE		
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AERIAL FLOWN DATE: 2013

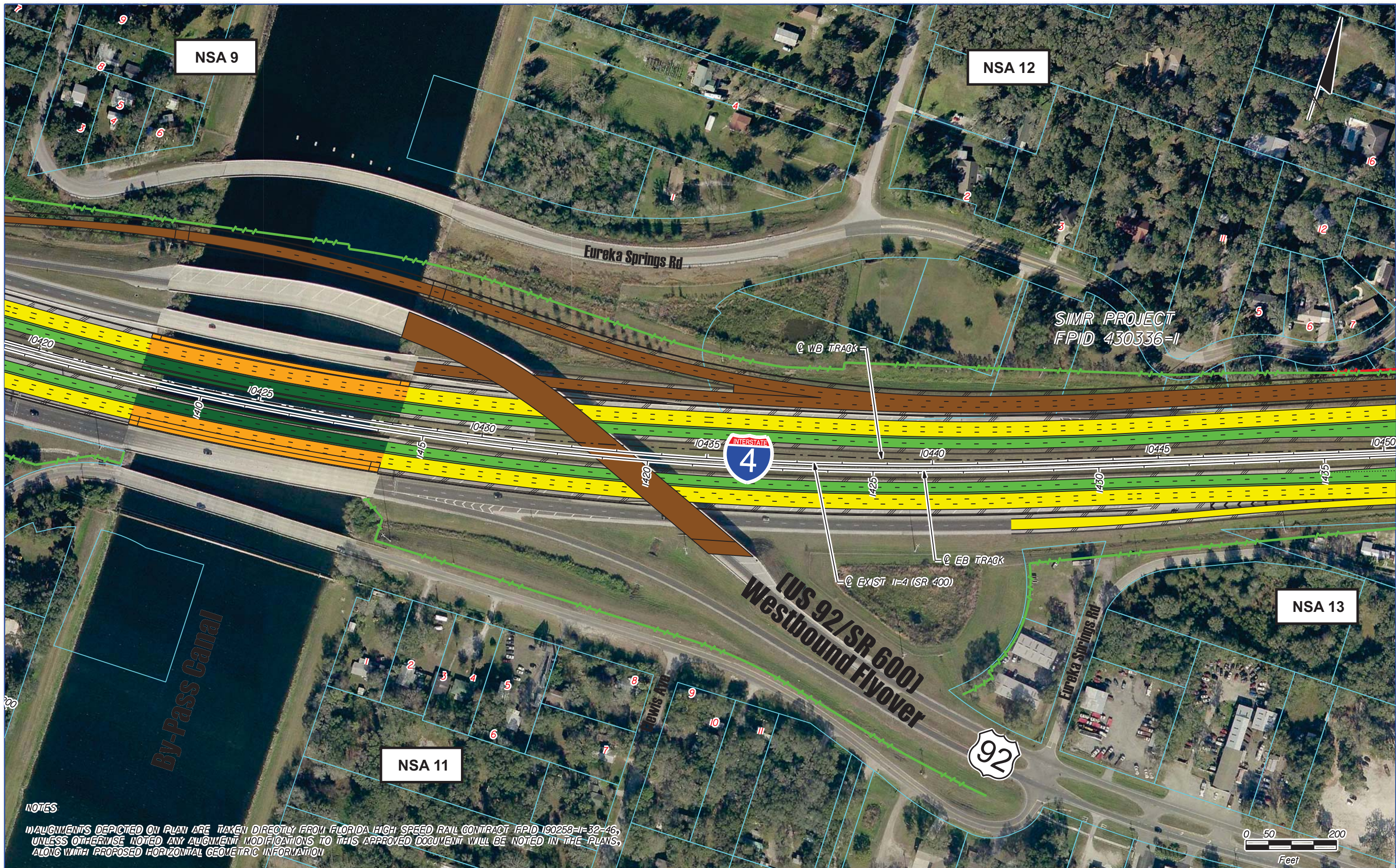


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

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6





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LEGEND:		NSA 14	
	EXIST. R/W		NOISE SENSITIVE AREA
	EXIST. L/A R/W		RECEPTOR
	PROP. L/A R/W		EXISTING NOISE BARRIER
	PARCEL LINES		POTENTIAL NOISE BARRIER
	EXPRESS LANE		OUTDOOR ADVERTISING SIGN
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	NON-INTERSTATE RDWY. AND BRIDGE		

AERIAL FLOWN DATE: 2013

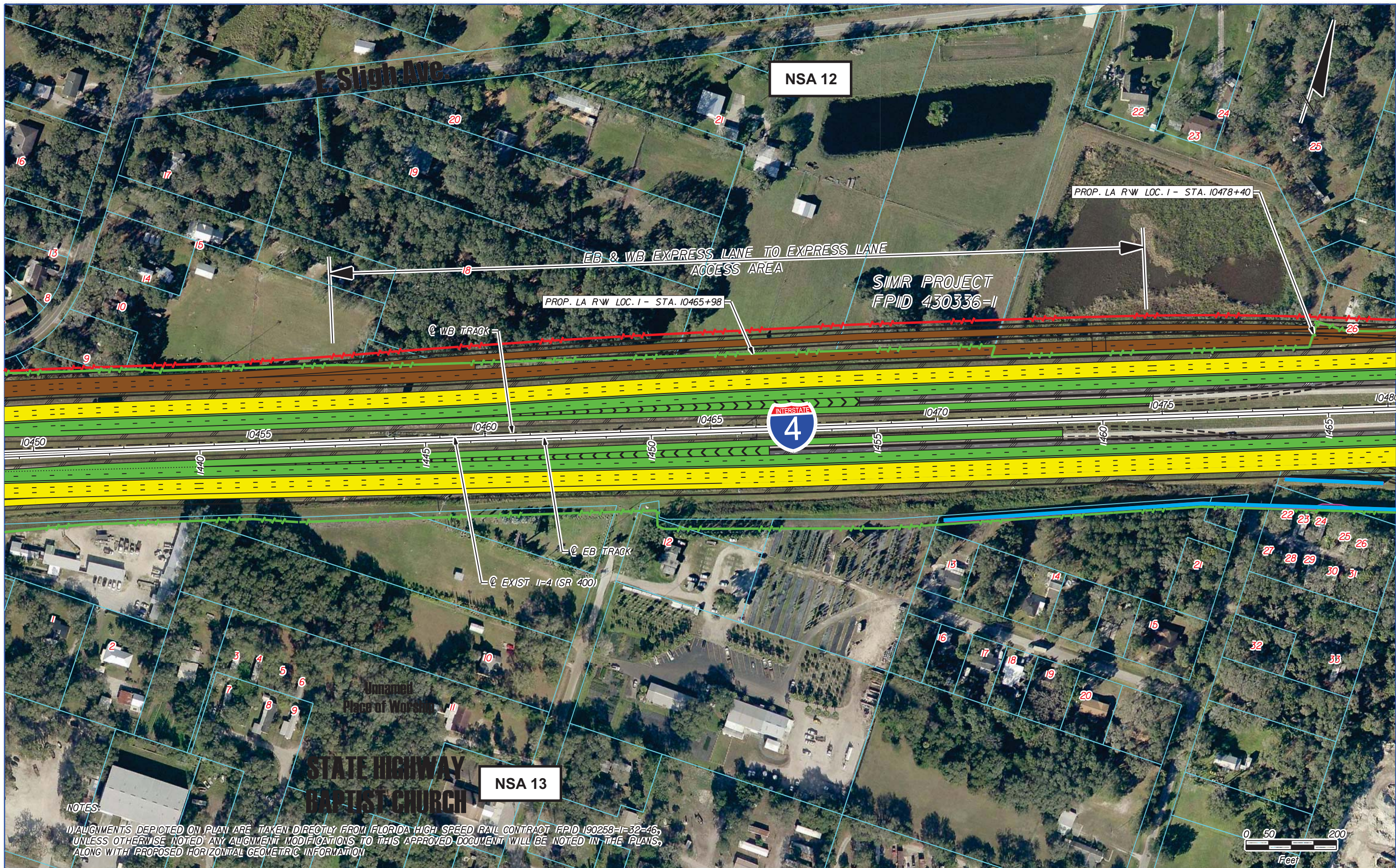


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400	HILLSBOROUGH	431746-1-22-01

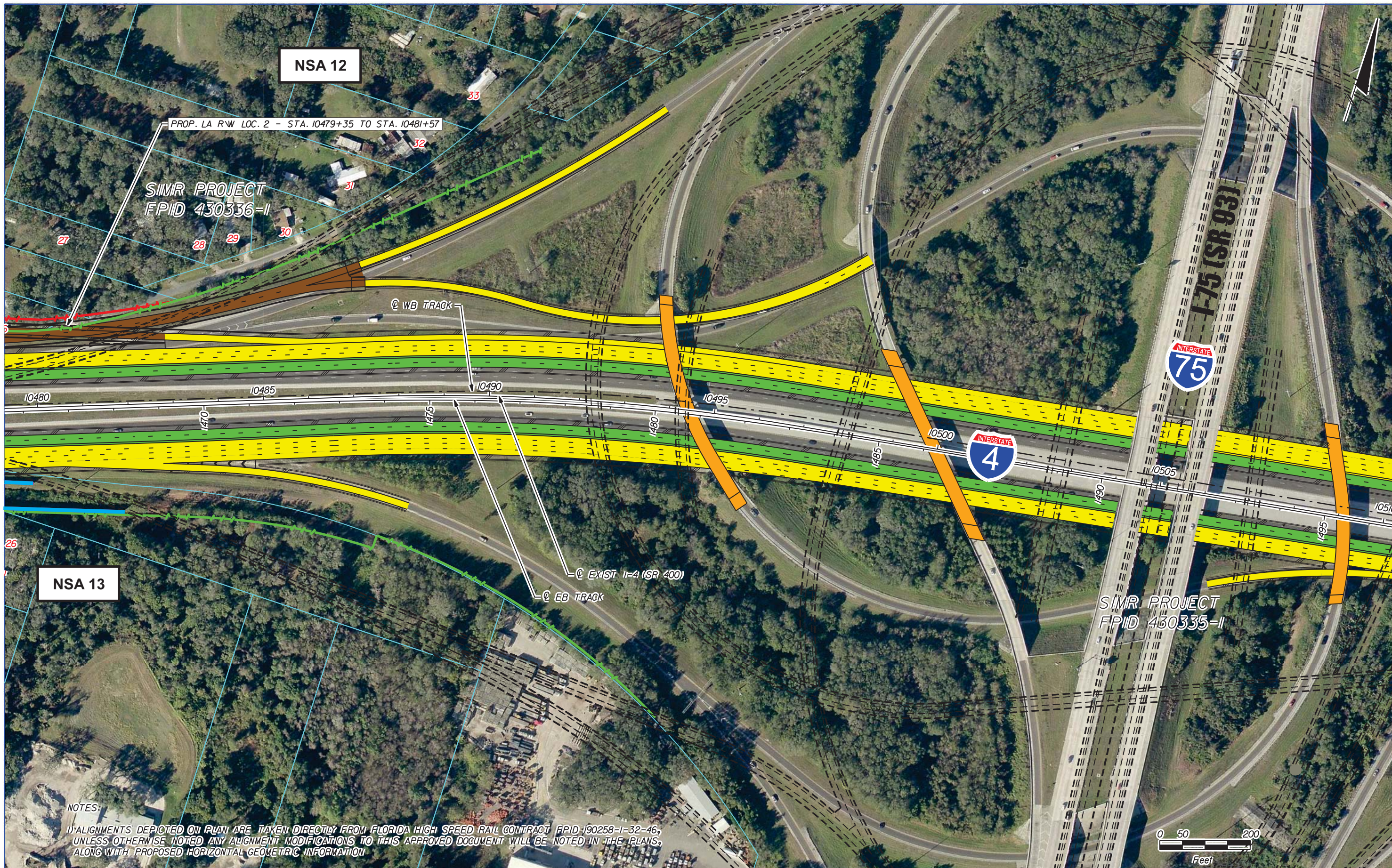
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 CONCEPT PLANS - ULTIMATE

SHEET NO. 7









LEGEND:		NSA 1	NOISE SENSITIVE AREA RECEPTOR
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	EXIST. L/A R/W		POTENTIAL NOISE BARRIER
	PROP. L/A R/W		OUTDOOR ADVERTISING SIGN
	PARCEL LINES		
	EXPRESS LANE		
	EXPRESS LANE - BRIDGE		
	GENERAL USE LANE		
	GENERAL USE LANE - BRIDGE		
	NON-INTERSTATE RDWY. AND BRIDGE		

AERIAL FLOWN DATE: 2013



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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE

SHEET NO. 9





SIMR PROJECT  
FPID 430335-1

SIMR PROJECT  
FPID 435726-1

SIMR PROJECT  
FPID 430335-1

NSA 14

NSA 15

LANDMARK BAPTIST  
MINISTRIES CHURCH

NOTES  
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LEGEND:	
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	PROP. L/A R/W
	PARCEL LINES
	EXPRESS LANE
	EXPRESS LANE - BRIDGE
	GENERAL USE LANE
	GENERAL USE LANE - BRIDGE
	NON-INTERSTATE RDWY. AND BRIDGE
	NOISE SENSITIVE AREA
	RECEPTOR
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DATE:  
2013

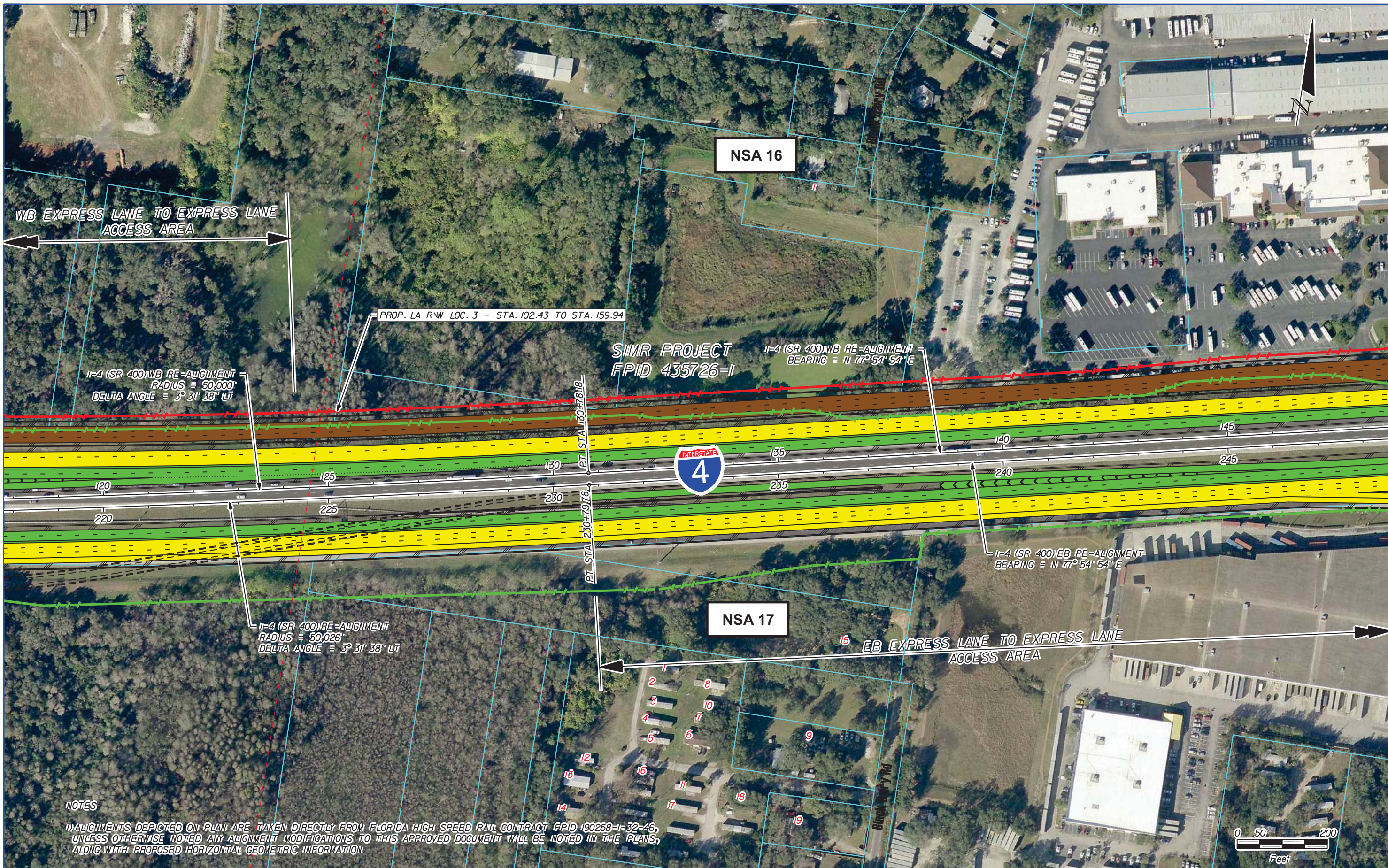


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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10





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	EXIST. L/A R/W
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	PROP. L/A R/W
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	PARCEL LINES
	NON-INTERSTATE RDWY. AND BRIDGE
	NSA 1
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	OUTDOOR ADVERTISING SIGN

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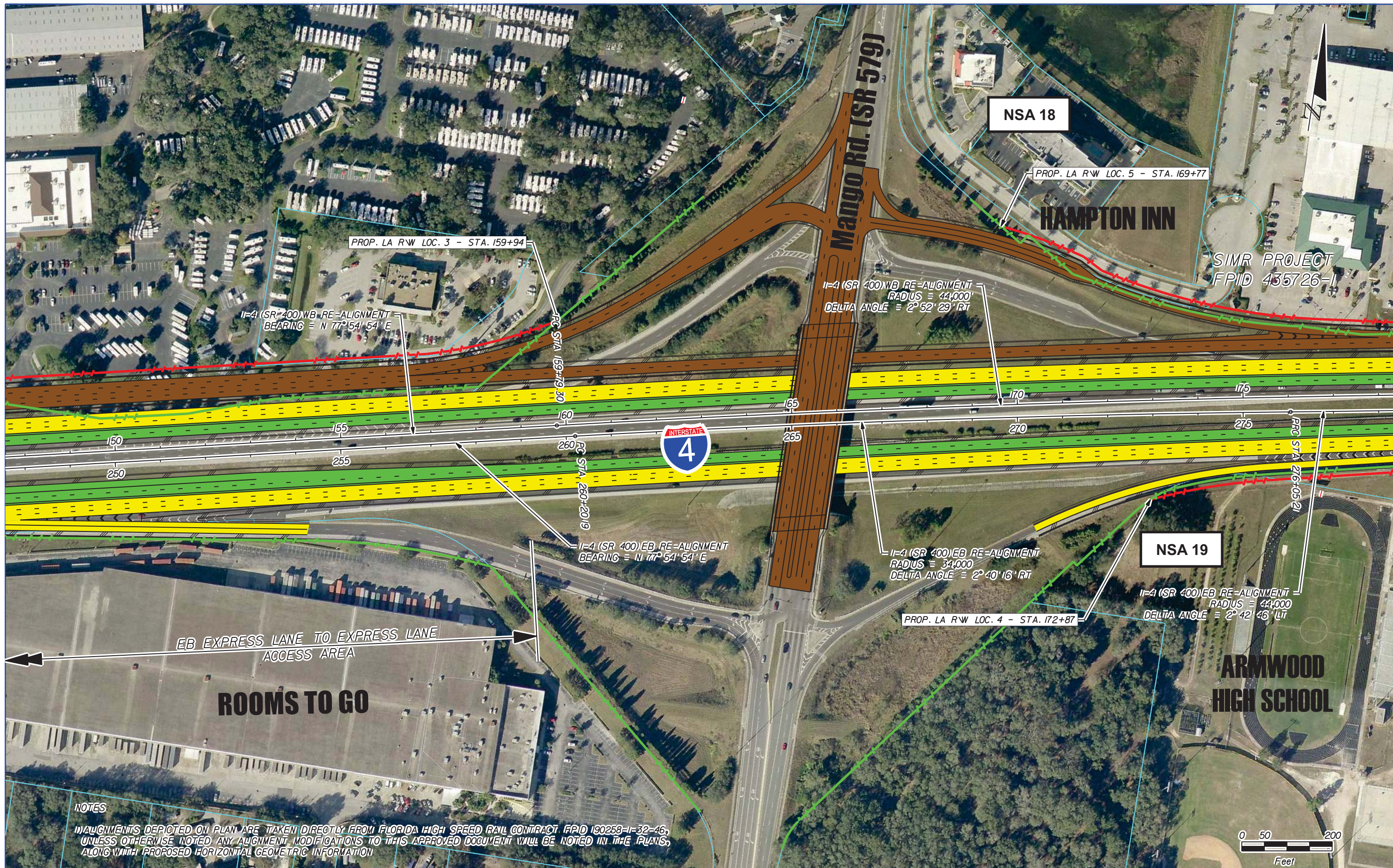


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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400	HILLSBOROUGH	431746-1-22-01

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 CONCEPT PLANS - ULTIMATE

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 11









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	EXPRESS LANE - BRIDGE		
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	NON-INTERSTATE RDWY. AND BRIDGE		

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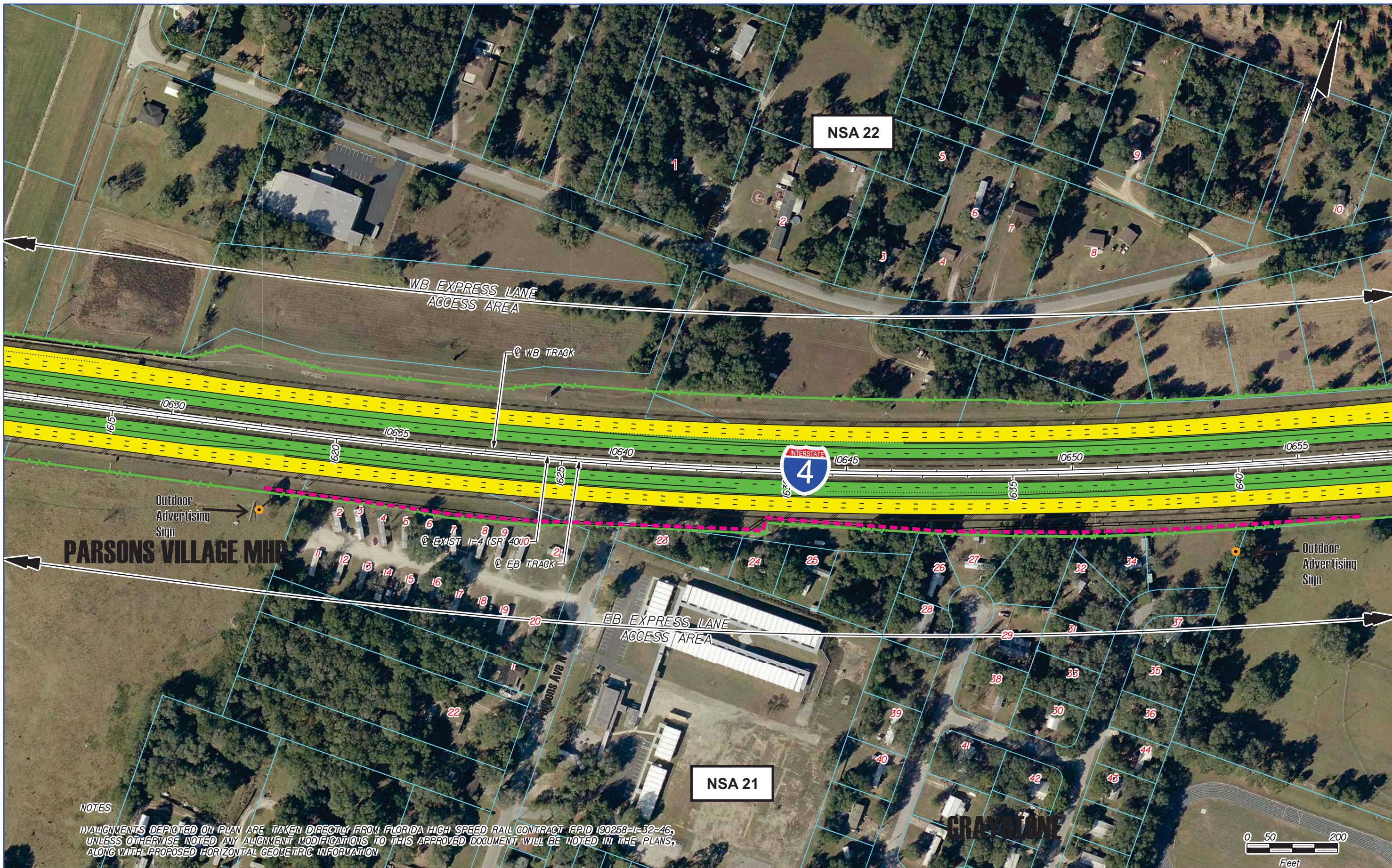


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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CONCEPT PLANS - ULTIMATE

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13





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<p><b>LEGEND:</b></p> <ul style="list-style-type: none"> <li><span style="color: green;">---</span> EXIST. R/W</li> <li><span style="color: green;">- - -</span> EXIST. L/A R/W</li> <li><span style="color: red;">- - -</span> PROP. L/A R/W</li> <li><span style="color: blue;">---</span> PARCEL LINES</li> <li><span style="color: green;">█</span> EXPRESS LANE</li> <li><span style="color: green;">▨</span> EXPRESS LANE - BRIDGE</li> <li><span style="color: yellow;">█</span> GENERAL USE LANE</li> <li><span style="color: yellow;">▨</span> GENERAL USE LANE - BRIDGE</li> <li><span style="color: brown;">█</span> NON-INTERSTATE RDWY. AND BRIDGE</li> </ul>		<p><b>NSA 1</b></p> <p><b>14</b> NOISE SENSITIVE AREA RECEPTOR</p> <p><span style="color: blue;">---</span> EXISTING NOISE BARRIER</p> <p><span style="color: magenta;">---</span> POTENTIAL NOISE BARRIER</p> <p><span style="color: orange;">●</span> OUTDOOR ADVERTISING SIGN</p>	<p>AERIAL FLOWN DATE: 2013</p>		<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p> <table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>400</td> <td>HILLSBOROUGH</td> <td>431746-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	400	HILLSBOROUGH	431746-1-22-01	<p>SHEET NO. 14</p>
ROAD NO.	COUNTY	FINANCIAL PROJECT ID										
400	HILLSBOROUGH	431746-1-22-01										





PROP. LA R/W LOC. 7  
STA. 10681+11 TO  
STA. 10686+73

NSA 24

NSA 23

NSA 22

EVANS RECREATIONAL CENTER

KINGSWAY SUBDIVISION

NOTES

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	EXPRESS LANE		
	EXPRESS LANE - BRIDGE		
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AERIAL FLOWN DATE: 2013

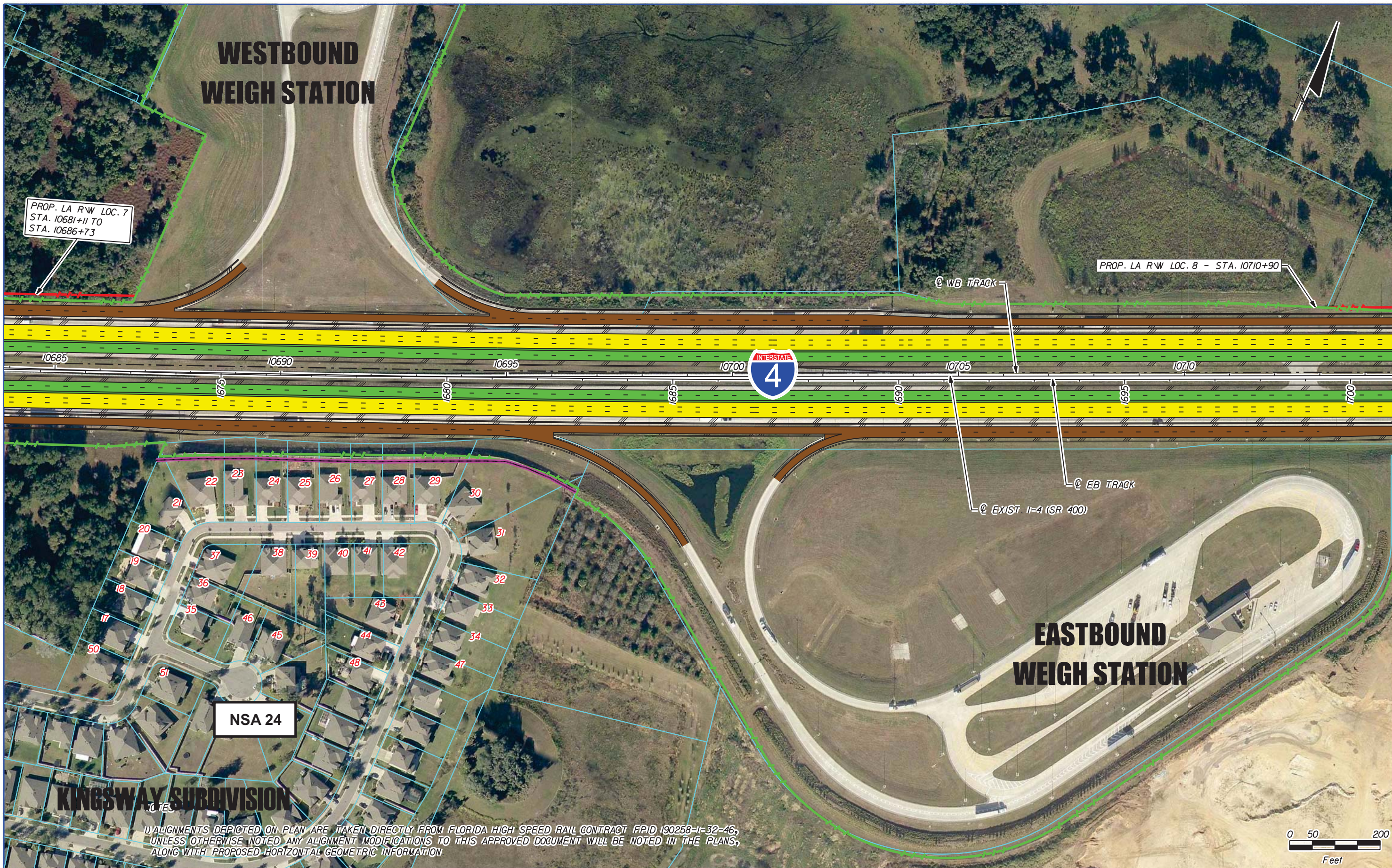


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE

SHEET NO. 15





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LEGEND:	
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	EXPRESS LANE
	EXPRESS LANE - BRIDGE
	EXIST. L/A R/W
	GENERAL USE LANE
	GENERAL USE LANE - BRIDGE
	PROP. L/A R/W
	PARCEL LINES
	NON-INTERSTATE RDWY. AND BRIDGE
	NOISE SENSITIVE AREA
	RECEPTOR
	EXISTING NOISE BARRIER
	POTENTIAL NOISE BARRIER
	OUTDOOR ADVERTISING SIGN

AERIAL FLOWN DATE: 2013

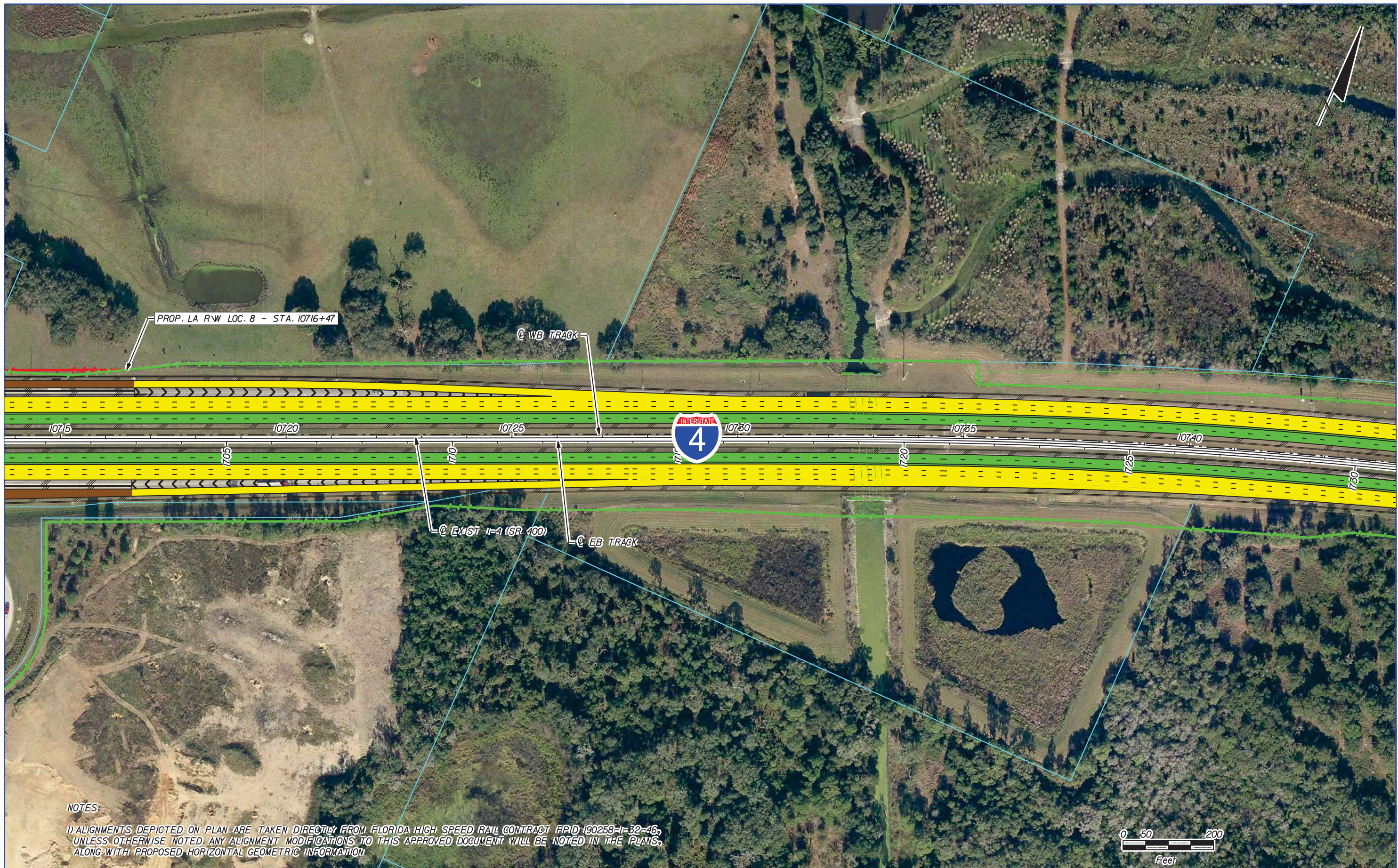


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
 CONCEPT PLANS - ULTIMATE

SHEET NO.  
 16





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LEGEND:	
	EXIST. R/W
	EXIST. L/A R/W
	PROP. L/A R/W
	PARCEL LINES
	EXPRESS LANE
	EXPRESS LANE - BRIDGE
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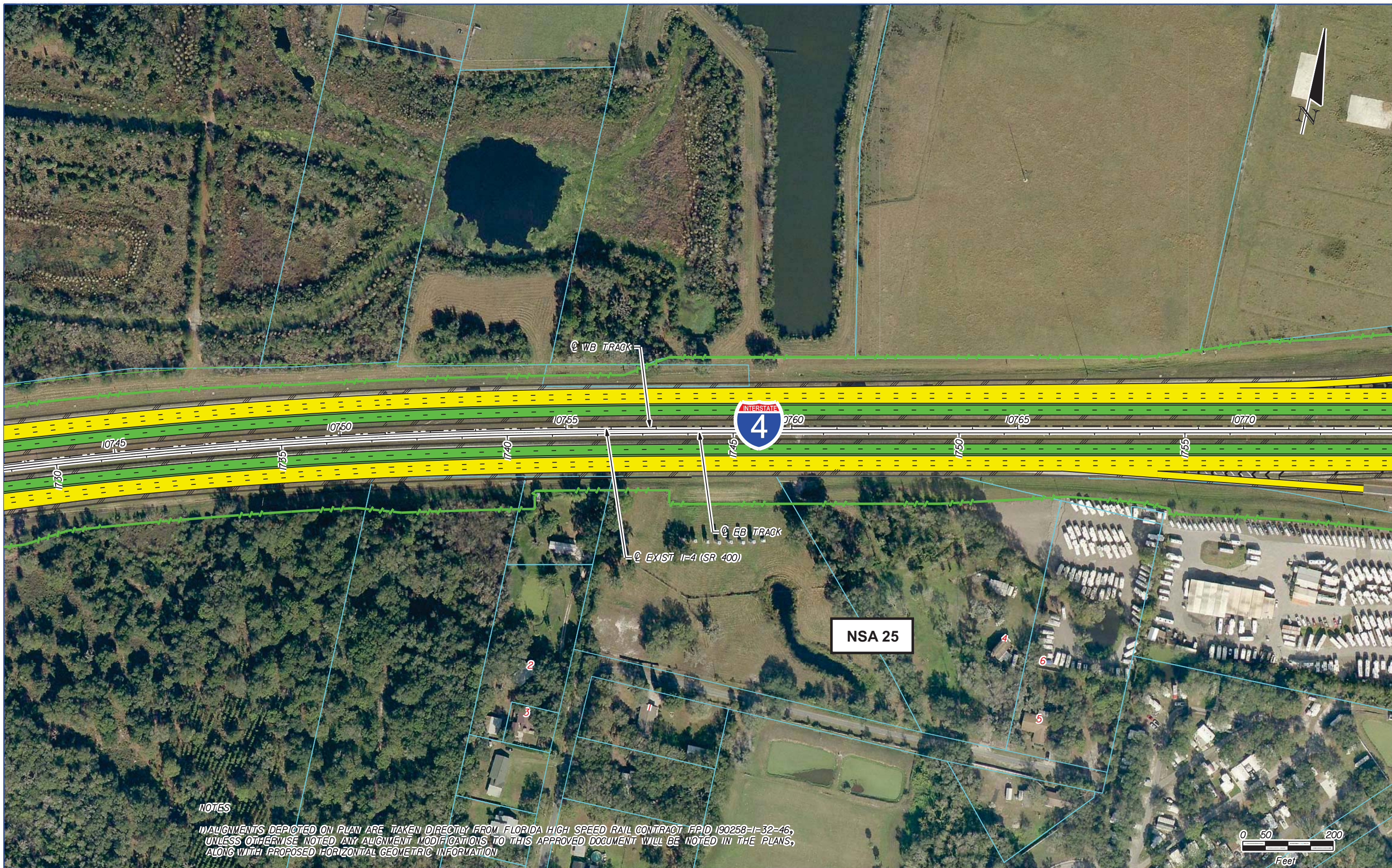


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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

**SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE**

SHEET NO.  
**17**





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LEGEND:	
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	EXIST. L/A R/W
	PROP. L/A R/W
	PARCEL LINES
	EXPRESS LANE
	EXPRESS LANE - BRIDGE
	GENERAL USE LANE
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AERIAL FLOWN DATE: 2013

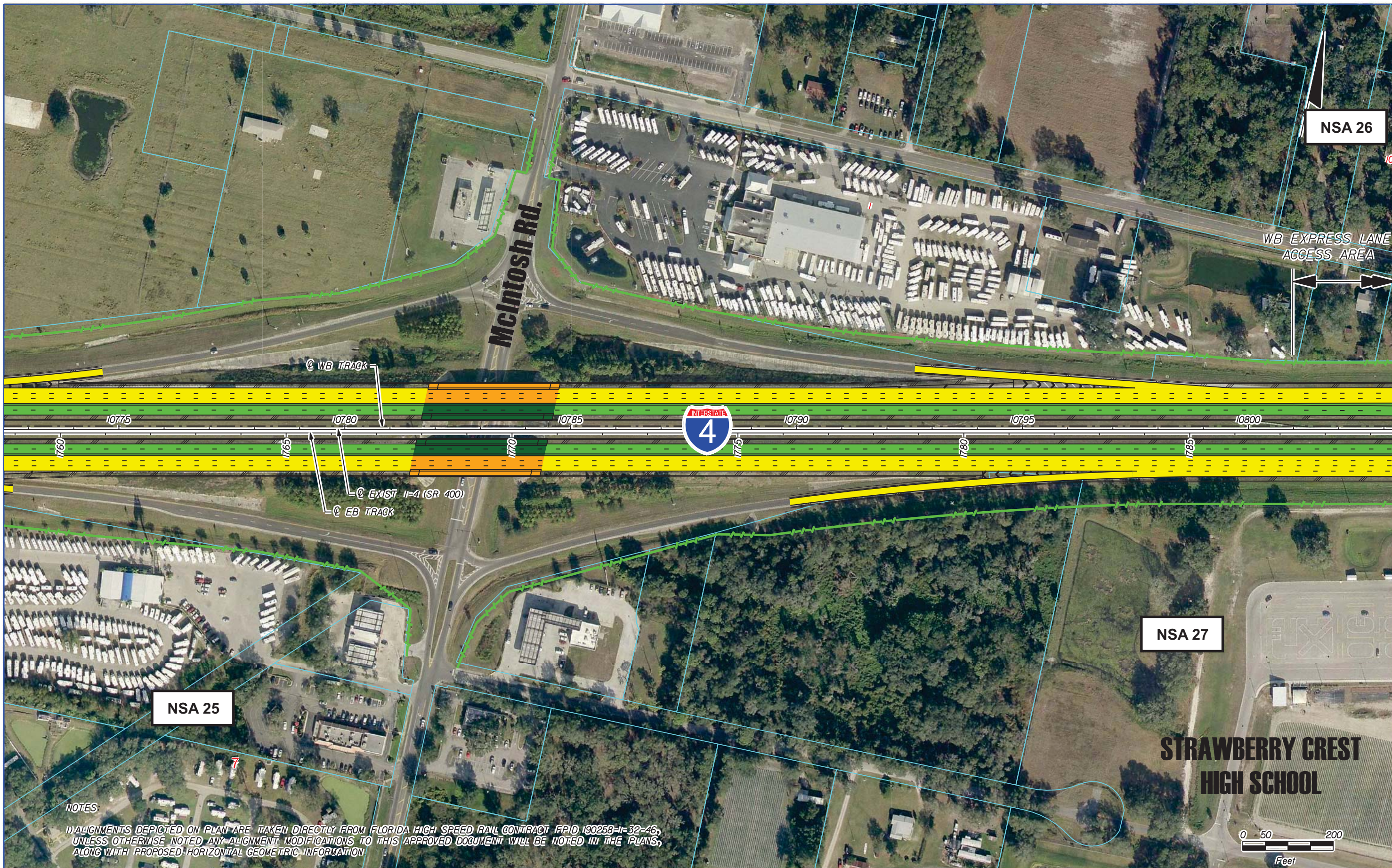


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

**SR 400 (I-4)**  
**CONCEPT PLANS - ULTIMATE**

SHEET NO.  
**18**





<b>LEGEND:</b> 		<b>NSA 1</b> <b>14</b> NOISE SENSITIVE AREA RECEPTOR EXISTING NOISE BARRIER POTENTIAL NOISE BARRIER OUTDOOR ADVERTISING SIGN	AERIAL FLOWN DATE: 2013		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	<table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>400</td> <td>HILLSBOROUGH</td> <td>431746-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	400	HILLSBOROUGH	431746-1-22-01	SR 400 (I-4) CONCEPT PLANS - ULTIMATE	SHEET NO. 19
ROAD NO.	COUNTY	FINANCIAL PROJECT ID												
400	HILLSBOROUGH	431746-1-22-01												





NOTES:  
 1) ALIGNMENTS DEPICTED ON PLAN ARE TAKEN DIRECTLY FROM FLORIDA HIGH SPEED RAIL CONTRACT FPID 190258-1-32-46, UNLESS OTHERWISE NOTED ANY ALIGNMENT MODIFICATIONS TO THIS APPROVED DOCUMENT WILL BE NOTED IN THE PLANS, ALONG WITH PROPOSED HORIZONTAL GEOMETRIC INFORMATION.

<b>LEGEND:</b> 		<b>NSA 1</b> <b>14</b> NOISE SENSITIVE AREA RECEPTOR EXISTING NOISE BARRIER POTENTIAL NOISE BARRIER OUTDOOR ADVERTISING SIGN	AERIAL FLOWN DATE: 2013		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	<table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>400</td> <td>HILLSBOROUGH</td> <td>431746-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	400	HILLSBOROUGH	431746-1-22-01	SR 400 (I-4) CONCEPT PLANS - ULTIMATE	SHEET NO. 20
ROAD NO.	COUNTY	FINANCIAL PROJECT ID												
400	HILLSBOROUGH	431746-1-22-01												





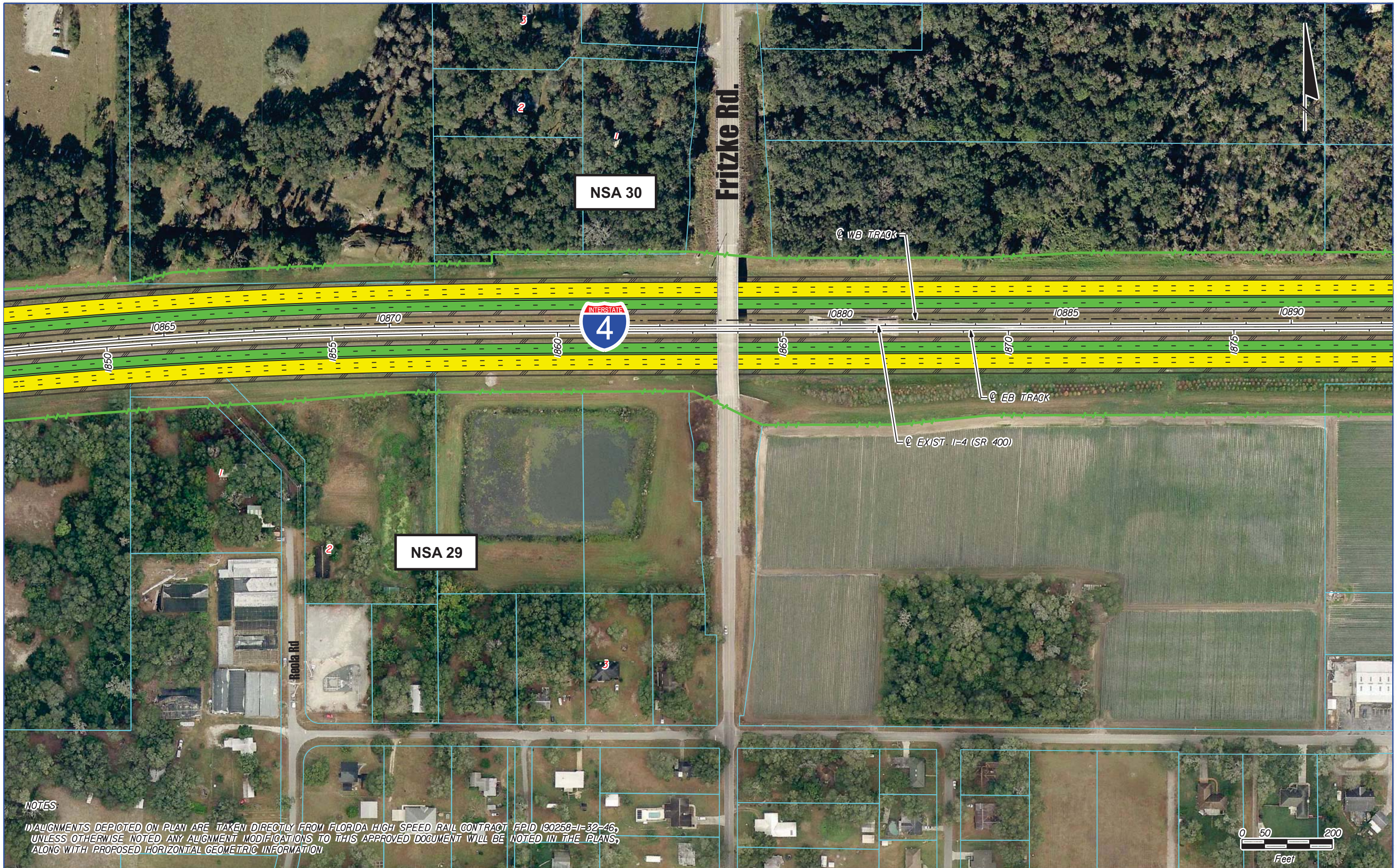
**NOTES**

1) ALIGNMENTS DEPICTED ON PLAN ARE TAKEN DIRECTLY FROM FLORIDA HIGH SPEED RAIL CONTRACT FPID 190258-1-32-46, UNLESS OTHERWISE NOTED ANY ALIGNMENT MODIFICATIONS TO THIS APPROVED DOCUMENT WILL BE NOTED IN THE PLANS, ALONG WITH PROPOSED HORIZONTAL GEOMETRIC INFORMATION.



<b>LEGEND:</b> EXIST. R/W EXIST. L/A R/W PROP. L/A R/W PARCEL LINES EXPRESS LANE EXPRESS LANE - BRIDGE GENERAL USE LANE GENERAL USE LANE - BRIDGE NON-INTERSTATE RDWY. AND BRIDGE		<b>NSA 1</b> <b>14</b> NOISE SENSITIVE AREA RECEPTOR EXISTING NOISE BARRIER POTENTIAL NOISE BARRIER OUTDOOR ADVERTISING SIGN	AERIAL FLOWN DATE: 2013		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	<table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>400</td> <td>HILLSBOROUGH</td> <td>431746-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	400	HILLSBOROUGH	431746-1-22-01	SHEET NO. 21
ROAD NO.	COUNTY	FINANCIAL PROJECT ID											
400	HILLSBOROUGH	431746-1-22-01											





**NOTES**  
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LEGEND:	
	EXIST. R/W
	EXPRESS LANE
	EXPRESS LANE - BRIDGE
	EXIST. L/A R/W
	GENERAL USE LANE
	GENERAL USE LANE - BRIDGE
	PROP. L/A R/W
	NON-INTERSTATE RDWY. AND BRIDGE
	PARCEL LINES
	NOISE SENSITIVE AREA RECEPTOR
	EXISTING NOISE BARRIER
	POTENTIAL NOISE BARRIER
	OUTDOOR ADVERTISING SIGN

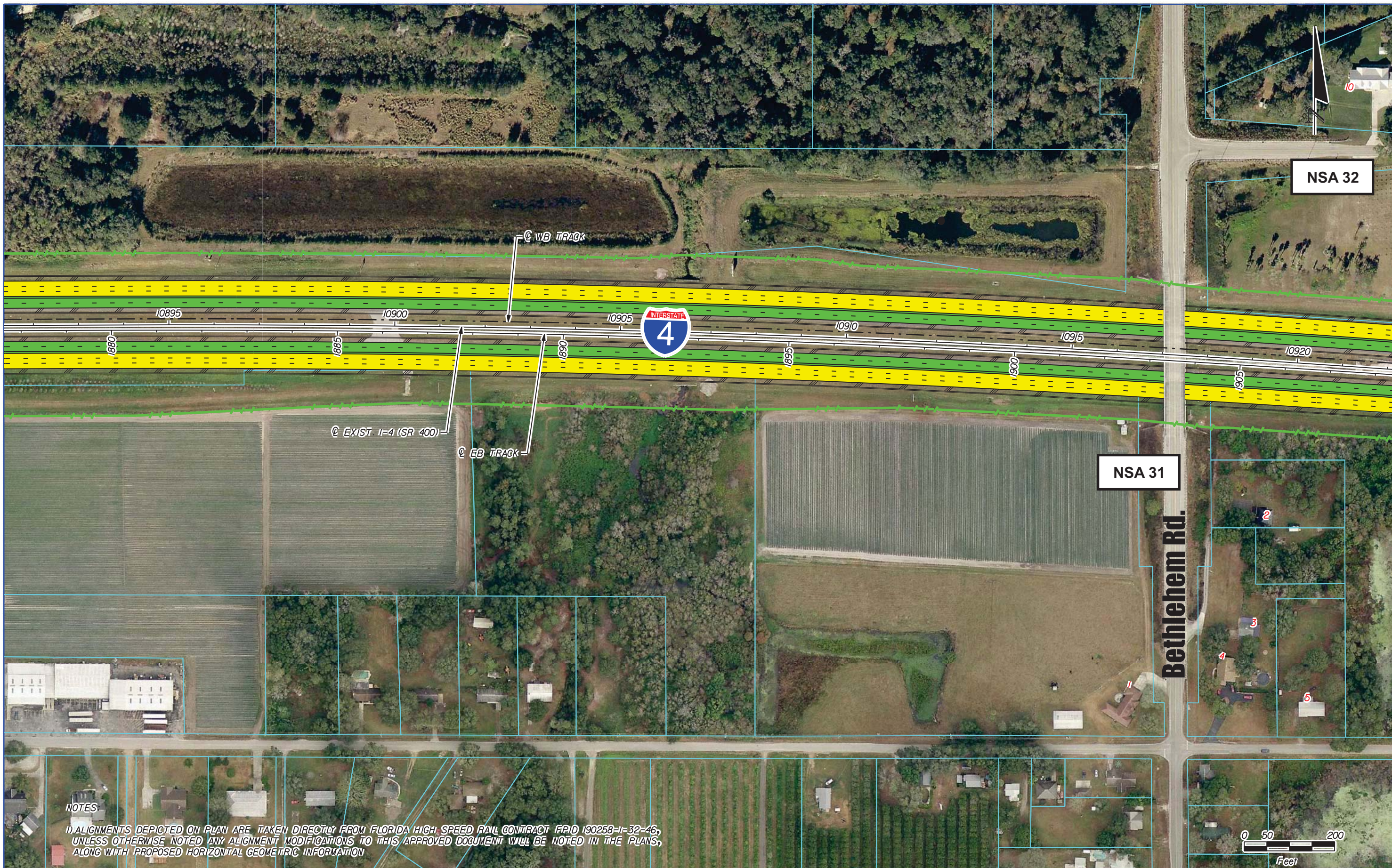
AERIAL FLOWN DATE: 2013

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
 CONCEPT PLANS - ULTIMATE

SHEET NO.
22





**NOTES**

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<p><b>LEGEND:</b></p> <ul style="list-style-type: none"> <li><span style="color: green;">---</span> EXIST. R/W</li> <li><span style="color: green;">- - -</span> EXIST. L/A R/W</li> <li><span style="color: red;">- - -</span> PROP. L/A R/W</li> <li><span style="color: blue;">---</span> PARCEL LINES</li> <li><span style="color: green;">█</span> EXPRESS LANE</li> <li><span style="color: green;">▨</span> EXPRESS LANE - BRIDGE</li> <li><span style="color: yellow;">█</span> GENERAL USE LANE</li> <li><span style="color: orange;">█</span> GENERAL USE LANE - BRIDGE</li> <li><span style="color: brown;">█</span> NON-INTERSTATE RDWY. AND BRIDGE</li> </ul>		<p><b>NSA 1</b></p> <p><b>14</b> NOISE SENSITIVE AREA RECEPTOR</p> <p><span style="color: blue;">█</span> EXISTING NOISE BARRIER</p> <p><span style="color: pink;">█</span> POTENTIAL NOISE BARRIER</p> <p><span style="color: orange;">●</span> OUTDOOR ADVERTISING SIGN</p>	<p>AERIAL FLOWN DATE: 2013</p>		<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p> <table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>400</td> <td>HILLSBOROUGH</td> <td>431746-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	400	HILLSBOROUGH	431746-1-22-01	<p>SR 400 (I-4) CONCEPT PLANS - ULTIMATE</p>	<p>SHEET NO. 23</p>
ROAD NO.	COUNTY	FINANCIAL PROJECT ID											
400	HILLSBOROUGH	431746-1-22-01											





**NOTES**

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LEGEND:		NSA 1	
	EXIST. R/W		EXPRESS LANE
	EXIST. L/A R/W		EXPRESS LANE - BRIDGE
	PROP. L/A R/W		GENERAL USE LANE
	PARCEL LINES		GENERAL USE LANE - BRIDGE
			NON-INTERSTATE RDWY. AND BRIDGE
			NOISE SENSITIVE AREA RECEPTOR
			EXISTING NOISE BARRIER
			POTENTIAL NOISE BARRIER
			OUTDOOR ADVERTISING SIGN

AERIAL FLOWN DATE: 2013

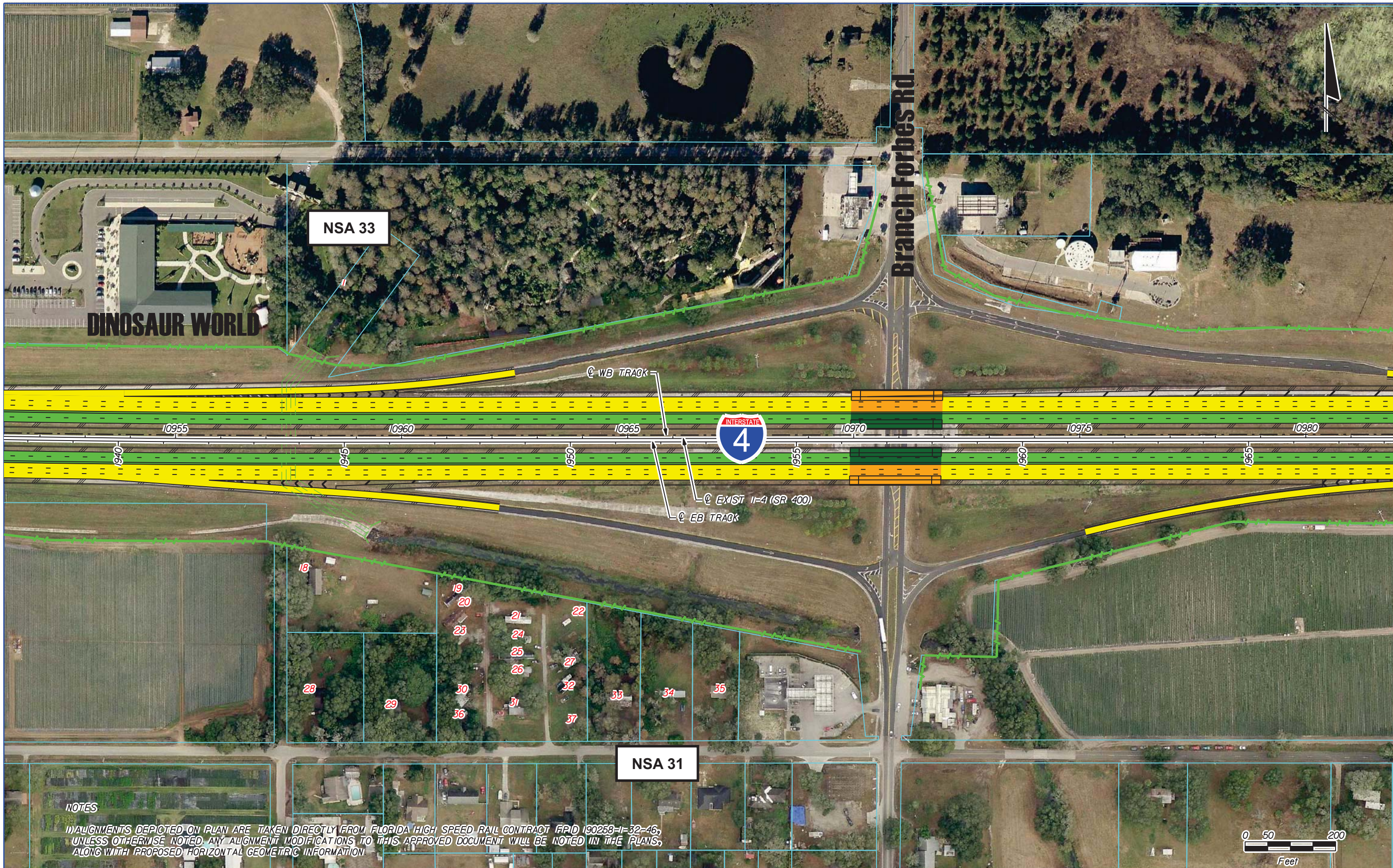


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE

SHEET NO.  
24





**NOTES**

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LEGEND:	
	EXIST. R/W
	EXIST. L/A R/W
	PROP. L/A R/W
	PARCEL LINES
	EXPRESS LANE
	EXPRESS LANE - BRIDGE
	GENERAL USE LANE
	GENERAL USE LANE - BRIDGE
	NON-INTERSTATE RDWY. AND BRIDGE
	NSA 1
	14
	NOISE SENSITIVE AREA RECEPTOR
	EXISTING NOISE BARRIER
	POTENTIAL NOISE BARRIER
	OUTDOOR ADVERTISING SIGN

AERIAL FLOWN DATE: 2013



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE

SHEET NO.  
25





**NOTES**

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LEGEND:		NSA 1	
	EXIST. R/W		NOISE SENSITIVE AREA
	EXIST. L/A R/W		RECEPTOR
	PROP. L/A R/W		EXISTING NOISE BARRIER
	PARCEL LINES		POTENTIAL NOISE BARRIER
	EXPRESS LANE		OUTDOOR ADVERTISING SIGN
	EXPRESS LANE - BRIDGE		
	GENERAL USE LANE		
	GENERAL USE LANE - BRIDGE		
	NON-INTERSTATE RDWY. AND BRIDGE		

AERIAL FLOWN  
DATE:  
2013



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE

SHEET NO.  
26





**NOTES**

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LEGEND:		NSA 1	
	EXIST. R/W		NOISE SENSITIVE AREA
	EXIST. L/A R/W		RECEPTOR
	PROP. L/A R/W		EXISTING NOISE BARRIER
	PARCEL LINES		POTENTIAL NOISE BARRIER
	EXPRESS LANE		OUTDOOR ADVERTISING SIGN
	EXPRESS LANE - BRIDGE		
	GENERAL USE LANE		
	GENERAL USE LANE - BRIDGE		
	NON-INTERSTATE RDWY. AND BRIDGE		

AERIAL FLOWN DATE: 2013



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE

SHEET NO.  
27





NSA 37

NSA 35

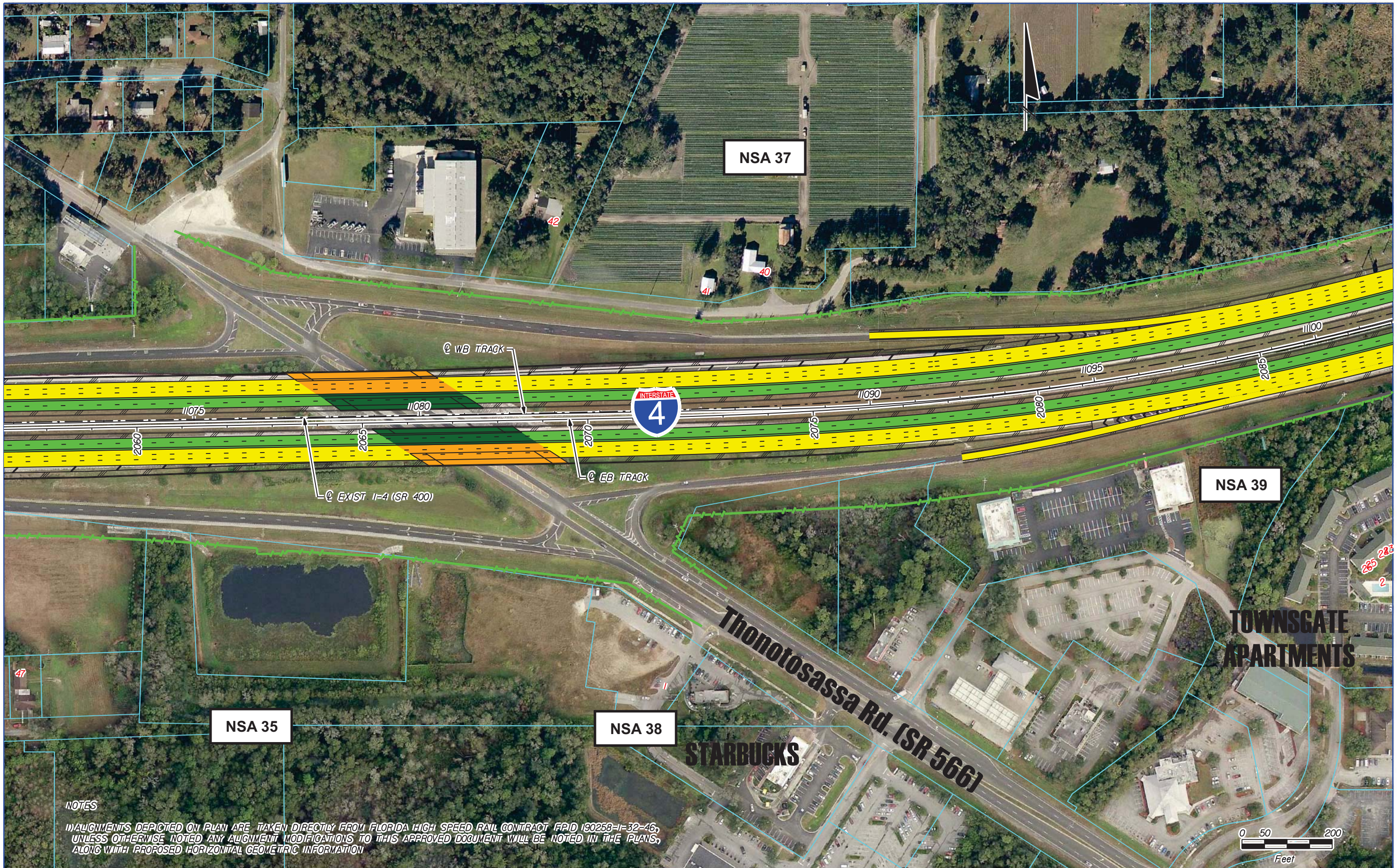
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<b>LEGEND:</b> 		<b>NSA 1</b> <b>14</b> NOISE SENSITIVE AREA RECEPTOR EXISTING NOISE BARRIER POTENTIAL NOISE BARRIER OUTDOOR ADVERTISING SIGN	AERIAL FLOWN DATE: 2013		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	<table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>400</td> <td>HILLSBOROUGH</td> <td>431746-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	400	HILLSBOROUGH	431746-1-22-01	SHEET NO. 28
ROAD NO.	COUNTY	FINANCIAL PROJECT ID											
400	HILLSBOROUGH	431746-1-22-01											

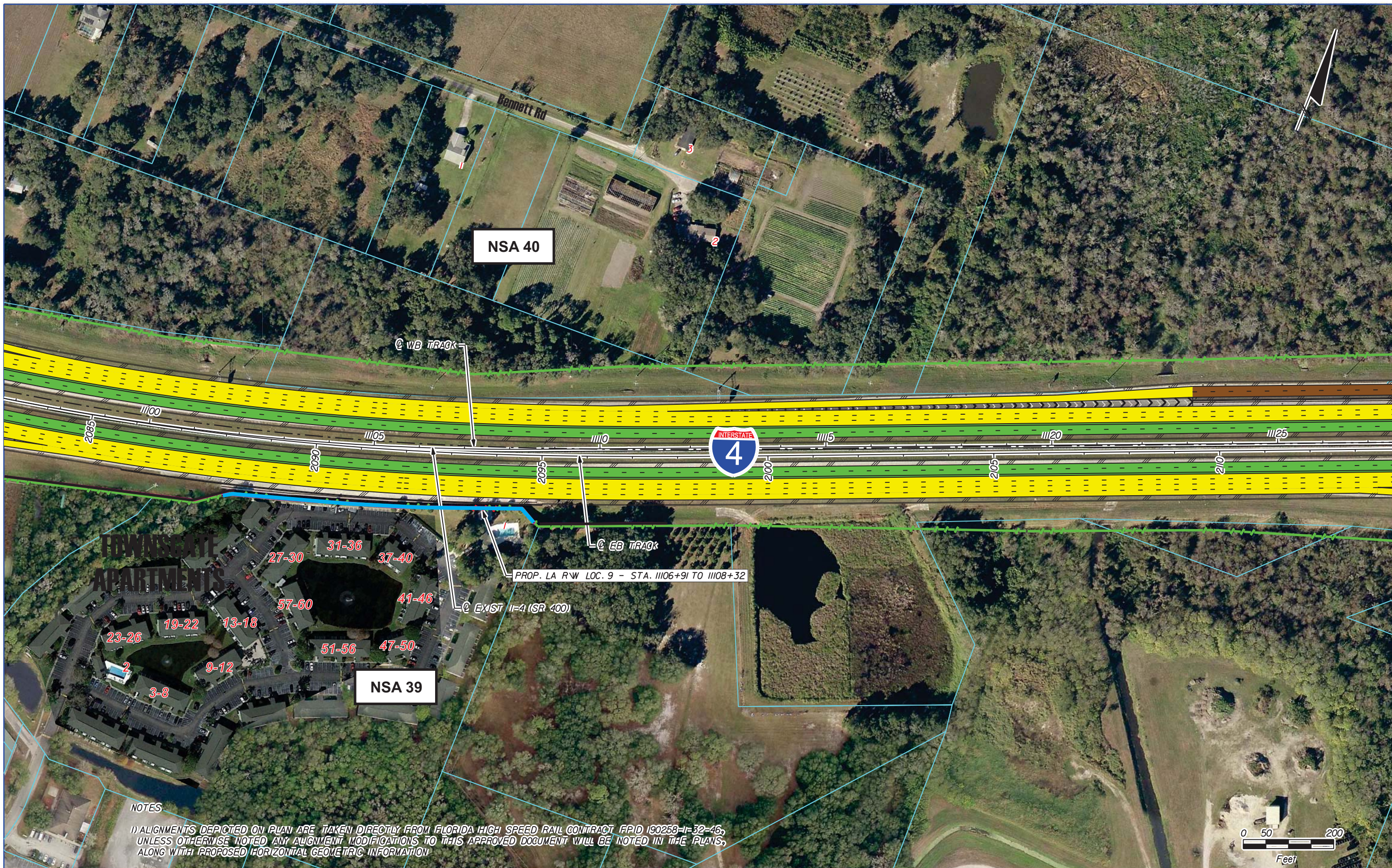




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<b>LEGEND:</b> 		<b>NSA 1</b> <b>14</b> NOISE SENSITIVE AREA RECEPTOR EXISTING NOISE BARRIER POTENTIAL NOISE BARRIER OUTDOOR ADVERTISING SIGN	AERIAL FLOWN DATE: 2013		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	<table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>400</td> <td>HILLSBOROUGH</td> <td>431746-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	400	HILLSBOROUGH	431746-1-22-01	SR 400 (I-4) CONCEPT PLANS - ULTIMATE	SHEET NO. 29
ROAD NO.	COUNTY	FINANCIAL PROJECT ID												
400	HILLSBOROUGH	431746-1-22-01												





NOTES  
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LEGEND:	
	EXIST. R/W
	EXPRESS LANE
	EXPRESS LANE - BRIDGE
	EXIST. L/A R/W
	GENERAL USE LANE
	GENERAL USE LANE - BRIDGE
	PROP. L/A R/W
	PARCEL LINES
	NON-INTERSTATE RDWY. AND BRIDGE
	NOISE SENSITIVE AREA
	RECEPTOR
	EXISTING NOISE BARRIER
	POTENTIAL NOISE BARRIER
	OUTDOOR ADVERTISING SIGN

AERIAL FLOWN  
 DATE:  
 2013

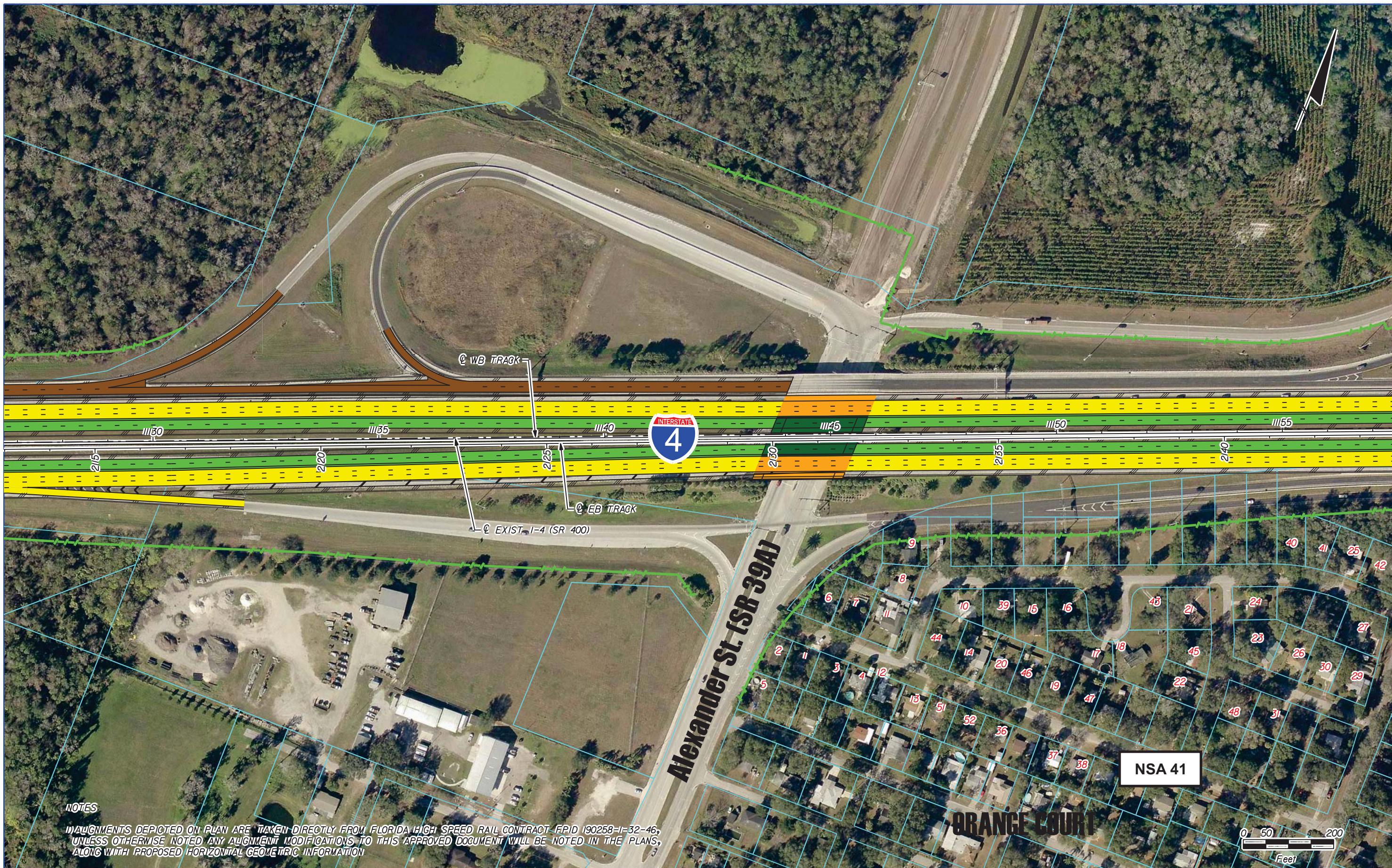


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
 CONCEPT PLANS - ULTIMATE

SHEET NO.  
 30





**NOTES**

1) ALIGNMENTS DEPICTED ON PLAN ARE TAKEN DIRECTLY FROM FLORIDA HIGH SPEED RAIL CONTRACT FPID 190258-1-32-46, UNLESS OTHERWISE NOTED ANY ALIGNMENT MODIFICATIONS TO THIS APPROVED DOCUMENT WILL BE NOTED IN THE PLANS, ALONG WITH PROPOSED HORIZONTAL GEOMETRIC INFORMATION

LEGEND:	
	EXIST. R/W
	EXPRESS LANE
	EXPRESS LANE - BRIDGE
	EXIST. L/A R/W
	GENERAL USE LANE
	GENERAL USE LANE - BRIDGE
	PROP. L/A R/W
	NON-INTERSTATE RDWY. AND BRIDGE
	PARCEL LINES
	NSA 1
	NOISE SENSITIVE AREA RECEPTOR
	14
	EXISTING NOISE BARRIER
	POTENTIAL NOISE BARRIER
	OUTDOOR ADVERTISING SIGN

AERIAL FLOWN DATE: 2013

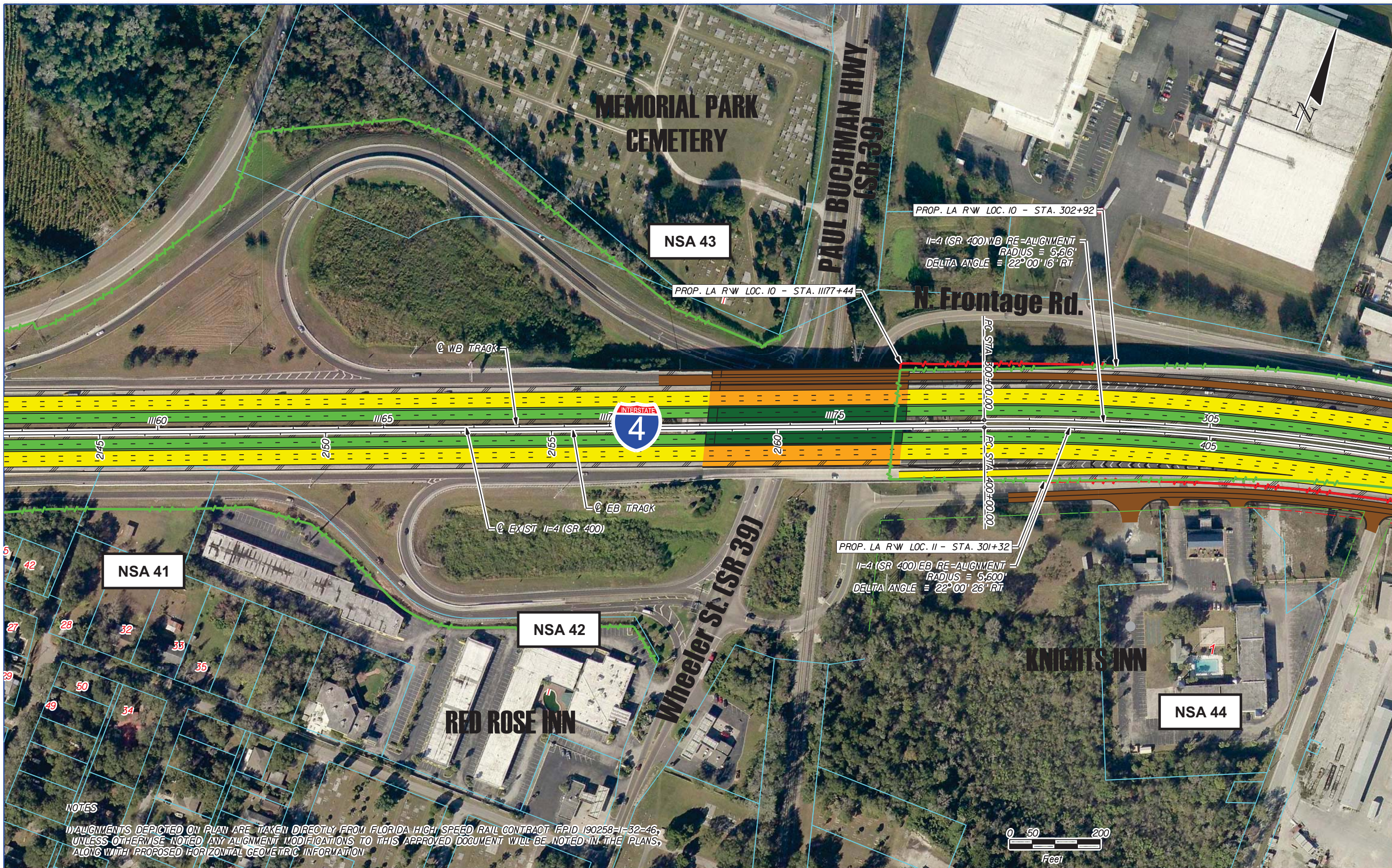


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE

SHEET NO.  
31





LEGEND:		NSA 1		AERIAL FLOWN		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 400 (I-4) CONCEPT PLANS - ULTIMATE		SHEET NO.
--- (Green)	EXIST. R/W	█ (Green)	EXPRESS LANE	○ (Blue)	NOISE SENSITIVE AREA	ROAD NO.	COUNTY	FINANCIAL PROJECT ID			NO.
- - - (Green)	EXIST. L/A R/W	█ (Green)	EXPRESS LANE - BRIDGE	█ (Blue)	RECEPTOR	400	HILLSBOROUGH	431746-1-22-01			32
- - - (Yellow)	PROP. L/A R/W	█ (Yellow)	GENERAL USE LANE	█ (Red)	EXISTING NOISE BARRIER						
- - - (Red)	PARCEL LINES	█ (Yellow)	GENERAL USE LANE - BRIDGE	█ (Pink)	POTENTIAL NOISE BARRIER						
---		█ (Brown)	NON-INTERSTATE RDWY. AND BRIDGE	○ (Orange)	OUTDOOR ADVERTISING SIGN						

**TAMPA BAY EXPRESS**

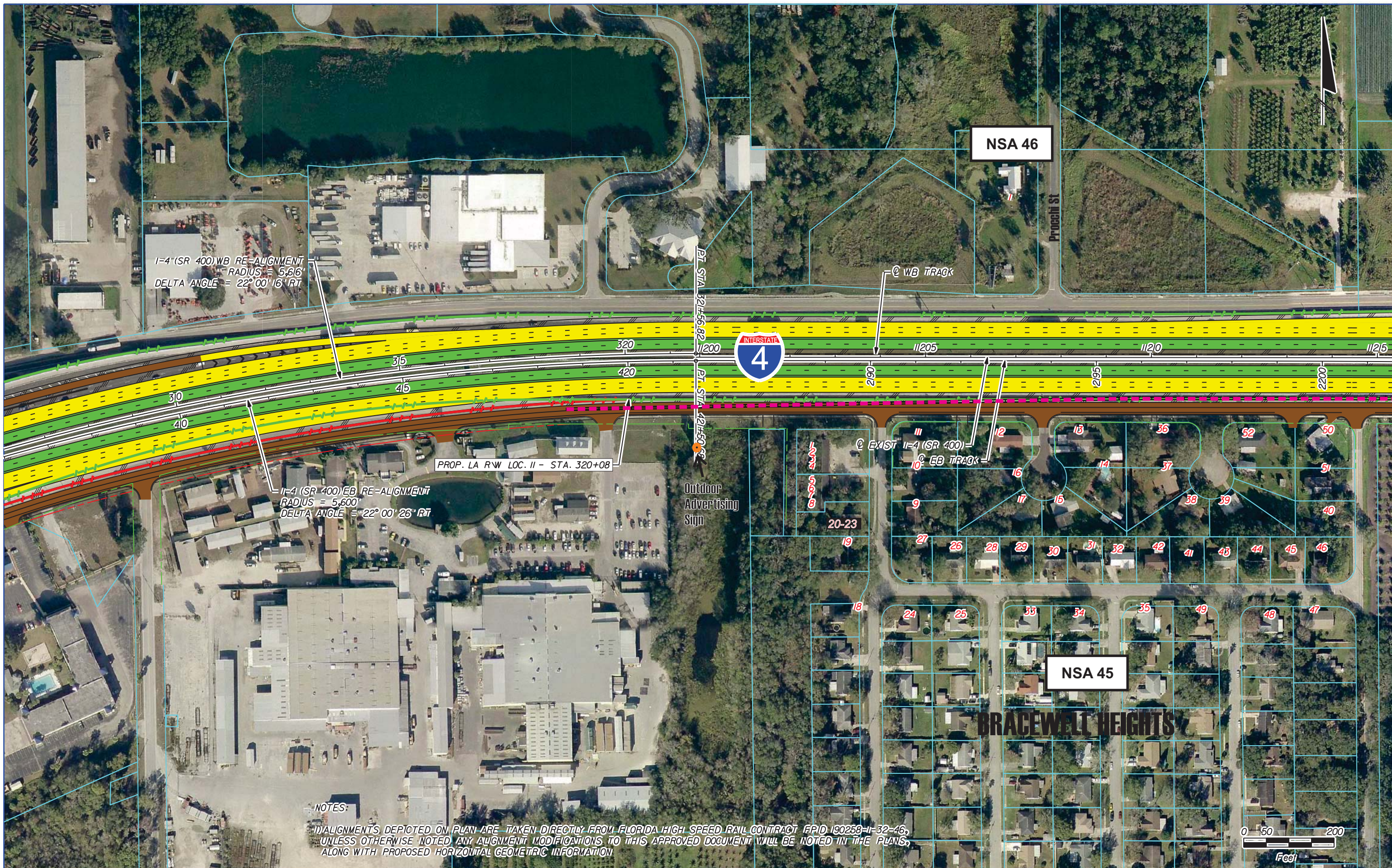
STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

ROAD NO. COUNTY FINANCIAL PROJECT ID

400 HILLSBOROUGH 431746-1-22-01

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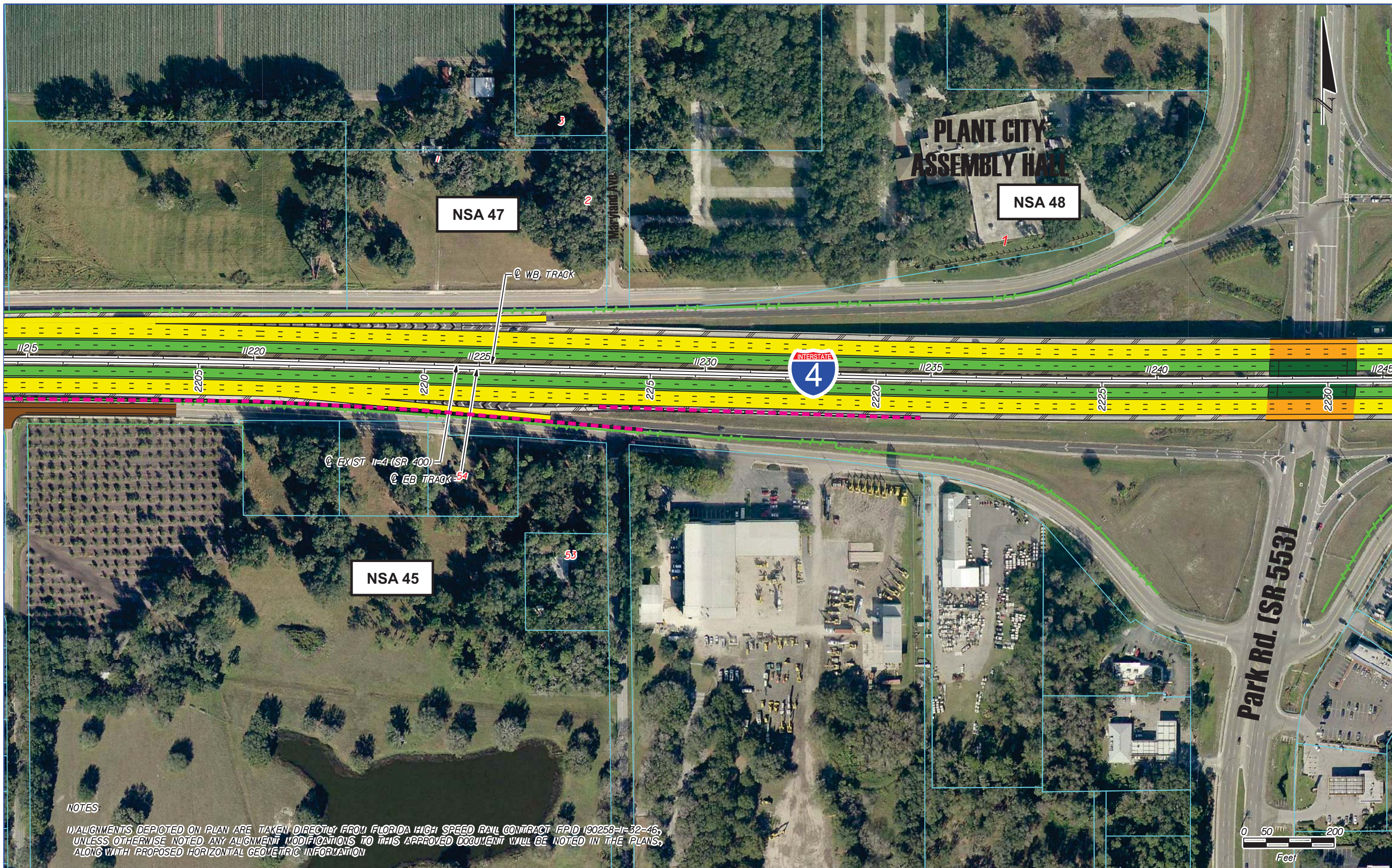


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 400 (I-4) CONCEPT PLANS - ULTIMATE	SHEET NO. 33
ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
400	HILLSBOROUGH	431746-1-22-01		



AERIAL FLOWN DATE: 2013





**NOTES**

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LEGEND:		NSA 1		AERIAL FLOWN DATE:	
	EXIST. R/W		EXPRESS LANE		NOISE SENSITIVE AREA RECEPTOR
	EXIST. L/A R/W		EXPRESS LANE - BRIDGE		EXISTING NOISE BARRIER
	PROP. L/A R/W		GENERAL USE LANE		POTENTIAL NOISE BARRIER
	PARCEL LINES		GENERAL USE LANE - BRIDGE		OUTDOOR ADVERTISING SIGN
			NON-INTERSTATE RDWY. AND BRIDGE		

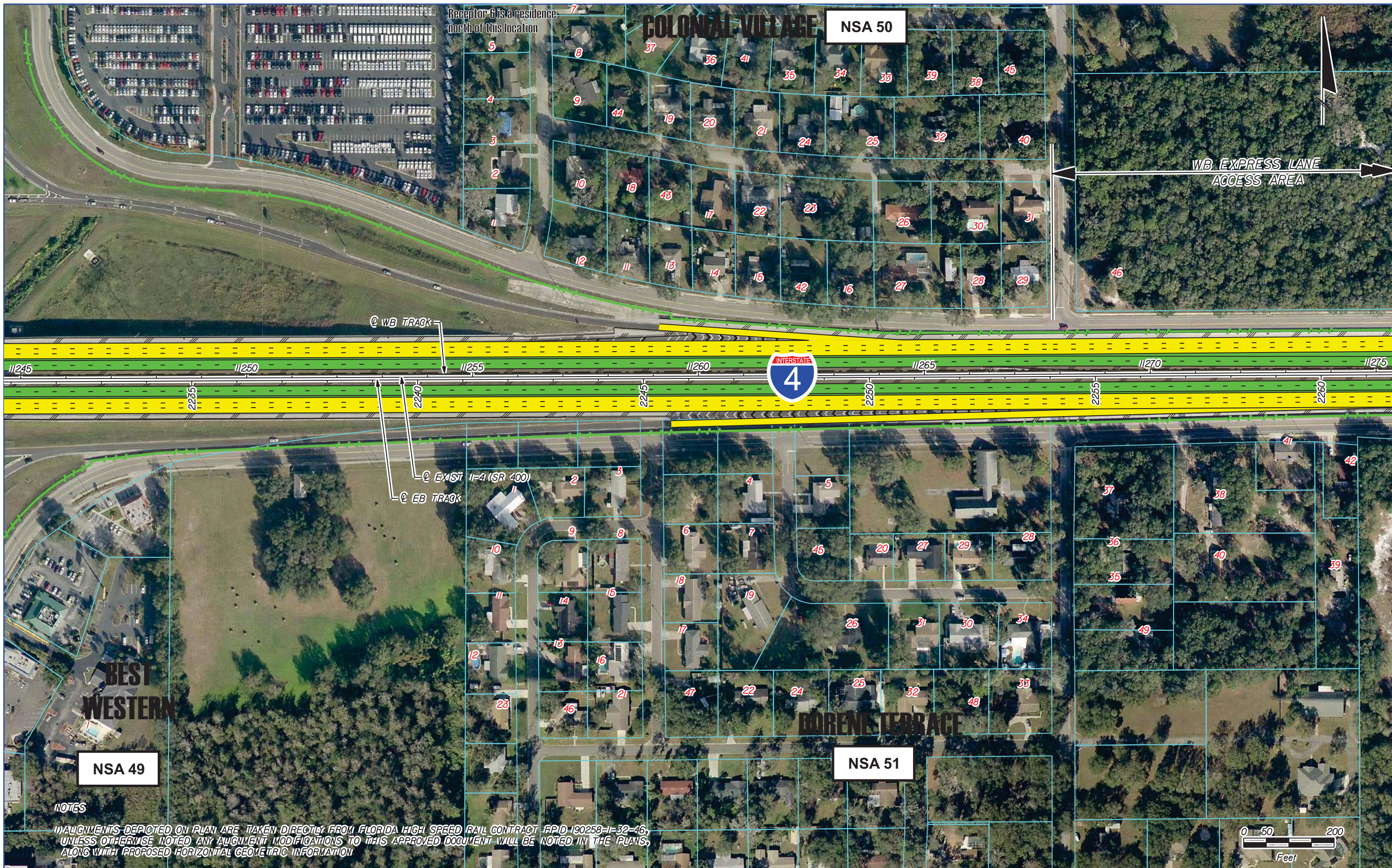


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

**SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE**

SHEET NO.  
**34**

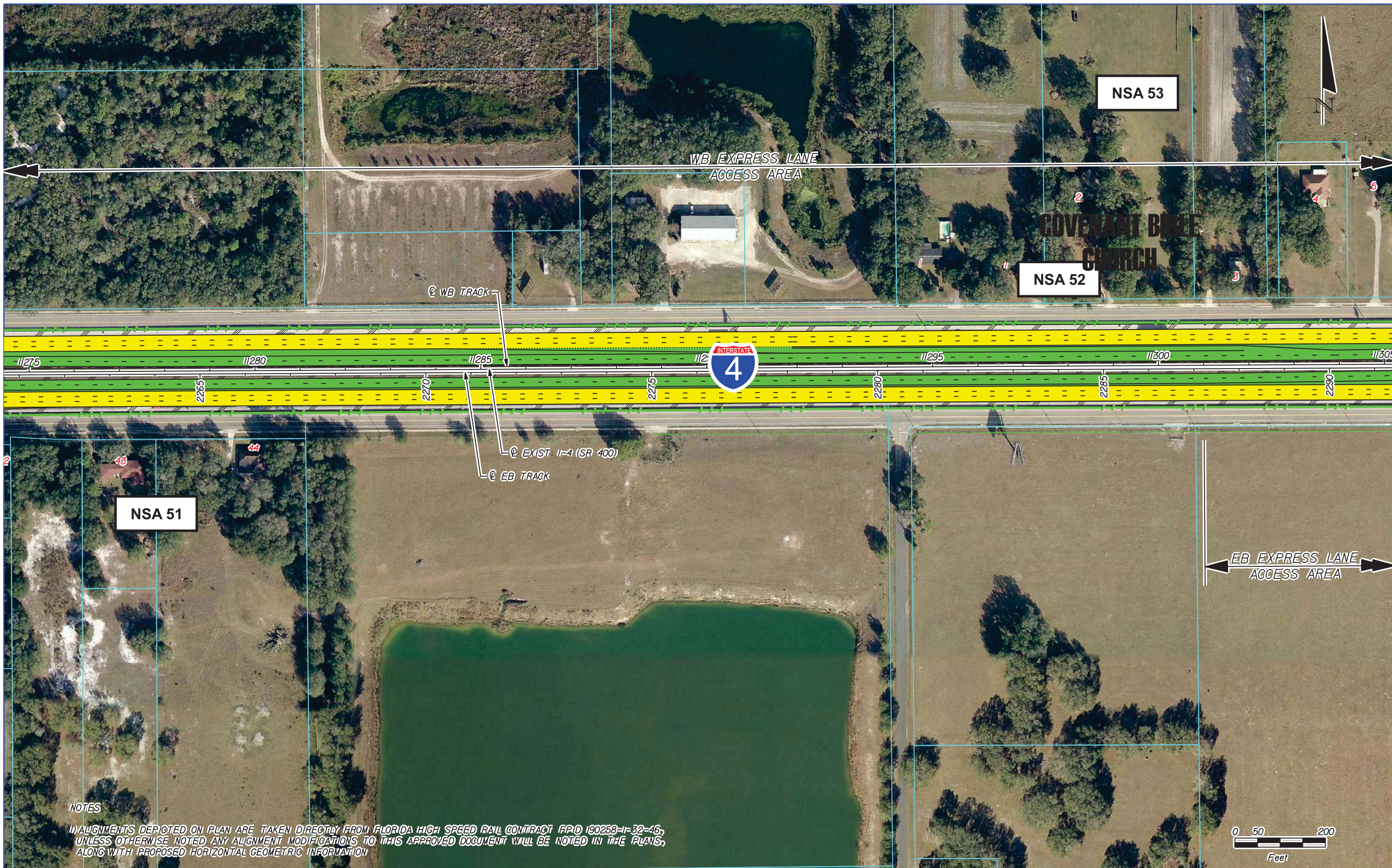




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<b>LEGEND:</b> 		<b>NSA 1</b> <b>14</b> NOISE SENSITIVE AREA RECEPTOR 	AERIAL FLOWN DATE: 2013 	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION <table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>400</td> <td>HILLSBOROUGH</td> <td>431746-1-22-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	400	HILLSBOROUGH	431746-1-22-01	SHEET NO. 35
ROAD NO.	COUNTY	FINANCIAL PROJECT ID									
400	HILLSBOROUGH	431746-1-22-01									





**NOTES**

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LEGEND:		NSA 1	
	EXIST. R/W		NOISE SENSITIVE AREA
	EXIST. L/A R/W		RECEPTOR
	PROP. L/A R/W		EXISTING NOISE BARRIER
	PARCEL LINES		POTENTIAL NOISE BARRIER
			OUTDOOR ADVERTISING SIGN

AERIAL FLOWN DATE: 2013



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE

SHEET NO. 36





**NOTES**

1) ALIGNMENTS DEPICTED ON PLAN ARE TAKEN DIRECTLY FROM FLORIDA HIGH-SPEED RAIL CONTRACT FPID 190253-1-32-46, UNLESS OTHERWISE NOTED ANY ALIGNMENT MODIFICATIONS TO THIS APPROVED DOCUMENT WILL BE NOTED IN THE PLANS, ALONG WITH PROPOSED HORIZONTAL GEOMETRIC INFORMATION.

**MATCH LINE**

	EXIST. R/W		EXPRESS LANE		NOISE SENSITIVE AREA
	EXIST. L/A R/W		EXPRESS LANE - BRIDGE		RECEPTOR
	PROP. L/A R/W		GENERAL USE LANE		EXISTING NOISE BARRIER
	PARCEL LINES		GENERAL USE LANE - BRIDGE		POTENTIAL NOISE BARRIER
			NON-INTERSTATE RDWY. AND BRIDGE		OUTDOOR ADVERTISING SIGN

AERIAL FLOWN DATE: 2013



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

**SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE**

SHEET NO.  
37





NOTES  
 1) ALIGNMENTS DEPICTED ON PLAN ARE TAKEN DIRECTLY FROM FLORIDA HIGH SPEED RAIL CONTRACT FPID 190258-I-32-46, UNLESS OTHERWISE NOTED. ANY ALIGNMENT MODIFICATIONS TO THIS APPROVED DOCUMENT WILL BE NOTED IN THE PLANS, ALONG WITH PROPOSED HORIZONTAL GEOMETRIC INFORMATION

LEGEND:		NSA 1	
	EXIST. R/W		EXPRESS LANE
	EXIST. L/A R/W		EXPRESS LANE - BRIDGE
	PROP. L/A R/W		GENERAL USE LANE
	PARCEL LINES		GENERAL USE LANE - BRIDGE
			NON-INTERSTATE RDWY. AND BRIDGE
			NOISE SENSITIVE AREA RECEPTOR
			EXISTING NOISE BARRIER
			POTENTIAL NOISE BARRIER
			OUTDOOR ADVERTISING SIGN

AERIAL FLOWN DATE: 2013

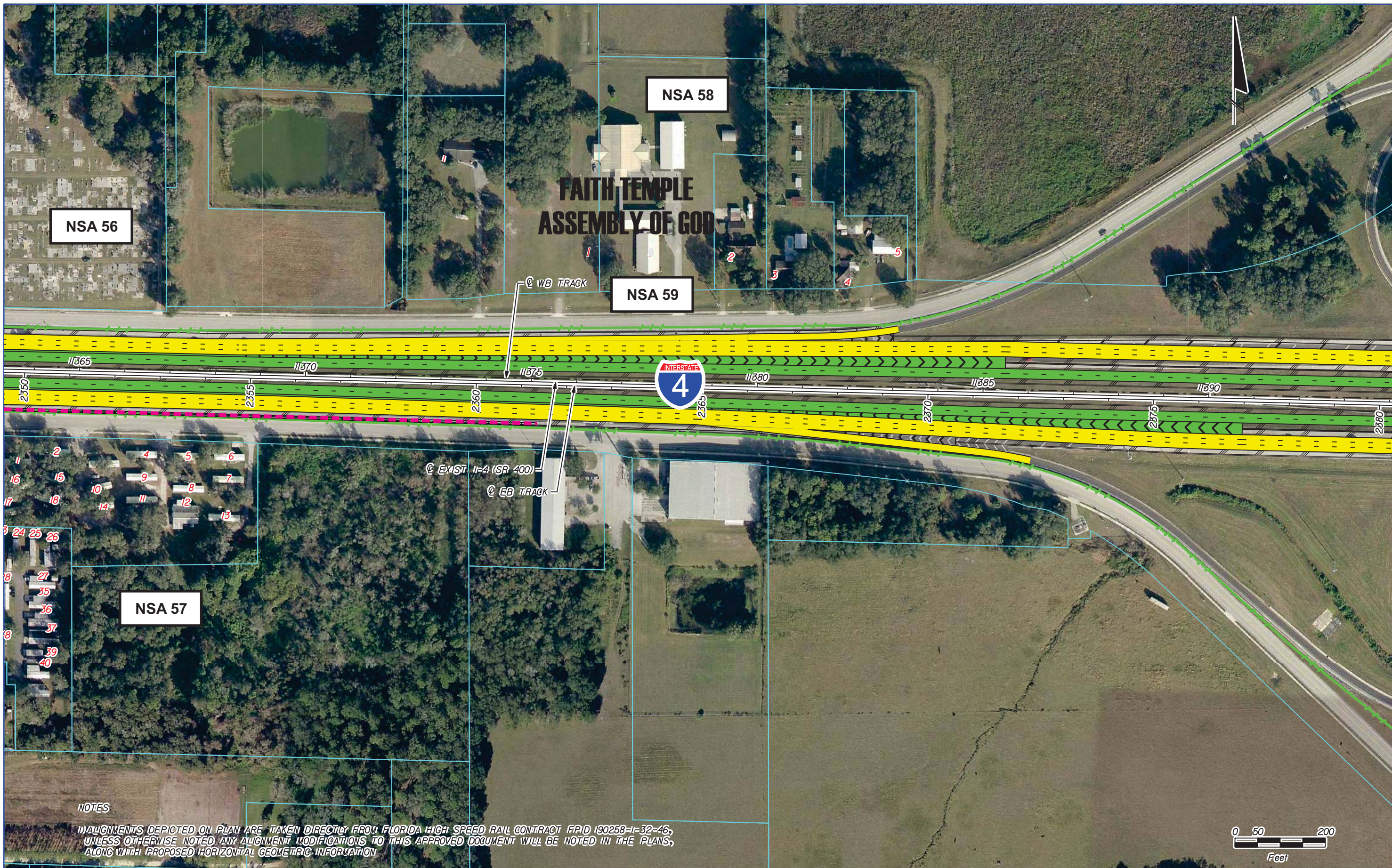


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
 CONCEPT PLANS - ULTIMATE

SHEET NO.  
 38





**NOTES**

ALIGNMENTS DEPICTED ON PLAN ARE TAKEN DIRECTLY FROM FLORIDA HIGH SPEED RAIL CONTRACT FPID 190258-1-32-46, UNLESS OTHERWISE NOTED, ANY ALIGNMENT MODIFICATIONS TO THIS APPROVED DOCUMENT WILL BE NOTED IN THE PLANS, ALONG WITH PROPOSED HORIZONTAL GEOMETRIC INFORMATION

LEGEND:		NSA 14	
	EXIST. R/W		NOISE SENSITIVE AREA
	EXIST. L/A R/W		RECEPTOR
	PROP. L/A R/W		EXISTING NOISE BARRIER
	PARCEL LINES		POTENTIAL NOISE BARRIER
	EXPRESS LANE		OUTDOOR ADVERTISING SIGN
	EXPRESS LANE - BRIDGE		
	GENERAL USE LANE		
	GENERAL USE LANE - BRIDGE		
	NON-INTERSTATE RDWY. AND BRIDGE		

AERIAL FLOWN  
DATE:  
2013

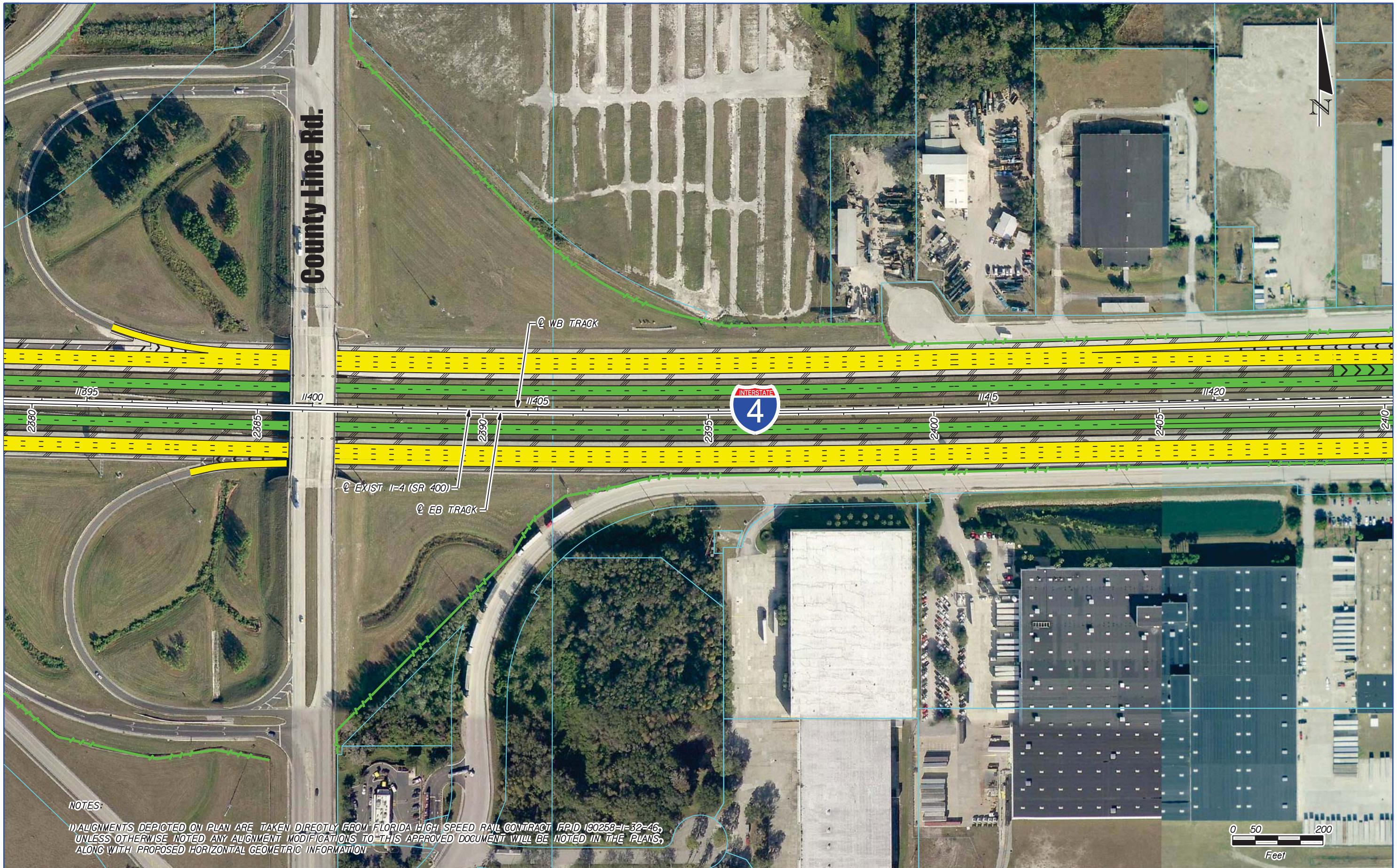


STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH	431746-1-22-01

SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE

SHEET NO.  
39





**NOTES:**

ALIGNMENTS DEPICTED ON PLAN ARE TAKEN DIRECTLY FROM FLORIDA HIGH SPEED RAIL CONTRACT FPID 190258-I-32-46, UNLESS OTHERWISE NOTED ANY ALIGNMENT MODIFICATIONS TO THIS APPROVED DOCUMENT WILL BE NOTED IN THE PLANS, ALONG WITH PROPOSED HORIZONTAL GEOMETRIC INFORMATION.

LEGEND:	
	EXIST. R/W
	EXPRESS LANE
	EXPRESS LANE - BRIDGE
	EXIST. L/A R/W
	GENERAL USE LANE
	PROP. L/A R/W
	GENERAL USE LANE - BRIDGE
	PARCEL LINES
	NON-INTERSTATE RDWY. AND BRIDGE
	NOISE SENSITIVE AREA RECEPTOR
	EXISTING NOISE BARRIER
	POTENTIAL NOISE BARRIER
	OUTDOOR ADVERTISING SIGN

AERIAL FLOWN DATE: 2013



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	HILLSBOROUGH POLK	431746-1-22-01

**SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE**

SHEET NO.  
40





**NOTES:**

1) CENTERLINES DEPICTED ON PLAN ARE TAKEN DIRECTLY FROM FLORIDA HIGH SPEED RAIL CONTRACT FPID 190258-1-32-46, UNLESS OTHERWISE NOTED ANY ALIGNMENT MODIFICATIONS TO THIS APPROVED DOCUMENT WILL BE NOTED IN THE PLANS, INCLUDING PROPOSED HORIZONTAL GEOMETRY

2) CENTERLINE CONSTRUCTION POLK PARKWAY (SR 570) TAKEN DIRECTLY FROM FDOT RIGHT OF WAY MAP STATE PROJECT NO. 16390-2423

**LEGEND:**

	EXIST. R/W		EXPRESS LANE
	EXIST. L/A R/W		EXPRESS LANE - BRIDGE
	PROP. L/A R/W		GENERAL USE LANE
	PARCEL LINES		GENERAL USE LANE - BRIDGE
			NON-INTERSTATE RDWY. AND BRIDGE

AERIAL FLOWN  
DATE:  
2013

**TAMPA BAY EXPRESS**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	POLK	431746-1-22-01

SR 400 (I-4)  
**CONCEPT PLANS - ULTIMATE**

SHEET NO.  
41





**END  
CONSTRUCTION**

**Old Tampa Hwy.  
(SR 542)**

**New Tampa Hwy.  
(US 92/SR 600)**

CONST  
POLK PARKWAY  
(SR 570)

945 940 935 930 925 920

**Polk Pkwy. (SR 570)**

**Clark Rd.**

MATCHLINE  
STA 92+00.00

**NOTES:**

- 1) CENTERLINES DEPICTED ON PLAN ARE TAKEN DIRECTLY FROM FLORIDA HIGH SPEED RAIL CONTRACT FPID 190258-1-32-46, UNLESS OTHERWISE NOTED ANY ALIGNMENT MODIFICATIONS TO THIS APPROVED DOCUMENT WILL BE NOTED IN THE PLANS, INCLUDING PROPOSED HORIZONTAL GEOMETRY.
- 2) CENTERLINE CONSTRUCTION POLK PARKWAY (SR 570) TAKEN DIRECTLY FROM FDOT RIGHT OF WAY MAP STATE PROJECT NO 16390-2423.



LEGEND:	
	EXIST. R/W
	EXIST. L/A R/W
	PROP. L/A R/W
	PARCEL LINES
	EXPRESS LANE
	EXPRESS LANE - BRIDGE
	GENERAL USE LANE
	GENERAL USE LANE - BRIDGE
	NON-INTERSTATE RDWY. AND BRIDGE
	NOISE SENSITIVE AREA RECEPTOR
	EXISTING NOISE BARRIER
	POTENTIAL NOISE BARRIER
	OUTDOOR ADVERTISING SIGN

AERIAL FLOWN  
DATE:  
2013



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
400	POLK	431746-1-22-01

**SR 400 (I-4)  
CONCEPT PLANS - ULTIMATE**

SHEET NO.  
**42**