

The design, right of way, and construction phases for this project are not currently funded in FDOT's adopted work program through fiscal year 2023.

Who to Contact

The approved final *Project Development and Environment (PD&E) study re-evaluation* documents may be viewed on the study's website at:

<http://archived.fdotd7studies.com/sr600/i4-to-county-line/>

or at the FDOT District Seven headquarters, 11201 N. McKinley Drive in Tampa. For more information about the study, please contact FDOT's project manager or public information officer:

Lilliam Escalera, Project Manager

Florida Department of Transportation, District Seven
11201 N. McKinley Drive, MS 7-800, Tampa, Florida 33612
Phone: (813) 975-6445 or (800) 226-7220
Email: Lilliam.Escalera@dot.state.fl.us

Kris Carson, Public Information Officer

Florida Department of Transportation, District Seven
11201 N. McKinley Drive, MS 7-110, Tampa, Florida 33612
Phone: (813) 975-6091 or (800) 226-7220
Email: Kristen.Carson@dot.state.fl.us

Non Discrimination Laws & Regulations

Public participation was solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns may do so by contacting: **Christopher Speese, Public Involvement Coordinator** Phone: (813) 975-6405 or (800) 226-7220
Email: Christopher.Speese@dot.state.fl.us

Comuniquese Con Nosotros

Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros con nuestra representante, Señora Lilliam Escalera, 813-975-6445, Departamento de Transportación de Florida, 11201 N. McKinley Dr., Tampa, FL 33612, Lilliam.Escalera@dot.state.fl.us.

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

Lilliam Escalera, Project Manager
Florida Department of Transportation
District Seven
11201 N. McKinley Drive, MS 7-800
Tampa, FL 33612



US 92 (SR 600) PD&E STUDY DESIGN CHANGE RE-EVALUATION From East of I-4 to East of County Line Road in Hillsborough County

Florida Department of Transportation District Seven

WPI Segment Number: 435749-1

Federal Aid Project No: MAF-212-1 (34)

Study Approval Notification

On April 20, 2018, the **Florida Department of Transportation (FDOT)**, pursuant to 23 U.S. C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the FHWA and FDOT, approved the following: Work Program Item Segment Number: 435749-1, Federal Aid Project No: MAF-212-1 (34), US 92 (SR 600) Project Development and Environment (PD&E) Study Design Change Re-evaluation (see project location map inside).

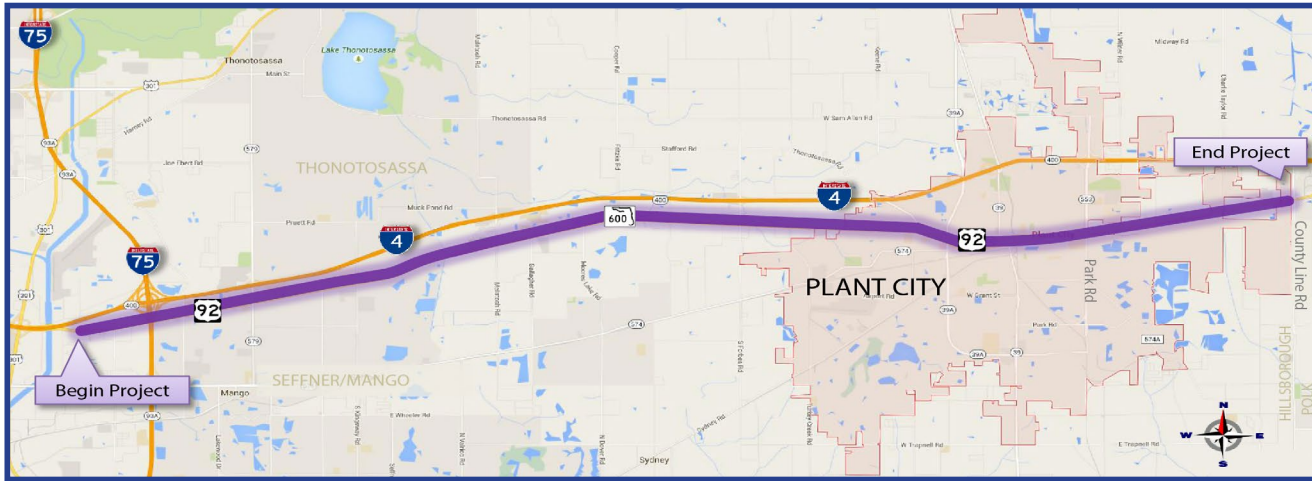
This design change re-evaluation was performed to document the proposed design changes and resulting changes to the socio-economic and environmental impacts that may have occurred since the original PD&E study was approved on March 24, 1994. A legal notice indicating study approval was published in the Tampa Bay Times on June 18, 2018, and also in La Gaceta on June 15, 2018.

Public Hearing Results

A public hearing was held for this project in two sessions at separate locations. On December 1, 2016, the first session was held at the HCC Trinkle Center in Plant City. The second session was held on December 6, 2016, at the Sheraton Tampa East Hotel.

A total of 239 people registered at the public hearing between the two sessions. Seventy-seven comment forms were received and 12 verbal statements were made during the formal public comment period for a total of 89 combined. This project will now proceed to the next phase of development.

Project Location Map



Selected Alternative

Following the public hearing, the Recommended Build Alternative was selected as the Preferred Alternative, based on a determination that the No-Build Alternative did not meet the purpose and need of the project, which is to improve US 92 in order to accommodate future traffic increases along the corridor. However, the No-Build Alternative was selected for the segment between Mobley Street and Maryland Avenue. From Maryland Avenue to Park Road, the preferred Build Alternative is a transitional widening. Adding roadway capacity in these areas will reduce future traffic congestion and improve traffic operations and safety along US 92.

Planned Improvements

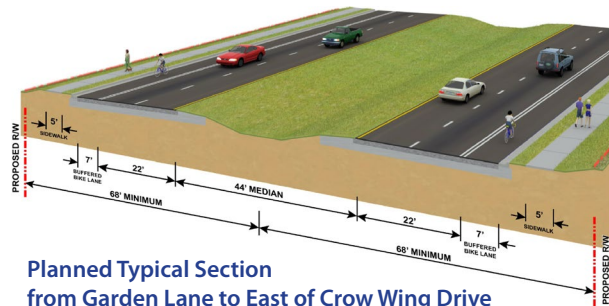
Representative typical sections for the Preferred Build Alternative are shown to the right. Urban typical sections are planned from Garden Lane to west of the I-75 overpass and east of the I-75 overpass to east of Crow Wing Drive where the existing right of way is 136 feet wide. Suburban typical sections are planned from east of Crow Wing Drive to Edwards Street where the existing right of way is wider at 160 feet. Urban typical sections between Edwards Street to Mobley Street have a narrower right of way with a minimum requirement of 114 feet wide, and 136 feet wide from west of Park Road to County Line Road. As mentioned above, due to constraints, no improvements are proposed between Mobley Street and Maryland Avenue. A transitional widening improvement is planned from Maryland Avenue to Park Road. All typical sections include bicycle lanes and sidewalks.

In addition, the project will tie into improvements along US 92 at County Line Road in Polk County, which is being proposed by FDOT District One.

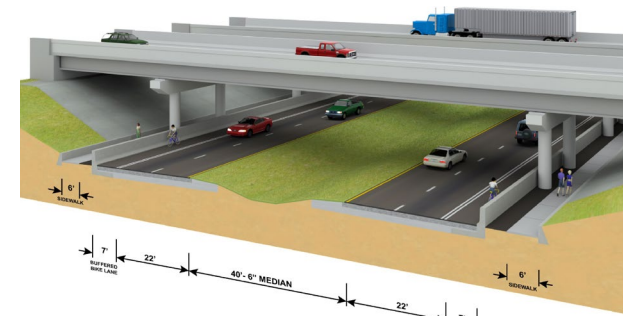
In addition to the roadway improvements, the planned improvements will include construction of stormwater management facilities and floodplain compensation sites. The locations of these facilities will be determined during the proposed project's design phase. Updated conceptual design plans for the planned improvements and final study documents are available for viewing and downloading under the final documents tab at:

PROJECT WEBSITE
 For more information on this study, go to
<http://archived.fdotd7studies.com/sr600/i4-to-county-line/>

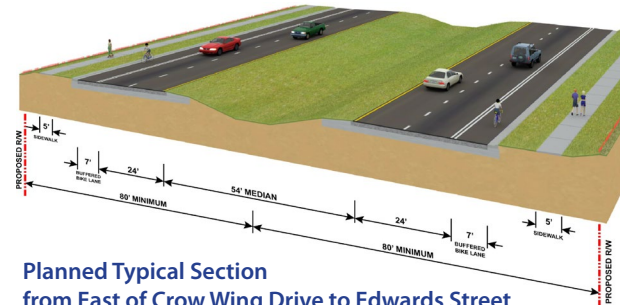
Planned Typical Sections



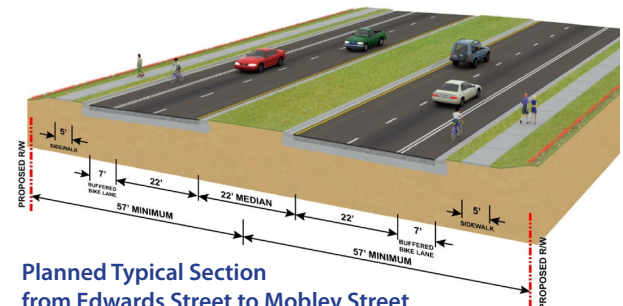
Planned Typical Section from Garden Lane to East of Crow Wing Drive
 (Add 1 bike lane and sidewalks in each direction)



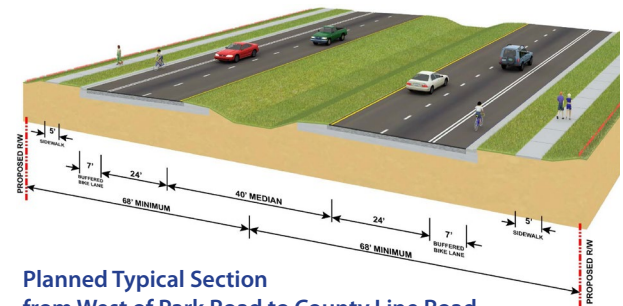
Planned Typical Section at I-75 overpass
 (Add 1 bike lane and sidewalks in each direction)



Planned Typical Section from East of Crow Wing Drive to Edwards Street
 (Add 1 bike lane and sidewalks in each direction)



Planned Typical Section from Edwards Street to Mobley Street
 (Add 1 bike lane and sidewalks in each direction)



Planned Typical Section from West of Park Road to County Line Road
 (Add 1 bike lane and sidewalks in each direction)