Draft Location Hydraulic Report

Florida Department of Transportation

District 7

#### Interstate 75/SR 93A

Project Development and Environment (PD&E) Study

Limits of Project: From Moccasin Wallow Road to South of US 301/SR 43

Hillsborough and Manatee Counties, Florida

Financial Management Number: 419235-2-22-01

ETDM Number: 8001 & 14267

Date: December 2021

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

# Interstate 75/SR 93A Project Development & Environment (PD&E) Study

From Moccasin Wallow Road to South of US 301/SR 43

# **Draft Location Hydraulic Report**

Work Program Item Segment No. 419235-2 Manatee and Hillsborough Counties, Florida

Prepared for:



Florida Department of Transportation District Seven

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December 2021

## **EXECUTIVE SUMMARY**

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate capacity improvements along approximately 23 miles of Interstate 75 (I-75)/State Road (SR) 93A from Moccasin Wallow Road/County Road (CR) 6 in Manatee County to south of US 301/SR 43 in Hillsborough County. The design year for the improvements is 2045. This PD&E Study is being conducted concurrently with the PD&E Study for the portion of I-75 that extends from south of US 301/SR 43 to north of Bruce B. Downs Boulevard/CR 581 in Hillsborough County under Work Program Item (WPI) Segment No. 419235-3.

The study will focus on widening I-75 to include two express lanes in each direction within the median from Moccasin Wallow Road to south of US 301 including operational improvements at the SR 674 and Gibsonton Drive interchanges. The study for this segment of I-75 will evaluate issues including those related to corridor capacity, congestion, and safety. The project will improve capacity, relieve congestion, improve evacuation efforts, and provide for the efficient movement of goods in an important regional transportation corridor.

The objective of the PD&E Study is to assist the FDOT Office of Environmental Management (OEM) in reaching a decision on the type, location, and conceptual design of the necessary improvements for I-75 to safely and efficiently accommodate future travel demand while minimizing impacts to the environment, consider agency and public comments, and ensure project compliance with all applicable federal and state laws. A Type 2 Categorical Exclusion is being prepared as part of this study. This PD&E Study will document the need for the improvements as well as the procedures utilized to develop and evaluate various improvement alternatives including elements such as proposed typical sections, special designation of travel lanes, preliminary horizontal alignments, and interchange enhancement alternatives. The PD&E Study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right of way acquisition, and construction).

This Draft Location Hydraulic Report is one of several documents that will be prepared as part of this PD&E Study. This report has been prepared to determine if any floodplains will be significantly affected due to the conceptual improvements. In compliance with the PD&E Manual for Floodplains, Part 2 Chapter 13, the following items have been addressed to document that the floodplain encroachments will be minimal.

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# SECTION 1 INTRODUCTION

## 1.1 PD&E STUDY PURPOSE

The objective of this Project Development and Environment (PD&E) Study is to assist the Florida Department of Transportation (FDOT) Office of Environmental Management (OEM) in reaching a decision on the type, location, and conceptual design of the necessary improvements for I-75 to safely and efficiently accommodate future travel demand. This study documents the need for the improvements as well as the procedures utilized to develop and evaluate various improvements, including elements such as proposed typical sections, preliminary horizontal alignments, and interchange enhancement alternatives.

The PD&E Study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right of way [ROW] acquisition, and construction).

To initiate agency coordination, the project has been screened through the Programming Screen of the FDOT's Efficient Transportation Decision Making (ETDM) process as ETDM Project No. 8001, and an updated Advanced Notification (AN) was run under ETDM Project No. 14267. ETDM Project No. 14267 includes project limits from Moccasin Wallow Road in Manatee County to north of Bruce B. Downs in Hillsborough County. The portion of the corridor from south of US 301 to north of Bruce B. Downs in Hillsborough County is being studied under a separate PD&E Study (WPI Segment No. 419235-3) and was previously screened through the ETDM process as Project No. 8002. An ETDM Programming Screen Summary Report was published on March 29, 2007, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources. Based on the ETAT comments, the Federal Highway Administration (FHWA) determined that this project qualified as a Type 2 Categorical Exclusion.

## 1.2 PROJECT PURPOSE AND NEED

## 1.2.1 Purpose

The purpose of the project is to evaluate alternatives to address the corridor's capacity and relieve congestion. These improvements are expected to enhance the overall safety and improve the operating conditions of the facility within the project limits.

## 1.2.2 Need

I-75 is a south-north interstate highway that is a major trade and tourism corridor. I-75 is part of the highway network that provides access to regional intermodal facilities such as several general aviation airports, MacDill Air Force Base, several seaports, transit stations, cruise ship terminals and major CSX intermodal rail facilities. It is part of the SIS and is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

I-75 is a critical evacuation route as shown on the Florida Division of Emergency Management's evacuation route network. Improvements to I-75 will improve evacuation efforts, when needed, will enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region. Statewide and regional transportation plans and studies by FDOT and the Hillsborough County Transportation Planning Organization (TPO) identify the need for interstate improvements.

#### **1.3 PROJECT DESCRIPTION**

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate improvements along approximately 23 miles of I-75/State Road (SR) 93A from Moccasin Wallow Road in Manatee County to south of US 301/SR 43 in Hillsborough County, Florida. The design year for the improvements is 2045. This PD&E study is being conducted concurrently with the PD&E study for the section of I-75 that extends from south of US 301 to north of Bruce B. Downs Boulevard in Hillsborough County (WPI Segment No. 419235-3). The project location map is shown on **Figure 1**.

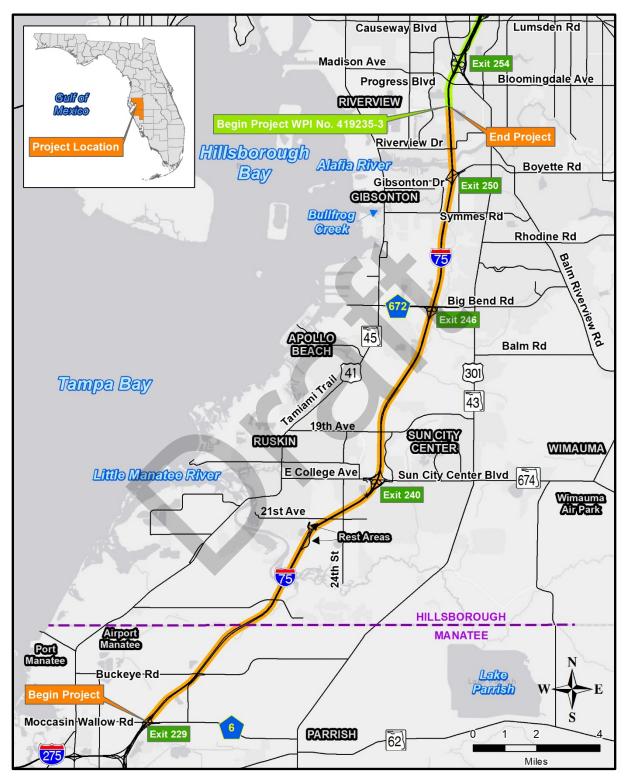
## 1.4 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

## 1.4.1 Existing Facility

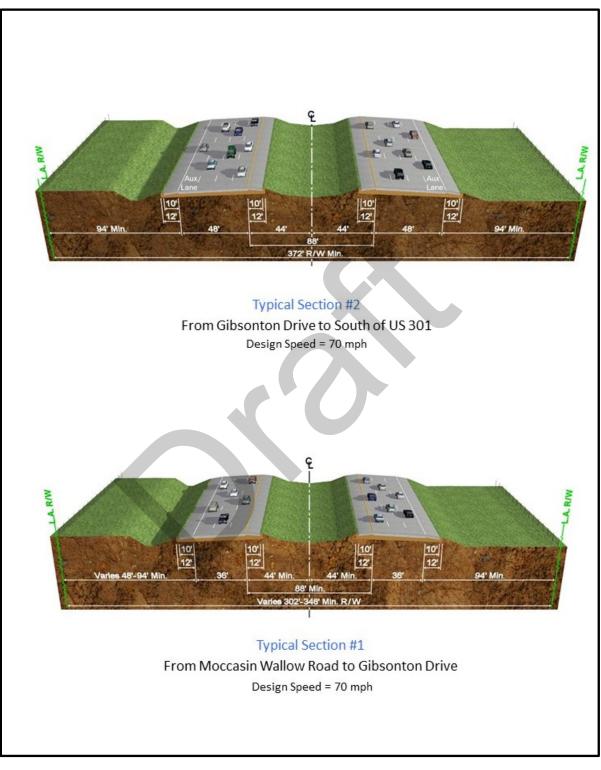
I-75 is a limited access (L.A.) freeway that travels in a generally south-north direction from a southern terminus at SR 826 (Palmetto Expressway) in Hialeah, Florida, to a northern terminus in Sault Sainte Marie, Michigan, near the border with Canada. In Florida, I-75 is included in the State Highway System (SHS), designated as SR 93A; the Strategic Intermodal System (SIS); and the Federal Aid Interstate System. I-75 serves as a major evacuation route throughout the state.

Within the project limits, I-75 is classified as a Rural (south of 21st Avenue SE) Principal Arterial --Interstate and Urban (north of 21st Avenue SE) Principal Arterial – Interstate. The roadway is generally three lanes in each direction from Moccasin Wallow Road to Gibsonton Drive and three lanes plus one auxiliary lane in each direction from Gibsonton Drive to south of US 301. All travel lanes are 12-ft wide and 12-ft inside and outside shoulders are provided, including 10-ft paved. The median width is a minimum of 88-ft wide; several areas near the south end of the project have a wider median where the roadway has been partially bifurcated. The existing typical sections are shown in **Figure 2**.

The existing L.A. ROW varies throughout the study limits; however, in most areas, the minimum ROW width is 348 feet. For a segment north of SR 674, the ROW on the west side narrows by as much as 46-ft just north of the interchange, yielding a total ROW of only 302-ft. Several areas near the south end have a ROW as wide as 556 feet, where the two roadways are partially bifurcated with a wider median. The posted speed limit is 70 miles per hour (mph).









There are three interchanges along I-75 within the project limits. They are located at SR 674/East College Avenue/Sun City Center Boulevard, County Road (CR) 672/Big Bend Road, and Gibsonton Drive. Existing rest area facilities for northbound and southbound travelers are situated approximately 3-miles south of SR 674. The study area includes 22 bridge structures, including crossings over Curiosity Creek, the Little Manatee River, Bullfrog Creek and the Alafia River.

Interstate 75 has not had capacity improvements from Moccasin Wallow Road to south of US 301 since its original construction in the early 1980's.

## 1.4.2 Proposed Improvements

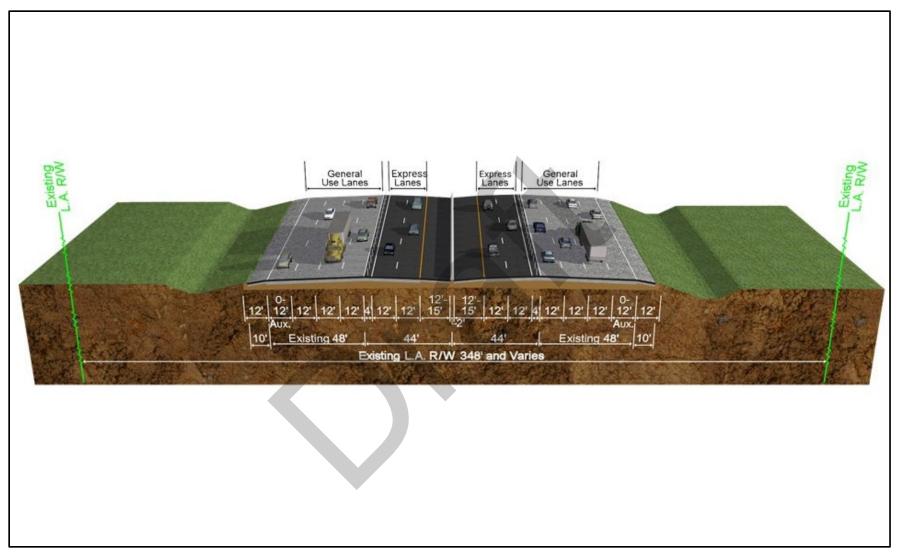
All alternatives have been evaluated with regard to environmental impacts, costs, and operational factors. Based on these evaluations, a preferred build alternative utilizing two typical sections was identified for the I-75 mainline within the study area.

The Preferred Build Alternative Typical Section includes the existing mainline lanes to be designated as General Use Lanes (GULs). The three 12-foot lanes in each direction will remain from Moccasin Wallow Road to Gibsonton Drive and the three lanes plus one auxiliary lane in each direction will remain north of Gibsonton Drive to south of US 301. Outside shoulders will remain at 12-feet wide. Adjacent to the GULs, within the median, two 12-foot Express Lanes (ELs) with 12 to 15-foot inside shoulders will be added in each direction. The inside shoulders will be 15-feet wide where median barrier is proposed and 12-feet wide (10-foot paved) in bifurcated areas. The ELs will be separated from the GULs by a 4-foot painted and delineated buffer. The preferred alternative typical section is shown in **Figure 3**.

Three ingress and three egress connections between the ELs and GULs will be located within the limits of the project in each direction. The ELs are proposed to be managed by limiting direct access for traffic to/from existing interchanges, collection of tolls, vehicle occupancy and/or vehicle type.

As previously stated, there are three interchanges along I-75 within the project limits. They are located at SR 674/East College Avenue/Sun City Center Boulevard, CR 672/Big Bend Road, and Gibsonton Drive. The Big Bend Road interchange improvements are currently being constructed as part of a separate design-build project (WPI Segment No. 424513-3) and considered as an existing condition for this project.

The proposed improvements will include construction of 30 Stormwater Management Facilities (SMF) and 15 Floodplain Compensation (FPC) sites. A number of these SMF and FPC sites within common drainage basins are combined at a single location, and several of the SMFs are located at existing interchange locations within the existing ROW. Additional ROW at a total of 28 locations is required for constructing the offsite SMF and FPC sites. No additional ROW is required for the I-75 mainline or interchange improvements.



## Figure 3 Preferred Roadway Typical Section

## 1.5 REPORT PURPOSE

This Draft Location Hydraulic Report is one of several documents that will be prepared as part of this PD&E Study. This report has been prepared to determine if any floodplains will be significantly affected due to the conceptual improvements. In compliance with the PD&E Manual for Floodplains, Part 2 Chapter 13, the following items have been addressed to document that the floodplain encroachments will be minimal.

# SECTION 2 DEFINITION OF ALTERNATIVES CONSIDERED

The current evaluation considers the addition of two Special Use Lane (SUL) for both the northbound and southbound directions for the existing 6 & 8 -lane limited access facility. The existing typical sections and proposed typical sections are shown in Figures 2 and Figure 3, respectively.

# SECTION 3 REGULATORY SETTING

FDOT and Southwest Florida Water Management District (SWFWMD) criteria govern the design of floodplain management; coordination between these agencies will be required.

# SECTION 4 FLOODPLAINS

## 4.1 HISTORY OF FLOODING

Floodplain models from Hillsborough and Manatee County, Lidar data obtained from the SWFWMD showing 1-foot contours and Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) were used to identify flood-prone areas within the I-75 study area. Field inspections were conducted in April 2008 to identify potential drainage problems. Additionally, local maintenance offices having jurisdiction within the study area, as well as asset management contractors, were contacted to determine any history of flooding problems within the study area. As a result of this analysis, no flooding problems associated with existing drainage conditions have been identified for the length of the study limits.

## 4.2 LONGITUDINAL OR TRANSVERSE ENCROACHMENTS

With the widening of the existing travel lanes and addition of SUL, there will be longitudinal and some transverse impacts to the floodplain due to the front and side slopes for the bridges along the project corridor. Locations of transverse encroachments will be at the Curiosity Creek, Little Manatee River and Alafia River. Floodplain compensation (FPC) sites will be provided for volume compensation for all floodplain impacts as a result of the floodplain encroachment.

## 4.3 AVOIDANCE ALTERNATIVES

All of the floodplain encroachments resulting from the proposed SUL will be minimal due to the proposed alignment following the same general alignment as the existing roadway. During the design

phase, further floodplain impacts may be minimized by adjusting the typical section within the encroachment area by revising side slopes. Additionally, the stormwater management facilities (SMF) serving the project will be located to avoid or minimize impacts to floodplain resources and functions where reasonable and feasible.

## 4.4 EMERGENCY SERVICES AND EVACUATIONS

I-75 (SR 93A) is a designated emergency evacuation route. There is no history of stormwater overtopping I-75 due to the existing floodplain; therefore, no emergency services or evacuation opportunities will be adversely affected.

## 4.5 BASE FLOOD IMPACTS

There are locations along the project corridor where encroachments to the 100-year base flood may occur. The project's drainage design will be consistent with local FEMA, FDOT, and SWFWMD design guidelines which state that no net encroachment, up to that encompassed by the 100-year event, will be allowed, and that compensating storage shall be equivalently provided; therefore, no significant changes in base flood elevations or limits will occur.

## 4.6 REGULATORY FLOODWAY

There are 5 regulated floodway areas within the study limits as designated on the FEMA FIRMs. **Table 1** is a tabulated summary of the regulated floodways and the station where the right-of-way crosses each.

Zone AE Floodway Areas	Station at Crossing
Archie Creek	1223+75
Alafia River	1158+00
Bullfrog Creek	1110+00
Little Manatee River	370+00
Curiosity Creek	240+00

Table 1Regulated Floodways Summary

A No Rise Certification and a conveyance analysis will be required, during the subsequent design phase, at all regulated floodway crossings to ensure there is no net loss of historic storage or other impacts to offsite properties due to the proposed improvements.

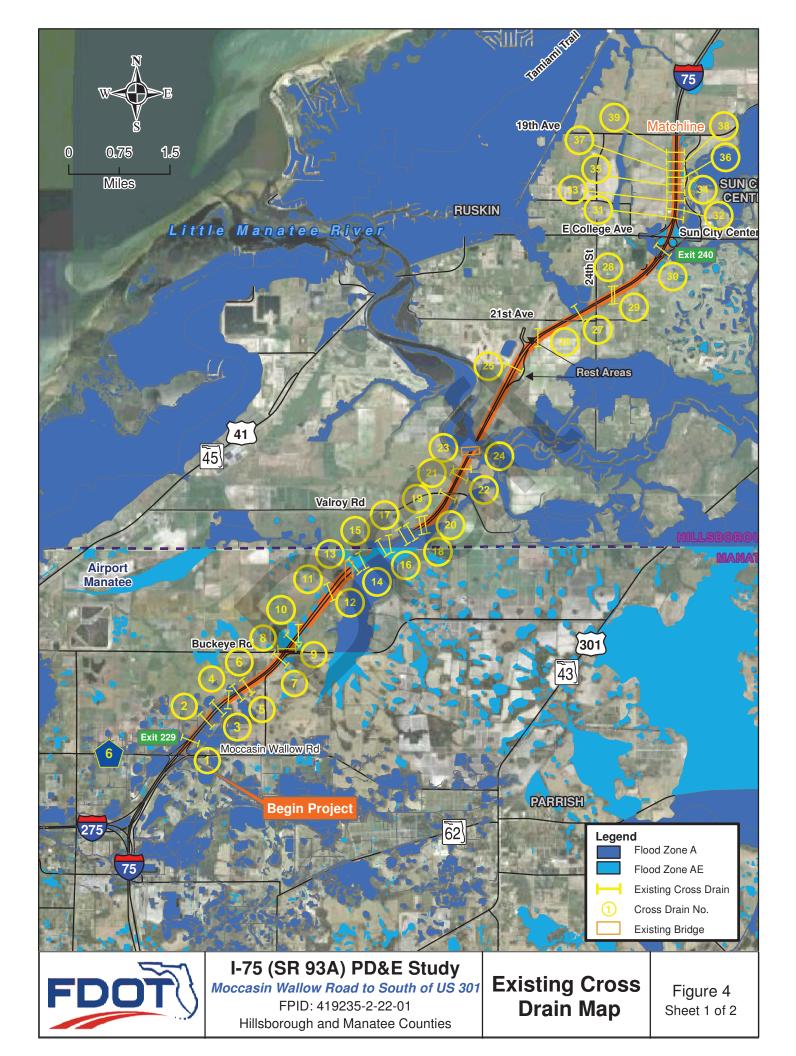
## 4.7 CROSS DRAINS

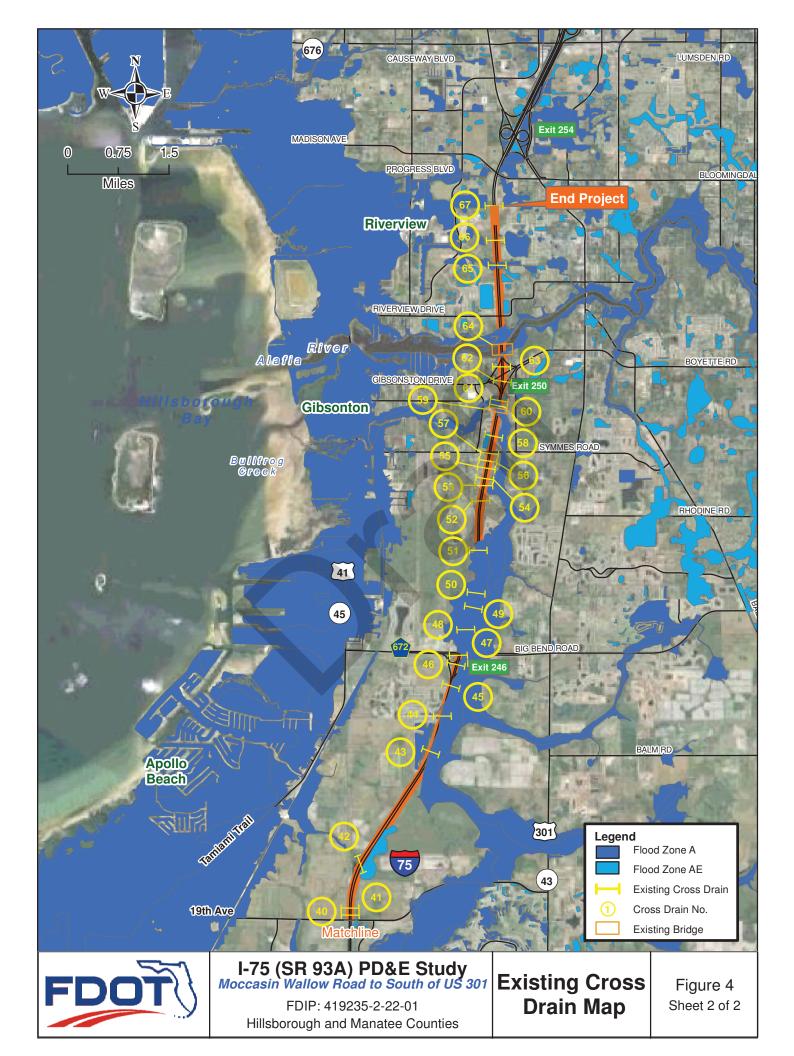
A review of the existing FDOT as-built construction plans and SLDs for Hillsborough County and Manatee Counties indicate that there are 67 existing cross drains within the limits of the I-75 PD&E study area. The locations and sizes of these drainage structures were verified by field inspection on April 18 & 19, 2008. Hydraulic equivalency for replacement or modification of the existing cross drains will be determined during the subsequent design phase of this project. The station, size and material of the existing cross drains are tabulated in **Table 2**. The cross drain sizes and locations are also identified on the Existing Cross Drain Maps in **Figure 4**.

Cross Drain No.	Station	Pipe Size and Material
Manatee County FD	OT District One	
1	52+00	12' x 7' CBC
2	72+00	[Pair] 24" RCP LT & RT
3	85+00	[Pair] 30" RCP LT & RT
4	95+50	[Pair] (2) 42" RCP LT & RT
5	104+50	24" RCP
6	114+25	24" RCP
7	147+00	(2) 42" RCP
8	156+00	(2) 42" RCP
9	165+00	[Pair] (2) 42" RCP LT & RT
10	171+00	[Pair] (2) 30" RCP LT & RT
11	212+00	[Pair] 30" RCP LT & RT
12	234+00	[Pair] 30" RCP LT & 24" RCP RT
13	240+00	Bridge {Curiosity Creek}
14	248+00	[Pair] 36" RCP LT & RT
15	266+50	[Pair] 5' x 5' CBC LT & RT
Hillsborough Count	y FDOT District	Seven
16	273+00	[Pair] (2) 30" RCP LT & RT
17	285+00	[Pair] 5' x 4' CBC LT & RT
18	292+00	[Pair] 30" RCP LT & RT
19	300+50	[Pair] 24" RCP LT & RT
20	303+50	[Pair] 30" RCP LT & RT
21	333+25	(2) 30" RCP
22	351+00	24" RCP
23	357+00	10' x 5' CBC
24	371+00	Bridge {Little Manatee River}
25	446+00	[Pair] 24" RCP LT & 30" RCP RT
26	476+25	54" RCP
27	513+00	6' x 4' CBC
28	544+00	24" RCP
29	544+50	24" RCP
30	596+00	9' x 4' CBC
31	623+50	24" RCP
32	630+25	30" RCP
33	637+00	30" RCP
34	643+50	30" RCP
35	650+00	30" RCP
36	654+25	24" RCP
37	660+00	30" RCP
38	667+50	24" RCP
39	675+00	30" RCP

## Table 2 Existing Cross Drains

Cross Drain No.	Station	Pipe Size and Material	
40	692+00	30" RCP	
41	697+00	42" RCP	
42	733+00	[Pair] (2) 6' x 4' CBC LT & RT	
43	837+25	24" RCP	
44	866+75	9' x 6' CBC	
45	890+75	42" RCP	
46	908+00	24" RCP	
47	915+50	48" RCP	
48	936+50	(2) 36" RCP	
49	954+00	6' x 4' CBC	
50	966+00	6' x 4' CBC	
51	999+75	8' x 5' CBC	
52	1038+00	24" RCP	
53	1050+00	30" RCP	
54	1056+00	48" RCP	
55	1064+00	15" RCP	
56	1069+75	30" RCP	
57	1075+50	24" RCP	
58	1089+00	42" RCP	
59	1111+00	Bridge {Bullfrog Creek}	
60	1113+50	18" RCP	
61	1117+50	(2) 5' x 6' CBC	
62	1133+25	24" RCP	
63	1144+25	30" RCP	
64	1159+00	Bridge {Alafia River}	
65	1123+75	(2) 8' x 5' CBC	
66	1243+25	30" RCP	
67	1270+00	6' x 4' CBC	
Notes:	CBC = Concrete Box Culvert		
	RCP = Reinforced Concrete Pipe		
	[Pair] = Cross d	rain not continuous through median	





#### 4.8 NATURAL AND BENEFICIAL FLOODPLAIN VALUES

The proposed roadway will follow the same general alignment as the existing roadway and compensating storage will be provided equivalent to any proposed encroachments; therefore, no natural and beneficial floodplain values will be significantly affected.

#### 4.9 FLOODPLAIN CONSISTENCY AND DEVELOPMENT

The conceptual improvements will not directly or indirectly support floodplain development in a manner inconsistent with the National Flood Insurance Program, which prohibits development within the base floodplain. The conceptual improvements are also in accordance with Hillsborough and Manatee Counties comprehensive plans. Future development will be in accordance with designated land uses according to the adopted comprehensive plans and their land development regulations.

#### 4.10 FLOODPLAIN/FIRM

A tabulated list of the FIRM Community Panel numbers is in **Table 3** and shown in Appendix B. The FIRMs for Hillsborough County (dated August 28, 2008) and the FIRMs for Manatee County (dated March 17, 2014) are referenced to the NAVD 1988. The FIRMs indicate the 5 floodways identified in **Table 1** and the swale areas around the 3 interchanges within the project limits are designated as Zone A and AE subject to inundation by the 100- year flood.

h County
Effective Date
Aug 28, 2008
County
Effective Date
March 17, 2014
March 17, 2014
March 17, 2014

#### Table 3 FEMA FIRM Community Panel Numbers

#### 4.11 RISK ASSESSMENT

Based on the FDOT's floodplain categories, this project falls under Category 4: "PROJECTS ON EXISTING ALIGNMENT INVOLVING REPLACEMENT OF EXISTING DRAINAGE STRUCTURES WITH NO RECORD OF DRAINAGE PROBLEMS". Floodplain encroachments do not vary significantly with any of the alternatives and FPC sites will be provided for volume compensation for all floodplain impacts as a result of the floodplain encroachments. The proposed structures will perform hydraulically in a manner equal to or greater than the existing structures, 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.

# SECTION 5 REFERENCES

## 5.1 MAPS

Federal Emergency Management Agency. August 28, 2008 & March 17, 2014. Flood Insurance Rate Map. Community Panel Number listed in Table 3.

## 5.2 REGULATORY GUIDANCE

Florida Department of Transportation - Office of Environmental Management. 2017. Project Development and Environment Manual. Tallahassee, Florida.

## 5.3 REPORTS

- Applied Sciences. (2016) Delaney/Archie Creek Watershed Management Update. Public Works Department, Hillsborough County Technical Services Division, Florida.
- Atkins. (2015) Bull Frog Creek/Wolf Branch Watershed Master Plan Update. Public Works Stormwater Management Section, Hillsborough County Engineering Division, Florida.
- Jones Edmunds & Associates, Inc. (2007) Buffalo Canal/Frog Creek Watershed Management Plan. Southwest Florida Water Management District, Florida.
- Jones Edmunds & Associates, Inc. (2015) Little Manatee River Watershed Master Plan Update. Hillsborough County Board of County Commissioners, Florida.
- Parsons. (2010) Countywide Masterplan Update for the Alafia River Watershed. Department of Public Works Stormwater Management Section, Hillsborough County Engineering Division, Florida.

## **APPENDICES**

APPENDIX A FIRM Maps



# APPENDIX A FIRM Maps



Appendix B: FIRM Panel Index Map I-75 (SR 93A) PD&E Study: Hillsborough and Manatee Counties N

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations**. (BFE) and/or **floodways** have been determined, users are encouraged to consult the Flood Frolles and Floodway Data and/or Summary of Silveater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM regresent rounded whole-loot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized be utilized be utilized.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0° North American Vertical Datum of 1988 (NAVD 88). Users of this FIPM should be aware that coastal flood elevations are also provided in the Summary of Stilkwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations and/or floodplain management purposes table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this juridiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood** control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Florida State Plane wost zone (FIPSZONE 0902). The horizontal datum was NAD83, (RS1980 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in sight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of the FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988, These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.gs.nosa.gov/ or contact the National Geodetic Survey and the following address:

NGS Information Services NOAA, N/NGS12 National Geodetic Survey National Geodetic Survey SSMC-3, #9202 1315 East-West Highway Silver Spring, MD 20910-3282

To obtain current elevation, description, and/or location information for bench mark bound current exercision, description, and/or location micrimation of the end many shown on this map, please contact the Information Services Branch of th National Geodetic Survey at (301) 713–3242, or visit its website a http://www.ngs.noaa.gov/.

Base map orthophotography was obtained from Southwest Florida Water Management District (SWFWMD) from one-foot resolution digital orthoimagery flown in 2008 and 2009. Vector base map data was provided by Manatee County and SWFWMD. Vector information was compiled in 2003 – 2009 by Manatee County GIS department.

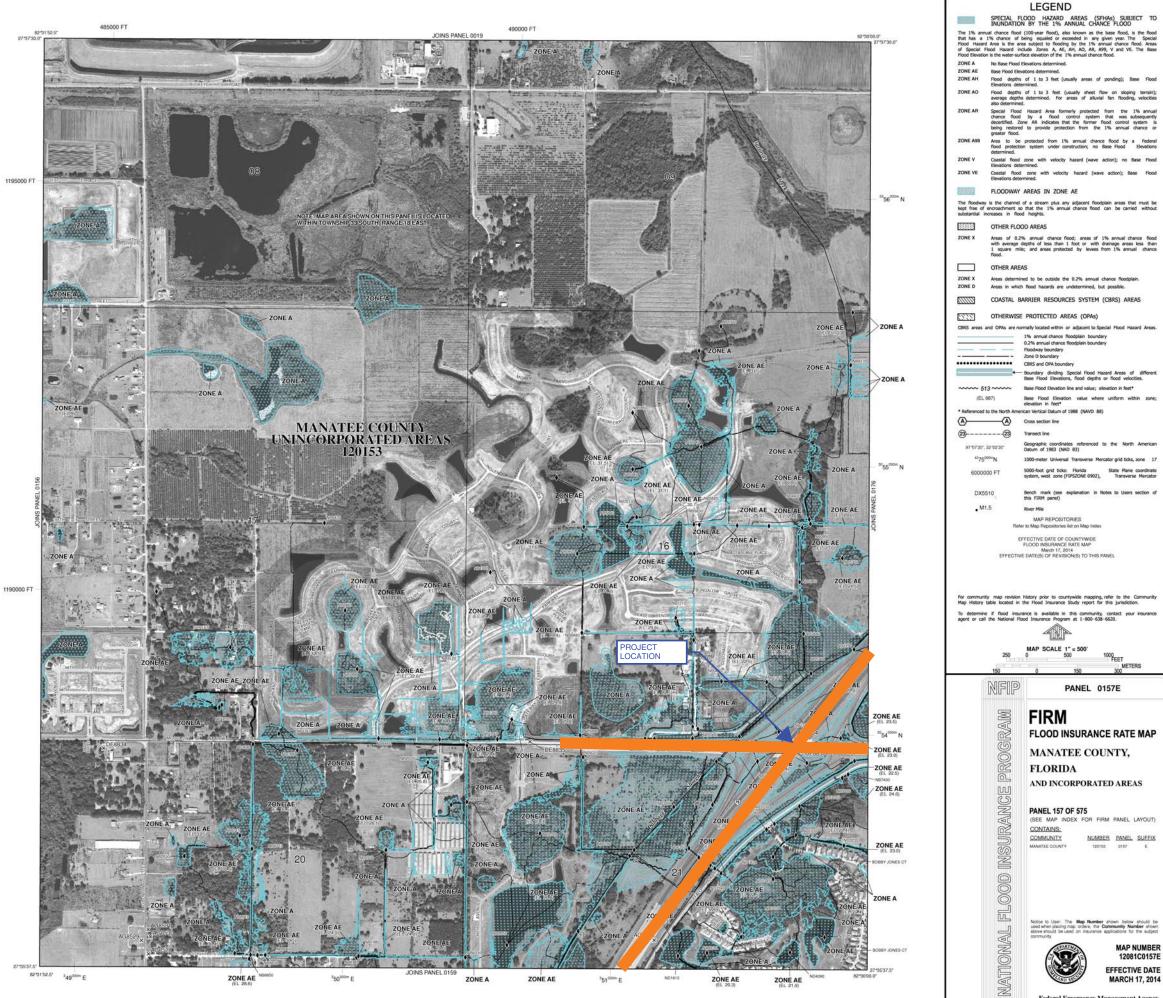
Intofination was complete in 2003 - 2004 by Manatee County GIS department This map may reflect more detailed or up to date stream channel configuration than those shown on the previous FIRM may have been adjusted to confirm to thes new stream channel configurations and improved topographic data. The profit baselines depicted on this may represent the hydraulic modeling baselines the match the flood profiles and Floodway Data Tables if applicable, in the FIS repor As a result. The profile baselines may depixel significantly from the new base ma channel representation and may appear outside of the floodplain.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed Map Index for an overview map of the county showing the layout of map panelis community map repository addresses; and a Listing of Communities table containing National Flood Insurance Plogram dates for each community as well as a listing of the panels on which each community is located.

For information and questions about this map, available products associated with FIRM including historic versions of this FIRM, how to order products or the Naik Flood insurance Program in general, bease call the FEMA Map Information eXcha at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Map Service Center web at http://mec.tema.pok.wealable.products may include previously issued Lativer of Marg Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visiting the FEMA Map Service Center version of vo.gling the FEMA Map Information eXchange.

tatic elevations may be shown to the nearest tenth of a foot in modeled ponding areas ased on modeled flow accumulation points (junctions). These junctions are shown as diamond symbol connected by a flow pathway in between junction points. Boundary inclions, without an associated floodplain, are also shown. Users should refer to the load flowarders Stative (FIS) for detailed flood elevation statien information.



Мар	
Key 1	

Federal Emergency Management Agency

MAP NUMBER 12081C0157E

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Coastal Base Flood Elevations shown on this map apply only landward of 0.0 North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stilwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in mte Summary of Stilwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on the FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this juridiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood** control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Florida State Plane west zone (FIPSZONE 0962). The horizontal datum was NAD33. (BS1930 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in sight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of the FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1229 and the North American Vertical Datum of 1986, visit the National Geodetic Survey at the following address:

NGS Information Services NOAA, N/NGS12 National Geodetic Survey SSMC-3, #2020 1315 East-West Highway Silver Spring, MD 20910-3282

To obtain current elevation, description, and/or location information for bench mark bound current evaluation, description, and/or solution minimum and/or of the first marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713–3242, or visit its website at http://www.ngs.noaa.gov/.

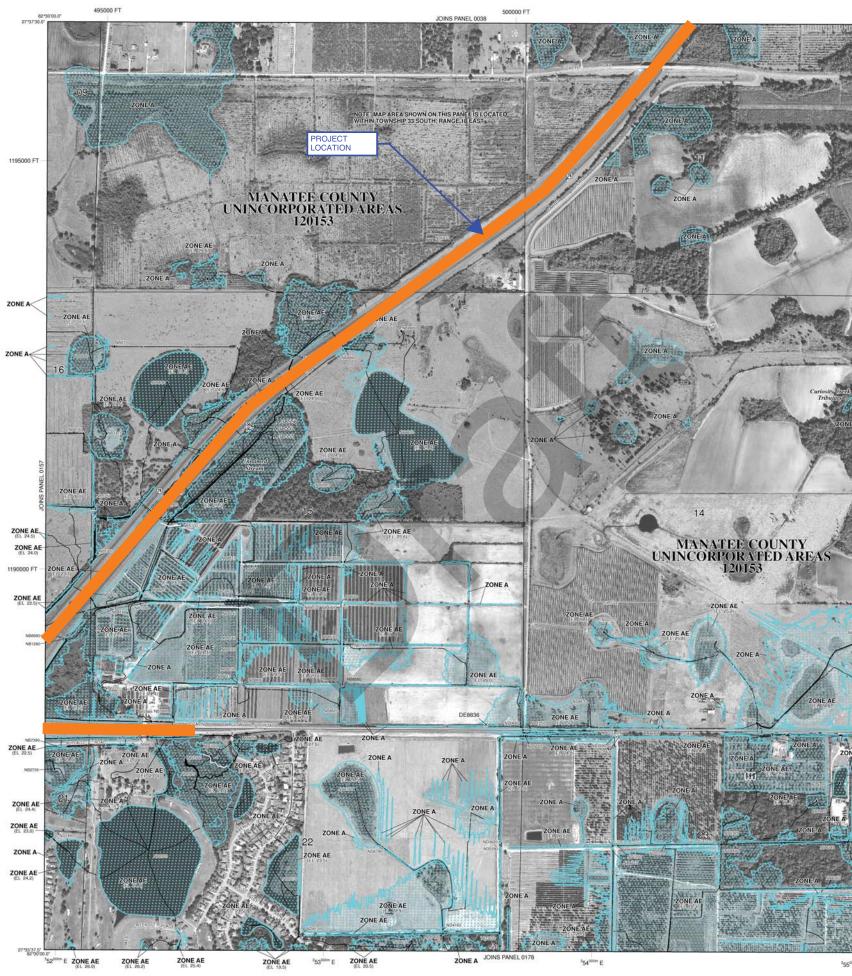
Base map orthophotography was obtained from Southwest Florida Water Management District (SWFWMD) from one-foot resolution digital orthoimagery flown in 2008 and 2009. Voctor base map data was provided by Manatee County and SWFWMD. Vector information was compiled in 2003 – 2009 by Manatee County GIS department.

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Мар	
Key 2	

			LEGEND
82°807.5° 27°37'30.0°	The 1% ann that has a Fixed Hazard		OOD HAZARD AREAS (SFHAE) SUBJECT TO I BY THE 1% ANNUAL CHANCE FLOOD (10% year flood), also known as the base flood, is the flood exing equaled or exceeded in any given year. The Special a subject of flooding by the 1% annual chance flood. Areas Jude Zones A, AE, AN, AA, A9, V and VE. The Base are elevation of the 1% annual chance flood.
	ZONE A		a subject to indexing by the 1% annual chance index. Areas Jude Zones A, AE, AH, AO, AR, A9, V and VE. The Base act elevation of the 1% annual chance flood.
	ZONE AE ZONE AH	Flood depths Elevations deter	
	ZONE AO	also determined	
- Summer	(11.16.40.77%)	greater flood.	Hazard Area formerly protected from the 1% annual by a flood control system that was subsequently ne AR indicates that the former flood control system is to provide protection from the 1% annual chance or
A DOME OF	ZONE A99	determined.	protected from 1% annual chance flood by a Federal n system under construction; no Base Flood Elevations zone with velocity hazard (wave action); no Base Flood
Ger M	ZONE VE	Elevations dete	rmined. zone with velocity hazard (wave action); Base Flood
<sup>30</sup> 56 <sup>000m</sup> N	The floodway		AREAS IN ZONE AE of a stream plus any adjacent floodplain areas that must be that the 1% annual chance flood can be carried without
	kept free of substantial in	oreases in floor OTHER FLOC	5 heights.
	ZONE X	Areas of 0.29 with average d 1 square mile flood.	6 annual chance flood; areas of 1% annual chance flood lepths of less than 1 foot or with drainage areas less than ;; and areas protected by levees from 1% annual chance
	ZONE X	OTHER AREA Areas determin	IS ed to be outside the 0.2% annual chance floodplain.
	ZONE D		flood hazards are undetermined, but possible. RRIER RESOURCES SYSTEM (CBRS) AREAS
	2222		PROTECTED AREAS (OPAs) maily located within or adjacent to Special Flood Hazard Areas.
			mary occeso wenn or acjacent to special Pooo Hazard Areas. 1% annual chance floodplain boundary 0.2% annual chance floodplain boundary Floodway boundary
			Zone D boundary CBRS and OPA boundary
	51		Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities. Base Flood Elevation line and value; elevation in feet*
Grack	(EL	to the North Ameri	Base Flood Elevation value where uniform within zone; elevation in feet* can Vertical Datum of 1988 (NAVD 88)
ZONE A	(A) (B)		Cross section line Transect line
<sup>50</sup> 55 <sup>000</sup> N	97107307. <sup>42</sup> 75 <sup>0</sup>	52 22 30	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83) 1000-meter Universal Transverse Mercator grid ticks, zone 17
	60000	00 FT	5000-foot grid ticks: Florida State Plane coordinate system, west zone (FIPSZONE 0902), Transverse Mercator
PANEL 017	DX5	1.1	Bench mark (see explanation in Notes to Users section of this FIRM panel) River Mile
I SNIOF			MAP REPOSITORIES to Map Repositories list on Map Index
			FECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP March 17, 2014 DATE(S) OF REVISION(S) TO THIS PANEL
	For communit Map History	y map revision table located in t	history prior to countywide mapping, refer to the Community the Flood Insurance Study report for this jurisdiction.
and some	To determine agent or call	if flood insura the National Flo	ance is available in this community, contact your insurance od Insurance Program at 1-800-638-6620.
North Contraction		250	MAP SCALE 1" = 500' 0 500 1000
		150	0 150 1000 0 150 1000 0 150 300
1		NFIP	PANEL 0176E
<sup>30</sup> 54 <sup>000m</sup> N		MW	FIRM
EL 24.8)		GRV	FLOOD INSURANCE RATE MAP
ZONE AE		NO NO	MANATEE COUNTY, FLORIDA
ZONE AE (EL 22.9) NOPHO ZONE AE IEL 22.0		۵. W	AND INCORPORATED AREAS
		INC	PANEL 176 OF 575 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)
ZONE IE A		JRV	CONTAINS: COMMUNITY NUMBER PANEL SUFFIX
ZONE AE (EL 23.1) ND9108		INSURA	MANATEE COUNTY 120153 0176 E
ZONE A		00	
			-NOTE - THIS MAP INCLUDES BOUNDARIES OF THE COASTAL BARRIER RESOURCES SYSTEM ESTABLISHED UNDER THE COASTAL BARRIER RESOURCES ACT OF 1982 AND/OR SUBSEQUENT EMABLING LEGISLATION.
ZONE AE (EL 20.3)			Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject
		NA	MAP NUMBER 12081C0176E
27'95'37.5' 82'98'07.5' 355 <sup>000m</sup> E		MIIO	EFFECTIVE DATE MARCH 17, 2014
www.cla		125	

Federal Emergency Management Agency

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NGS Information Services NOAA, N/NGS12 National Geodetic Survey National Geodetic Survey SSMC-3, #9202 1315 East-West Highway Silver Spring, MD 20910-3282

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JOINS PANEL 017

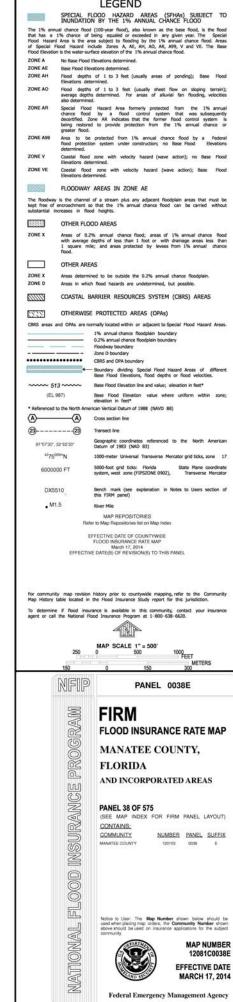
354000m E

27\*3730.0\*----82\*30'00.0\* <sup>3</sup>52<sup>000m</sup> E

<sup>3</sup>53<sup>000m</sup> E

Мар
Key 3

#### LEGEND



3059000 N

32 S. 33 S.

3058000 N

3057000 N

355000m E

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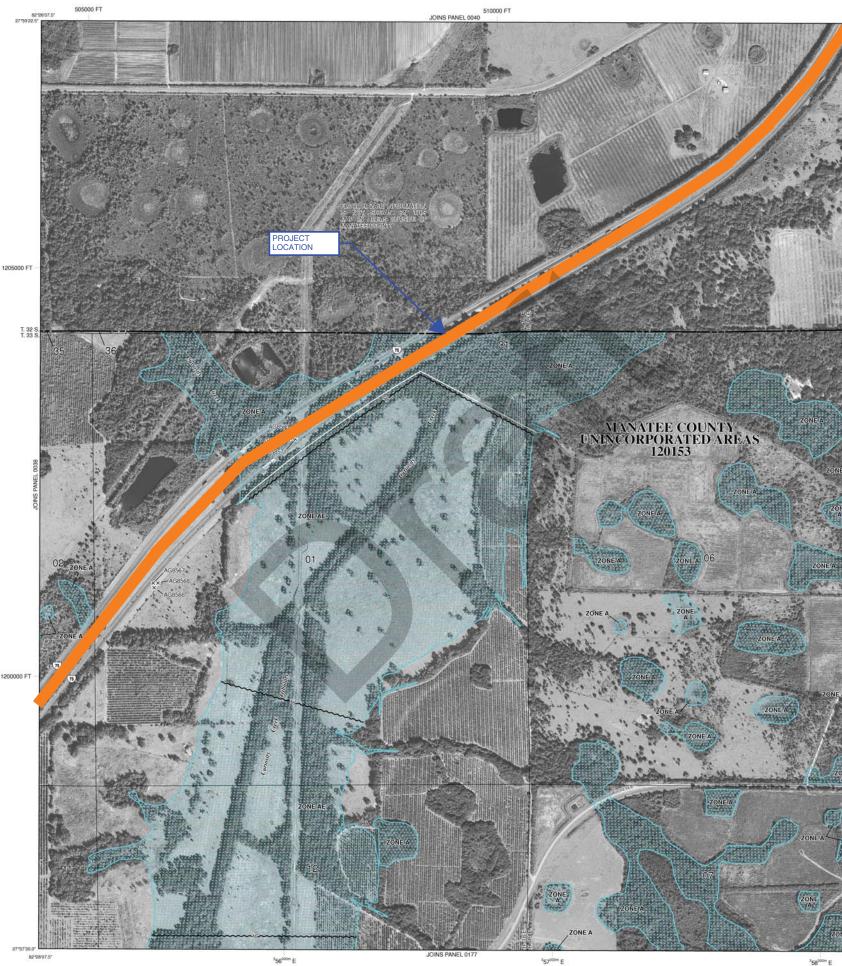
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	LEGEND	. 1
	SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD	)
82*26*15.0*	The 100 second charge fixed (100 years fixed) also become at the basis fixed in the fixed	
27"39"22.5"	The Twi arread relation food (Libry-par hodo), also known as the oase hodo, is be hodo that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V and VE. The Base Flood Bievation is the water-surface elevation of the 1% annual chance flood.	5
SEE.		•
B	ZONE A No Base Flood Elevations determined. ZONE AE Base Flood Elevations determined.	
E	ZONE AE base rood depths of 1 to 3 feet (usually areas of ponding); Base Floor Elevations determined.	1
	ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain) average depths determined. For areas of alluvial fan flooding, velocitie	ē
	also determined.	124
1 hours	ZONEAR Special Flood Hazard Area formerly protected from the 1% annua chance flood by a flood control system that was subsequently	1
	ZONEAR Special Flood Hazard Area formerly protected from the 1% annua chance flood by a flood control system that was subsequentl decetting. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance on the stored to provide protection from the 1% annual chance on the stored to provide protection from the 1% annual chance on the stored to provide protection from the 1% annual chance on the stored to provide protection from the 1% annual chance on the stored to provide protection from the 1% annual chance on the stored to provide protection from the 1% annual chance on the stored to provide protection from the stored to protection from the	s r
-	greater flood.	1
ALC: NO	ZONE A99 Area to be protected from 1% annual chance flood by a Federa flood protection system under construction; no Base Flood Elevation determined.	5
	ZONE V Coastal flood zone with velocity hazard (wave action); no Base Floor Elevations determined.	1
and the	ZONE VE Coastal flood zone with velocity hazard (wave action); Base Floor Elevations determined.	6
	Middae Chindre South Statistics (A)	
State of the state	FLOODWAY AREAS IN ZONE AE	
	The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried withou substantial increases in flood heights.	t
A spill		
	OTHER FLOOD AREAS	
	ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance floo with average depths of less than 1 foot or with drainage areas less than 1 square mille; and areas protected by levees from 1% annual chance	1
A C LAN	1 square mile; and areas protected by levels from 1% annual chance flood.	•
- Contraction	OTHER AREAS	
	ZONE X Areas determined to be outside the 0.2% annual chance floodplain.	
1.00	ZONE D Areas in which flood hazards are undetermined, but possible.	
<sup>20</sup> 59 <sup>000m</sup> N	COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS	
	OTHERWISE PROTECTED AREAS (OPAs)	
Carl	CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas	2
	1% annual chance floodplain boundary     0.2% annual chance floodplain boundary	-
T, 32 S. T, 33 S.	Floodway boundary	
	Zone D boundary CBRS and OPA boundary	
	Boundary dividing Special Flood Hazard Areas of differen Base Flood Elevations, flood depths or flood velocities.	6
	513 Base Flood Elevation line and value: elevation in feet*	
	(EL 987) Base Flood Elevation value where uniform within zone	6
	elevation in feet* * Referenced to the North American Vertical Datum of 1988 (NAVD 88)	
	A Cross section line	
	(23)(23) Transect line	
	97'07'30", 32'22'30" Geographic coordinates referenced to the North American Datum of 1983 (MAD, 83)	6
and the second sec	9/707307. 32 22 30" Datum of 1983 (NAD 83) 4275 <sup>000</sup> N 1000-meter Universal Transverse Mercator grid ticks, zone 11	,
STATE OF STATE	5000-foot grid ticks: Florida State Plane coordinate	
1 m	system, west zone (FIPSZONE 0902), Transverse Mercato	6
0045	DX5510 Bench mark (see explanation in Notes to Users section o	ĕ
PANEL	this FIRM panel)	
A SI	• M1.5 River Mile	
IE. SNIO	MAP REPOSITORIES Refer to Map Repositories list on Map Index	
NOP	Refer to Map Repositories list on Map Index EFFECTIVE DATE OF COUNTYWIDE	
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Ε	Refer to Map Repositories list on Map Index EFFECTIVE DATE OF COUNTYWIDE FLOCO INSURANCE RATE MAP Metch 17, 2014	
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Map

Key 4

Federal Emergency Management Agency

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NGS Information Services NOAA, N/NGS12 NUAA, NINGS12 National Geodetic Survey SSMC-3, #9202 1315 East-West Highway Silver Spring, Maryland 20910-3282 (301) 713-3242

(a01) 113-2642 (a01) 113-2642 To obtain current elevation, description, and/or location information for bench-marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 173-3242, or visit is website at <u>www.ngs.noag.ov</u>, Information on elevation reference marks is readily available through a variety of sources: the NGS website. <u>www.ngs.noag.ov/col-bin/diatasheet.prf. the Land Boundary Information System (LABINS) maintained by the Florida Department of Environmental Protection <u>www.ngs.noag.ov/col-bin/diatasheet.prf. the Land Boundary Information System (LABINS) maintained by the Florida Department of Environmental Protection <u>www.ngs.noag.ov/col-bin/diatasheet.prf. by United System (LABINS) maintained by Hilbborough County Survey Division <u>www.hilbboroughcounty.col-melastate/hurvev/nd.</u></u></u></u>

Hillborough County Survey Division <u>www.hillboroughcounty.org/releastablumwind</u>. **Base map** information show on this FRM was derived from multiple sources. Road conterlines were provided by the City of Tampa Geographic Informator: System (GIS) group. These data were aligned to aerail amagery at 6-inch pixel resolution dated 2004. Surface water features were provided by the Hilbborough County information Technology & Services GIS Section. These data were digitzed from aerial imagery at 1-foot and 6-inch pixel resolution dated February 2000 and April 2004. Political boundaries were provided by the Hilbborough County Real Estate Department, Survey Division, GIS Section. These data were compiled in 2003. Public Land Survey System (range, torwship), and sections) were provided: by the Florida Geographic Data Library. These data were produced at a scale of 1:24.000. 1:24.000

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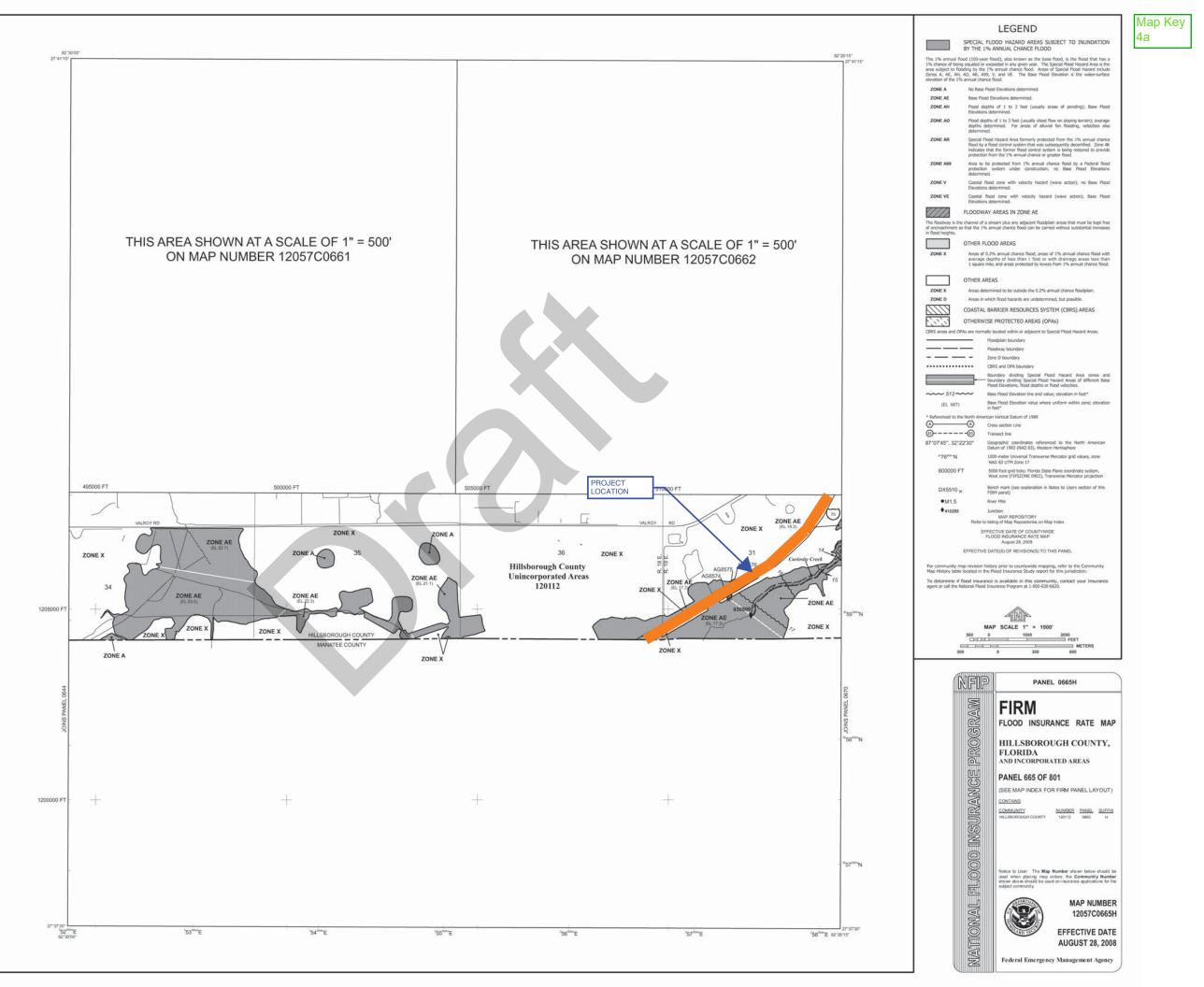
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If you have questions about this map or questions concerning the National Flood insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <u>http://www.fema.gov.</u>



In cooperation with the Federal Emergency Management Agency (FEMA), Hillsborough County developed this Flood Insurance Rate Map in a digital countywide format to assist communities in their efforts to minimize the loss of property and life through effectively management development in floodprone areas. Hillsborough County has implemented a long term approach to floodplain management to reduce the impacts of flooding. This is demonstrated by the County's commitment to map floodplain areas at the local level. As part of this effort, Hillsborough County is working closely with FEMA as a Cooperating Technical Partner to produce and maintain this digital FIRM.



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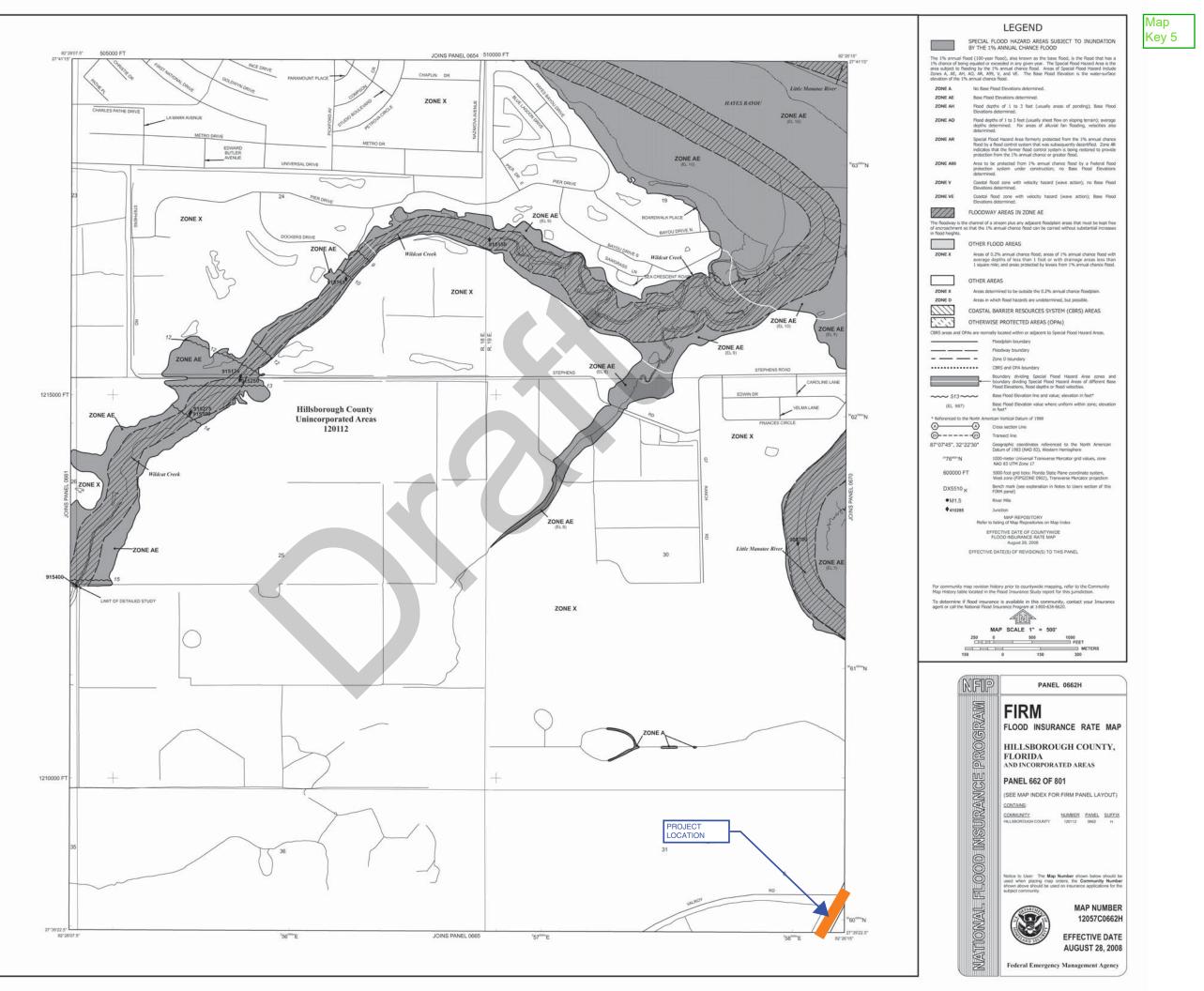
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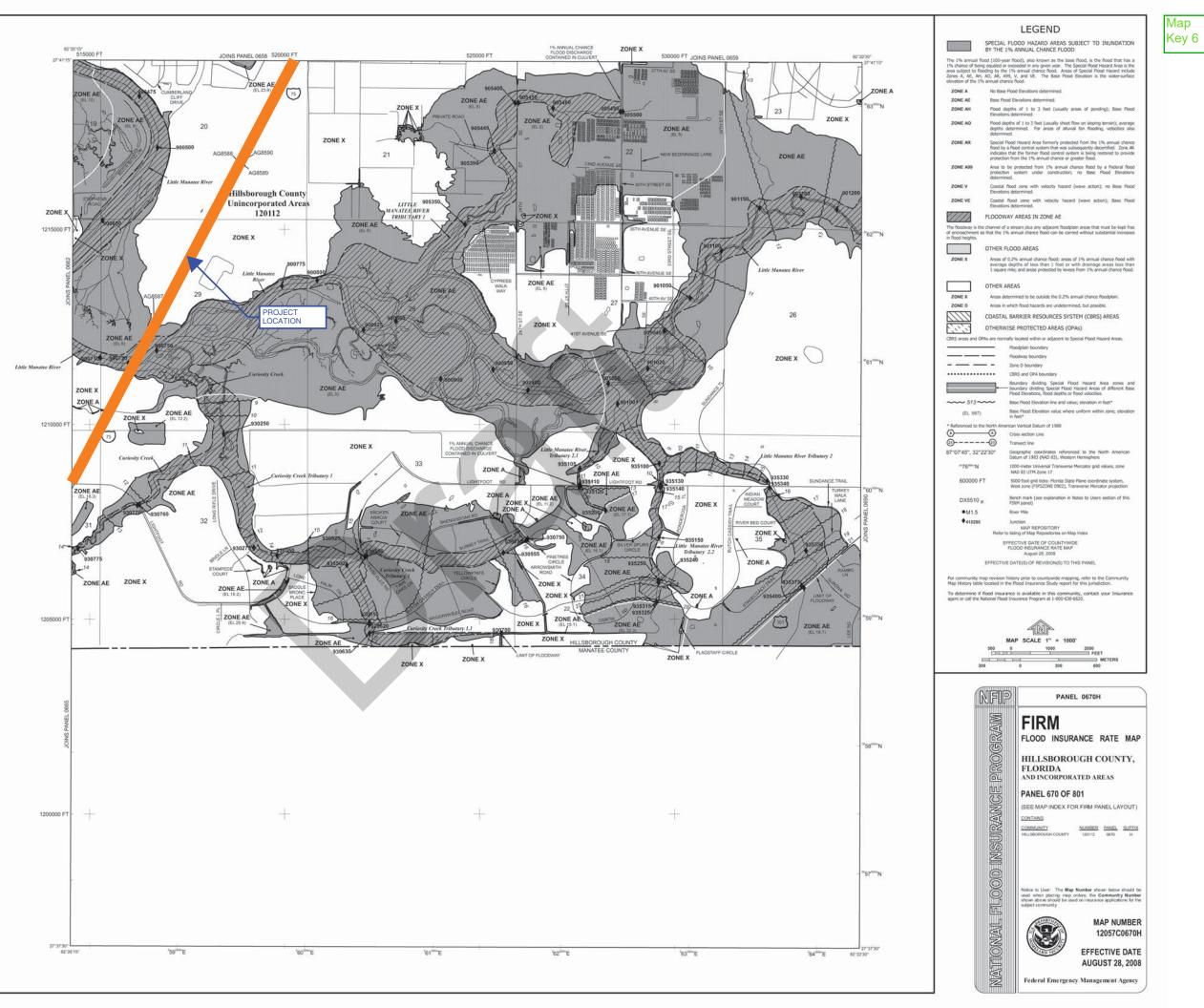
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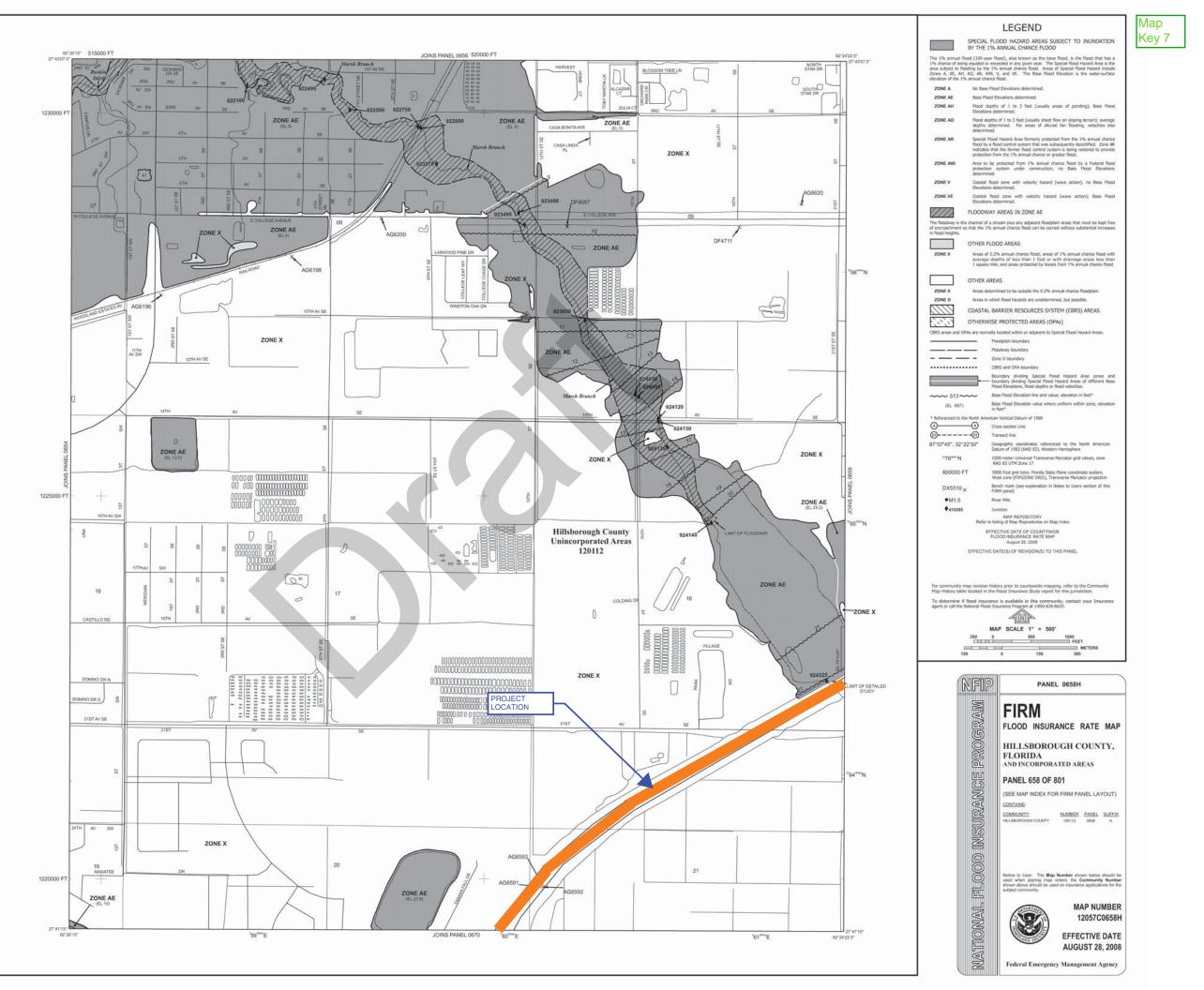
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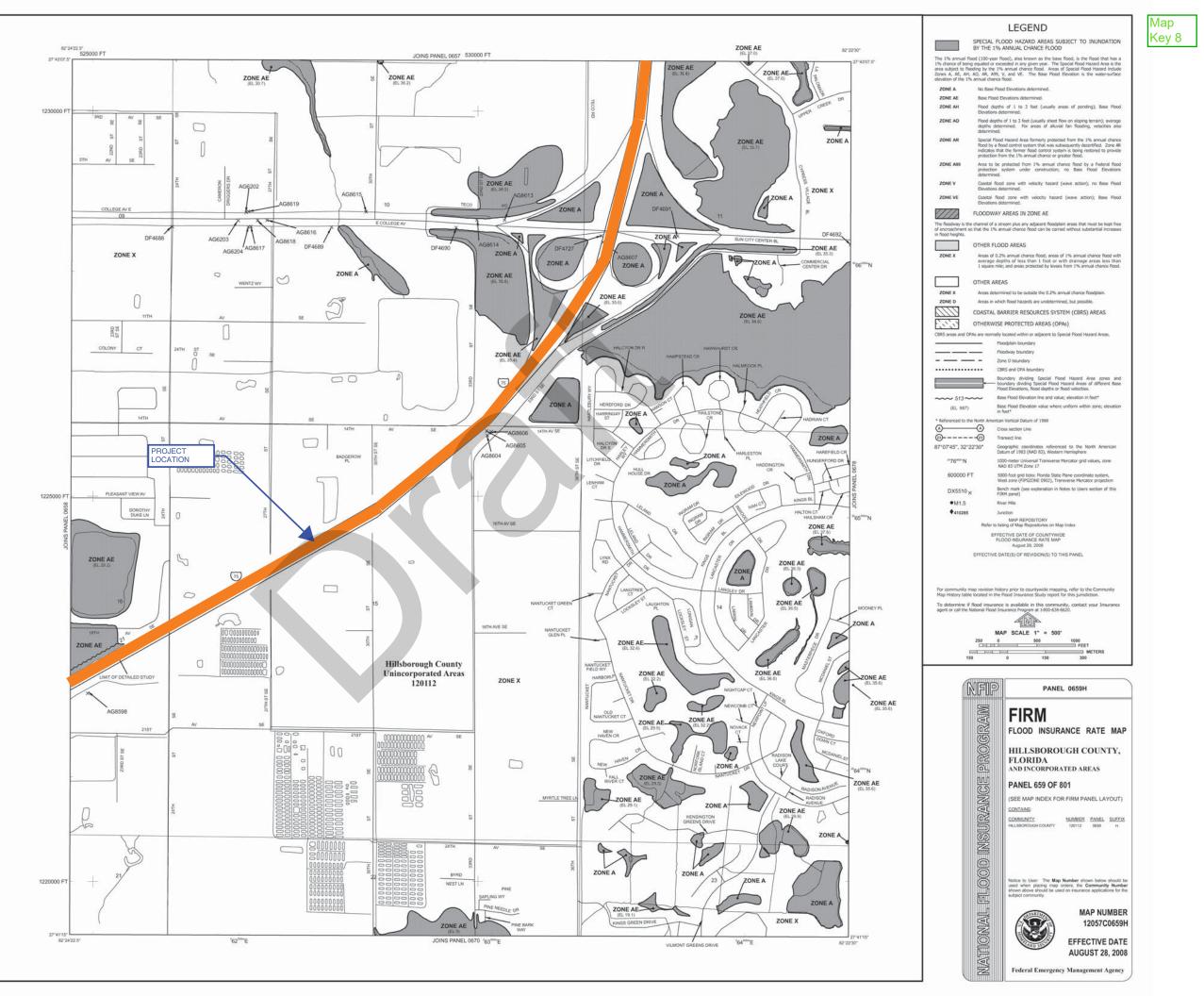
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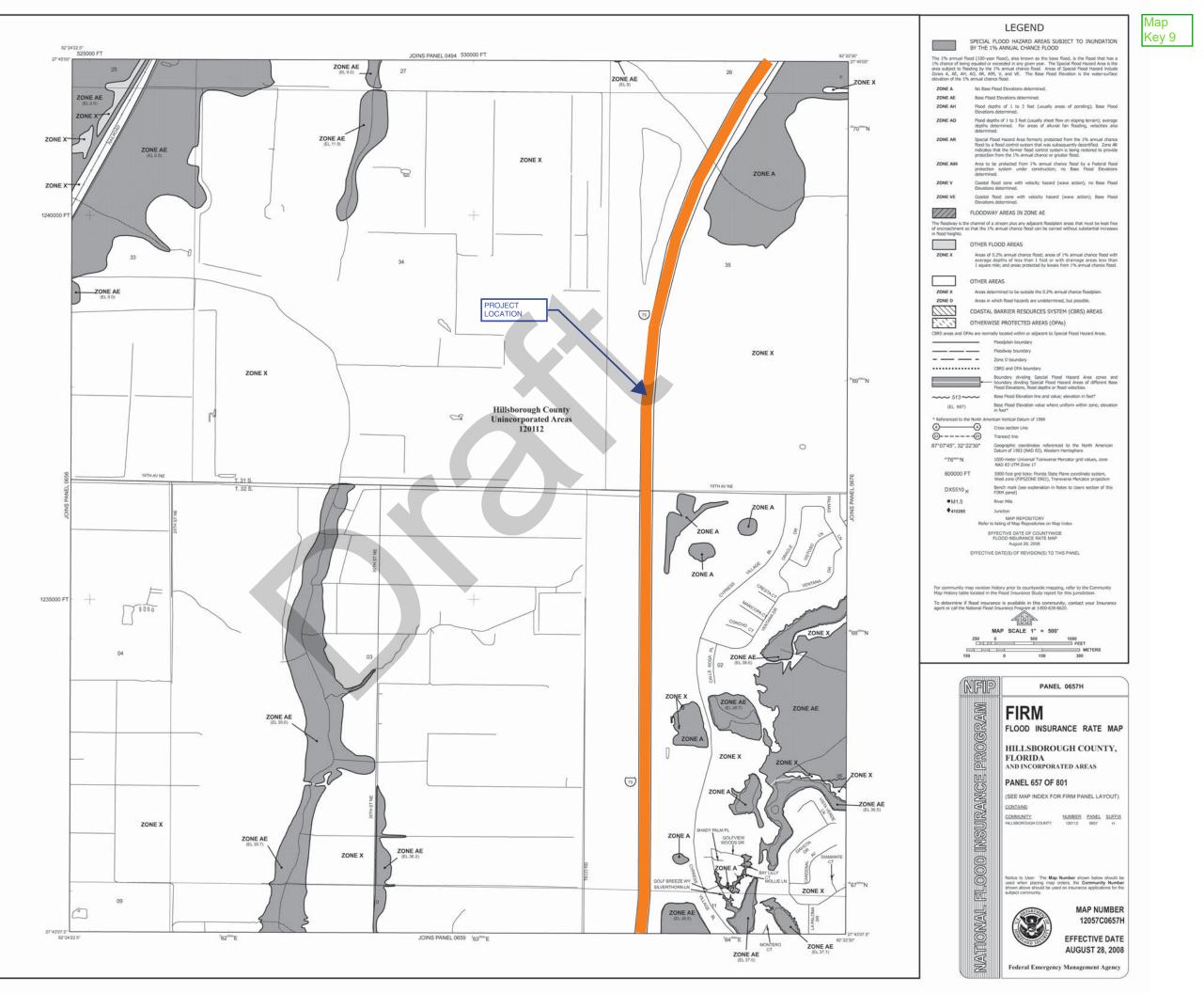
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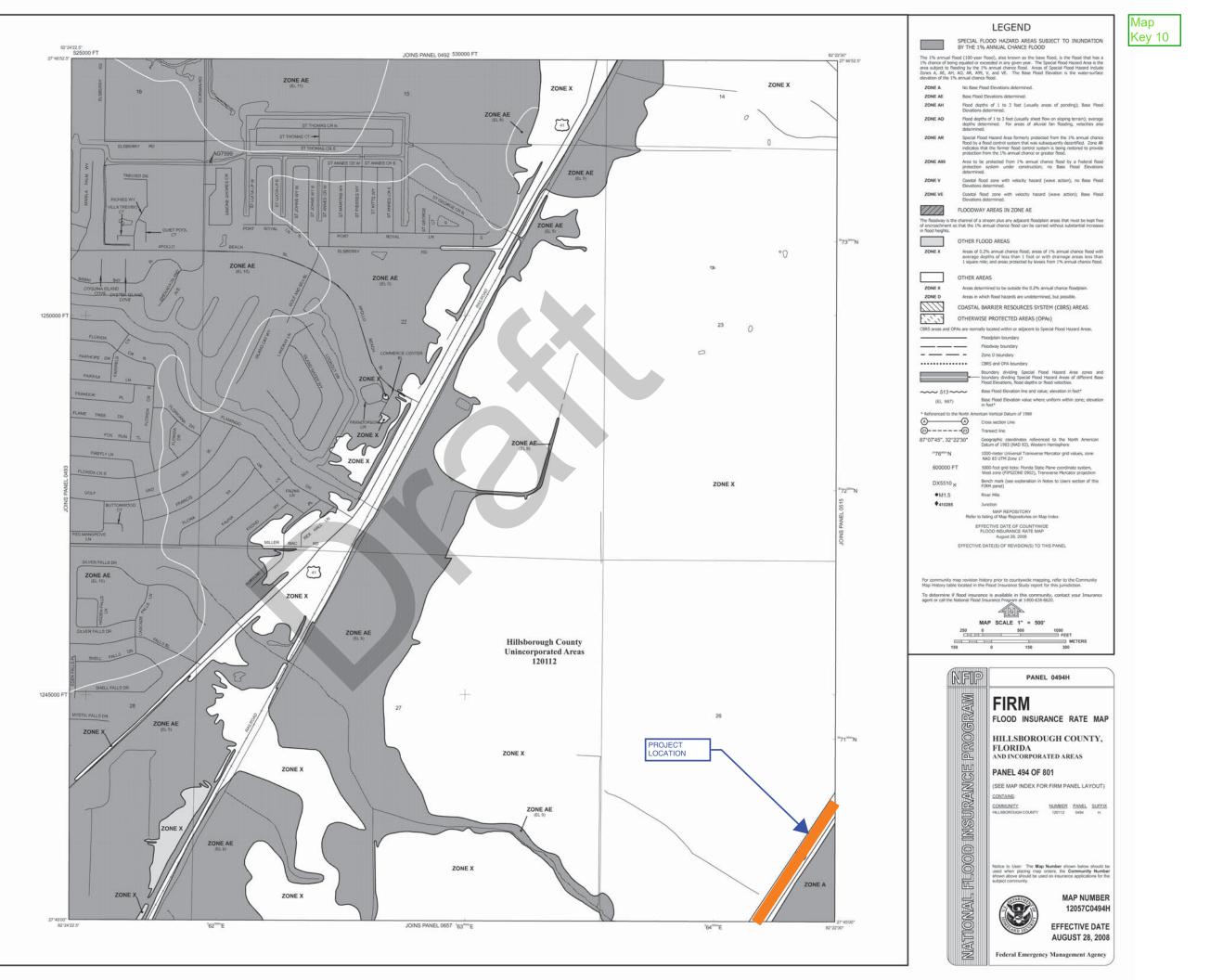
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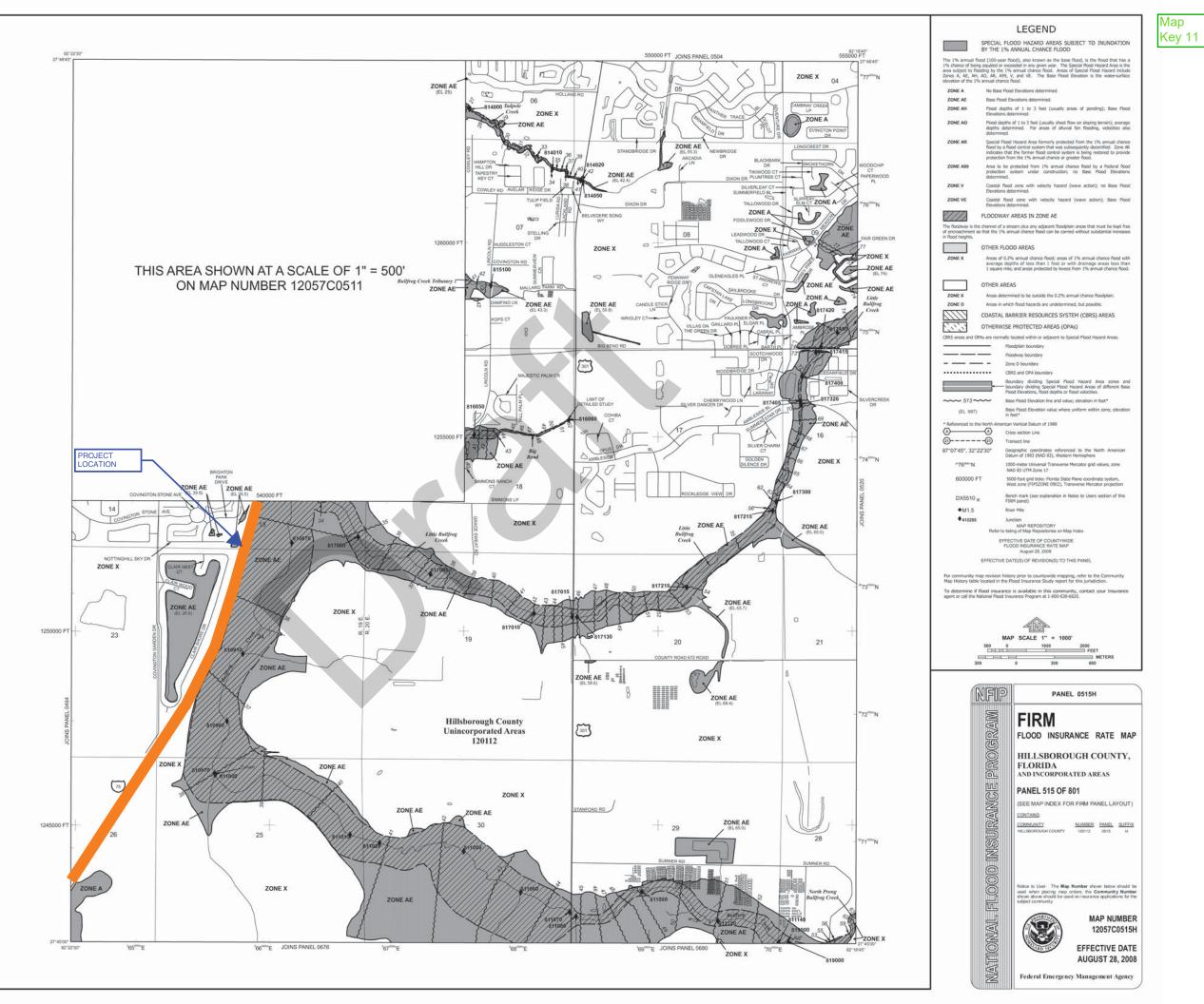
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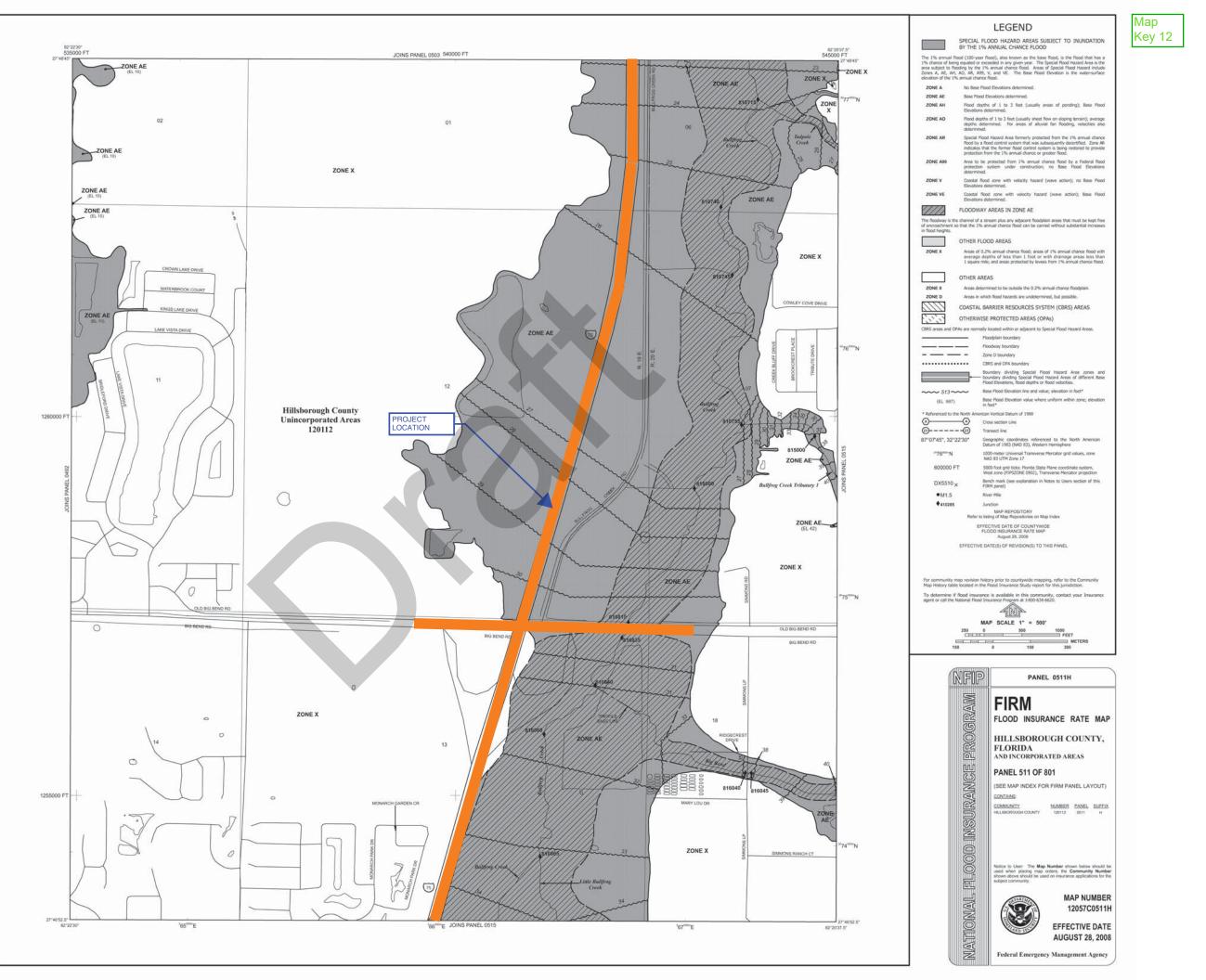
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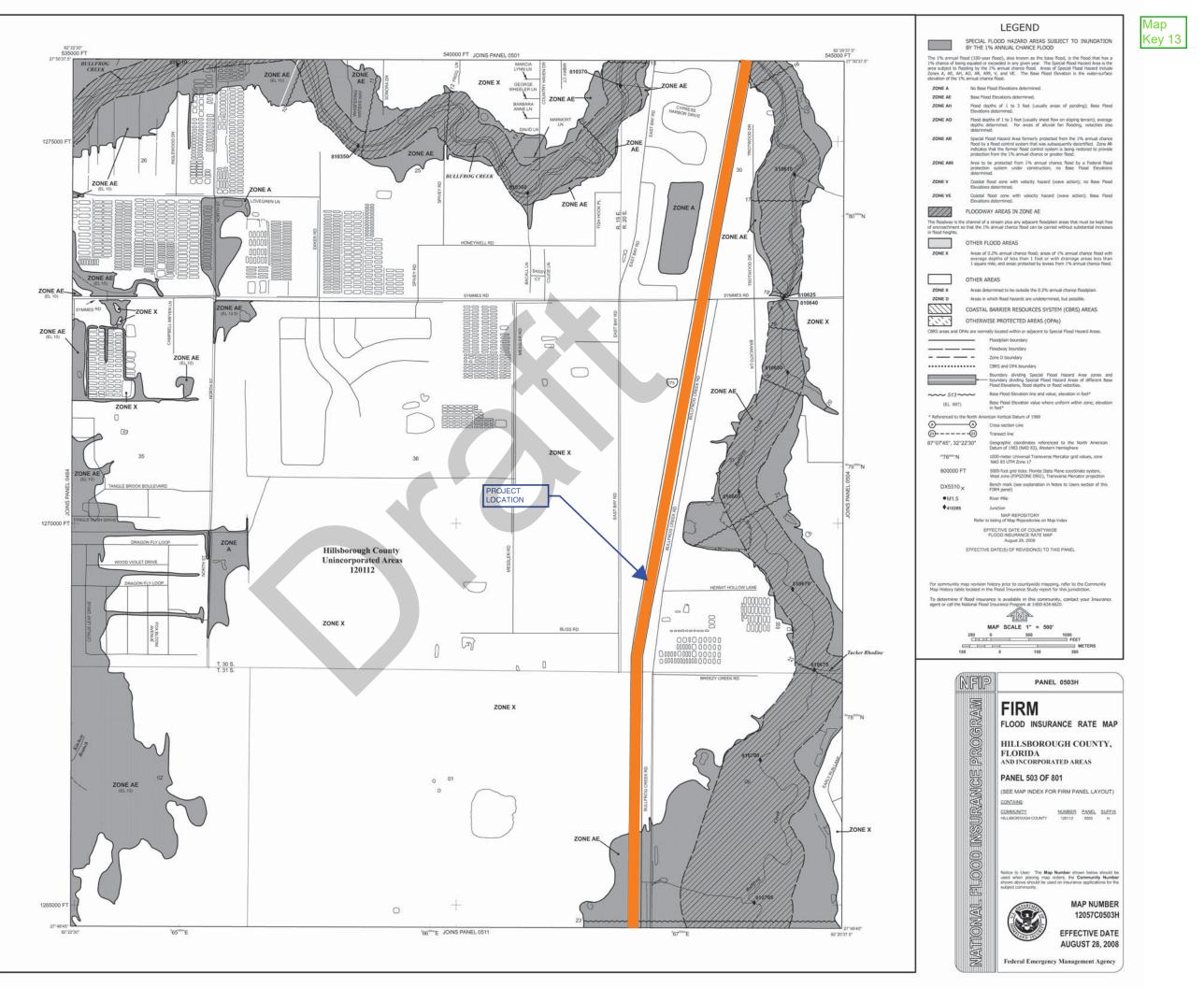
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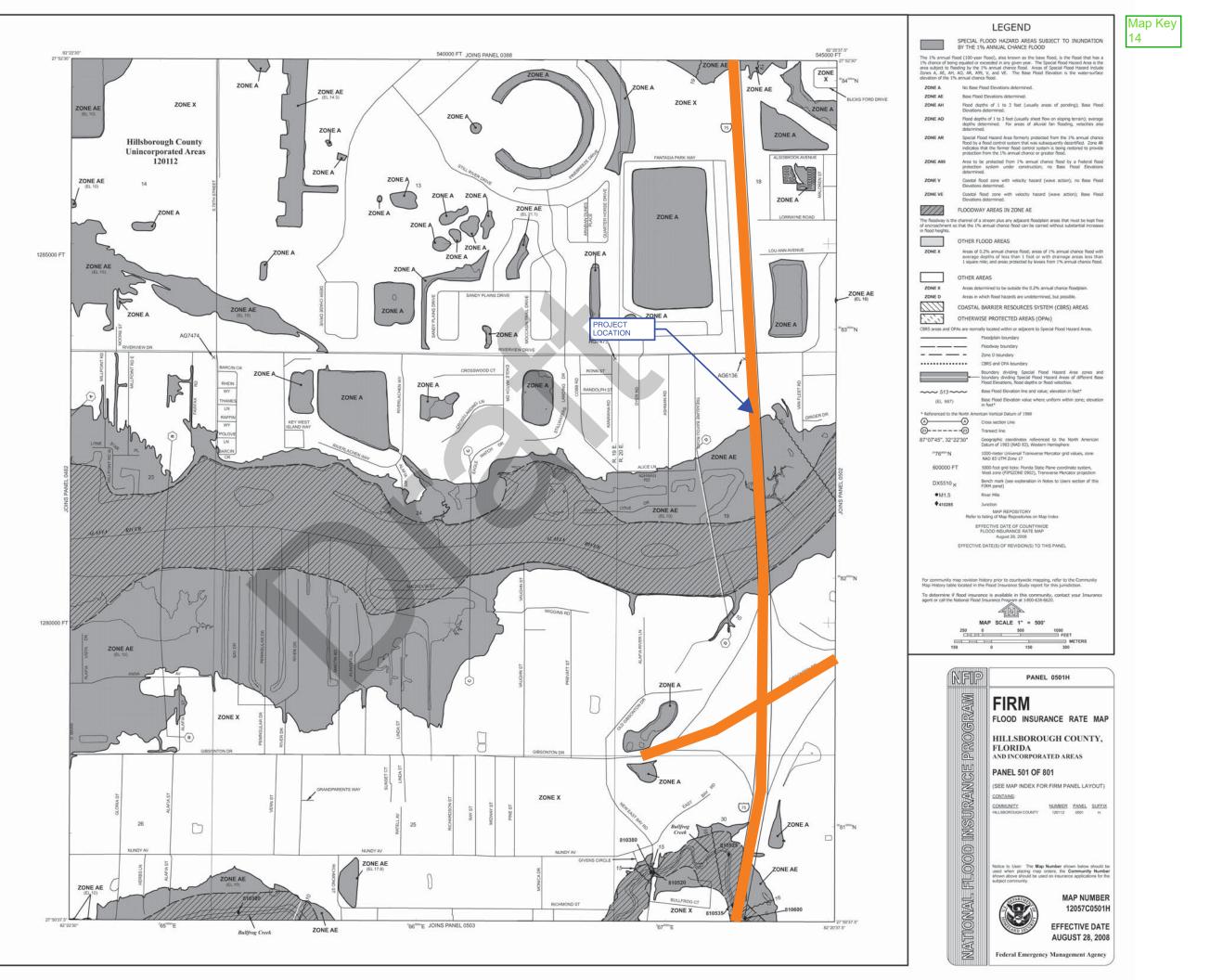
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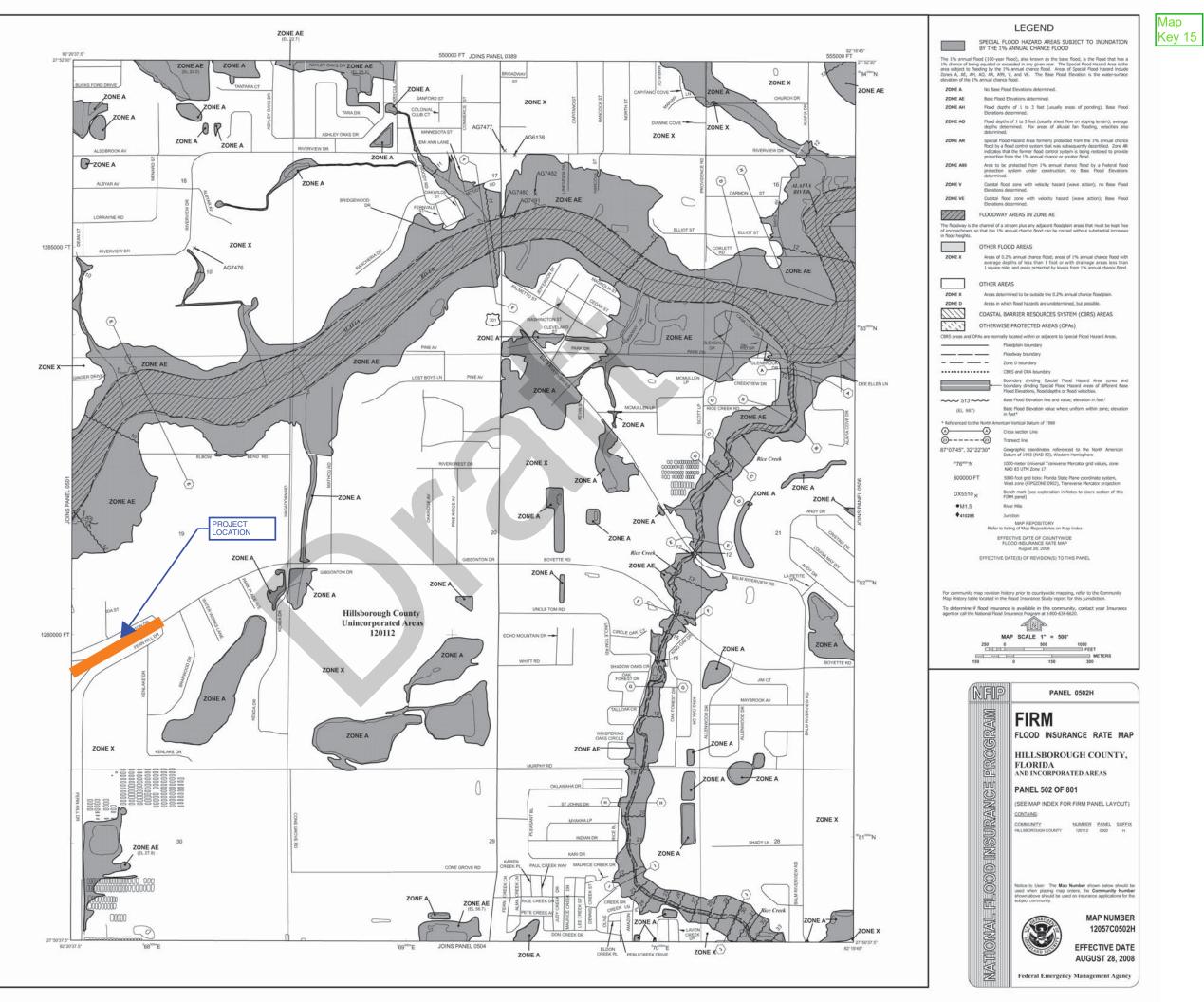
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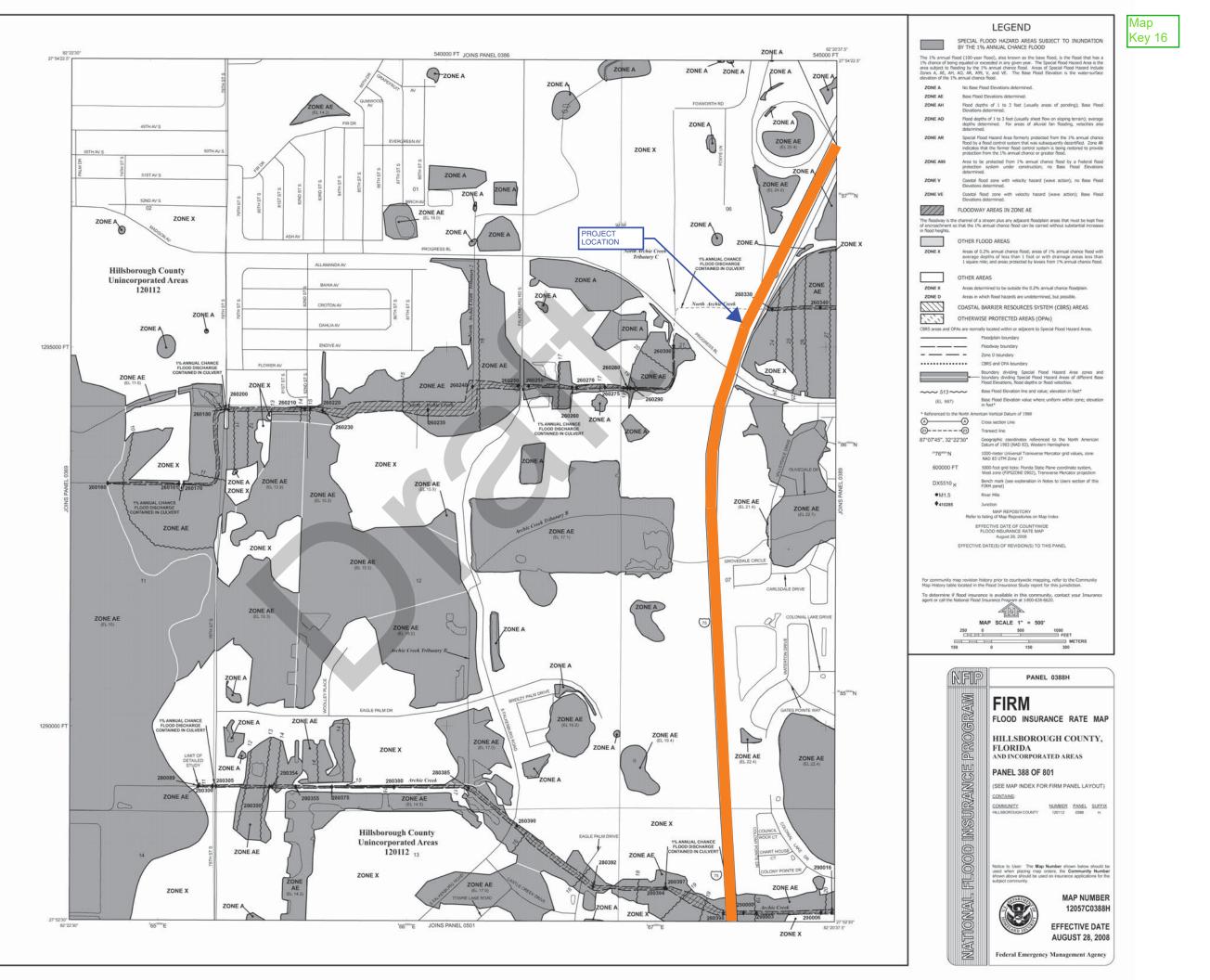
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To obtain more detailed information in areas where Base Flood Elevation To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodway** have been determined, users are encuraged to consult the Flood Profiles and Floodway Data and/or Summary of Sillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-food elevations. These BFEs are intended for flood insurance elevation information. Accordingly, flood devation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplane management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0° North American Vertical Datum of 1988 (NAVD 88), Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Coastal Silliwater Elevations table in the Flood Insurance Study report for this juridiction. Elevations thouven in the Summary of Coastal Silliwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolate between cross sections. The floodways were based on hydrautic consideration with regard to requirements of the National Flood Insurance Program. Floodwar widths and other pertinent floodway data are provided in the Flood Insurance Insurance Interpret Interpret Index Insurance Interpret Interpret Insurance Interpret Interpret Index Insurance Interpret Insurance Interpret Interpret Interpret Interpret Insurance Interpret Inte Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this risdiction

The projection used in the preparation of this map was Florida State Plane west zone (FIPSZONE 0902). The horizontal datum was NAD 83, GR580 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences dc not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <u>http://www.ngs.nosa.gov</u> or contact the National Geodetic Survey at the following address:

NGS Information Services NOAA, NINGS12 National Geodetic Survey SSMC-3, #6202 1315 East-West Highway Silver Spring, Maryland 20910-3282 (301) 713-3242

(301) 173-3242 To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <u>www.ngs.ngs.agov</u>. Information on elevation reference marks is readily available through a variety of sources: the NGS website, <u>www.ngs.ngs.agov/cpi-bin/diasheat.prf</u>, the Land Boundary Information System (LABINS) maintained by the Florid Department of Environmental Protection <u>www.nist.ngs.agov.ag</u> and the Hillbborough County Survey Division <u>www.hillsborough.county.corteatestatesturveying</u>. nessorough County Survey Division www.hillsboroushoounty.org/neslestate/survey/nd/. Base map information shown on this FIRM was derived from multiple sources. Road centerlines were provided by the City of Tampa Geographic Information System (GIS) group. These data were aligned to aerial imagery at 6-inch pixel resolution dated 2004. Surface water features were provided by the Hilbborough County Information Technology & Services GIS Section. These data were digitized from serial imagery at 1-dot and 6-inch pixel resolution dated February 2000 and April 2004. Political boundaries were provided by the Hilbborough County Real Estate Department. Survey Division, GIS Section. These data were compiled in 2003. Public Land Survey System (range, township, and sections) were provided by the Florida Geographic Data Library. These data were produced at a scale of 1:24,000.

Corporate limits shown on this map are based on the best data available at th time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed Map Index for an overview map of the county showing the layout of map panels, community map repository addresses, and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each

Contact the FEMA Map Service Center at 1-800-358-9616 for information valiable products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/ar digital versions of this map. The FERM Map Service Centre may also be reached by Fax at 1-800-358-9620 and its website at <u>http://msc.fema.gov/</u>.

If you have questions about this map or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <u>http://www.fema.gov.</u>



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