

Florida Department of Transportation
STATE ENVIRONMENTAL IMPACT REPORT

1.0 STATE ENVIRONMENTAL IMPACT REPORT

1.1 General Information

Project Name: SR 674 Project Development and Environment (PD&E) Study

Project Limits: From US 301 (SR 43) to CR 579

Financial Project Number: N/A

WPI Segment No.: 422762 1

1.2 Project Description

- a. Existing Conditions: *See Attachment 1, Section 2.1.1*
- b. Proposed Improvements: *See Attachment 1, Section 2.1.2*

1.3 Approved for Public Availability (Before Public Hearing)



 Department Representative

20 Nov 08

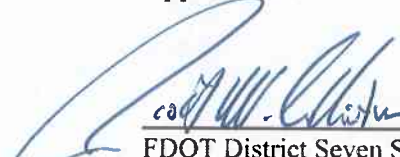
 Date

A Public Hearing was held

December 16, 2008

 Date

1.4 Approval of SEIR



 FDOT District Seven Secretary or
 Designee
 Scott W. Conrator, P.E., CBEM

6 Jul 09

 Date

1.5 IMPACT EVALUATION

TOPICAL CATEGORIES	S i g n	M i n	N o n e	N o I n v	REMARKS
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A. SOCIAL IMPACTS

1. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A
2. Community Cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A
3. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A
4. Community Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A
5. Title VI Considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A
6. Controversy Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A
7. Utilities and Railroads	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A

B. CULTURAL IMPACTS

1. Historic Sites / Districts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment B
2. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment B
3. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

C. NATURAL ENVIRONMENT

1. Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment C
2. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Water Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment C
4. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Floodplains and Floodways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment C
7. Coastal Barrier Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment C
9. Essential Fish Habitats	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

D. PHYSICAL IMPACTS

1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D
2. Air	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment D
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D
5. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

E. PERMITS REQUIRED

It is anticipated that the following permits may required, but are not limited to:

- Southwest Florida Water Management District (SWFWMD) – Environmental Resource Permit
- U.S. Army Corps of Engineers – Dredge and Fill Permit
- Florida Department of Environmental Protection – EPA NPDES Permit

1.6 COMMITMENTS AND RECOMMENDATIONS

Commitments

The Department is committed to the following:

a. The implementing entity will consider employment of suitable protection methods for the eastern indigo snake if the project's construction activities would occur within suitable eastern indigo snake habitat. A habitat survey would be undertaken by the implementing entity prior to the initiation of construction to identify any areas that would be subject to this commitment.

b. Median openings will be reassessed at the time of design to make sure it works with the Wimauma Community at that time.

c. During the project's future design, a detailed traffic noise analysis for the potential noise barrier at Sun City Mobile Home Park will be undertaken. If the analysis indicates that the proposed noise barrier remains a potentially cost reasonable and feasible method of reducing predicted impacts, the noise barrier will be included as part of the SR 674 project contingent on the following:

- The owners of the Sun City Mobile Home Park indicate a positive desire for a noise barrier (including type, height, length, and location).
- All safety and engineering aspects of a noise barrier, as they relate to the roadway users and to the adjacent property owners, have been reviewed and approved.

Recommendations

Based on the results of the environmental and engineering analysis, interagency coordination, and the public hearing, the alternative recommended for implementation is the Build Alternative. The Build Alternative will provide an important link in the west-east roadway transportation system of southern Hillsborough County, and increasing the existing facility from two lanes to four and six lanes will enhance operation and improve safety. The improvements will also benefit emergency evacuation.

A more detailed description of the improvements is provided in **Attachment 1 - Project Description**, *Section 2.1.2, Proposed Improvements*.

ATTACHMENT 1 – PROJECT DESCRIPTION

2.1.1 EXISTING CONDITIONS

State Road (SR) 674 is an east-west route in southern Hillsborough County connecting the communities of Ruskin, Sun City Center, Wimauma, and Ft. Lonesome. Along its path, SR 674 intersects with four major north-south routes: US 41 (SR 45), I-75 (SR 93A), US 301 (SR 43), and County Road (CR) 579.

The study area of this project extends from US 301 (SR 43) to CR 579 and includes the community of Wimauma. The project location map (**Exhibit 1**) is provided in the Appendix. Currently, within the project limits, SR 674 is predominantly a two-lane, undivided rural roadway. It transitions to a four-lane divided rural roadway as it approaches US 301 (SR 43). The posted speed limit varies from 40 to 45 miles per hour (mph). Its right of way width varies from 80 to 100 feet, with the exception of the 2,600-foot-long segment immediately east of US 301 (SR 43) where the right of way is 180 feet wide. **Exhibit 2**, in the Appendix, depicts the existing typical section of SR 674.

Within the study area, the current average annual daily traffic (AADT) volumes along SR 674 range from 8,600 vehicles per day (vpd) in Wimauma (east of West Lake Drive) to 12,200 vpd east of US 301 (SR 43). The peak hour traffic volumes exceed the capacity of the two-lane roadway resulting in level of service (LOS) E.

2.1.2 PROPOSED IMPROVEMENTS

By the design year 2030, the AADT volumes in the study area are expected to range from 17,800 vpd in Wimauma (106% growth) to 41,700 vpd just east of US 301 (SR 43) (241% growth). Without improvements, the peak hour levels of service should be expected to deteriorate to LOS F along the segment of SR 674 that extends between US 301 (SR 43) and West Lake Drive. To accommodate the projected transportation demand along the study segment of SR 674 at an acceptable LOS D or better, SR 674 will need to be widened to a four-lane facility throughout the study area with the exception of the segment between US 301 (SR 43) and West Lake Drive that needs to be widened to six lanes.

The *Preliminary Engineering Report (PER)*, prepared for this study, presents in detail the alternative typical sections and roadway alignments considered for this project.

Recommended Alignment - From US 301 (SR 43) to West Lake Drive, SR 674 will remain centered on the existing alignment for the initial stage of the improvements. Future widening of this segment to six lanes will require widening to the north. From West Lake Drive to 7th Street, SR 674 will be widened to the south, and from 7th Street to the end of the project at CR 579, SR 674 will be widened to the north.

Recommended Typical Sections - A staged four-lane urban typical section is initially recommended for Segment 1 of SR 674 from US 301 (SR 43) to West Lake Drive (refer to **Exhibit 3**). It provides a 11-foot-wide inside travel lane and an 12-foot-wide outside travel lane in each direction, a 22-foot-wide median and 4-foot-wide bicycle lanes and 6-foot-wide concrete sidewalks on both sides, and would require 100 feet of right of way.

In the future when the need for further widening of Segment 1 of SR 674 from US 301 (SR 43) to West Lake Drive is justified by an updated traffic analysis and is consistent with Hillsborough County's *Long-Range Transportation Plan* at the time, a six-lane urban typical section is recommended for Segment 1 of SR 674 from US 301 (SR 43) to West Lake Drive (refer to **Exhibit 4**). It would provide three 12-foot-wide travel lanes in each direction, a 22-foot-wide median and 4-foot-wide bicycle lanes and 5-foot-wide concrete sidewalks on both sides, and would require 126 feet of right of way.

A four-lane urban typical section is recommended for Segments 2, 3 and 4 of SR 674 from West Lake Drive to CR 579 (refer to **Exhibit 5**). It provides two 12-foot-wide travel lanes in each direction, a 22-foot-wide median and 4-foot-wide bicycle lanes and 5-foot-wide concrete sidewalks on both sides and would require 102 feet of right of way.

ATTACHMENT 2 – SOCIAL IMPACTS

3.1.1 LAND USE CHANGES

3.1.1.1 Existing Land Use

According to the Hillsborough County's *Comprehensive Plan*, land uses in the vicinity of the project corridor vary. From west of US 301 (SR 43) to West Lake Drive, land uses are mostly agricultural, residential, and commercial. Between West Lake Drive and CR 579, existing land uses are predominantly residential, commercial, and institutional (church properties). East of CR 579, the land use is primarily agricultural.

The eastern half of the study area includes the unincorporated community of Wimauma which, according to the most recent census data, has a population of 4,246 people and is resided by one of the largest farm worker populations in Florida. Over 73% of the population of Wimauma is of Hispanic origin.

3.1.1.2 Future Land Use

The adopted 2015 Future Land Use Map for unincorporated Hillsborough County designates much of the land within the project area for residential uses with low gross density (from 2 to 4 dwelling units per gross acre). The areas in the vicinity of US 301 (SR 43), West Lake Drive, and between 7th Street and CR 579, in Wimauma, are designated for commercial and office land uses.

Hillsborough County prepared the *Wimauma Village Plan* to define the vision and goals for the future growth of the Wimauma area. The Plan calls for encouraging commercial development along SR 674 within the study area limits and light industrial and office uses east of CR 579. It also identifies Center Street, between 7th Street and Railroad Street, as a potential alternative to SR 674 to function as the "Main Street" for this community. The proposed improvements conform to the *Wimauma Village Plan*.

Several large residential developments in the vicinity of SR 674, between US 301 (SR 43) and West Lake Drive, are currently either in the planning, permitting, or construction stages. These developments include Valencia Homes, Sunshine Village, and Westlake Village. Currently, these developments propose the construction of over 5,454 residences, 1,068 townhomes, and 184,500 square feet of retail space.

The proposed improvements will not contribute to land use change in the project area.

3.1.2 COMMUNITY COHESION

This project is not expected to cause the splitting or isolation of any neighborhoods or to harm in any way elderly, physically challenged, non-driving, transit dependent, and minority individuals. On the contrary, the proposed improvements will include features such as sidewalks, bicycle lanes, and lighting that will result in enhanced motorist safety and community cohesion.

3.1.3 RELOCATION POTENTIAL

The proposed improvements of SR 674 will require the acquisition of additional right of way along the north and south sides of SR 674 through most of its length. In addition, some additional right of way will need to be acquired for the placement of stormwater management facilities and floodplain compensation sites. As a result of the proposed improvements, approximately eight (8) businesses and no residences will need to be relocated. An adequate number of suitable properties exist in the same area for the relocated businesses to move into.

For the relocations resulting from this project, the Florida Department of Transportation (Department) will carry out a right of way acquisition and relocation program in accordance with Florida Statute 339.09

and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The Department provides advanced notification of impending right of way acquisition. Before acquiring right of way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

3.1.4 COMMUNITY SERVICES

Exhibit 6, in the Appendix, displays the location of several recreation facilities and community services that exist in the vicinity of SR 674, within the project limits. Four (4) community facilities exist in the immediate vicinity of the SR 674 right of way and 12 additional facilities exist in the general study area without abutting SR 674.

The following community facilities exist in the immediate vicinity of SR 674:

- The Church of God Convention Center and Campground,
- The Church of God,
- The U.S. Post Office, and
- Templo Filadelfia Pentecostal Church.

Right of way acquisition from these properties is not expected to impair or limit their function.

The following facilities exist in the general study area, but do not abut SR 674 and, therefore, will not be affected by any of the proposed project improvements:

- The Bethune Park Recreation Center, managed by the Hillsborough County, offers playgrounds and an electronic library (open weekdays from 2:00 PM to 9:00 PM). It also serves as an emergency shelter for the homeless during cold weather conditions.
- Wimauma Park, managed by the Hillsborough County, offers playgrounds including a soccer field and a softball field. The Wimauma Civic Center is also located in this park.
- The Church of Our Lady of Guadalupe,
- The First Baptist Church,
- The Church of Iglesia Adventista Hispana de Wimauma,
- The Church of Iglesia de Dios,
- The Wimauma Substation of the Hillsborough County Sheriff's Office,
- Wimauma Fire Station 22 of the Hillsborough County Fire Department,
- The Wimauma Elementary School,
- The Wimauma RCMA Migrant Head Start Center,
- The Wimauma Civic Center, and
- The Wimauma Senior Center.

Reddick Elementary School was constructed by Hillsborough County on a parcel located on the west side of West Lake Drive north of SR 674. This school accommodates approximately 575 students, and opened in August 2008. Access to this facility is provided directly off of West Lake Drive and indirectly off of SR 674 and Coral Springs Boulevard, an internal circulation route of the Valencia Homes development.

3.1.6 CONTROVERSY POTENTIAL

A comprehensive Public Involvement Program was developed and was carried out for this project. This Program is in compliance with the Department's *PD&E Manual* and Section 339.155, Florida Statutes (F.S.). The controversy potential for this project was minimal.

The following activities were undertaken to disseminate project related information to the various stakeholders:

- An *Advance Notification (AN)* package was mailed on March 7, 2007, to the Florida State Clearinghouse and to all responsible state, regional, local, and tribal agencies. As a result of the AN review process, comments were received from the Florida Department of Community Affairs (DCA), the Florida Department of Environmental Protection (FDEP), and the Florida Department of State Division of Historical Resources/Historic Preservation.
- A kick-off newsletter, announcing the commencement of the project development and describing this project, was mailed in April 2007 to all persons who own property within 300 feet of the SR 674 right of way as well as to all state and county elected officials.
- A presentation was given on June 18, 2007, to the attendees of the Wimauma Community Plan meeting held by Hillsborough County.
- Proposed alternatives were made available for review at two Alternative Viewing Venues, the Wimauma Senior Center and the Wimauma Civic Center, between March 21 and April 17, 2008. Three Alternative Alignments (north, south, and centered) and typical sections were presented for the four segments of the corridor.
- The Public Hearing was held on December 16, 2008 from 5:00 p.m. to 7:00 p.m. at Our Lady of Guadalupe Catholic Church, 16650 US 301 S, Wimauma, FL 33598. The Public Hearing was attended by approximately 29 citizens, along with 19 FDOT staff and their consultants. The informal session of the Public Hearing was held in the church hall from 5:00 p.m. until 6:00 p.m. During the informal session, citizens were given an opportunity to review a handout, various exhibits, study documents, and to ask questions of FDOT staff and their consultants. A continuously running PowerPoint presentation was shown at the far end of the hall, and a printed copy of the presentation with a Spanish translation of the script was available.

During the Public Hearing open house, a court reporter was available to receive comments in a one-on-one setting. In addition, verbal statements, written statements and exhibits submitted at the Public Hearing became part of the official Public Hearing record. Comments submitted via mail and postmarked by December 26, 2008 became part of the official Public Hearing record. No oral statements were recorded by the court reporter during the informal session.

The formal portion of the Public Hearing, also held in the church hall, was moderated by Mr. Kirk Bogen, Project Development Engineer for District Seven of the FDOT. Following the formal presentation, attendees were given an opportunity to make oral statements for the record; four (4) citizens chose to make a public statement. Following this segment, the formal session was adjourned at approximately 6:17 p.m. and the informal session resumed until 7:00 p.m.

The Public Hearing was held in accordance with 23 CFR 771 and Titles VI and VIII of the Civil Rights Acts of 1964 and 1968 and the Americans with Disabilities Act of 1990.

3.1.7 UTILITIES AND RAILROADS

A comprehensive utility coordination effort was conducted with the utility companies that are known to operate equipment within or in the vicinity of state highways to identify those that exist within or in the vicinity of the SR 674 right of way. Several utility companies maintain equipment along SR 674, as well as on some of the roadways that intersect with SR 674. The project is expected to have minimal impacts to utilities.

The project does not involve any railroad crossings.

ATTACHMENT 3 – CULTURAL IMPACTS

A *Cultural Resources Assessment Survey (CRAS)* was performed for this project in compliance with the provisions contained in the revised Chapter 267 of the Florida Statutes. The investigations described in the CRAS were carried out in conformity with Part 2, Chapter 12 of the Department's *PD&E Manual* and the standards contained in the *Cultural Resource Management Standards and Operations Manual* (FDHR 2003; FDOT 1999). In addition, this survey meets specifications set forth in Chapter 1A-46, Florida Administrative Code. The field surveys described in the *CRAS* were conducted in May 2007.

The purpose of the *CRAS* was to locate, identify, and bound any pre-contact and historic period archaeological sites and historic resources associated with this project, and to assess their significance in terms of eligibility for listing in the *National Register of Historic Places (NRHP)*. A brief description of the findings presented in the *CRAS* is provided below.

3.2.1 HISTORIC SITES / DISTRICTS

A review of the *Florida Master Site File (FMSF)* and the *NRHP* indicated that three previously recorded historic resources were located within the project's area of potential effects (APE). These resources included: the Wimauma Church of the Nazarene (8HI1002), the Church of God Campground/John D. Nichols Worship Center (8HI1003), and the West Farms Office (8HI6562). As a result of the field survey, a short segment of the CSX Railroad was recorded as it was contained within the project APE. This segment, 8HI10288, constructed ca. 1902, was known in the area as the Seaboard Air Line Railroad. Furthermore, field survey revealed 30 additional historic resources (50 years of age or older) that were identified, assessed and recorded. These resources have been assigned the *FMSF* numbers 8HI10255 through 8HI10284. Of the 30 resources, 19 sites correspond to scattered residential and commercial buildings. The remaining 11 resources comprise the Wimauma Church of God Campground Resource Group (8HI10284).

Exhibit 7, in the Appendix, depicts the location of these resources. The *CRAS* concluded that none of the historic resources (8HI1002, 8HI1003, 8HI6562, 8HI10288, and 8HI10255-10284) located within the SR 674 project APE is considered significant in terms of the criteria of eligibility for listing in the *NRHP*. Therefore, this project will have no effect on any historic resources which are listed, determined eligible, or considered potentially eligible for listing in the *NRHP*.

A final determination on the significance of the historic resources within the project's APE by the State Historic Preservation Officer (SHPO) was provided in a letter dated November 19, 2007 and is included in the Appendix as **Exhibit 8**. SHPO concurred with the results of the *CRAS* and found that no historic properties will be affected.

3.2.2 ARCHAEOLOGICAL SITES

Background research, including examination of the digital database of the *FMSF*, indicated that no archaeological sites were previously recorded within the APE. Five recorded sites are located within approximately two miles from the APE. The background research suggested a variable probability for archaeological site occurrence within the APE. As a result of the field survey, no archaeological resources were discovered.

The *CRAS* concluded that no archaeological sites exist within the SR 674 project APE. Therefore, this project will have no effect on any archaeological sites which are listed, determined eligible, or considered potentially eligible for listing in the *NRHP*.

In a letter dated November 19, 2007, which is included in the Appendix as **Exhibit 8**, the State Historic Preservation Officer (SHPO) concurred with the results of the *CRAS* that no archaeological sites were identified within or adjacent to the project's APE.

ATTACHMENT 4 – NATURAL ENVIRONMENT

3.3.1 WETLANDS

In accordance with Part 2, Chapter 18, of the Department's *PD&E Manual*, a study was conducted to identify, characterize, and evaluate wetland systems that traverse or parallel SR 674 in the study area of this project. All existing wetlands within 300 feet on both sides of the right of way were inventoried through the use of existing data bases and ground-truthed in the field. The findings of this study are presented in the *Wetlands Evaluation and Biological Assessment Memorandum*.

Due to the intense development growth, the natural communities in the study area are minimal and are highly fragmented and disturbed. The plant communities included two upland and four wetland communities. Upland communities include mostly pine flatwoods, which are highly degraded due to harvesting of the mature pine trees and the lack of fire management. Other species present include sand live oak, wiregrass, yellow eyed grass, long leaf pine, and muscadine grape.

Wetland communities include one freshwater marsh along the project in the vicinity of Moody Lake, one forested wetland, a riverine wetland associated with Dug Creek that crosses SR 674 with a culvert, two lakes – Moody Lake and Lake Wimauma – whose littoral zones are within the confines of this project, and some wetlands associated with the existing swales and ditches along the project. A total of five (5) aquatic features (excluding swales) have been identified along the project corridor with the potential to be affected by the proposed improvements. **Exhibit 9**, in the Appendix, depicts the locations of the upland and wetland communities in the study area.

All wetlands affected by the proposed improvements were grouped and classified according to the USFWS's Classification of Wetlands and Deepwater Habitats of the United States and the Florida Land Use/Cover and Forms Classification System. The Uniform Mitigation Assessment Method (UMAM) analyses were conducted to assess wetland functions and values for the representative wetlands within the study corridor. Four UMAMs were performed on representative wetland types. Scores reflect current conditions only. The scores were 0.6 for the stream, 0.7 for the lake, 0.3 for the freshwater marsh, and 0.3 for the forested wetland.

As a result of the construction of the proposed improvements, the project is expected to affect 1.28 acres of wetlands, broken down as follows:

- 0.60 acres between US 301 (SR 43) and West Lake Drive,
- 0.22 acres between West Lake Drive and 7th Street,
- no effects on wetlands between 7th Street and Edina Street, and
- 0.46 acres between Edina Street and the east project terminus.

These wetland impacts will need to be coordinated with the responsible state and federal regulatory agencies through the issuance of the appropriate permits. An Environmental Resource Permit will be required from the SWFWMD and a Section 404 Dredge and Fill Permit will be required from the U.S. Army Corps of Engineers prior to construction.

Evaluations and decisions on the most suitable mitigation options will be performed during the Final Design phase through the permitting negotiations.

3.3.3 WATER QUALITY

Although additional impervious surface will be added due to the proposed improvements, there should be no degradation of surface water quality. Stormwater run-off will be treated, and impacts to the adjacent water bodies will be avoided. The proposed project stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Rules 40D-1, 40D-4, 40D-40, 40D-45, and 40D-400, FAC and the Environmental Protection Agency (EPA). A *Water Quality Impact Evaluation (WQIE)* checklist has been completed for this project and is available for further information.

3.3.6 FLOODPLAINS AND FLOODWAYS

USGS Quadrangle maps, SWFWMD topographic maps, and FEMA FIRMs – panel numbers 120112 0680 B (dated June 18, 1980) and 120112 0685 C (dated April 17, 1984) – were used to identify flood-prone areas in the study area of this project. The majority of the project is within Zone “C” areas of minimal flooding. Lake Wimauma is located in the 100-year floodplain. Based on comparisons between the FIRMs and the SWFWMD contour aerials, it is estimated that the Zone “A” 100-year floodplain associated with Lake Wimauma is at elevation 89.5.

The effects of the proposed improvements on the floodplains and floodways are presented in the *Preliminary Drainage Analysis Technical Memorandum*. The proposed project improvements may involve floodplains only along the segment of SR 674 between West Lake Drive and 7th Street. The proposed improvements will affect a total of approximately 1.08 acres of floodplains. There are no floodways within the study area of this project.

The SWFWMD Environmental Resource Permit (ERP) Information Manual (Section 4.4, 3/11/2004 edition) states that no net encroachment into the floodplain, up to that encompassed by the 100-year event, which will adversely affect either conveyance, storage, water quality, or adjacent lands, will be allowed. Compensating storage will be required for any fill encroachment in these floodplains. Compliance with the “Historic Basin Storage” (Section 4.7, ERP) and “Offsite Lands” (Section 4.8, ERP) criteria will also be necessary. Mitigation for encroachment into the 100-year floodplain will be compensated through the construction of floodplain compensation areas. These areas will be addressed in the Final Design phase of this project.

With regards to the base floodplain construction activities, this project can be categorized as Category 4: “Projects on Existing Alignment Involving Replacement of Existing Drainage Structures with no Record of Drainage Problems.” The proposed drainage 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 effects on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will be no 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.

3.3.8 WILDLIFE AND HABITAT

This project was evaluated for potential impacts to threatened and endangered species in accordance with Part 2, Chapter 27, of the Department’s *PD&E Manual*. The available databases were consulted to establish a list of threatened and/or endangered species that potentially occur within the study area. The project area was surveyed for wildlife and habitats during the Fall of 2006. In addition, random surveys were performed along the corridor during the study to obtain data on resident and transient species. The findings of these surveys as well as the potential effects of the proposed improvements on the listed species are presented in the *Wetlands Evaluation and Biological Assessment Memorandum*.

This section of SR 674 traverses primarily through a suburban area with some agricultural land use towards the eastern end of the project. In general, suburban and agricultural areas greatly reduce food and cover opportunities for wildlife, especially upland dependent species. The two lakes – Lake Wimauma and Moody Lake – provide habitat for a variety of wading birds that are protected by the state and federal government.

No federally threatened or endangered floral species were observed or are known to occur within the project corridor. Faunal species federally classified as threatened or endangered that are present or have the potential to be present include the wood stork (*Mycteria Americana*) and the eastern indigo snake (*Drymarchon corais couperi*). The American alligator (*Alligator Mississippiensis*) is listed as threatened due to similarity of appearance to the American crocodile (*Crocodylus acutus*).

State listed species with the potential to occur in the study area include the American bald eagle (*Haliaeetus leucocephalus*), the gopher tortoise (*Gopherus polyphemus*), the Florida sandhill crane (*Grus*

Canadensis), and other wading birds such as the little blue heron (*Egretta ceulea*), snowy egret (*Egretta thula*), white ibis (*Eudocimus albus*), limpkin (*Aramus guarauna*), and the tricolored heron (*Egretta tricolor*). One limpkin was observed feeding in Moody Lake close to the road right of way.

The *Wetlands Evaluation and Biological Assessment Memorandum* has been reviewed by the U.S. Fish and Wildlife Service (USFWS) which responded in a letter dated September 12, 2008 (included as **Exhibit 10** in the Appendix) that the planned action may affect, but is not likely to adversely affect, the eastern indigo snake (*Drymarchon corais couperi*) and the wood stork (*Mycteria Americana*) and will not significantly affect other fish and wildlife resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.).

ATTACHMENT 5 – PHYSICAL IMPACTS

3.4.1 NOISE

In accordance with 23 CFR 772, “Procedures for Abatement of Highway Traffic Noise and Construction Noise,” an assessment of traffic noise was conducted for this project and a *Noise Study Report* was prepared for this PD&E Study.

A total of 39 noise sensitive sites (including 36 single-family residences and three churches) were evaluated. Thirty-two (32) single-family residences are predicted to experience noise levels that will approach, meet, or exceed the Noise Abatement Criteria (NAC). Noise abatement measures such as traffic management, alternative roadway alignment, and noise barriers were considered for the affected noise sensitive sites.

Based on the results of the analysis, a noise barrier is considered a potentially feasible and reasonable measure to reduce predicted future traffic noise levels for the affected residences of the Sun City Mobile Home Park. During the project’s future design, a detailed traffic noise analysis for the potential noise barrier at Sun City Mobile Home Park will be undertaken. If the analysis indicates that the proposed wall remains a potentially cost reasonable and feasible method of reducing predicted impacts, the noise barrier will be included as part of the SR 674 project contingent on the following:

- The owners of the Sun City Mobile Home Park indicate a positive desire for a barrier (including type, height, length, and location).
- Local officials have been notified and the officials have no objection to a barrier.
- All safety and engineering aspects of a barrier, as they relate to the roadway users and to the adjacent property owners, have been reviewed and approved.

3.4.2 AIR

In accordance with the Clean Air Act Amendments of 1990 and Part 2, Chapter 16 of the Department’s *PD&E Manual*, an air quality analysis was conducted to assess the effects of the proposed project on air quality and was summarized in the *Air Quality Memorandum*.

Based on the results from the Department’s screening model, *CO Florida 2004* (released September 7, 2004), the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour National Ambient Air Quality Standards (NAAQS) for the pollutant with either the No-Build or Build Alternatives. As such, the project “passed” the screening process and no further analysis is required.

This project is located in an area that has been designated as “attainment” for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act Amendments of 1990 and therefore, transportation conformity does not apply.

3.4.3 CONSTRUCTION

Construction activities for the proposed project will have temporary air, noise, water quality, traffic flow, and visual effects for the residents and travelers within the immediate vicinity of the project. These effects will be minimized through the application of the Department’s *Standard Specifications for Road and Bridge Construction* and *Best Management Practices*.

3.4.4 CONTAMINATION

In accordance with the Part 2, Chapter 22, of the Department’s *PD&E Manual*, a *Contamination Screening Evaluation Report (CSER)* was prepared to evaluate potential effects from contaminated sites to the project. A total of nine sites were identified in the *CSER* as having some type of potential

petroleum or hazardous material contamination. The locations of these sites are shown on **Exhibit 11**, in the Appendix. These sites were rated either **No**, **Low**, or **Medium** for their potential to contain petroleum or hazardous materials contamination.

Three sites were ranked **Low**. These sites include a former warehouse (Site 1), which had petroleum releases in the past, and two currently active auto repair facilities (Sites 8 and 9).

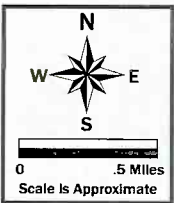
Six sites were ranked **Medium**. Of these sites, three sites (Sites 2, 5, and 6) are currently operating retail gas stations; two sites (Sites 4 and 7) are auto repair facilities which once operated aboveground or underground storage tanks that leaked; and one site (Site 3) is a convenience store which once operated underground storage tanks that leaked.

The proposed improvements will involve three of the **Medium** sites. These sites are as follows:

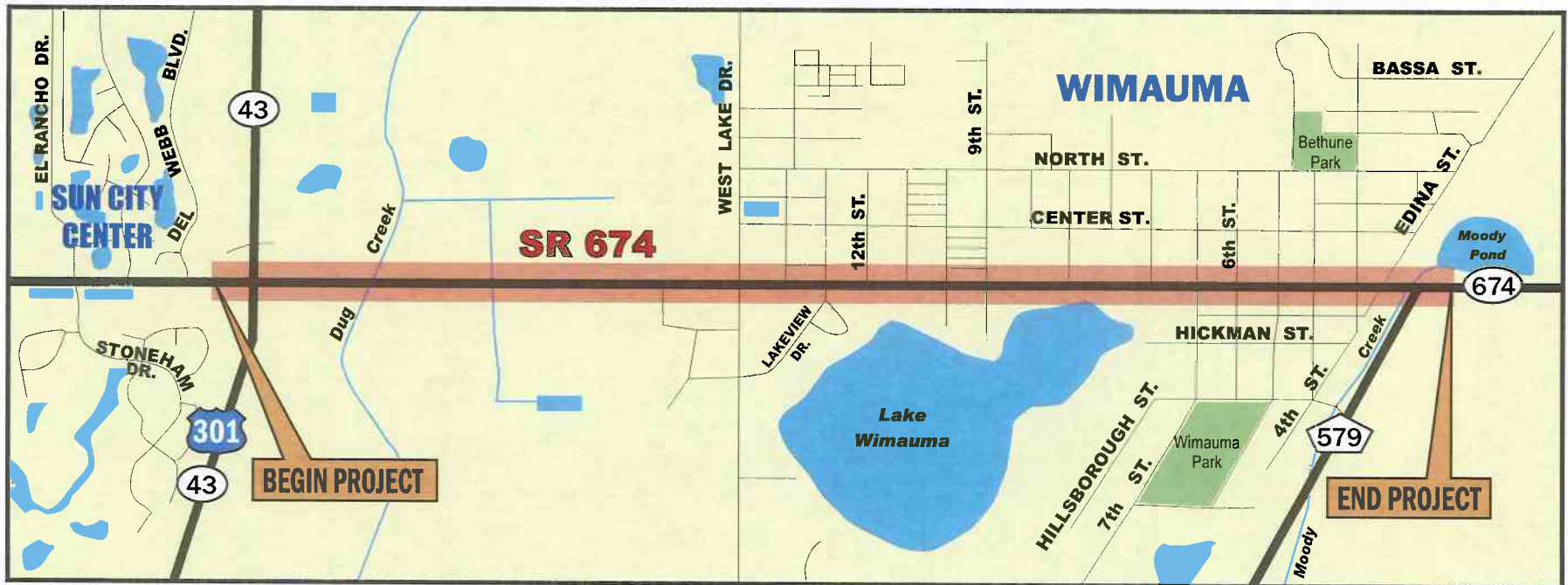
- Tienda de Los Primos convenience store located at 5616 State Road 674,
- El Mercado automotive service and audio installation shop located at 5648 State Road 674, and
- Primos Citgo retail gas station and convenience store located at 5802 State Road 674.

Due to the proximity of these sites to SR 674, contaminated soils may be encountered during construction of the proposed roadway. Therefore, it is recommended that additional testing for potential petroleum contamination be undertaken at these three sites prior to construction.

APPENDIX



Project Location



SR 674 PD&E Study

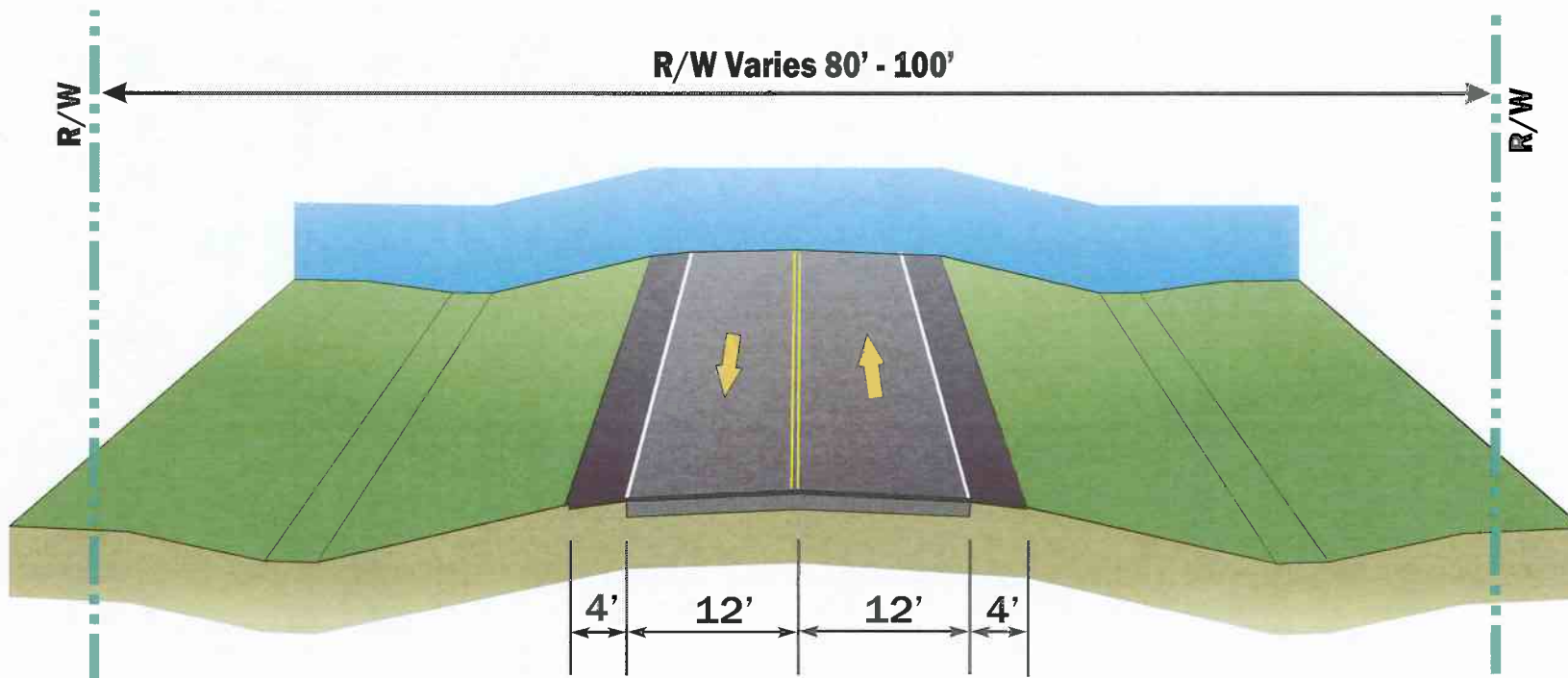
From US 301 (SR 43) to CR 579

Hillsborough County

WPI Segment No. 422762 1

Project Location Map

Exhibit 1



SR 674 PD&E Study

From US 301 (SR 43) to CR 579

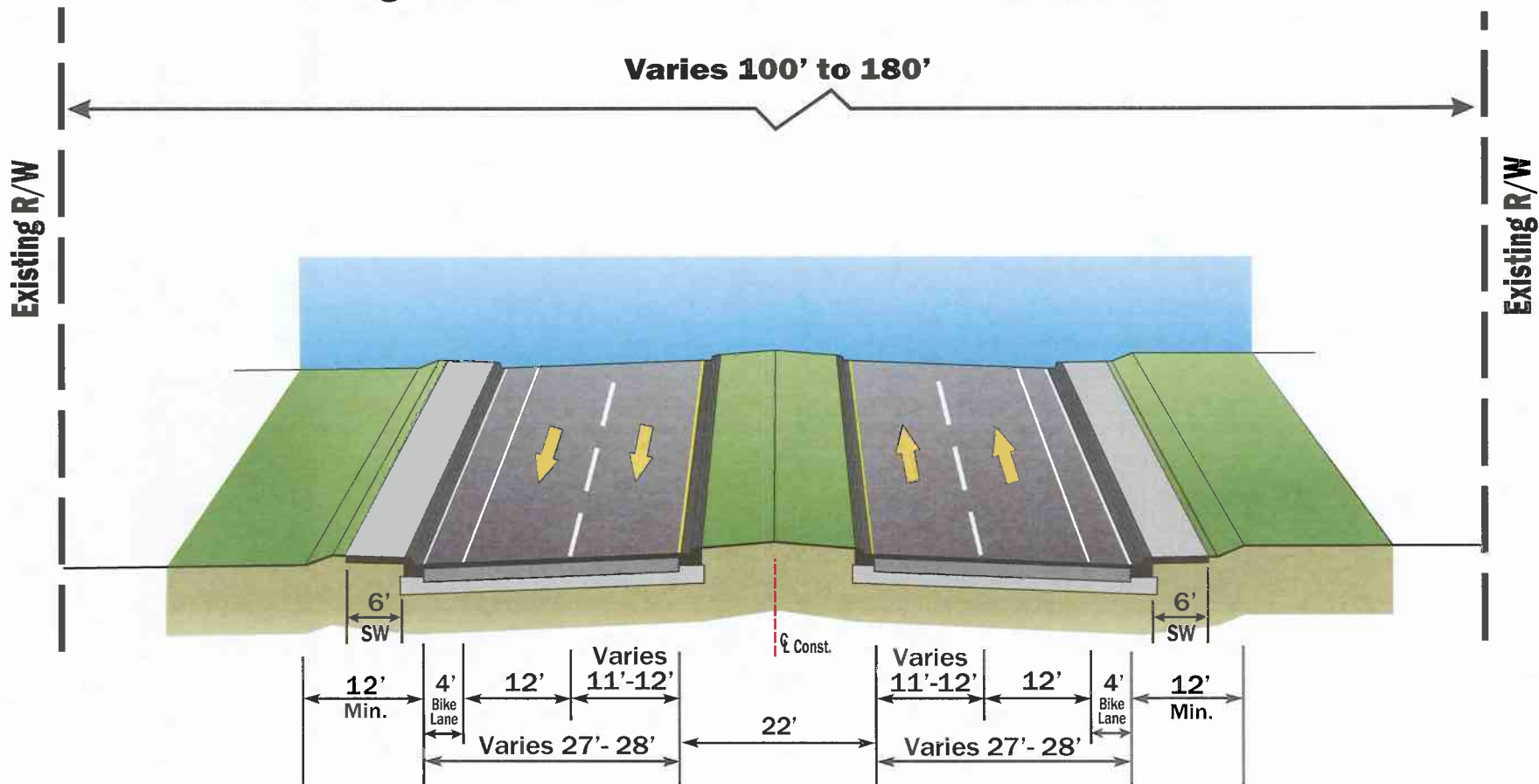
Hillsborough County

WPI Segment No. 422762 1

Existing Typical Section of SR 674

Exhibit 2

Segment 1 - From US 301 to West Lake Drive



SR 674 PD&E Study

From US 301 (SR 43) to CR 579

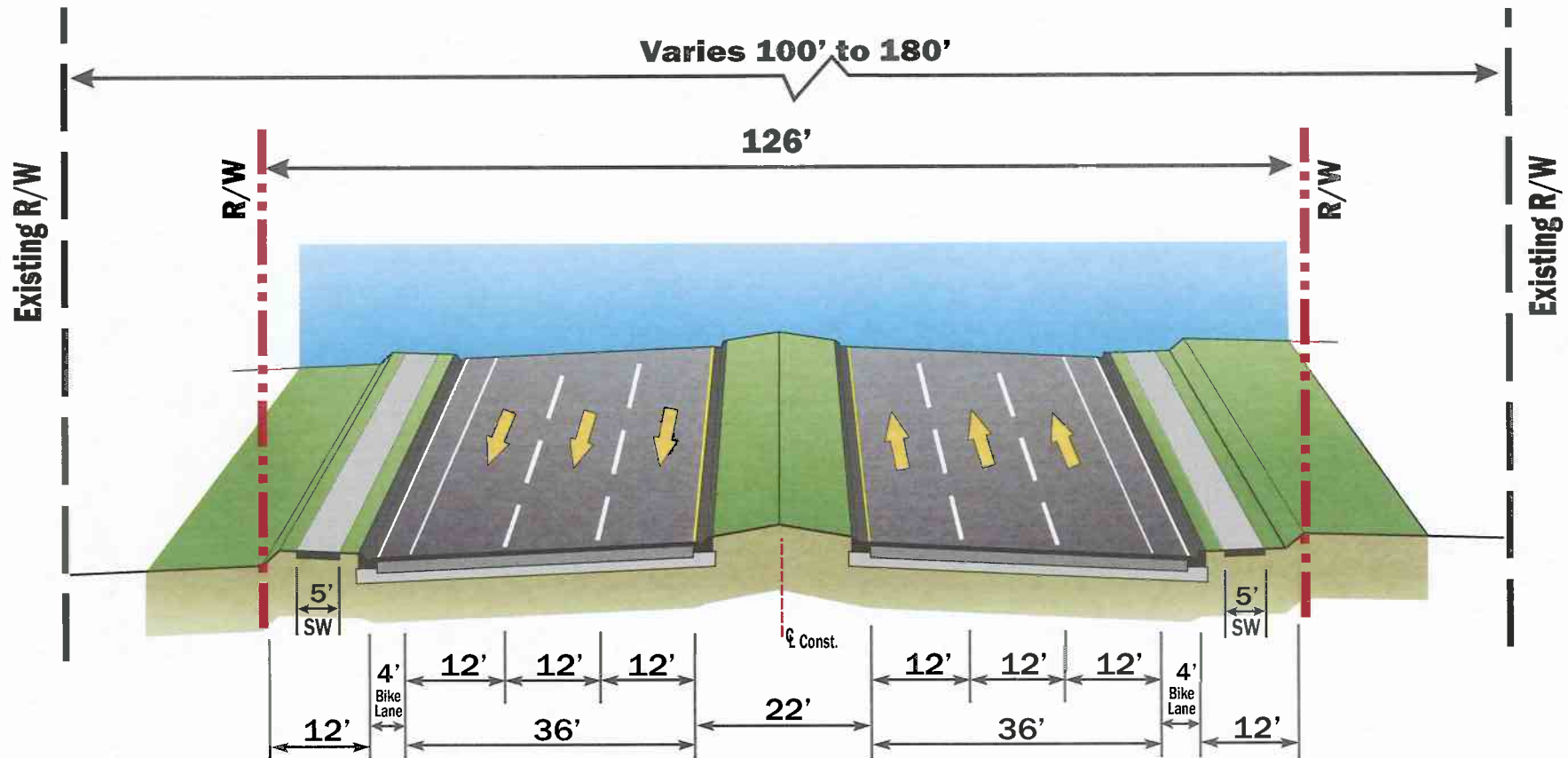
Hillsborough County

WPI Segment No. 422762 1

Proposed Interim Four-Lane Urban Typical Section for SR 674

Exhibit 3

Segment 1 - From US 301 to West Lake Drive

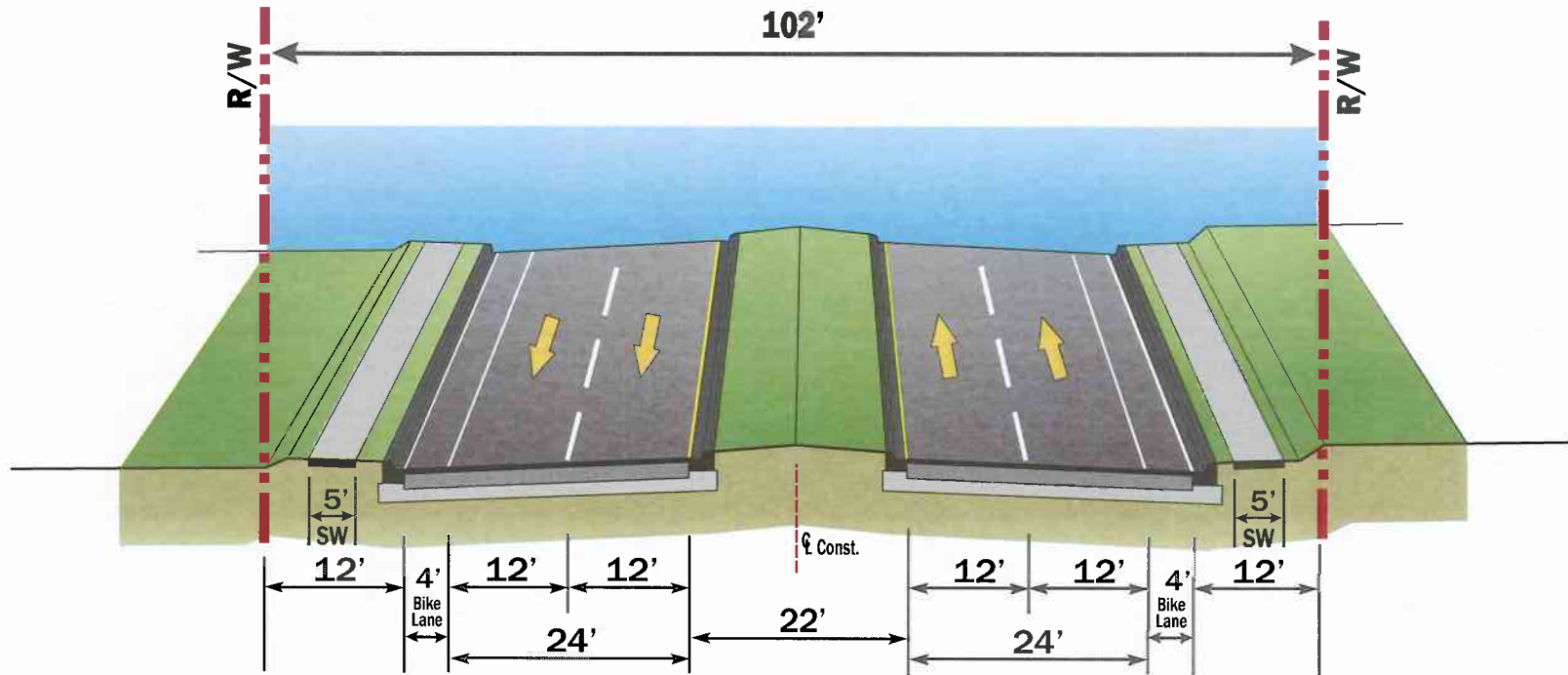


SR 674 PD&E Study
 From US 301 (SR 43) to CR 579
 Hillsborough County
 WPI Segment No. 422762 1

**Proposed Ultimate Six-Lane
 Urban Typical Section for SR 674**

Exhibit 4

Segments 2, 3 & 4 - From West Lake Drive to CR 579



SR 674 PD&E Study

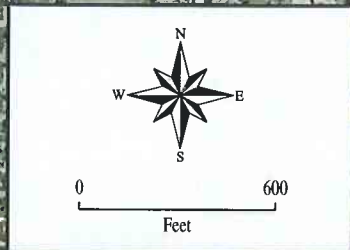
From US 301 (SR 43) to CR 579

Hillsborough County




WPI Segment No. 422762 1

Proposed Ultimate Four-Lane Urban Typical Section for SR 674

Exhibit 5



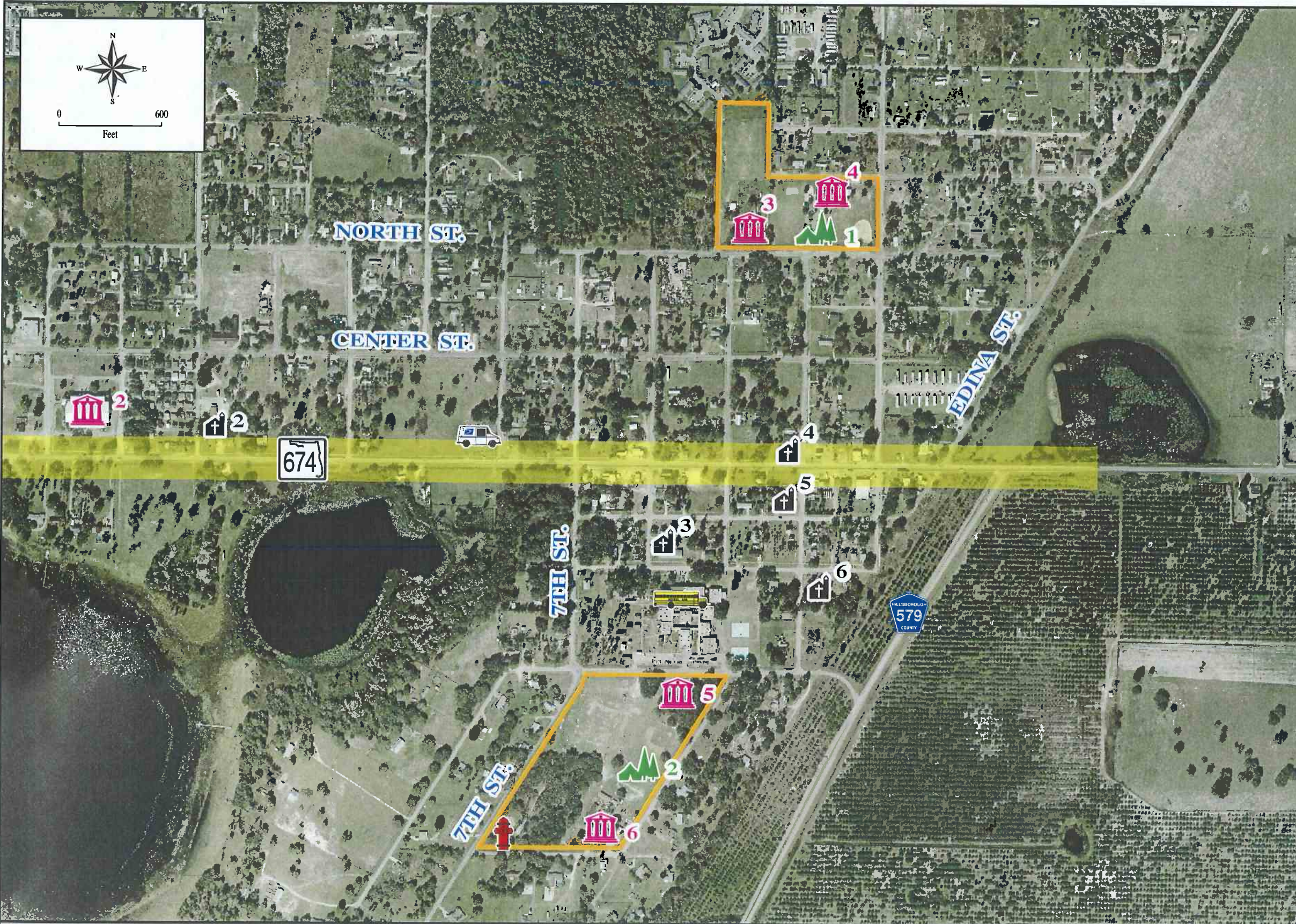
Legend

-  **Churches**
1. Church of Our Lady of Guadalupe
-  **Community Facilities**
1. Wimauma Substation of the Sheriff's Office
-  **Schools**
Reddick Elementary School










SR 674 PD&E STUDY
From US 301 (SR 43) to CR 579
Hillsborough County
 WPI Segment No. 422762 1

Community Facilities and Services
in the Vicinity of SR 674



Legend

-  US Post Office
-  Wimauma Fire Station 22
-  Wimauma Elementary School
-  Churches
 - 2. Church of God
 - 3. First Baptist Church
 - 4. Templo Filadelfia Pentecostal Church
 - 5. Church of Iglesia Adventista Hispana de Wimauma
 - 6. Church of Iglesia de Dios
-  Community Facilities
 - 2. Church of God Convention Center and Campground
 - 3. Wimauma Senior Center
 - 4. Bethune Park Electronic Library
 - 5. Wimauma Civic Center
 - 6. Wimauma RCMA Migrant Head Start Center
-  Public Parks Boundary
-  Public Parks
 - 1. Bethune Park Recreation Center
 - 2. Wimauma Park



SR 674 PD&E STUDY
 From US 301 (SR 43) to CR 579
 Hillsborough County
 WPI Segment No. 422762 1

Community Facilities and Services in the Vicinity of SR 674



Location of previously and newly recorded historic resources within the SR 674 APE.
Township 32 South, Range 20 East, Hillsborough County
(Google Earth; Wimauma, Fla. 2007). Resource group is indicated in yellow.
Previously recorded resources are denoted with an asterisk.



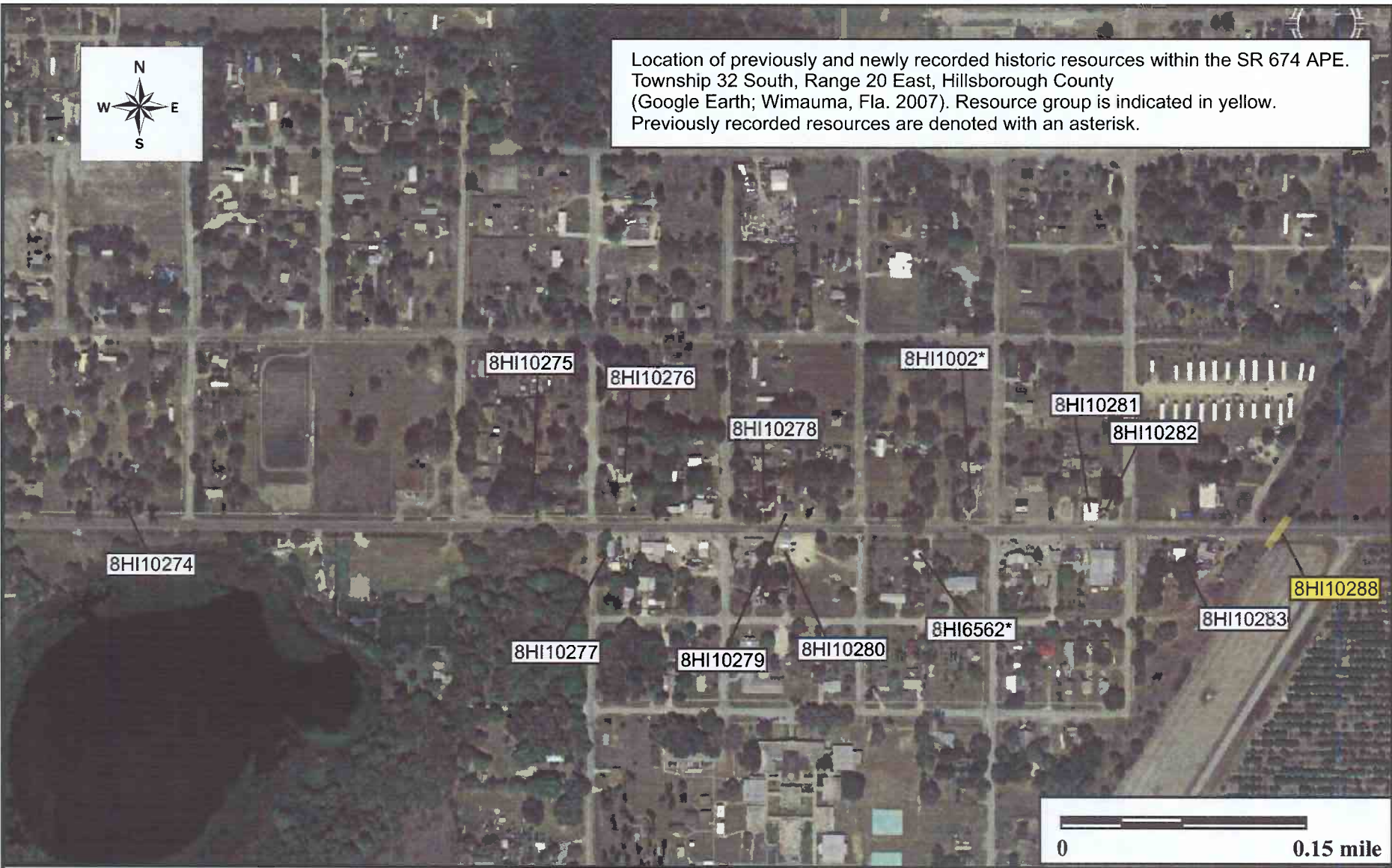
SR 674 PD&E Study
From US 301 (SR 43) to CR 579
Hillsborough County
WPI Segment No. 422762 1

**Historic Resources
within the Project's APE
(1 of 2)**

Exhibit 7



Location of previously and newly recorded historic resources within the SR 674 APE. Township 32 South, Range 20 East, Hillsborough County (Google Earth; Wimauma, Fla. 2007). Resource group is indicated in yellow. Previously recorded resources are denoted with an asterisk.



SR 674 PD&E Study
From US 301 (SR 43) to CR 579
Hillsborough County
WPI Segment No. 422762 1

Historic Resources within the Project's APE (2 of 2)

Exhibit 7



FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Rick Adair
Florida Department of Transportation, District 7
11201 N. McKinley Drive
Tampa, FL 33612-6456

November 19, 2007

RE: DHR Project File Number: 2007-8435
Received by DHR: October 12, 2007
Project: *Cultural Resource Assessment Survey of State Road 674 from US 301 (SR 43) to CR 579*
Financial Project ID No.: 422762 1 21 01
County: Hillsborough

Dear Mr. Adair:

Our office received and reviewed the above referenced project in accordance with Chapter 267, *Florida Statutes*. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, State agencies in carrying out their historic preservation responsibilities; to cooperate with State agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate agencies on State undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

Results of the survey identified three previously recorded historic buildings (8HI1002-1003 and 8HI6562), 30 newly recorded historic buildings (8HI10255-10284), and one newly recorded railroad grade (8HI10288). No archaeological sites were identified within or adjacent to the project's area of potential effect. The Florida Department of Transportation determined the resources ineligible for listing in the National Register of Historic Places. Based on the information provided, our office concurs with the results and finds that no historic properties will be affected. If you have any questions, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, by email sanderson@dos.state.fl.us or at 850-245-6432.

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Rebecca Spain Schwarz, PBS&J

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
(850) 245-6300 • FAX: 245-6436

Archaeological Research
(850) 245-6444 • FAX: 245-6452

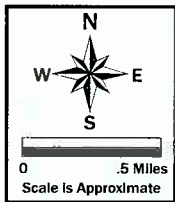
Historic Preservation
(850) 245-6333 • FAX: 245-6437

Historical Museums
(850) 245-6400 • FAX: 245-6433

Southeast Regional Office
(561) 416-2115 • FAX: 416-2149

Northeast Regional Office
(904) 825-5045 • FAX: 825-5044

Central Florida Regional Office
(813) 272-3843 • FAX: 272-2340



Legend

- Wetlands
- Limpkin

Project Location



SR 674 PD&E Study
 From US 301 (SR 43) to CR 579
 Hillsborough County
 WPI Segment No. 422762 1

Wetlands and Observed Listed Species



United States Department of the Interior

U. S. FISH AND WILDLIFE SERVICE

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

IN REPLY REFER TO:

FWS LOG NO. 41910-2008-I-0456

September 12, 2008

Gabor Farkasfalvy
Project Manager
Florida Department of Transportation
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612

Dear Mr. Farkasfalvy:

Our office has reviewed the *Wetland Evaluation and Biological Assessment Memorandum* and correspondence requesting concurrence for the SR 674 improvements. The applicant proposes to widen the existing two-lane roadway to a four-lane and six-lane facility from SR 43 (US 301) to CR 579 in Hillsborough County, an approximate distance of 2.4 miles.

The Service submits the following comments in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*).

ENDANGERED SPECIES ACT

The federally listed species identified in the *Wetland Evaluation and Biological Assessment Memorandum* are the threatened eastern indigo snake (*Drymarchon corais couperi*) and the endangered wood stork (*Mycteria americana*).

The report states that no wood stork rookies are within 18 miles of the study corridor according to the Florida Atlas of Breeding Sites for Herons and their Allies; however, this is not an accurate statement. Updated information regarding the wood stork may be found at the Service's Jacksonville Ecological Service Field Office website:
www.fws.gov/northflorida.

The Service analyzes the wetland impacts resulting from the proposed action and its effects to suitable foraging habitat (SFH) for the wood stork. SFH is described as water that is relatively calm, uncluttered by dense thickets of aquatic vegetation, and having a

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permanent or seasonal water depth between 2 and 15 inches (5 to 38 cm) deep. Ideally, preferred foraging wetlands would include a mosaic of emergent and shallow open-water areas. Examples of SFH include freshwater marshes and stock ponds, shallow, seasonally flooded roadside or agricultural ditches, narrow tidal creeks or shallow tidal pools, managed impoundments, and depressions in cypress heads and swamp sloughs.

Core foraging areas (CFA) have been identified around all known wood stork nesting colonies that are important for reproductive success. In Central Florida, CFAs include SFH within a 15-mile (24 km) radius of the nest colony. Loss of SFH within these CFAs may reduce foraging opportunities for the wood stork.

The wetland impacts will occur within the CFA of existing wood stork colonies (refer to Nesting Colony Foraging Areas with Buffers at the above noted webpage). Currently, the Department has not developed a detailed mitigation plan. Several scenarios are discussed in the memorandum as potential options during the design and permitting phases. The Service recommends in-kind replacement of the functions and values of those wetlands impacted within the CFA of these colonies. Providing the mitigation plan addresses these concerns, the overall effects on wood storks will be insignificant and discountable. Therefore, the project may affect, but is not likely to adversely affect, the wood stork.

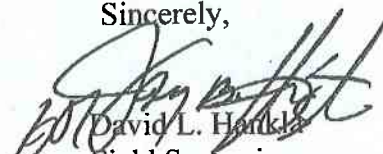
In regards to the eastern indigo snake, movements over large areas of fragmented habitats undoubtedly expose snakes to increased road mortality and likelihood of adverse human contact. In a recent Florida telemetry study, vehicles accounted for 40% of the in-field mortality to this species. The Service recommends the applicant implement the *Standard Protection Measures for the Eastern Indigo Snake* (1999) during construction of the project. Those measures can be found at <http://northflorida.fws.gov/IndigoSnakes/east-indigo-snake-measures-071299.htm>. As a result, the project may affect, but is not likely to adversely affect, the eastern indigo snake.

Although this does not represent a biological opinion as described in section 7 of the Act, it does fulfill the requirements of the Act and no further action is required. If modifications are made to the project or additional information becomes available on listed species, reinitiating consultation may be required.

FISH AND WILDLIFE COORDINATION ACT

The Service concludes after reviewing the extent of the proposed project, the proposed action will not significantly affect other fish and wildlife resources. If you have any questions regarding this response, contact Mr. Todd Mecklenborg at (727) 820-3705.

Sincerely,



David L. Hankle
Field Supervisor