

Florida Department of Transportation
STATE ENVIRONMENTAL IMPACT REPORT

1. GENERAL INFORMATION

Project Name: SR 60 Project Development and Environment (PD&E) Study
Project Limits: Valrico Road to the Polk County Line
WPI Segment No.: 430055-1

2. PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study to consider the proposed widening of a portion of SR 60. Located in Hillsborough County, the limits of this study are from Valrico Road at the west end extending eastward to the Polk County Line, a distance of approximately 12.3 miles (**Figure 2-1**). The project was broken out into three segments (**Figure 2-2**). Segment One was from Valrico Road to Dover Road, Segment Two was from Dover Road to Turkey Creek Road, and Segment Three was from Turkey Creek Road to the Polk County Line.

a. Existing Conditions:


SR 60 currently has a 4-lane divided rural typical section (**Figure 2-3**). The existing roadway has 12-foot travel lanes, 4-foot paved outside shoulders and a 40-foot grassed median. There are two bridge culverts and two bridges located within the study limits: SR 60 over Turkey Creek (No. 100058) and the Little Alafia River (No. 100059), and SR 60 over English Creek (Nos. 100583 westbound and 100584 eastbound). The posted speed limit ranges from 50 to 65 miles per hour (mph). The existing right-of-way (ROW) width varies from 135 to 182 feet, with 182 feet being the most typical width.

b. Proposed Improvements:

Proposed improvements include widening SR 60 to six lanes, as well as intersection improvements at Valrico Road, Miller Road, St. Cloud Avenue, Mulrennan Road, Dover Road, Turkey Creek Road, Mud Lake Road/Haynsworth Drive, SR 39 (James L Redman Parkway), and County Line Road. The improvements also include the construction of stormwater management facilities and floodplain compensation sites. Preliminary recommended roadway and bridge typical sections are shown in **Figures 2-4 through 2-8**. A "No-Build" Alternative was also considered.


3. APPROVED FOR PUBLIC AVAILABILITY (BEFORE PUBLIC HEARING)



District Secretary or Designee


Date

A Public Hearing was held on November 6, 2014

4. APPROVAL OF FINAL DOCUMENT (AFTER PUBLIC HEARING)


District Secretary or Designee


Date

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5. IMPACT EVALUATION

Topical Categories	Sig	Min	None	NoInv	Basis for Decision*
A. SOCIAL & ECONOMIC					
1. Land Use Changes	[]	[]	[X]	[]	<u>See Attachment A Section A.1</u>
2. Community Cohesion	[]	[X]	[]	[]	<u>See Attachment A Section A.2</u>
3. Relocation Potential	[]	[]	[X]	[]	<u>See Attachment A Section A.3</u>
4. Community Services	[]	[X]	[]	[]	<u>See Attachment A Section A.4</u>
5. Title VI Considerations	[]	[X]	[]	[]	<u>See Attachment A Section A.5</u>
6. Controversy Potential	[]	[X]	[]	[]	<u>See Attachment A Section A.6</u>
7. Bicycles and Pedestrians	[]	[]	[X]	[]	<u>See Attachment A Section A.7</u>
8. Utilities and Railroads	[]	[X]	[]	[]	<u>See Attachment A Section A.8</u>
B. CULTURAL					
1. Historic Sites/District	[]	[]	[X]	[]	<u>See Attachment A Section B.1</u>
2. Archaeological Sites	[]	[]	[X]	[]	<u>See Attachment A Section B.2</u>
3. Recreation Areas	[]	[]	[X]	[]	<u>See Attachment A Section B.3</u>
C. NATURAL					
1. Wetlands	[]	[X]	[]	[]	<u>See Attachment A Section C.1</u>
2. Aquatic Preserves	[]	[]	[]	[X]	<u>See Attachment A Section C.3</u>
3. Water Quality	[]	[X]	[]	[]	<u>See Attachment A Section C.3</u>
4. Outstanding FL Waters	[]	[]	[]	[X]	<u>See Attachment A Section C.6</u>
5. Wild and Scenic Rivers	[]	[]	[]	[X]	<u>See Attachment A Section C.8</u>
6. Floodplains	[]	[X]	[]	[]	<u>See Attachment A Section C.6</u>
7. Coastal Barrier Islands	[]	[]	[]	[X]	<u>See Attachment A Section C.8</u>
8. Wildlife and Habitat	[]	[X]	[]	[]	<u>See Attachment A Section C.8</u>
9. Farmlands	[]	[]	[]	[X]	<u>See Attachment A Section C.8</u>
10. Essential Fish Habitat	[]	[]	[]	[X]	<u>See Attachment A Section C.8</u>
D. PHYSICAL					
1. Noise	[]	[X]	[]	[]	<u>See Attachment A Section D.1</u>
2. Air	[]	[X]	[]	[]	<u>See Attachment A Section D.2</u>
3. Construction	[]	[X]	[]	[]	<u>See Attachment A Section D.3</u>
4. Contamination	[]	[X]	[]	[]	<u>See Attachment A Section D.4</u>
5. Navigation	[]	[]	[]	[X]	<u>See Attachment A Section D.4</u>

* S = Significant; Min = Minimal; N = None; NoInv = No Involvement. Basis of decision is documented in the referenced attachment(s).

E. PERMITS REQUIRED

It is anticipated that the following permits may be required

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

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6. COMMITMENTS AND RECOMMENDATIONS

Commitments

The FDOT has established the following commitments:

- Gopher tortoise and osprey: Due to the presence of gopher tortoise and osprey habitat, burrows and active nests within and adjacent to the existing right-of-way (ROW), a gopher tortoise and osprey survey in appropriate habitat within construction limits (including roadway footprint, stormwater management facilities and floodplain compensation sites) will be performed within 90 days of the project's construction letting date. The FDOT will secure any relocation permits needed for this species during the permitting phase of the project.
- Eastern indigo snake: the FDOT commits to informal consultation with the U.S. Fish and Wildlife Service (USFWS) during the Design phase of the project to provide additional information necessary to allow the Service to complete their analysis of the project's effects to the eastern indigo snake, and complete informal consultation on the project prior to advancing the project to construction to comply with Title 23 Code of Federal Regulations (CFR) Part 771.133. The FDOT commits to utilizing the Service's revised *Standard Protection Measures for the Eastern Indigo Snake*, dated August 12, 2013 or later measures if they have been updated by the USFWS.
- Wood stork: FDOT will evaluate impacts to Suitable Foraging Habitat (SFH) within the Core Foraging Area (CFA) during the Design phase and provide any additional wetland mitigation necessary to offset permanent impacts to SFH through the USACE permit.
- A land use review will be performed during the Design phase of the project to ensure that all noise-sensitive land uses that have received a building permit prior to the project's Date of Public Knowledge are evaluated. The FDOT will further evaluate the need and feasibility for noise barriers at the 6 impacted noise sensitive areas during the design phase.

Recommendations

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

List of Attachments

A – Environmental Impact Summary

Figure 2-1. Project Location Map

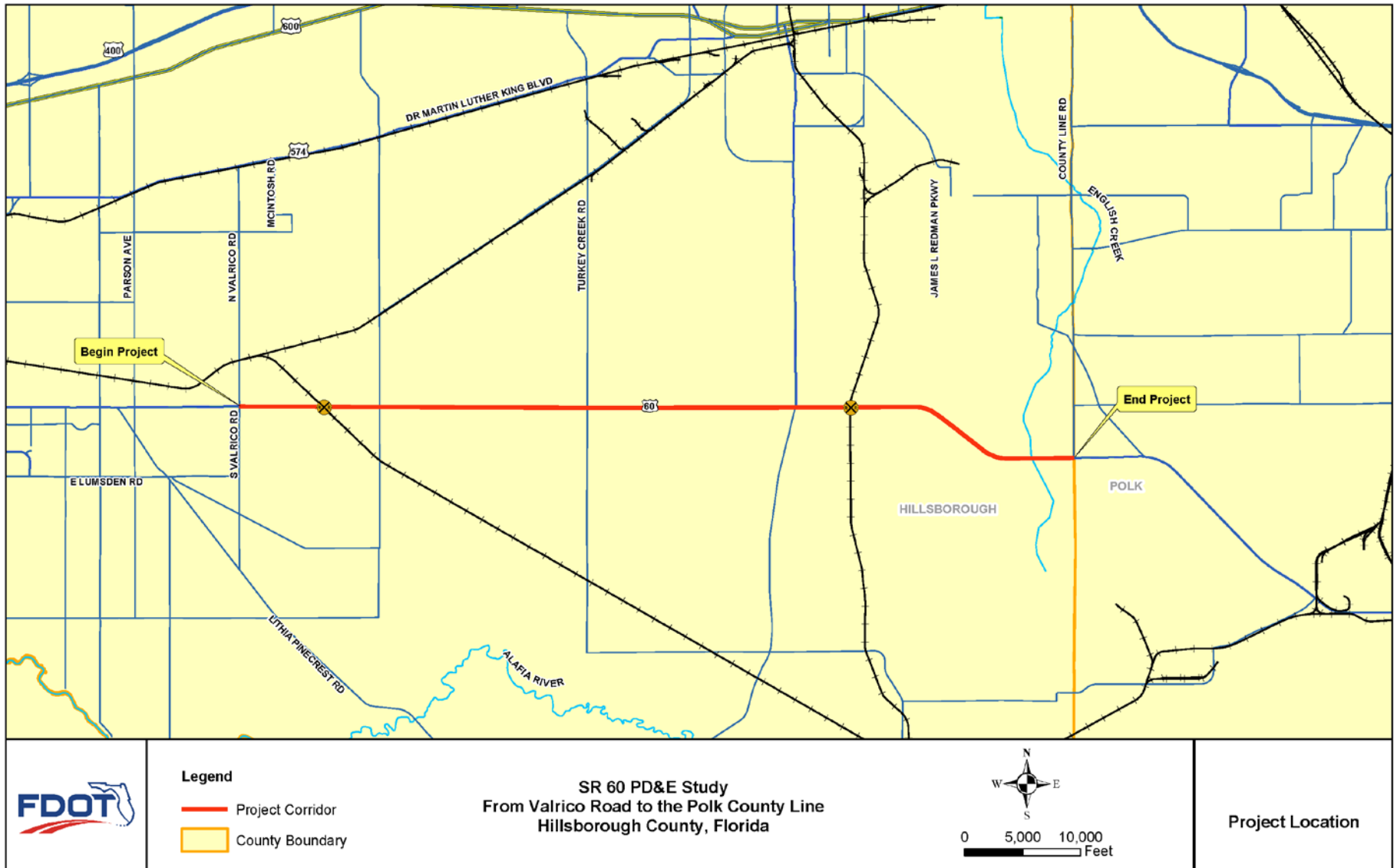


Figure 2-2. Project Segmentation

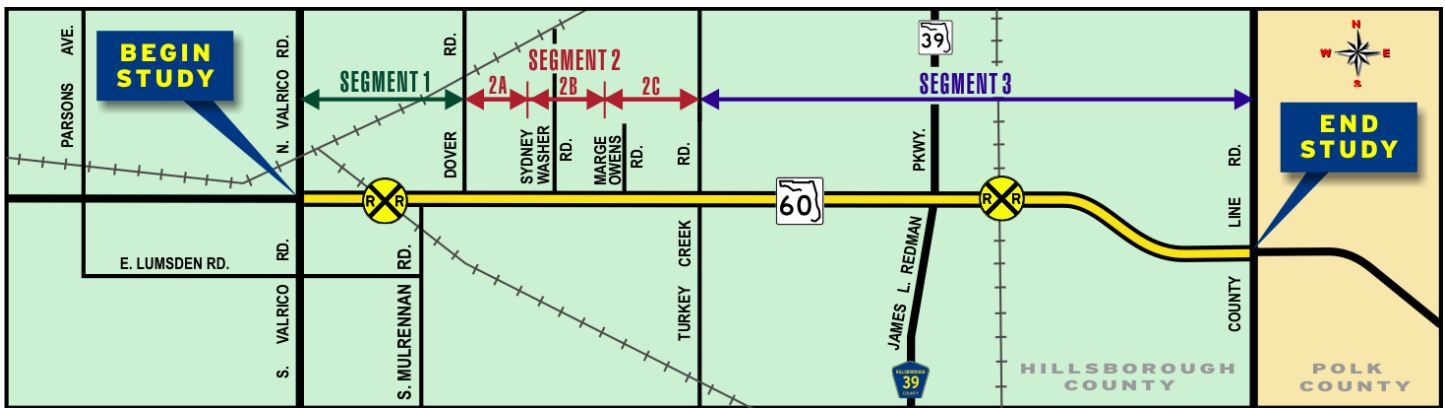


Figure 2-3. Existing Typical Section

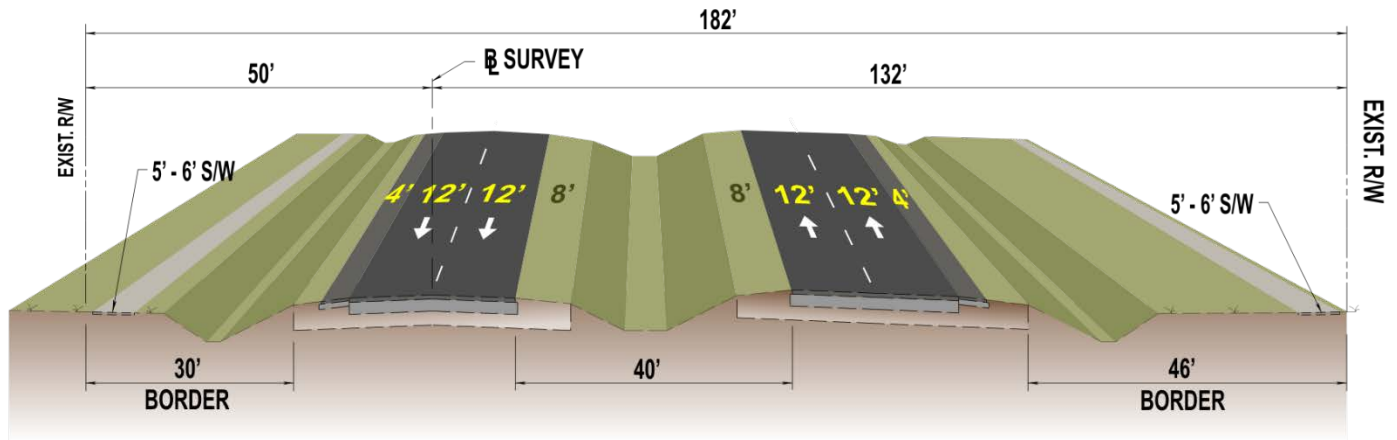


Figure 2-4. Segment 1 (Valrico Road to Dover Road) and Segment 2A (Dover Road to West of Sydney Washer Road) Pavement Saving Urban Typical Section

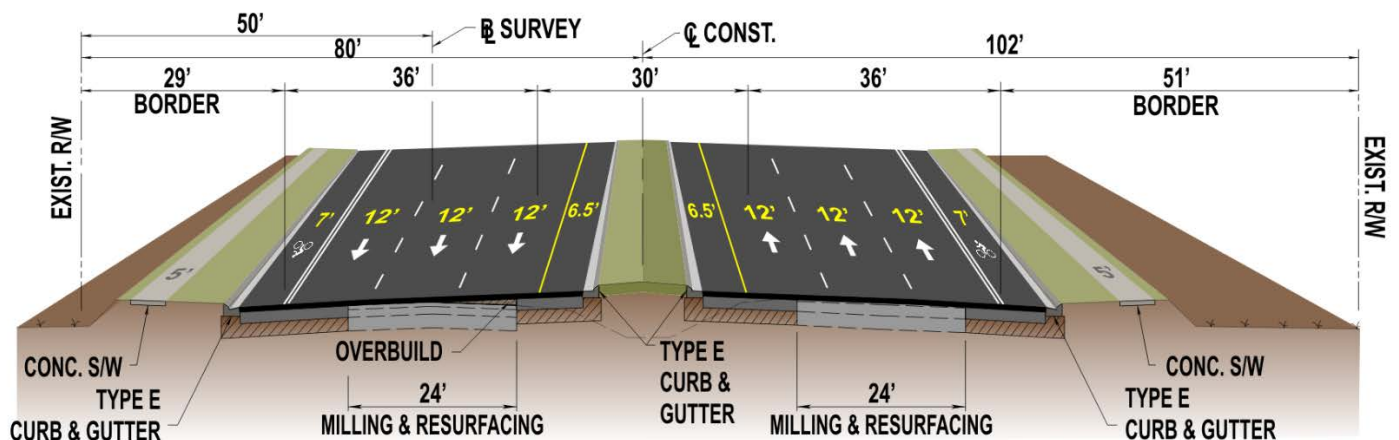


Figure 2-5. Segment 2B (West of Sydney Washer Road to West of Marge Owens Road) New Construction Urban Typical Section

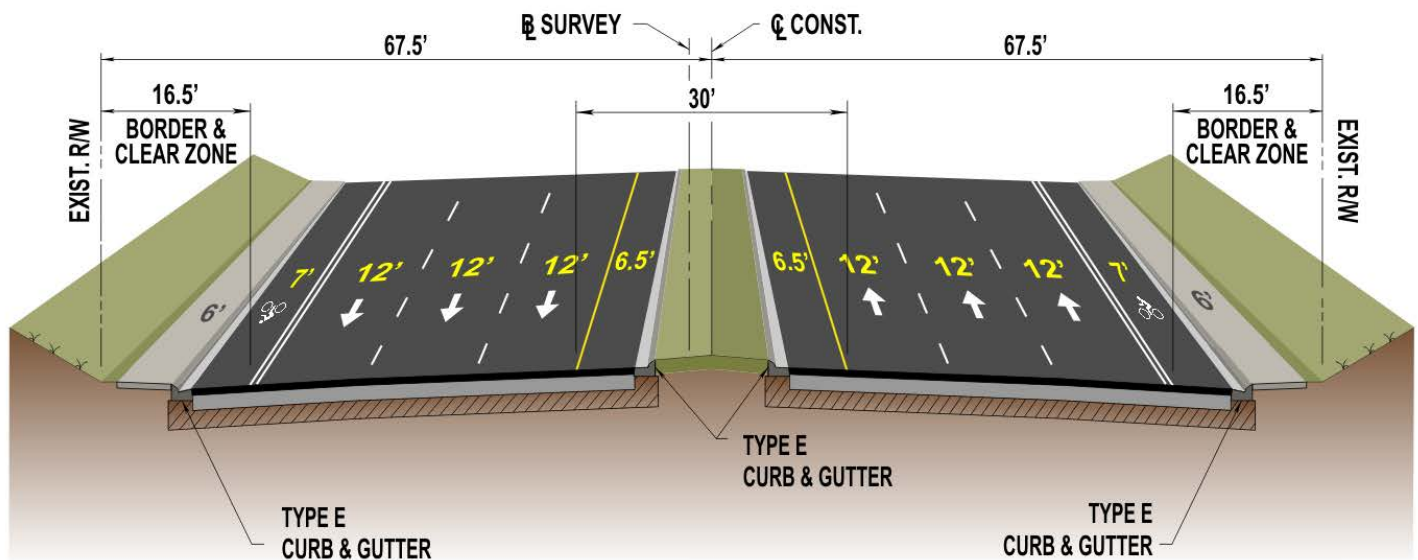


Figure 2-6. Segment 2C (West of Marge Owens Road to Turkey Creek Road) Pavement Saving Suburban Typical Section

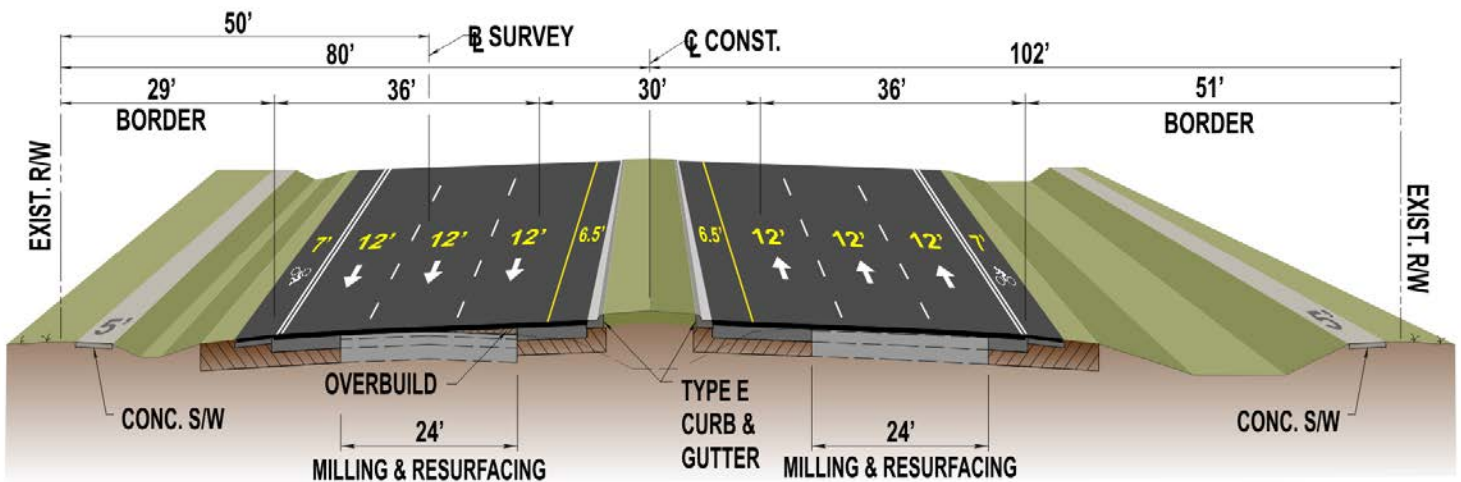


Figure 2-7. Segment 3 (Turkey Creek Road to the Polk County Line) Pavement Saving Rural Typical Section

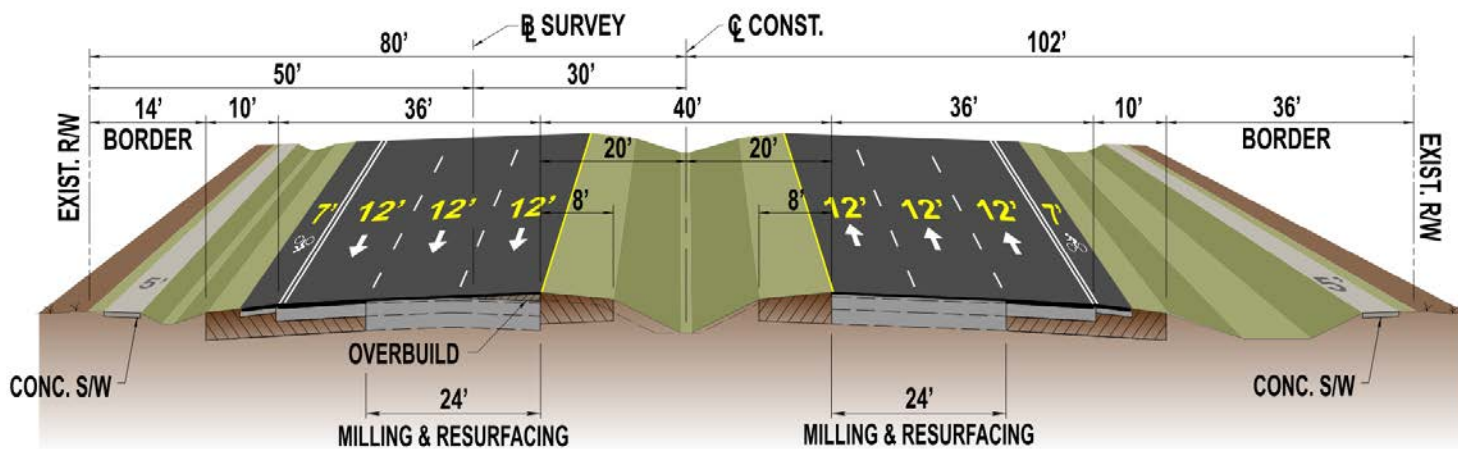
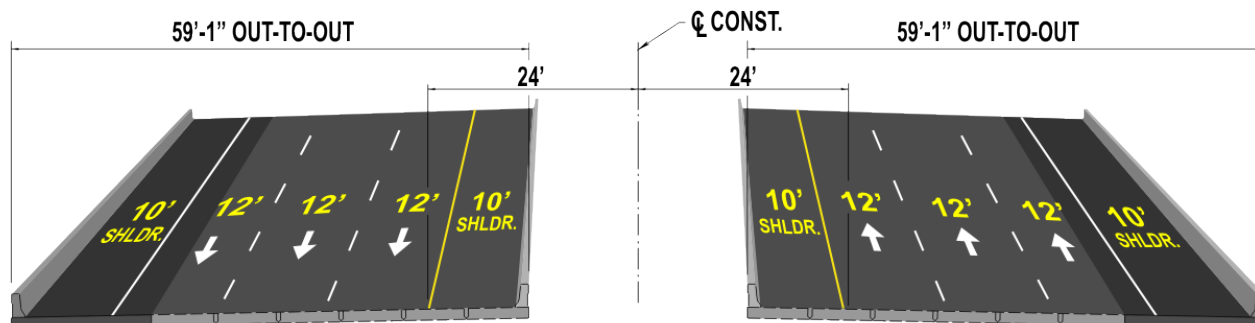


Figure 2.8. Proposed Bridge Widening Typical Section – SR 60 Over English Creek



SEIR ATTACHMENT A

Environmental Impact Summary

A. Social Impacts

A.1 Land Use Changes

Land use along the western half of the corridor is dominated by residential and commercial/industrial land uses interspersed with agricultural and undeveloped areas. The eastern half of the project is dominated by agricultural use with moderately interspersed residential parcels, remnant upland forested patches, and several creek and floodplain crossings.

Hillsborough County land use geographical information system (GIS) data was analyzed to determine what, if any, changes could be expected to the land uses surrounding SR 60. Based on the available data, the area immediately adjacent to SR 60 is anticipated to experience minimal changes in land use. The proposed roadway improvements should have no impact or change to land use patterns along the project corridor. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist.

A.2 Community Cohesion

The proposed improvements to SR 60 would not cause adverse impacts to any local neighborhoods. The project proposes to widen SR 60 within the existing ROW with small corner clips for intersection improvements. Additional ROW will be needed for the pond and floodplain compensation sites. The proposed improvements will improve the connectivity and traffic flow within the community, potentially making the facility safer for vehicular, pedestrian, and bicycle movements along SR 60. Therefore, this category has been designated as MINIMAL on the Summary of Environmental Impact Checklist.

A.3 Relocation Potential

There are no anticipated residential or business relocations associated with the widening of SR 60. Stormwater and floodplain compensation pond sites will be identified and the FDOT will use non-occupied or vacant parcels, where possible. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist.

A.4 Community Services

There would be no substantial adverse impacts to neighborhoods, services and/or community facilities as a result of project implementation. It is anticipated that with the widening of the existing 4-lane facility, traffic congestion and flow would ease along SR 60. This would have a positive effect to emergency services by potentially reducing the emergency response times in the community. Therefore, this category has been designated as MINIMAL on the Summary of Environmental Impact Checklist.

A.5 Title VI Considerations

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. There are minority communities located along the project corridor; however, no adverse impacts to these communities are anticipated since they are located away from SR 60 and the majority of work will be conducted within existing ROW. Therefore, this category has been designated as MINIMAL on the Summary of Environmental Impact Checklist.

A.6 Controversy Potential

A public hearing was held on November 6, 2014 from 5:00 pm to 7:00 pm at the Strawberry Ridge Community Clubhouse located at 3419 SR 60 East, in Valrico, FL. The purpose of the hearing was to provide an opportunity for the public to provide comments regarding the location and conceptual design of the proposed improvements to SR 60 within the project limits. A newsletter announced the public hearing and it was sent via electronic mail to public officials and first class mail to property owners and agencies on the mailing list. In accordance with FDOT's PD&E Manual guidelines, an advertisement was published in the Florida Administrative Register (FAR) on October 30, 2014, and a quarter-page legal display advertisement was published in the Tampa Tribune on October 16, 2014, and again on October 30, 2014.

Approximately 78 citizens signed the attendance sheets at the public hearing. Three individuals spoke during the formal presentation, three written comments were received at the hearing, and six written comments were received by the postmark date of November 17, 2014. There were no comments regarding opposition to the project and none regarding the selection of a no-build alternative instead of the recommended build alternative. The majority of the comments regarded existing drainage issues and access management needs along the project corridor.

As a result of the coordination with the public and agencies there has been very little controversy associated with the proposed improvements. Therefore, this category has been designated as MINIMAL on the Summary of Environmental Impact Checklist.

A.7 Bicycles and Pedestrians

This study evaluated bicycle and pedestrian facilities. All proposed typical sections include sidewalks on both sides as well as 6.5 and 5-foot paved shoulders which will be designated as bicycle lanes. Sidewalk already in place from a recently constructed resurfacing project will remain in place where possible. In addition, all signalized intersections are expected to have crosswalks and pedestrian push buttons and signal indications. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist.

A.8 Utilities and Railroads

Existing utilities and railroads are addressed in **Section 4.1.10** of the *PER* and potential impacts are addressed in **Section 8.12** of the *PER*. The exact locations of existing utilities and the extent of impacts will be determined during the final design phase through coordination with the utility owners; however, some impacts are expected as a result of widening the roadway to the outside. Disruptions to service and utility relocations will be minimized to the greatest extent feasible.

There are two at-grade railroad crossings along SR 60 within the study limits. One is located between St. Cloud Avenue and Mulrennan Road (NGCN 624551-H) and, the second is located between SR 39 and Old Hopewell Road (NGCN 624572-B CSX). Based on the information received from the FDOT-District Seven Rail Section, NGCN 624551-H currently has approximately 20 trains a day, and as they are mostly longer phosphate trains, the flashing lights and gates are activated for between three and five minutes; and, NGCN 624572-B currently has one train a day and the flashing and gates are activated for between two and four minutes. This category has been designated as MINIMAL on the Summary of Environmental Impact Checklist.

B. Cultural Impacts

B.1 Historic Sites/District

A *Cultural Resource Assessment Survey (CRAS)*, of SR 60 from Valrico Road to the County Line was undertaken as part of the SR 60 PD&E Study. The archeological Area of Potential Effect (APE) was defined as the existing ROW; the historical APE included the existing ROW as well as immediately adjacent properties.

Historical/architectural field survey of the SR 60 PD&E Study project APE resulted in the identification and evaluation of 103 historic resources. This included one structure, the Valrico Fire Tower (8HI03880); one historic road segment (8HI11991); two culverts (8HI11974 and 8HI11975); two railroad segments (8HI11335 and 8HI11888); eight building complex resource groups (8HI11880-8HI11887), and 89 buildings (8HI03878, 8HI03879, 8HI03882, 8HI06552, 8HI10286, and 8HI11889 through 8HI11973). Of the 103 historic resources located within the project APE, seven

were previously recorded in the FMSF and 96 were newly identified. Four previously recorded historic resources have been demolished.

The Valrico Fire Tower (8HI03880) is considered potentially eligible for NRHP listing under Criterion A in the areas of Conservation and Community Planning and Development and under Criterion C in the area of Engineering. There is insufficient information to determine the NRHP eligibility of both the Seaboard Railway (8HI11335) and the CSX Railroad (8HI11888) which cross SR 60 because only a small segment of each railroad line is located within the APE, and determining the eligibility of the lines through Hillsborough County was beyond the scope of the CRAS. None of the historic buildings and building complex resource groups is considered potentially eligible for listing in the NRHP due to their commonality of style and lack of significant historical associations. In addition, the historic road culverts (8HI11974 and 8HI11975) lack engineering distinction and have no known significant historical associations. The APE includes portions of the Valrico, Hopewell, Turkey Creek and Bealsville communities, but there is no potential for historic districts there or anywhere else within the APE. Also, there are no Florida Century Pioneer Family Farms or historic farmsteads within the project APE.

In conclusion, given the results of background research and archaeological and historical/architectural field surveys, the Valrico Fire Tower (8HI03880) is considered potentially eligible for listing in the NRHP and the two railroad crossings (8HI11335 and 8HI11888) have insufficient information to determine NRHP eligibility within the project APE. A Section 106 Effects Determination was completed and it was determined that the proposed improvements to SR 60 will have no effect on the Valrico Fire Tower, Seaboard Railway (8HI1135) or the CSX Railroad (8HI11888). All other recorded resources are not considered NRHP-eligible. For further information, refer to the CRAS. Stormwater ponds were not located during the PD&E study and will be evaluated during the Design phase. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist. The concurrence letters from the State Historic Preservation Officer (SHPO) were received on October 3, 2013 and November 25, 2014.

B.2 Archaeological Sites

A review of the Florida Master Site File (FMSF) and NRHP indicated that 10 previously recorded archaeological sites are located within one-half mile of the study corridor; none is located within the project Area of Potential Effect (APE). The background research suggested a moderate potential for prehistoric (precontact) archaeological sites on the better drained and/or elevated soils proximate to a water source. Archaeological sites of the historic period were considered possible near the Turkey Creek, Bealsville, and Hopewell communities. No archaeological sites were discovered as the result of a field survey conducted on July 10, 2012. Stormwater ponds were not located during the PD&E study and will be evaluated during the Design phase. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist. The CRAS concurrence letter from the SHPO was received on October 3, 2013.

B.3 Recreational Sites

During project development, three recreational resources were identified within the SR 60 study area. These include: the Sydney Dover Trails Hillsborough County Park (535 N Dover Road), Hillsborough County Fairgrounds (215 Sydney Washer Road), and the Hillsborough Community College English Creek Preserve (3780 E SR 60). There are no impacts expected to any of these facilities. Therefore, this category has been designated as NONE on the Summary of Environmental Impact Checklist.

C. Natural Impacts

C.1 Wetlands

The proposed project was evaluated for potential wetland and surface water impacts by conducting office and on-site field review. There are 10 wetlands located within or near the project corridor. The location of the wetlands and surface waters are included on the concept plans located in the PER. It is anticipated that there will be minimal impacts to wetlands, but impacts to swales and ditches, Other Surface Waters (OSWs), may occur as a result of the widening of SR 60 from 4-lanes to 6-lanes. The potential wetland and OSW impacts are approximately 5.84 acres. These impacts are anticipated to have no adverse effect on the ecosystem within the project corridor since the impacted OSWs will be offset by newly constructed swales, ditches or stormwater management facilities. An Environmental Resource Permit (ERP) will be required by the Southwest Florida Water Management District

(SWFWMD), mainly for the additional impervious surface areas that will be added. Final wetland and surface water impacts will be evaluated during the design phase and coordinated with SWFWMD and the US Army Corps of Engineers (USACE) as needed. Mitigation for impact to wetlands and surface waters will be conducted as necessary to meet the permitting agencies' requirements. Therefore, this category has been designated as MINIMAL on the Summary of Environmental Impact Checklist. A detailed review of potential wetland impacts can be found in the *Wetlands Evaluation and Biological Assessment Report (WEBAR)*.

C.3 Water Quality

The project is located in an area that is dominated by agricultural use with moderately interspersed residential parcels, remnant upland forested patches, and several creek and floodplain crossings. The western half of the corridor is dominated by residential and commercial/industrial land uses interspersed with agricultural and undeveloped areas. There are no State listed or impaired water bodies within the project limits. The addition of impervious surface within the project corridor will increase stormwater runoff.

Water quality impacts will be addressed during design and construction of the proposed roadway project. The project will be designed to treat all stormwater runoff generated from the additional impervious area and will be designed to meet criteria set forth by the SWFWMD.

Proper Best Management Practices (BMPs) will be utilized during construction of the project to reduce or eliminate turbidity, erosion, and sedimentation into adjacent wetlands and surface waters found along the project corridor. The BMPs will prevent water quality degradation to surrounding or nearby waters during construction activities. Therefore, this category has been designated as MINIMAL on the Summary of Environmental Impact Checklist.

C.6 Floodplains

According to The Federal Emergency Management Agency (FEMA) the relevant FIRM panel numbers are 12057C0405H, 12057C0410H, 12057C0430H, 12057C0415H, 12057C0420H, 12057C0440H and 12057C0445H for Hillsborough County, Florida dated August 28, 2008. The majority of the project is designated Zone 'X' which means those areas have a 0.2% probability of flooding every year (500-year floodplain). Some parts (mostly streams and waterbodies crossing) are in the zone 'A' which have a 1% probability of flooding every year (100-year floodplain), and where predicted flood water elevations have not been established. This project does not cross any regulatory floodway.

The floodplain is located in a low density, non-urbanized area, and the encroachments area is classified as "minimal". Minimal encroachments on a floodplain occur when there is a floodplain involvement, but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts. Normally, these minimal efforts to address the impacts will consist of applying the Department's drainage design standards and following the Water Management District's procedures to achieve results that will not increase or significantly change the flood elevations and/or limits.

The existing cross drains have been identified for the length of the project. There are approximately 18 cross drains, two bridges and two bridge culverts located within the study limits. The transverse impacts resulting from the extension or replacement of the culverts have been analyzed. To minimize upstream impacts, FDOT design criteria for conveyance system (e.g. culvert) allow no significant increase in flood stages at the upstream end of the structures. It was found that no upsizing is required for all the cross drains as the stage difference between proposed and existing did not surpass 0.1 ft. However, during the final design phase of the project, every necessary action would be taken to minimize upstream impacts.

There is no change in flood "Risk" associated with this project. The encroachments will not have a significant potential for interruption or termination of transportation facilities needed for emergency vehicles or used as an evacuation route. The proposed roadway will follow the same general alignment as the existing roadway. Therefore, no natural or beneficial floodplain values will be significantly affected, but there will be approximately 16 ac of floodplain impacts resulting from the roadway improvements.

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 services or emergency management evacuation routes. Therefore, this category has been designated as MINIMAL on the Summary of Environmental Impact Checklist.

C.8 Wildlife and Habitat

The project corridor was assessed for the presence of suitable habitat for federal- and/or state-listed protected species in accordance with 50 Code of Federal Regulations (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.

Field surveys and database searches for protected species were conducted in 2012, 2013 and 2014. Three federally protected species and seven state protected species were determined to be present or have a high likelihood for utilization of project habitats. One protected, non-listed species was also observed. No federally or state listed plant species were observed or are documented in the project area.

The wood stork (*Mycteria americana*) is designated as endangered by both the US Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FWC). The project corridor is located within the Core Foraging Area (CFA) of nine (9) documented wood stork rookeries. No wood storks were observed during field reviews; however, Suitable Foraging Habitat (SFH) exists within roadside ditches along the corridor. A Foraging Habitat Assessment Procedure may be required to quantify impacts to SFH. However, because loss of these areas will either be mitigated or replaced, the project "may affect, but is not likely to adversely affect" this species.

The Eastern indigo snake (*Drymarchon corais couperi*) is federally and state listed as threatened. No documentation of the species being found in the area exists and no sightings of individuals of this species were observed during field surveys; however, suitable habitat is present within the ROW and on adjacent lands. The FDOT will commit to implementing the Standard FDOT Construction Precautions for the Eastern Indigo Snake. It is therefore anticipated that this project "may affect, but is not likely to adversely affect" the eastern indigo snake.

The American alligator (*Alligator mississippiensis*) is listed by the USFWS as threatened due to its similarity of appearance to the American crocodile (*Crocodylus acutus*). No American alligators were observed during field surveys; however, they are likely to be present within habitats found along the corridor. Because unavoidable impacts to these habitats will be minimized and mitigated, and due to the common occurrence in local habitats, it is anticipated that the project will have "no effect" on the American alligator.

The gopher tortoise (*Gopherus polyphemus*) is listed as threatened by the FWC. Two active and one inactive gopher tortoise burrows are located within the project ROW near the western terminus. An adult tortoise was observed at the mouth of one of these burrows during field surveys, and several additional burrows were observed to the north of the ROW, beyond the fence line. The mowed slope within the ROW appears to be utilized for grazing by tortoises in the area. Current FWC protection measures require the relocation of gopher tortoises located within 25 feet of proposed impact areas and allows for the relocation of commensal species such as the gopher frog (*Rana capito*) and Florida mouse (*Peromyscus floridanus*). Surveys to identify all affected burrows and relocations of gopher tortoises and commensals will be conducted according to the necessary protocols, therefore the project "may affect, but is not likely to adversely affect" these species.

Several FWC listed wetland dependent avian species have a high likelihood of occurrence along the project corridor. One wading bird rookery was documented just over one mile from the corridor in 1999. Wetland dependent species with a high potential to utilize corridor habitats include: Florida sandhill crane (*Grus canadensis pratensis*), little blue heron (*Egretta caerulea*), roseate spoonbill (*Ajaia ajaia*), snowy egret (*Egretta thula*), tricolored heron (*Egretta tricolor*), and white ibis (*Eudocimus albus*). Florida sandhill crane is listed as threatened by the FWC; the remaining species are listed as species of special concern by the FWC. Because unavoidable impacts to wetlands which provide foraging habitat will be mitigated, the project "may affect, but is not likely to adversely affect" wetland dependent bird species.

During field surveys in April 2014 three active osprey (*Pandion haliaetus*) nests were observed on two platforms on utility poles and one cell phone tower immediately adjacent to the ROW. Ospreys are afforded protection under the Migratory Bird Treaty Act (MBTA) (16 USC 703-712) and state protected by Chapter 68A of the FAC. If the nest is in

the way of construction and must be removed, a permit will be obtained from the FWC, which typically authorizes the removal of an inactive nest (i.e. nests containing no eggs or flightless young). Requests for removal of active nests (i.e. containing eggs and/or flightless chicks) are issued if the nest presents a safety hazard for the birds or humans. Active nest removal permits are issued with less frequency on a case-by-case basis. Removal of an active nest also requires permits from the USFWS.

Federally protected species which may be affected but are not likely to be adversely affected by the project include the wood stork and eastern indigo snake. State protected species which may be affected but are not likely to be adversely affected by the project include gopher tortoise and wetland dependent avian species. One protected, non-listed species that may be affected but is not likely to be adversely affected is the osprey. The project is anticipated to have no effect on the bald eagle and American alligator. Stormwater ponds were not located during the PD&E study and will be evaluated for species habitat and occurrence during the Design phase.

This category has been designated as MINIMAL on the Summary of Environmental Impact Checklist.

D. Physical Impacts

D.1 Noise

The traffic noise analysis was performed following FDOT procedures that used methodologies established by the FDOT that are documented in the PD&E Manual, Part 2, Chapter 17 (May 2011). The prediction of existing and future traffic noise levels with and without the roadway improvements was performed using the Federal Highway Administration's (FHWA's) Traffic Noise Model (TNM Version 2.5).

A total of 315 noise-sensitive sites were evaluated. The sites were comprised of 297 residences (located within the Oakwood Terrace Townhomes, Valrico Station Apartments, Strawberry Ridge Mobile Home Park, Citrus Hill RV Park, Orange Blossom RV Park, Turkey Creek Mobile Home Park, Orange Rose Mobile Home Park, Valrico Hills Mobile Home Park, Kings Mill Townhomes, Oakhill Village Mobile Home Park, Featherrock Mobile Home Park, and several isolated residences within the project corridor), four recreational areas, nine places of worship, two day care facilities, a medical center, an outdoor dining area, and the Hillsborough County Fairgrounds.

The results of the analysis indicate that existing (2012) exterior traffic noise levels range from 51.5 to 74.1 dB(A). Traffic noise levels are predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) at 97 receptors (94 residences, two recreational areas, and one place of worship). Existing (2012) interior levels for the places of worship and the day care facility that do not have exterior areas of use and the medical center range from 34.9 to 45.4 dB(A). None of these levels approach, meets or exceeds the NAC. Future (2040) exterior noise levels without the proposed improvements (No-Build) range from 53.1 to 77.3 dB(A) and are predicted to approach, meet, or exceed the NAC at 136 receptors (133 residences, two recreational areas and one place of worship). Future (2040) interior noise levels without the proposed improvements are predicted to range from 34.9 to 48.1 dB(A), noise levels that do approach, meet or exceed the NAC. In the future (2040) with the improvements (Build), traffic noise levels are predicted to approach, meet, or exceed the NAC at 187 receptors (184 residence, two recreational areas, and one place of worship) with exterior noise levels ranging from 58.0 to 78.2 dB(A). In the future (2040) with the improvements interior levels are predicted to range from 38.0 to 50.9, levels again that do not approach, meet, or exceed the NAC. Notably, when compared to the existing condition, traffic noise levels are not predicted to increase more than 10 dB(A) above existing conditions at any of the evaluated sites. As such, the project would not substantially increase traffic noise (i.e., increase traffic noise 15 dB(A) or more).

Noise abatement measures were considered for the 187 impacted receptors (184 residences, tennis courts at the Valrico Station Apartments and Strawberry Ridge Mobile Home Park, and the basketball court at the Fellowship Baptist Church). The measures were traffic management, alternative roadway alignments, and noise barriers. The results of the evaluation indicate that although feasible, traffic management and an alternative roadway alignment(s) are not reasonable methods of reducing predicted traffic noise impacts at the impacted receptors. The results of the

analysis performed to evaluate noise barriers indicates that, for the 28 noise barriers evaluated, barriers would meet minimum noise reduction requirements and reduce traffic noise at least 5 dB(A) at 53 of the 187 impacted receptors at a cost below the reasonable limit. The benefited residences are at the following six locations:

- Barrier 2: Residences at the Oakwood Terrace Townhomes and Valrico Station Apartments (South of SR 60) (Sites 3-7, 11)
- Barrier 3: Residences at the Strawberry Ridge Mobile Home Park (South of SR 60) (Sites 18, 21-27)
- Barrier 4: Residences at the Citrus Hill and Orange Blossom RV Parks (South of SR 60) (Sites 40-47, 54-57, 60-61)
- Barrier 24: Residences at and adjacent to the Valrico Hills Mobile Home Park (North of SR 60) (Sites 243-245, 247-254)
- Barrier 25: Residences west of Mulrennan Rd. (North of SR 60) (Sites 269-272, 274)
- Barrier 27: Residences at the Featherrock Mobile Home Park (North of SR 60) (Sites 301-305, 312-315)

This category has been designated as MINIMAL on the Summary of Environmental Impact Checklist. A detailed review of potential noise impacts can be found in the study's *Noise Study Report (NSR)*.

D.2 Air

The referenced project is located in Hillsborough County, Florida, an area currently designated by the US Environmental Protection Agency (EPA) as being in 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. As required by FDOT, the project was subject to a localized carbon monoxide (CO) screening analysis.

The project "passed" the screening test and has been designated as NONE on the Summary of Environmental Impact Checklist.

D.3 Construction

Construction activities for this proposed project will have minimal, temporary, yet unavoidable, air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project. These temporary construction impacts will be controlled by the adherence to the most recent edition of the FDOT's *Standard Specifications for Road and Bridge Construction*.

Therefore, this category has been designated as MINIMAL in the Summary of Environmental Impact Checklist.

D.4 Contamination

Sixty-six (66) mainline locations were investigated for sites that may present the potential for finding petroleum contamination or hazardous materials, and therefore may impact the proposed improvements for this project. Specific details for each site can be found in the study's *Contamination Screening Evaluation Report (CSER)*.

Of the sixty-six (66) mainline sites investigated, the following risk rankings have been applied: thirteen (13) "High" ranking sites, six (6) "Medium" ranking sites, twenty-four (24) "Low" ranking sites, and twenty-three (23) sites ranked "No" for potential contamination concerns.

For the sites ranked "No" for potential contamination, no further action is planned. These sites have been evaluated and determined not to have any potential environmental risk to the proposed project at this time. For sites ranked "Low" for potential contamination, no further action is required at this time. These sites/facilities have the potential to impact the project, but based on select variables have been determined to have low risk to it, at this time. Variables that may change the risk ranking include a facility's non-compliance to environmental regulations, new discharges to

the soil or groundwater, and modifications to current permits. Should any of these variables change, additional assessment of the facilities will be conducted.

For those locations with a risk ranking of "Medium" or "High", Level II field screening will be conducted if it is determined during the project's design that its construction activities could be within their vicinity. These sites have been determined to have potential contaminants, which may impact the proposed construction of the project. A soil and groundwater sampling plan could be developed for each site, if applicable. Stormwater ponds were not located during the PD&E study and will be evaluated for potential contamination during the Design phase.

Therefore, this category has been designated as MINIMAL on the Summary of Environmental Impact Checklist. A detailed review of potential contamination impacts can be found in the *CSER*.